FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

BACK TO THE WATER

Discovering Florida's Urban Waterfronts

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BACK TO THE WATER

Discovering Florida's Urban Waterfronts

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A LETTER FROM THE SECRETARY

Dear Reader,

Chances are if you asked anyone some of the reasons why he or she came to Florida, water would be high on that list. Swimming, fishing, shelling, boating, diving or taking a cruise; these are just a few of the more popular activities which require access to water. No wonder 80 percent of the state's residents live near the coast. This has been the case throughout most of the state's history. Until the arrival of the railroad in the last century, Florida was much easier to reach by water than by land.

Today, growth pressures challenge the capabilities of local governments to balance competing uses of the shoreline. Should commercial fishing operations be replaced by specialty shops? Is it appropriate to lease city-owned marina property for condominium development? How can downtown areas be redeveloped in a manner which maintains the character of historic buildings?

Each community appears to be answering these and related questions in a slightly different manner. Yet, they frequently have a lot in common. Residents of many early Florida settlements built lighthouses to prevent shipwrecks, forts to defend the coast, and later resort hotels to accommodate visitors. In places where these structures have survived and are accessible, we can learn a great deal about how Florida's early settlers lived.

Communities seeking to redevelop their shorelines can also benefit from others' experiences. This guide provides numerous examples of cities with a dynamic mixture of uses along the water's edge. These land uses include historic residential and commercial neighborhoods, parks within view of the working waterfront, and waterfront walkways, all of which may be applicable to other cities.

We hope you will find this guide informative and useful. If you do, please let us know.

Sincerely,

Tom Lewis, Jr., Architect
Secretary

INTRODUCTION

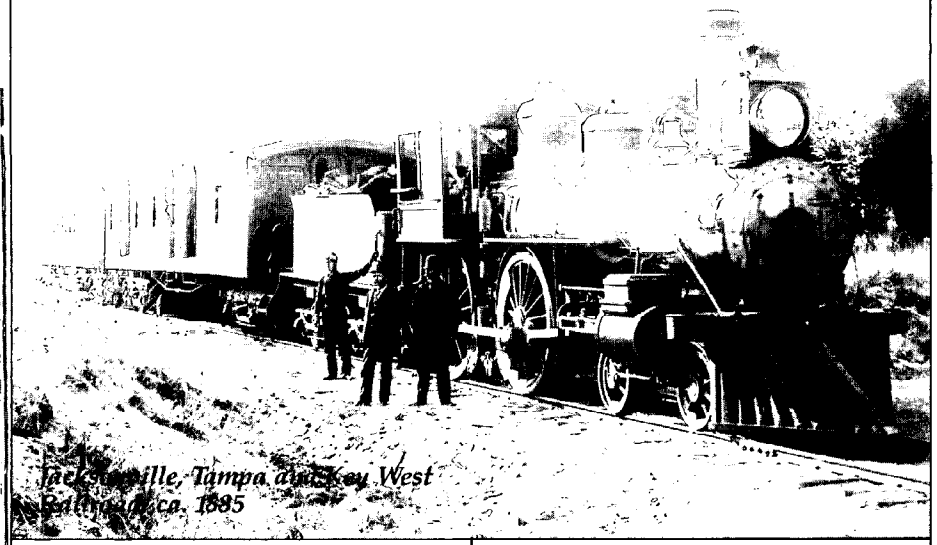
INTRODUCTION

Florida's Urban Waterfronts: What's So Special About Them?

The historic development of Florida is directly linked to access to the water. Early Indian residents and European settlers alike were attracted to the state's abundant coastal resources. As settlements sprang up along our coastlines, demands for defense, safe navigation, tourism, and land speculation led to common waterfront land uses. Some communities, for example, developed around a fort, and many constructed lighthouses to prevent shipwrecks.

As roadways and railroads improved access to coastal areas, northern tourists became attracted to Florida's beaches. To accommodate them during the 1920s Land Boom Era, glamourous hotels were often constructed on the waterfront. Some wealthy visitors even built seasonal residences along bays and rivers.

Improved access also attracted farmers and members of other industries by providing a means of shipping Florida products to northern markets. As an alternative to railroads, several cities later developed commercial seaports, some of which also became cruise ports. The ports provided jobs during the slow growth 1930s. During World War II, these deep-water channels often provided access for naval vessels.

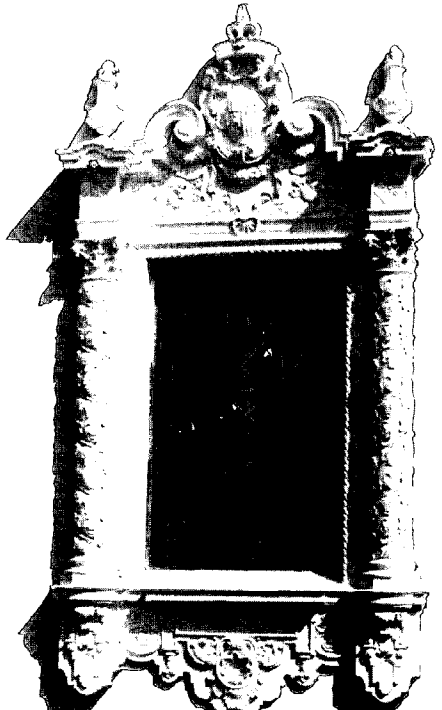


Jacksonville, Tampa and Key West Railway, ca. 1885

Also during this period, large influxes of military personnel were housed in former grand old hotels. Many of these military men later chose to settle in the coastal communities where they had been stationed. A postwar population boom in the 1960s stimulated beachfront and suburban inland development. At the same time, almost every area turned its back to the water, and, consequently, the waterfronts deteriorated.

As Florida cities became concerned about declining and often historically significant downtown centers, local governments refocused their attention on waterfront revitalization. Towns such as Fort Lauderdale and Pensacola established historic districts to preserve and promote significant structures. Cities like St. Petersburg have also come back to the water, actively acquiring waterfront lands for public use, and have begun requiring private developers to maintain or provide public access.

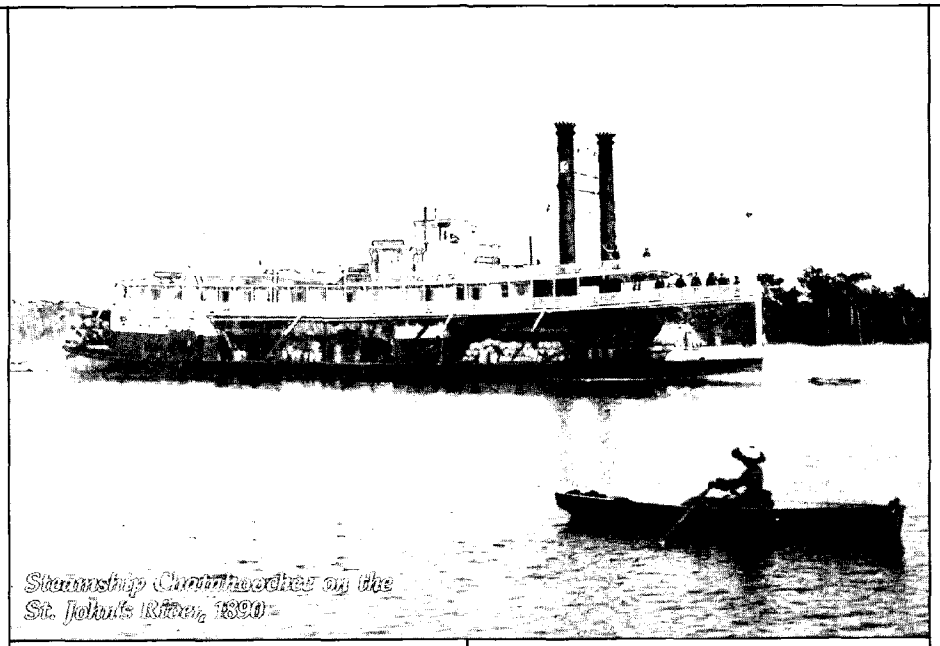
At the same time, the state of Florida also has been acquiring areas of historic and ecological significance. Numerous historic



The Vinoy, St. Petersburg

That sun-drenched, shimmering, glorious expanse of land and water that is Florida. . . . Our job is to protect it, to use it wisely and enjoy it, to ensure that those of the generations to follow may be as blessed as we.

John Ormsbee Simonds, quoted in *Final Report, Resource Management Task Force, Volume II*

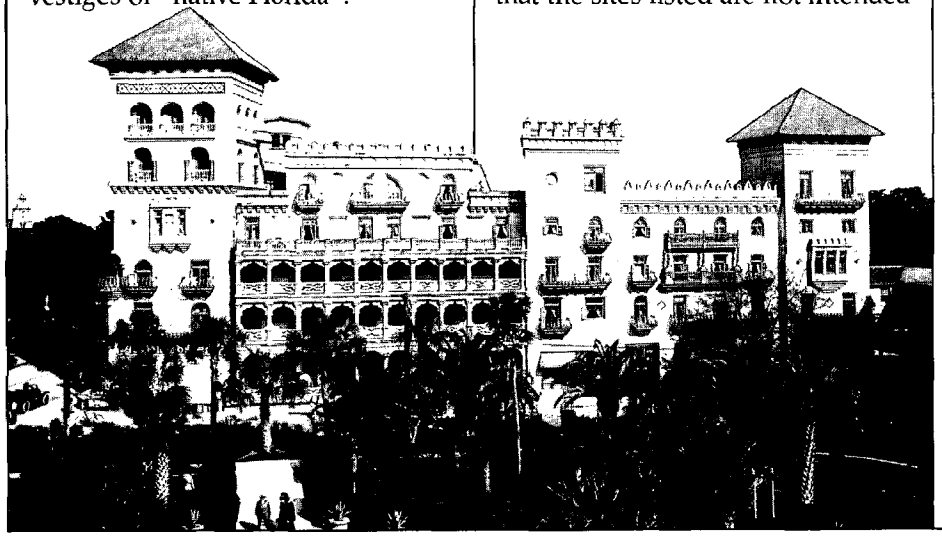


Steamship Chattahoochee on the St. John's River, 1890

Developers are eager to build new housing subdivisions to accommodate the nearly 800 people moving to the state each day. And they know that many of the new residents will want to live near the Gulf, ocean, a river or lake. That has always been true.

St. Petersburg Times Editorial April 19, 1985

homes, forts, lighthouses, and natural areas which have been preserved enable visitors and residents alike to experience life in Florida before urbanization. Due to state and local acquisition efforts, even residents of densely populated waterfront areas are never far from vestiges of "native Florida".



This guide attempts to give visitors an appreciation of the state's diverse coastal heritage by directing them to various accessible waterfront sites. It is important to note that the sites listed are not intended to represent a comprehensive look at each community's waterfront. They merely indicate the types of areas in each urban center which offer worthwhile views of the water, water-related recreational activities, and insight into the area's historical development. Site selection was based on the collective judgment of staff members of several regional and local agencies as well as the Department of Community Affairs' Urban Waterfront Management Project.

The guide provides an overview of waterfront land uses such as forts, lighthouses, historic homes and elegant hotels. It also contains details on specific sites within urbanized coastal areas selected on the basis of geographic distribution, history and population. The first perspective should be of value to planners, elected officials, and

Seafair, Dania

others concerned about the future growth of waterfront communities. The second approach should interest visitors to these urban areas, but it also could give residents a fresh perspective on their hometowns.

The project's overall goal, however, is to ensure that urban waterfront areas remain dynamic, liveable human environments for all who experience them.

Ships in Pensacola

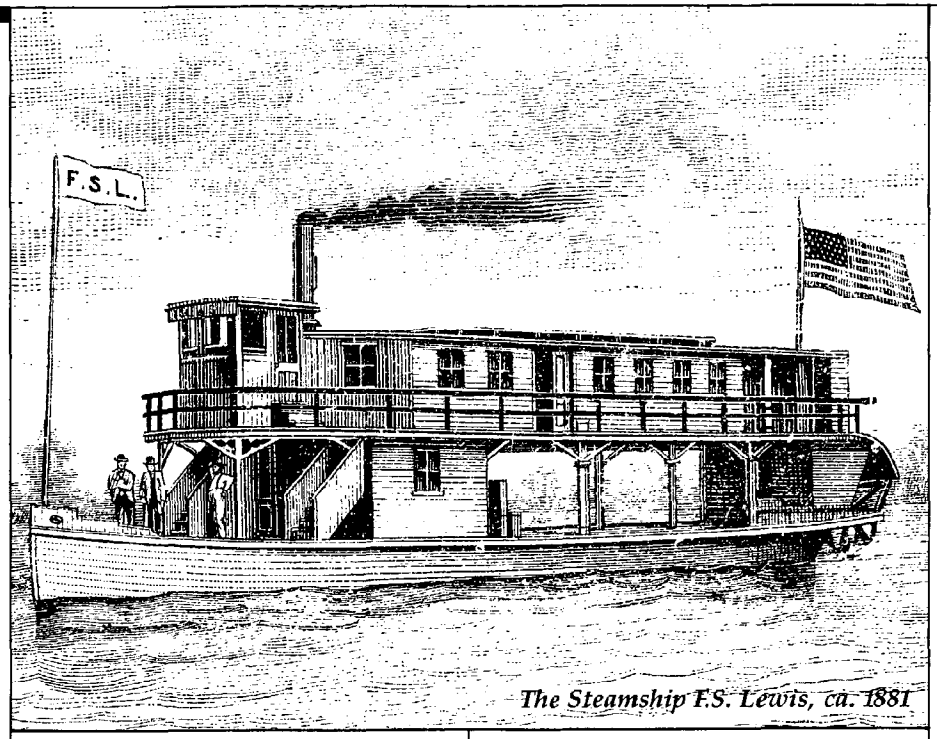
REACHING THE WATERFRONT

REACHING THE WATERFRONT

Because of Florida's extensive waterways, the state's waterfront development has been closely linked to available means of transportation. Public access to the water was probably not a consideration a century ago when the state's early tourists arrived by water. More recently however, rapid unplanned development along the coast has frequently prevented the public from readily reaching or even viewing the water. This section will highlight some of the ways in which Florida's waterfront areas were reached during the past 150 years, as well as related effects on the state's development.

For perhaps 10,000 years, men have found reasons and ways to come to Florida.

Al Burt, *Florida: A Place in the Sun*



The Steamship F.S. Lewis, ca. 1881

STEAMSHIPS

Historically Florida has had two waterborne transport systems: "outside", on the Atlantic/Gulf coasts, and "inside" on the rivers. During the mid 1800s, North Florida was served by a series of steamboats which were used for various purposes. First, they transported tourists from other cities in the Southeast to Jacksonville, or from St. Augustine to Key West. From there, travelers could make connections to Pensacola, Cedar Key, or Havana, Cuba. To accommodate the visitors, resorts were constructed along the steamboat routes.

A second major function was hauling freight including mail. The Indian River area was a major exporter of citrus, and until the late 1800s, the Apalachicola River transported large volumes of cotton. Steamboats also played a major role in the Second Seminole War and in the Civil War by carrying supplies and troops on inland waterways and by defending the coast.

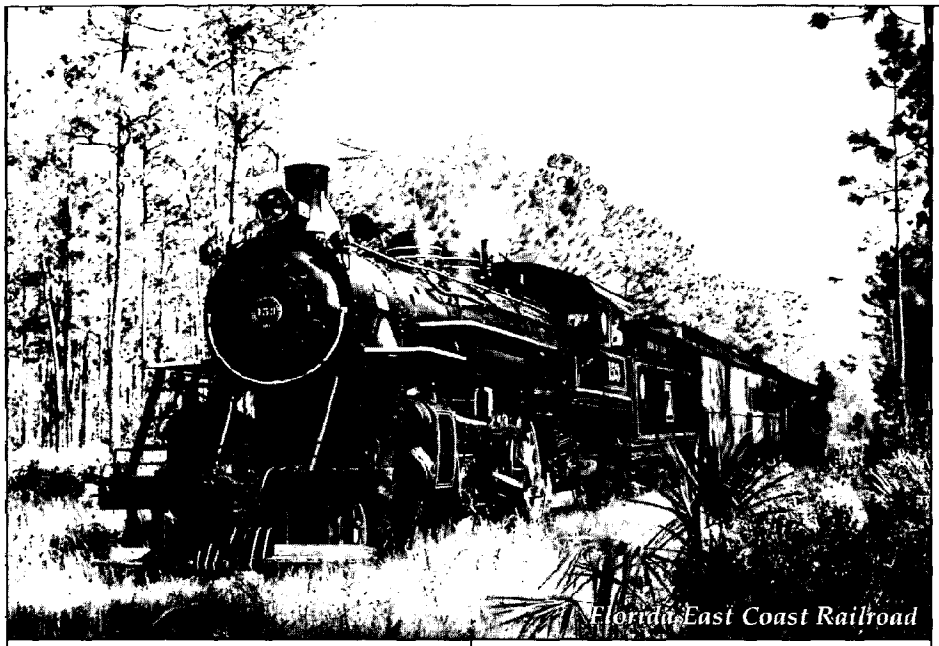
The 1880s were the boom era for riverboat travel in Florida. By then, they traversed more than 400 miles of the state's waterways. Yet within a decade, development of railroads and other forms of transportation made such shipping unprofitable. As a result, the use of these vessels greatly declined.

RAILROADS

Railroads in Florida, as in the rest of the nation, had developed in the 1830s. When Florida became a state in 1845, the only operating railroad connected Tallahassee to the port at St. Marks. The main purpose of early rail development was to develop the interior of the state and keep in-state trade in Florida's ports, rather than connecting to northern rail lines.

Thus, rail lines were extended to Fernandina and Jacksonville and across the peninsula to Cedar Key in 1861. Insufficient rail connections, however, reportedly combined with a waterfront blockade to isolate Florida during the Civil War. Since both ends of the line were easily accessible to northern gunboats, postwar construction was primarily limited to rebuilding tracks.

The period of industrial expansion in the late 1800s was accompanied by tremendous growth of the state's railroads. After reconstruction, Governor William Bloxham gave funding priority to accelerated rail construction. Between 1880 and 1889, the rails expanded some 1,934 miles. At the same time, the state's six railroad companies had begun to merge into three major systems: the Seaboard Air Line (SAL), later acquired by Henry Flagler; Atlantic Coast Line, owned by Henry Plant; and the Florida East Coast Railway, also owned by Flagler.



Florida East Coast Railroad

Railroad executive Henry Plant was responsible for opening up the west coast of Florida with a rail-steamship operation linking Jacksonville and Tampa, as well as bringing the cigar industry to Tampa. As an incentive, he was given 3,840 acres of state held land for each mile of rail laid. Plant also developed the Port of Tampa, beginning in 1888, aided by Tampa resident Peter Knight, who reportedly persuaded the SAL Railroad to reach Tampa Bay. The deep-water port enabled ships to anchor closer than one mile offshore.

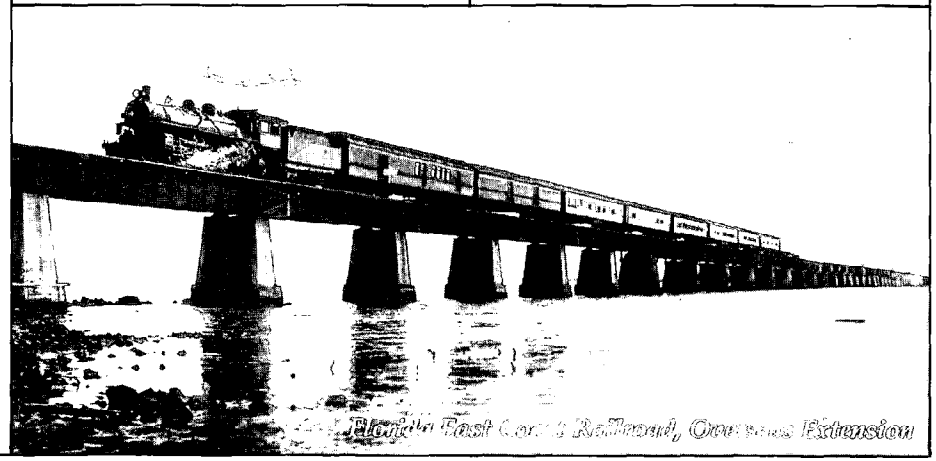
While Plant was opening the west coast, oil industry entrepreneur Henry Flagler bought the Seaboard Air Line Railroad to transport prospective customers to his newly built Ponce de Leon Hotel in St. Augustine. As rail lines bid against each other for the right to handle his company's oil shipments, those who would not meet his terms sold out to him. By buying up and converting small rail lines to standard gauge railways, Flagler opened up the remainder of Florida's east coast, building tourist hotels along the route.

In response to demands from landowners, Flagler extended the line southward, reaching West Palm Beach in 1894. When a severe freeze struck citrus groves the following year, Julia Tuttle, a large landowner in Miami, convinced Flagler to extend the railroad south of Palm Beach. As part of her campaign of persuasion, Mrs. Tuttle sent Flagler a bouquet of orange blossoms and foliage and even offered him a large tract of land in the present location of downtown Miami on which he constructed the Royal Palm Hotel. As compensation for linking Jacksonville to Miami in 1896, the railroad baron also received an incentive from the state: more than two million acres of land stretching the length of Florida's East Coast. To stimulate railroad business, he sold the land to settlers and brought in agricultural experts to aid production of winter vegetables and citrus.

Following the Spanish-American War, Flagler forged the final link in his east coast railway—from Miami to Key West. He undertook the expansion mainly because he believed that the southernmost U.S. city could become a great harbor because of its proximity to the Caribbean. This ambitious construction project, which took seven years to complete, required establishment of a community for the 30,000 man construction crew, and all building materials, food and drinking water had to be shipped in. The Key West extension, completed in 1912, included 34 railway bridges, most constructed of limerock, sand and saltwater. Although Flagler planned to construct a luxury hotel in Key West, this dream never materialized. He died 16 months after completion of the Overseas Railway.

During the early 1900s, more permanent railroad terminals and facilities were constructed, including Pensacola's Louisville and Nashville Line passenger terminal and Tampa's Union Station (both 1912) and Jacksonville's Union Terminal (1917), reportedly the largest railroad passenger terminal facility in Florida. The 1920s were a period of expansion for Florida railroads when many new passenger stations and facilities were constructed. In subsequent decades, the economy declined and several facilities were demolished due to financial constraints. A few of these hallmarks of the 1920s are still standing, notably in Homestead, Hialeah, Hollywood, and Boca Raton, as well as the passenger terminals mentioned above, and some still function as terminals.

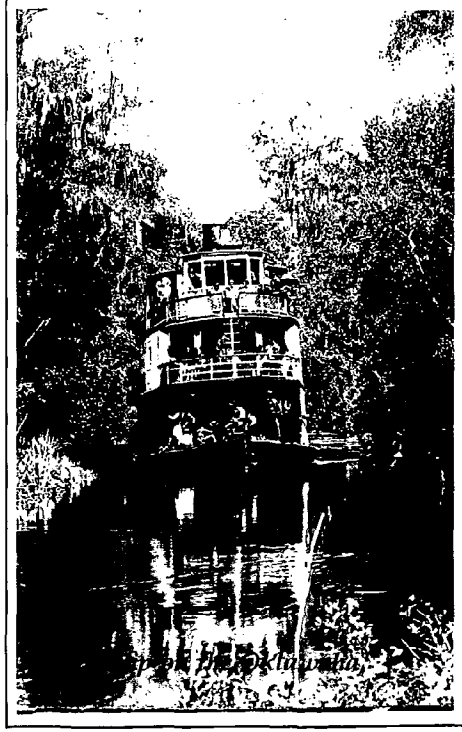
Railroads were not the only means of transportation encouraged by the state in the late 19th



Florida East Coast Railroad, Overseas Extension

century. The same Internal Improvement Board which rewarded Flagler and Plant with property had also financed rail construction and had lost one million dollars in equipment during the Civil War. To recover its investment, the state persuaded northern businessman Hamilton Disston in 1881 to acquire four million acres of land for 25 cents per acre.

Since the land was primarily swamp, the Philadelphian performed an extensive dredging operation. He constructed a canal from the Caloosahatchee River to Lake Okeechobee and channelized some of the major lakes in the Kissimmee Basin. In this way he opened up much of South and Central Florida to steamboat traffic.



INLAND AND COASTAL SHIPPING

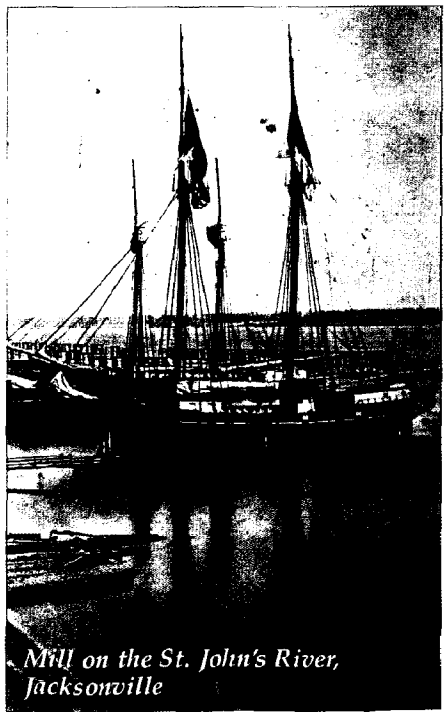
Subsequently, Governor Napoleon Bonaparte Broward actively pursued draining of the Everglades, beginning with the New River Canal in 1906. By the mid '20s, the main features of a canal system were constructed, including four major waterways from the southern shore of Lake Okeechobee across the Everglades and coastal ridge to the Atlantic Ocean. Between 1907 and 1929, the Everglades Drainage District had completed 440 miles of canals and levees.

Meanwhile, in 1881 the Florida East Coast Canal Company had begun dredging the shallow waterways which separate barrier islands from the mainland to improve east coast transportation. In 1912, the channel was completed from Jacksonville to Miami at a uniform depth of five feet and a width of 50 feet. In the next two decades, it was widened, deepened, and connected to the Intracoastal Waterway, which previously had extended from New Jersey to the Florida-Georgia border. The West Coast Intracoastal Waterway stretches from the Caloosahatchee River to the Anclote River in Pasco County.

Although the use of inland waterways for shipping declined in the 1930s due to silting of canals and competition from railways and highways, the Intracoastal has become increasingly popular among pleasure boaters. Many boaters travel southward each fall, spend the season, and then return to the Northeast in the spring.

During the first half of the 20th century water transportation shifted from inland rivers to coastal ports. Major Florida ports include Pensacola, Jacksonville, Canaveral, Everglades, Tampa and Miami. Several smaller ports were also created, often to handle specific goods such as lumber. The larger ports have diverse operations ranging from cruises (notably Canaveral and Miami) to container cargo and petroleum (for example, Everglades and Jacksonville). By means of these facilities, Florida shipyards played an important role during the Second World War, constructing 184 liberty ships as a participant in the federal government's shipbuilding program.

Steamship on the Caloosahatchee River



Mill on the St. John's River, Jacksonville

ROADS

Subsequently, numerous military personnel who had been stationed in Florida, in addition to annual visitors, chose to settle in the state. The resulting population growth generated unparalleled demands for housing and commercial development and increased road and bridge construction.

The state's earliest roads were Spanish trails which followed inland rivers and streams. In 1824, the first federal highway linking St. Augustine and Pensacola was developed on the right of way of the old King's Highway. That roadway, used by the British during their occupation of Florida, occupied the site of a trail which had connected a network of 17th century Spanish missions. Roads were largely neglected until the mid 1800s when laws were passed requiring citizens to maintain them.

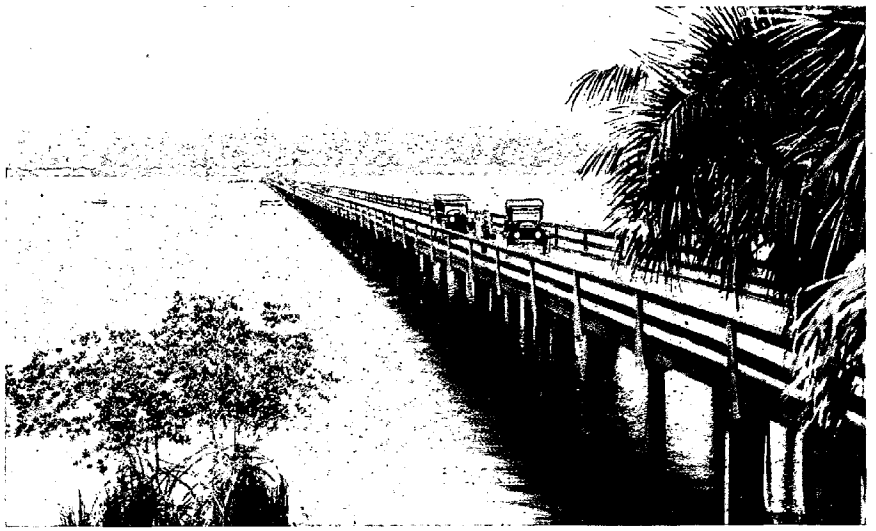
BRIDGES AND WATERFRONT ROADWAYS

In the early 1900s, roads and bridges accompanied the dredging of manmade canals. They also opened up the beaches for development. John Collins' wooden bridge to Miami Beach, built in 1913 and billed as the longest of its kind anywhere, was reportedly considered a foolish investment at the time. When acquired and converted to the Venetian Causeway in 1920, however, it provided access to hordes of vacationers and land speculators. The Gandy Bridge, built from 1904 to 1925, reduced the trip from Tampa to St. Petersburg by 24 miles.

Construction of major roads and bridges became much more common after World War II. Tunnels, however, are not as commonplace in Florida. Fort Lauderdale has the state's only tunnel, located under the New River. Constructed in 1960, it replaced a two-lane drawbridge and required extensive anchoring to underlying limestone as well as an elaborate drainage system. The City of Miami is currently considering constructing a tunnel under the busy Miami River as an alternative to a drawbridge. Several Southeast Florida cities are also reportedly considering the operation of water taxis—vessels to transport passengers by inland waterway to and from hotels. In this way, waterfront access in Florida may have come full circle, back to the "riverboat" era.

The Overseas Highway, connecting Miami and Key West, is perhaps the most famous waterfront roadway in Florida. Originally built as a railroad bridge at an estimated cost of $27 to $50 billion, its construction required a fleet of dredges and steamships. The highway was sold to the State of Florida for $640,000, then modified and reopened in 1938.

F-8. TAMIAMI TRAIL BRIDGE ACROSS CALOOSAHATCHEE RIVER, FORT MYERS, FLA.



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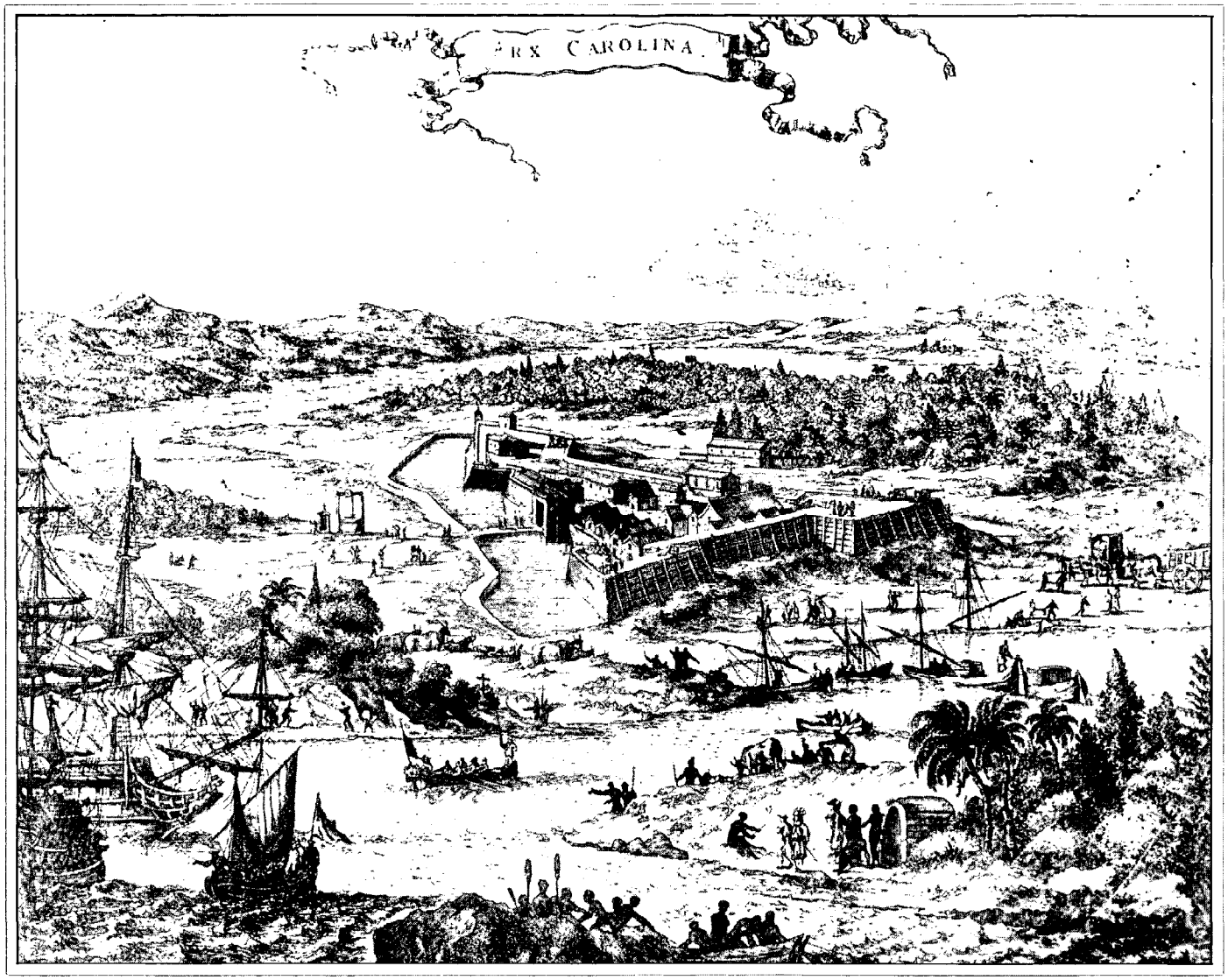
A similar engineering challenge was the construction of the Tamiami Trail. This 136-mile drive from Fort Myers to Naples, across the Everglades to Miami, was begun by developer Barron Collier in 1915. Impeded by primitive equipment, heat and disease, as well as by World War I, the trail was finally finished in 1928.

Throughout Florida history, the accessibility of the water's edge has varied from one place to another. When waterways were the main mode of transportation, a pier or wharf provided virtually the only access needed for the few travelers with the willingness or wherewithal to make the trip to the southern wilderness. But alternative transit methods, private development and public acquisition have altered the ways in which people reach and experience shoreline areas.

WATERFRONT ACCESS ISSUES

Some of the concerns associated with public access are linked to these trends. Can we safely evacuate residents of low lying coastal areas during severe storms? Can we provide access to sensitive wetlands and archeological sites without destroying their unique qualities? How can we preserve the historic character of a waterfront area while providing future housing and employment opportunities? Should we continue to allow unrestricted access by boaters to the waterways which shelter Florida's endangered marine mammal, the manatee? In what ways can we provide beachfront housing without walling off the beach from the public? These are some of the major issues which must be faced if we are to provide adequate waterfront access.



DEFENDING THE LAND:

Coastal Fortifications

DEFENDING THE LAND: COASTAL FORTIFICATIONS

THE OLD FORT ON MATANZAS ISLAND

Throughout much of the state's history, Florida's extensive waterways have challenged the defensive capabilities of various nations seeking to colonize the state. Leaders of each successive nation arriving here have asserted their claims by constructing fortifications to protect potential waterfront entry points. Most forts constructed of highly perishable materials such as wood have not survived, in contrast with the more durable stone and brick structures. Those that have perished are commemorated by historic markers. Others still stand, many of them preserved or restored and open to the public. This chapter focuses on the time periods and architectural details which characterize Florida's forts.

COLONIAL PERIOD

Fortifications were a common feature of the Colonial Florida settlements. Pirate raids and the rivalry of the European colonial powers—Spain, France, and England—made such fortifications necessary. Most of the early forts were of wood or earthen construction. Notable locations for wooden forts were the French colony of Fort Caroline, in what is now Jacksonville, and the Spanish settlements of St. Augustine, St. Marks and Pensacola.

The establishment of Fort Caroline by the French on the banks of the St. Johns River in 1564 started the colonial rivalry in Florida. The Spanish, who claimed all of Florida and who needed to protect their treasure galleons from the French threat, countered by establishing St. Augustine in 1565 and destroying the French colony at Fort Caroline that same year. St. Augustine remained the principal Spanish military post in Florida throughout the Colonial period. As the threat from English power in Georgia and the Carolinas grew, the Spanish, in 1672, replaced the wooden forts at St. Augustine with the stone fort, Castillo de San Marcos, that stands today. They also built a smaller stone fort, Fort Matanzas, to guard the southern approaches to St. Augustine. The Castillo successfully withstood two English sieges in 1702 and 1740.

In other Colonial settlements the crude wooden forts were also replaced by improved forts. At St. Marks, the Spanish replaced a series of wooden stockades with a stone fort in 1739. In Pensacola, during their period as colonial rulers of Florida, the English added several works to complement the Spanish fort, including Fort George. It was captured by the Spanish during the American Revolution, and the Spanish went on to improve Pensacola's defenses with brick fortifications including Fort San Carlos, part of which still stands. All of these forts changed hands several times until Florida became a U.S. territory in 1821.

AMERICAN PERIOD

When the United States acquired Florida, the U.S. Army assumed control of the existing forts. However, the Americans did very little to improve most of them and even abandoned several of them. American defensive strategy was different than that of the colonial powers. American strategy recognized that it was impossible to defend the entire coastline of the United States and instead concentrated on building forts to protect important naval bases and to deny invaders important harbors and anchorages.

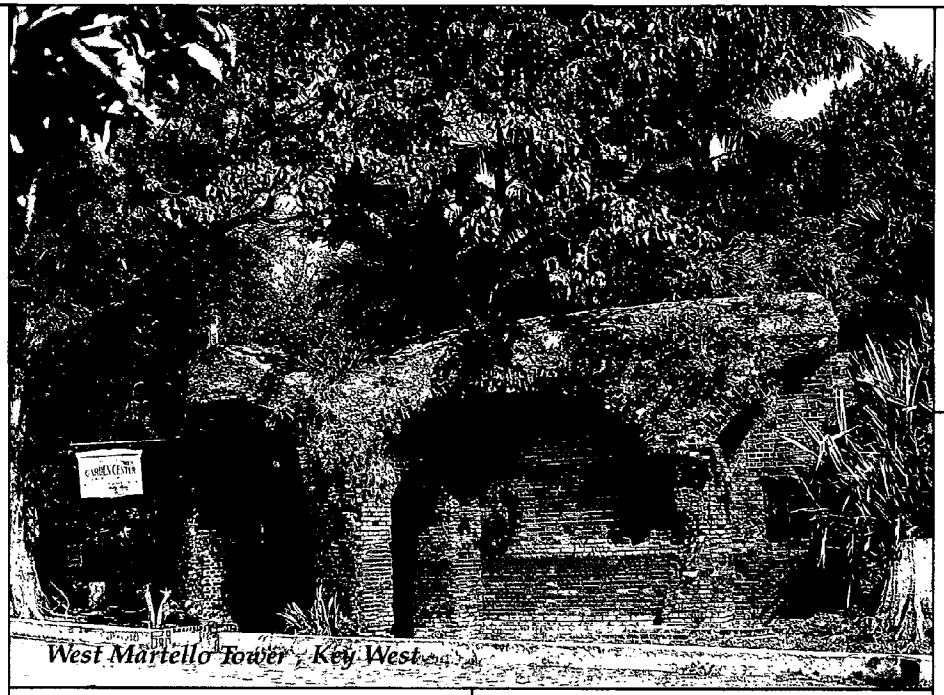
When Pensacola was selected as the site of the major U.S. Navy base on the Gulf of Mexico, it also became the site of the most inten-

sive fortification effort in Florida. Fort Pickens, located on Santa Rosa Island at the mouth of Pensacola Bay, was begun in 1829. On the opposite side of the channel from Fort Pickens, Fort McRee was built. To form the apex of a defensive triangle, the Army reused Battery San Antonio, a part of the Spanish works of Fort San Carlos, and added Fort Barrancas and the advanced redoubt to gird the peninsula upon which the Navy base was built so as to defend the base from attack by land.

On the whole . . . to show how fortifications have developed is to show the ingenuity, courage and imagination with which man has used the technology of his day to reinforce and extend the defensive potential of natural obstacles."

Ian Hogg,
The History of Fortification

To defend the other major naval base in Florida, at Key West, the Army built Fort Zachary Taylor and planned to build four smaller forts called Martello Towers at intervals around Key West. Only two of the Martello Towers were begun, and then only under the duress of the Civil War. Construction on the Towers stopped when the war ended, before either tower was completed.



West Martello Tower - Key West

The other locations fortified before the Civil War were Fernandina Beach (Fort Clinch) and the Dry Tortugas, west of Key West (Fort Jefferson). Fort Jefferson, considered to be an important anchorage, was designed to be the most powerfully armed fort of the pre-Civil War period. However, although both Forts Clinch and Jefferson served through the Civil War, neither was ever completed.

The forts of this period, and even the stone and brick forts of the late Colonial period, had several common features. All were brick or stone closed structures, usually in a regular geometric shape. At the corners were prominent bastions from which crossfires could be established to defend the walls from infantry attacks. Behind the walls and in the bastions were one or more tiers of cannons in vaulted rooms called casemates, which were often used as living and storage spaces in peacetime. On top of the walls was another tier of cannon referred to as the barbette tier.

The fort was usually surrounded by a dry moat. On any side of the fort which could be attacked by land-based artillery, the walls were protected by a sloping earthen mound called a glacis. The glacis prevented an enemy from repeatedly pounding the same point on the wall with artillery, eventually producing a breach in the wall. The walls of the fort facing the water did not need the protection of a glacis since ships' guns of this period were not as accurate as land-based cannons.

CIVIL WAR

As war loomed imminent in 1861, southern troops occupied most of the forts in the South. Only five forts in the South were never occupied by southern troops and three of those forts were in Florida: Forts Jefferson, Taylor, and Pickens. These forts and those subsequently reoccupied by federal troops were important in enforcing the blockade of the Southern coast.

Ft. Marion (Castillo de San Marcos)

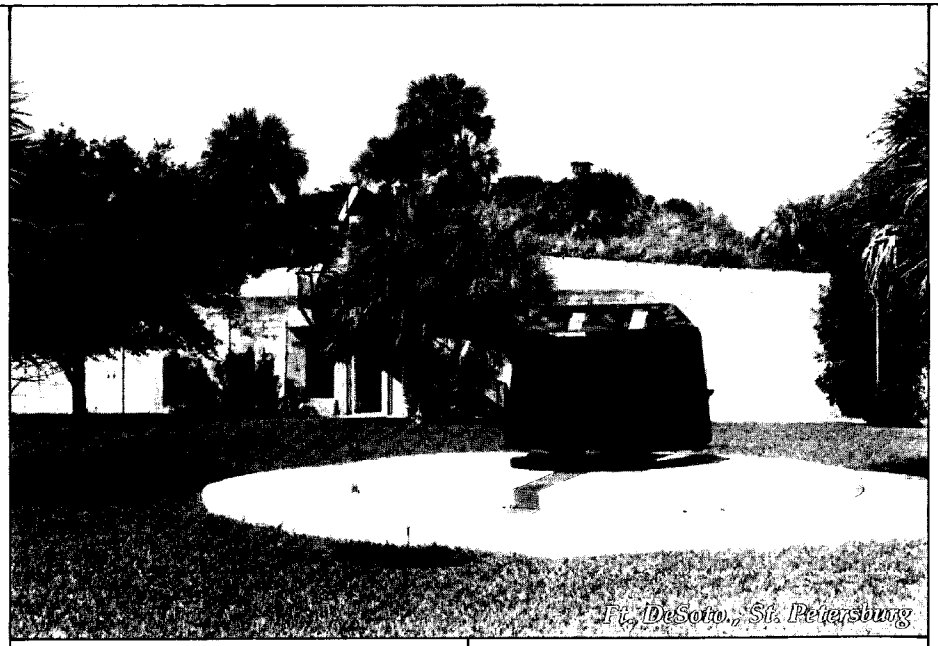
The War also saw the Confederacy place batteries of cannons protected by earthen berms to guard locations not fortified before the War. Such batteries were placed on the St. Johns River at Yellow Bluff Fort, at St. Marks on the site of the old Spanish fort, at the mouth of the Apalachicola River and at other locations.

The Civil War ushered in major changes in military technology. The new rifled cannon easily pierced the stone or brick walls, even when mounted on ships. Armored ships rendered the smooth bore cannon mounted in the forts ineffective. As a result, all of the pre-Civil War forts were made obsolete almost overnight. Nevertheless, the forts soldiered on for years, often being used as prisons. Fort Jefferson housed Lincoln assassination conspirators and Confederate prisoners-of-war. Fort Pickens was used to confine Apache prisoners including their most famous warrior, Geronimo.

ENDICOTT AND LATER PERIODS

In the late 1880s the Army convened a committee called the Endicott Board to plan new defenses for the American coast. Once again Pensacola and Key West were chosen as sites to be defended because of their Navy bases. In addition, Tampa Bay was also protected by Endicott period defenses. The Tampa Bay works were given the name Fort DeSoto. All other fortifications in Florida were abandoned following the Spanish-American War.

The term "fort" took on new meaning in this period. No longer did fort refer to a walled defensive structure; instead, it now referred to a military reservation or camp. The fortifications themselves were called batteries. These new batteries were clean looking reinforced concrete structures protected by thick berms of sand on the seaward side. The batteries were usually widely dispersed about the reservations. Each battery had from two to six guns protected by armored shields or by hiding behind the sand and concrete structure. The higher rate of fire and increased deadliness of the Endicott period artillery reduced the number of cannons needed to defend a particular location.


Ft. DeSoto, St. Petersburg

Once again Pensacola was the most heavily defended site with eight new batteries, including one inside the old Fort Pickens. At Key West most of the new guns were installed atop Fort Taylor. The only new battery built at Key West was the mortar battery inland of Fort Taylor. (Mortars are cannons which fire at very steep angles.) At Tampa Bay, Fort DeSoto was spread across two islands, Egmont Key and Mullet Key. Most of the batteries were emplaced on Egmont Key, while the mortar batteries were on Mullet Key.

After World War I, the Endicott period defenses were considered obsolete. Since the gun emplacements lacked overhead cover, they were vulnerable to air attack and the high angle gunfire that warships were by then able to achieve. Many of the guns were discarded in the 1920s, and most of the remainder were scrapped during World War II metal drives.

After World War I and throughout World War II, new defenses were constructed featuring overhead protection and still lower densities of guns. In Florida, only two locations—Key West and Pensacola—received new weapons or fortifications, with Pensacola again receiving the majority of the weapons. Shortly after World War II all coastal defense fortifications were abandoned and the guns scrapped, because long range bombers, guided missiles, and atom bombs had rendered them useless.

WHAT REMAINS

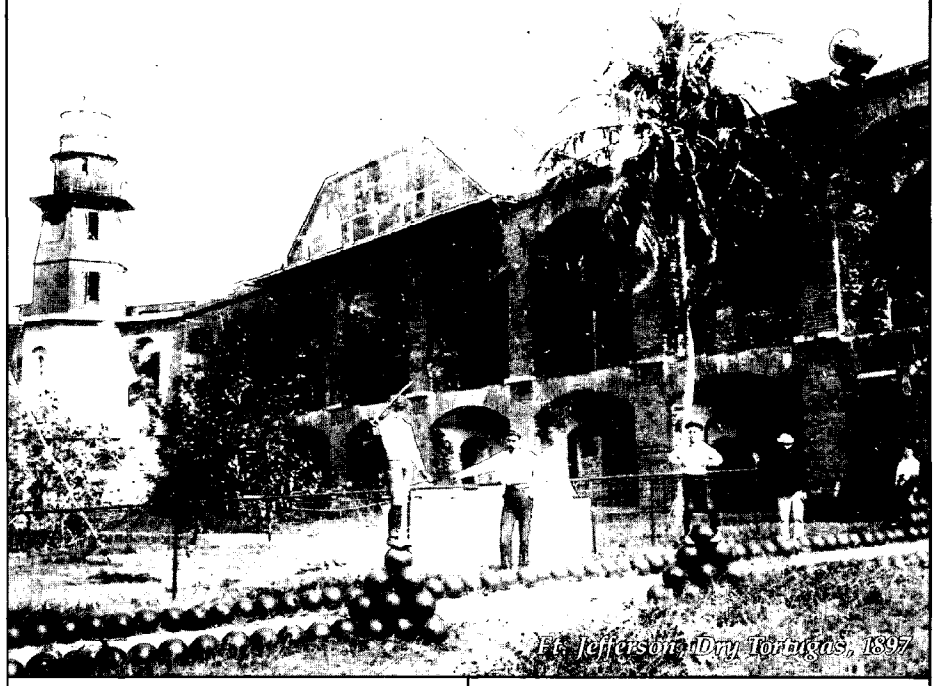
None of the original wooden forts of the Colonial period remains. However, the National Park Service has reconstructed the French Fort Caroline near the original site on the St. Johns River in Jacksonville. Of the later Colonial works, the Castillo de San Marcos in St. Augustine and Fort Matanzas to the south still exist and are open to the public under the care of the National Park Service. The Spanish fort at St. Marks was dismantled to use the stones to build a hospital, but foundations of some of the walls remain. A state museum on the site relates the fort's history. In Pensacola, the Fort George site is preserved as a city park. Parts of the later Spanish works at Pensacola are preserved in the Fort Barrancas area of the Gulf Islands National Seashore and are open to the public.

Most of the pre-Civil War American forts have survived. The Gulf Islands National Seashore preserves the sites of all of the Pensacola fortifications. Fort Pickens, Barrancas and the advanced redoubt near Barrancas are open to the public. Fort McRee had its foundations undermined in a hurricane and was destroyed in 1906.

Fort Jefferson, in the Dry Tortugas 70 miles west of Key West, is a national monument and open to the public, but visitors must ar-

range transportation to this isolated spot. Fort Jefferson is historically interesting as the jail of falsely accused Lincoln conspirator Dr. Samuel Mudd. Fort Taylor in Key West is a recent addition to the state park system. The two Martello Towers in Key West are owned by local groups and are open to the public. The East Martello Tower is a museum while the west tower is a botanical garden.

Fort Clinch, a state park near Fernandina Beach, is also open to the public. Some of the Civil War period earthwork batteries are preserved at Yellow Bluff Fort State Park in Jacksonville (closed), and at the site of the Spanish fort at St. Marks described above.



Ft. Jefferson, Dry Tortugas, 1897

Ft. Pickens Today

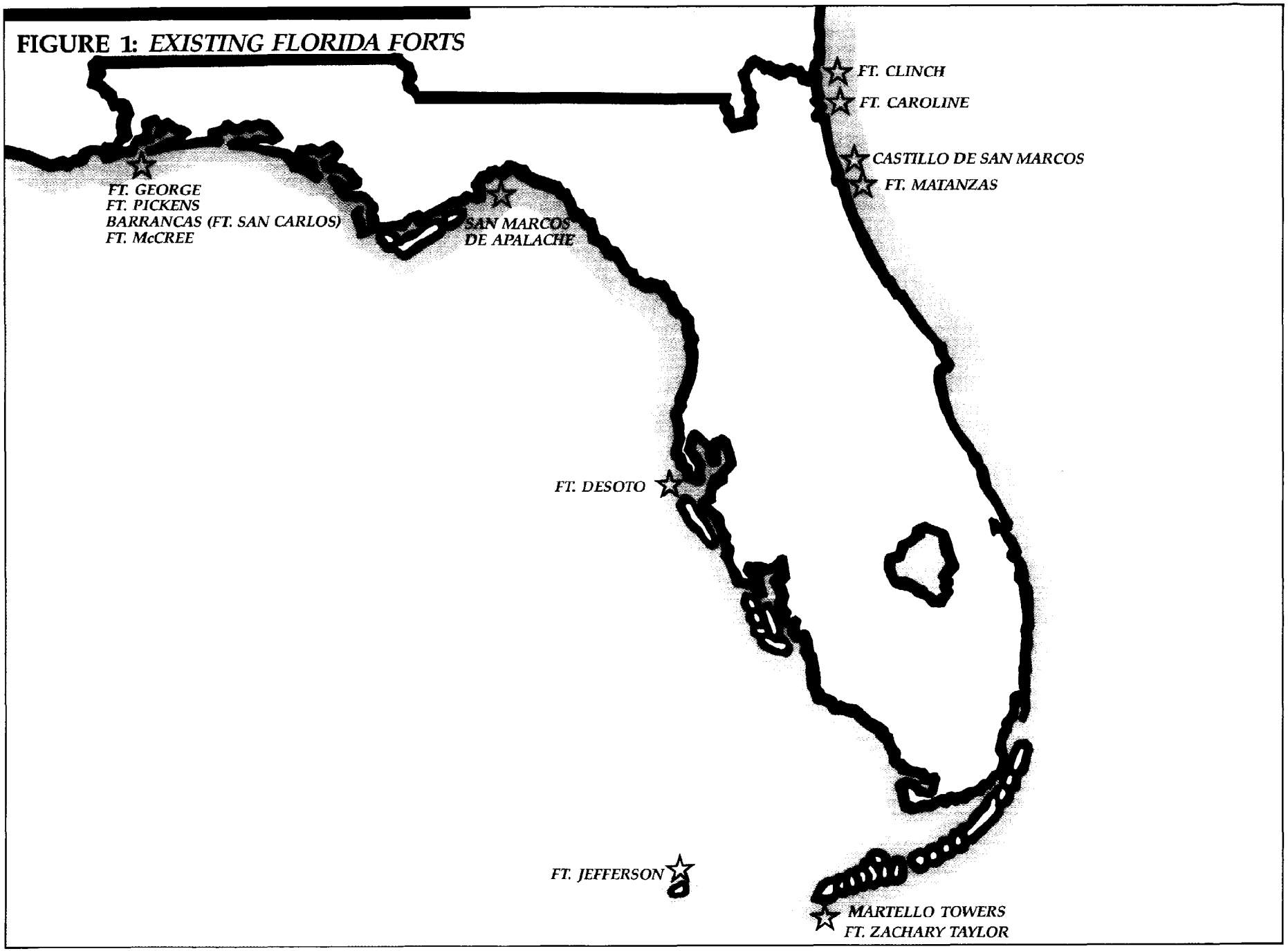
The Endicott and later period works at Pensacola and Key West are preserved in the Gulf Islands National Seashore and Fort Taylor State Park respectively. Many of the batteries in the National Seashore near Fort Pickens are open to the public, and some have very rare period cannons remounted in them. The works which comprised Fort DeSoto at Tampa Bay are preserved on the Egmont Key National Wildlife Refuge and at Pinellas County's Fort DeSoto Park on Mullet Key. The batteries on Egmont Key are probably not safe for the public, but those on Mullet Key are open to the public and contain their original armament.

Florida's forts provide an opportunity for visitors to experience the living conditions of early Spanish, British and American settlers. During your visit, observe the orientation of each site, the design and construction of the facilities and the different kinds of weapons and other military hardware. Also notice the various means of reaching the site—by ferry, private boat, automobile or on foot. Visiting such sites may enhance your appreciation of today's much more comfortable and secure urban waterfronts.

The fort was a very transient thing; abandoned when peace came to their particular territory, they became victims to decay and vandalism.

Irvin Haas,
Citadels, Ramparts and Stockades

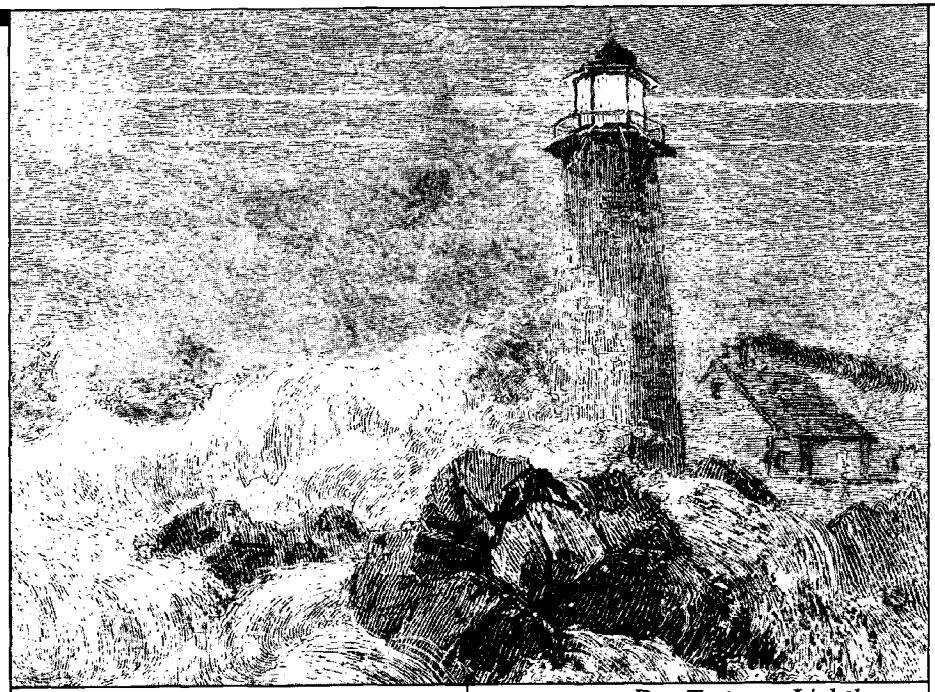
FIGURE 1: *EXISTING FLORIDA FORTS*



GUARDING THE STORMY COAST:

Lighthouses and Houses of Refuge

GUARDING THE STORMY COAST: LIGHTHOUSES AND HOUSES OF REFUGE



Dry Tortugas Lighthouse

The coast of Florida from Pensacola to Fernandina is dotted with lighthouses. These beacons span more than a century and a half of maritime history. During this time some have been damaged by shoreline erosion, hurricanes, and wartime hostilities. Although several have been rebuilt, their designs and methods of construction still reflect the styles of the time periods in which they were built.

The first Florida lighthouses began operating in the early 1800s in response to increased levels of navigation along the state's shallow waterways. Since the 18th century, Spain and England had relied on Florida to provide timber products to meet the shipbuilding needs of their growing navies. By 1860, Jacksonville and Pensacola had become major shipping ports for such products.

Partly due to lighthouse construction, the volume of shipping increased during the territorial period (1821–1845), while the wrecking industry prospered. Shipwreck salvage became a major industry in Key West, the state's largest city by the 1850s. Lighthouse keepers were not very popular in that city because they reduced the level of lucrative wrecks. The high incidence of wrecks not only led the federal government to begin licensing salvage operations, but also to repairing and expanding the lighthouse system during the mid-1800s.

Concern about related threats to lives and property led to establishment of a system designed to rescue and shelter shipwreck victims. In 1871, the newly created U.S. Lifesaving Service authorized construction of ten "Houses of Refuge" every 30 miles from the Indian River to Biscayne Bay. Each structure, built of Florida pine with a cypress shingled roof, observation tower, and screened shuttered windows, cost the federal government approximately $3,000.

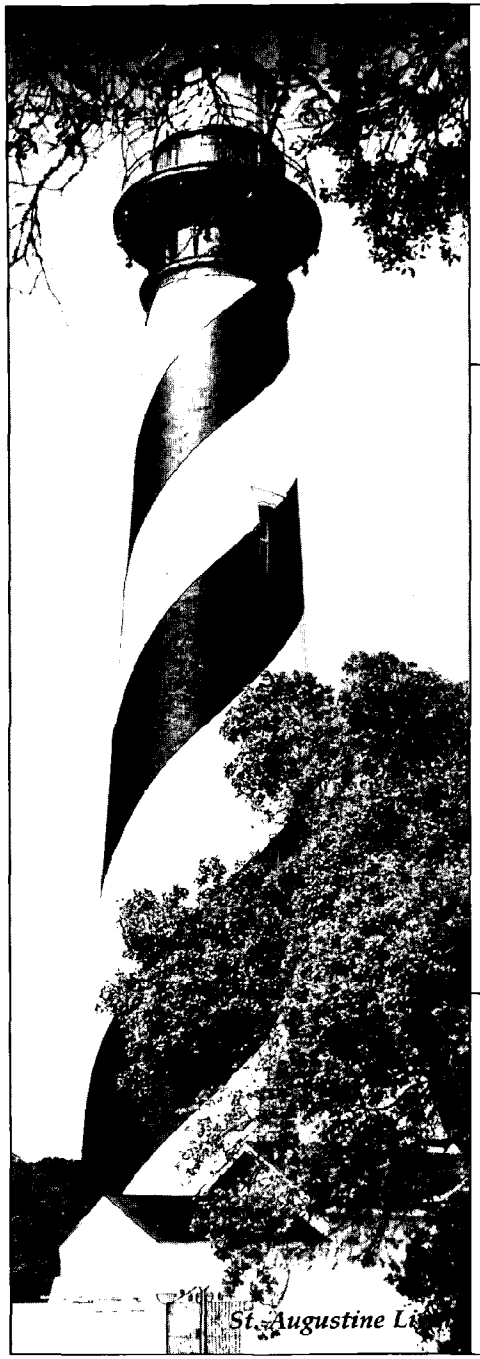
Inside, the building featured accommodations for the keeper and his wife and sufficient room to sleep 25 to 30 mariners. A boathouse located near each house contained a 22-foot surf boat and a skiff. Mile markers along the coast indicated the direction and distance of the nearest refuge. Only one of these structures still stands—the Gilbert's Bar House of Refuge near Stuart. Although few details exist on the specific sites, research indicates that two others were located in Fort Lauderdale near the present site of Birch State Park and on Miami Beach near what is now 71st Street.

Keepers of the Houses of Refuge were expected to patrol the beaches to see if a ship were in danger and to assist anyone who reached land. They also were directed to maintain enough supplies and equipment to feed and shelter up to 25 people for as long as ten days. Many of these details were derived from the last remaining refuge which is located on Hutchinson Island in Martin County.

The second in the system of life saving stations, Gilbert's Bar was constructed in 1875. The name was derived from Don Pedro Gilbert, an 1830s pirate who frequented a nearby inlet. The keeper of this facility received an annual salary of between $400 and $500 for the services provided by him and his family to lost seafarers.

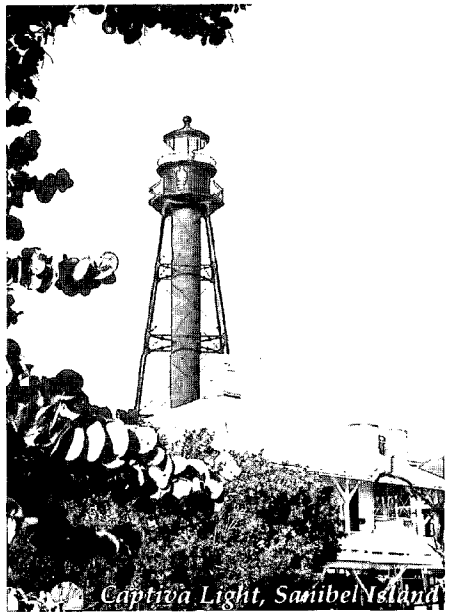
Barefoot mailmen, who walked the 90 miles of shoreline from Jupiter to Miami before establishment of post offices in southeast Florida, also stopped at this site. During World War II the facility was used as a Coast Guard station. It was decommissioned in 1945, then acquired by the Martin County Historical Society. Today the society operates a marine history museum, marine lab, and sea turtle hatchery on the site.

As establishment of this system of lifesaving stations was underway, the federal government was replacing or relighting many of the lighthouses constructed earlier in the century. The first series of Florida lights, built between 1821 and



St. Augustine Li

1850, included those at Pensacola, Carysfort Reef and St. Augustine. Some of these structures had to be replaced because of damage or threats from erosion, storms, Indian or Civil War battles. Some of the structures rebuilt and/or relit during the Reconstruction period were at St. Marks, St. Augustine, Jupiter and Cape Canaveral. Several, including Sanibel Light, were first constructed in the late 19th century while others, notably Ponce Inlet, were rebuilt at that time.



Captiva Light, Sanibel Island

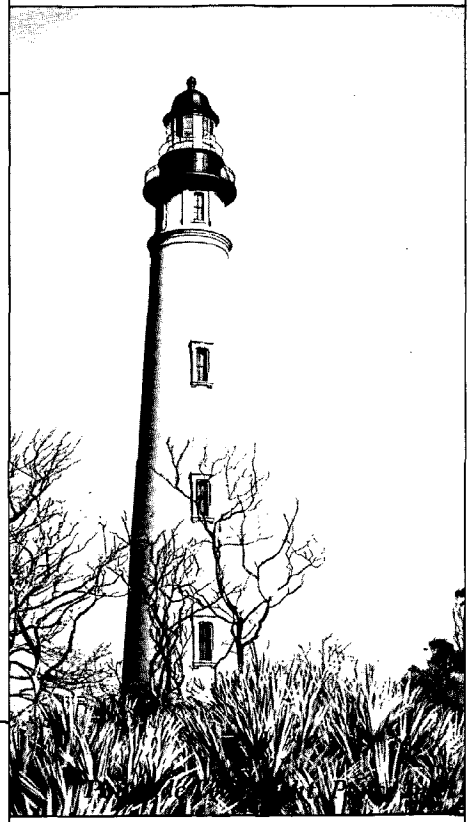
Methods of construction also varied during the lifespan of the lights. Early lighthouses were primarily made of brick. After many of these heavy structures sank or blew down, the federal government in the 1840s began building wood-frame houses with lanterns on top.

The most durable method of construction, however, proved to be the iron skeleton tower with a pile foundation which screwed into the ground. This method reduced weight and construction costs, and resulted in less wind resistance. Consequently, it was well-suited to the Gulf Coast. The skeleton or screwpile was first used before the Civil War, notably at Carysfort Reef, reportedly the oldest functioning lighthouse of its kind in the United States. Carysfort served as a model for other screwpile lighthouses in the Keys.

Amelia Island Light

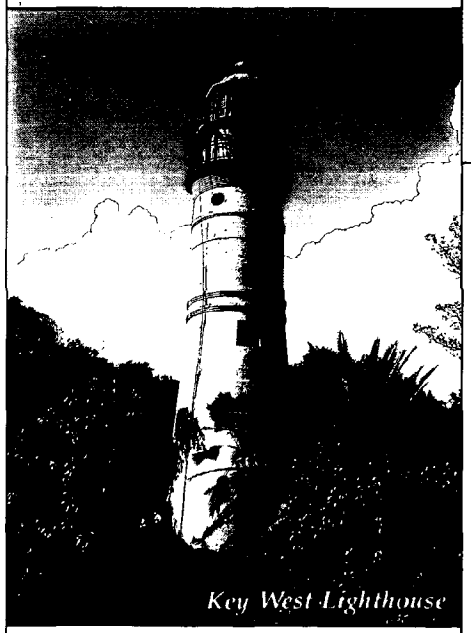
Another type of lighthouse construction common throughout the southeast coast of the U.S. is the black and white spiral, exemplified by St. Augustine and Cape Canaveral lights. Red brick towers still exist at Ponce de Leon and Jupiter Inlets. Variations include white towers on Amelia Island and St. Marks, a buff-colored tower at Key West and contrasting upper and lower halves of the tower in the Dry Tortugas and at Crooked River and Pensacola.

Visitors also should note the differences in height and visibility of lighthouses. Some, such as St. Augustine and Pensacola, are more than 150 feet above sea level, while others, such as those in the Keys, are less than half this height. Lights are classified from first to sixth order, with sixth being the smallest harbor lights. The taller lights tend



to project 20 or more miles at sea, while lower-level lights span 12 to 15 miles. Florida's lights, in contrast to their counterparts elsewhere on the East Coast, are more visible due to clearer air and overall weather conditions.

Eighteenth century lights relied on as many as 30 oil-burning lamps to generate light, and used crude revolving reflectors to produce the illusion of flashing. Then, in 1822,



Key West Lighthouse

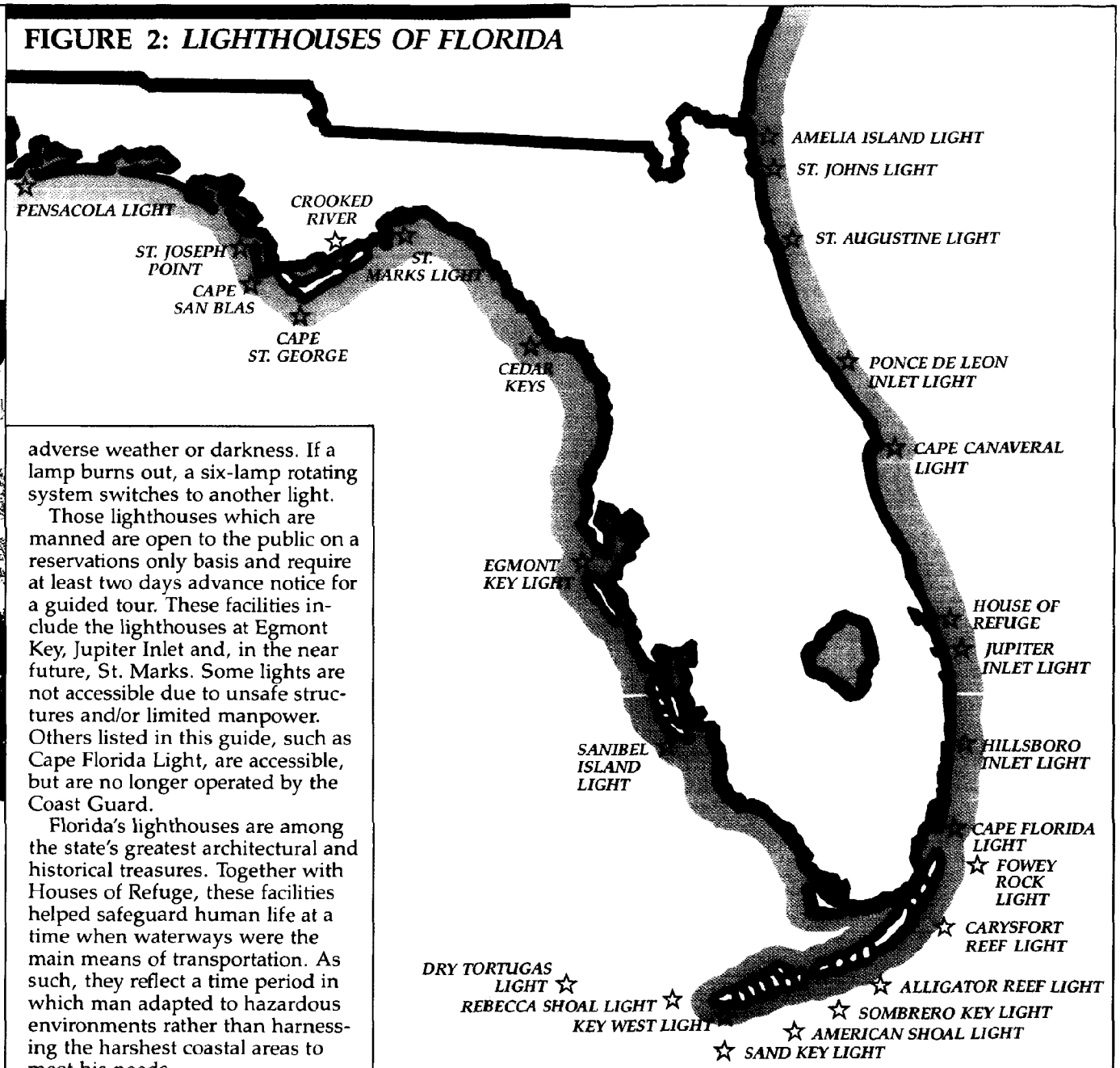
French physicist Augustin Fresnel developed a lens which focused a horizontal beam and generated a flashing effect, providing a much more powerful light with a single lamp. The Fresnel lens has been in use now for more than 150 years.

Most Florida lights no longer have lighthouse keepers; instead they are controlled automatically. An electronic sensor signals the lantern to switch on in response to adverse weather or darkness. If a lamp burns out, a six-lamp rotating system switches to another light.

Those lighthouses which are manned are open to the public on a reservations only basis and require at least two days advance notice for a guided tour. These facilities include the lighthouses at Egmont Key, Jupiter Inlet and, in the near future, St. Marks. Some lights are not accessible due to unsafe structures and/or limited manpower. Others listed in this guide, such as Cape Florida Light, are accessible, but are no longer operated by the Coast Guard.

Florida's lighthouses are among the state's greatest architectural and historical treasures. Together with Houses of Refuge, these facilities helped safeguard human life at a time when waterways were the main means of transportation. As such, they reflect a time period in which man adapted to hazardous environments rather than harnessing the harshest coastal areas to meet his needs.

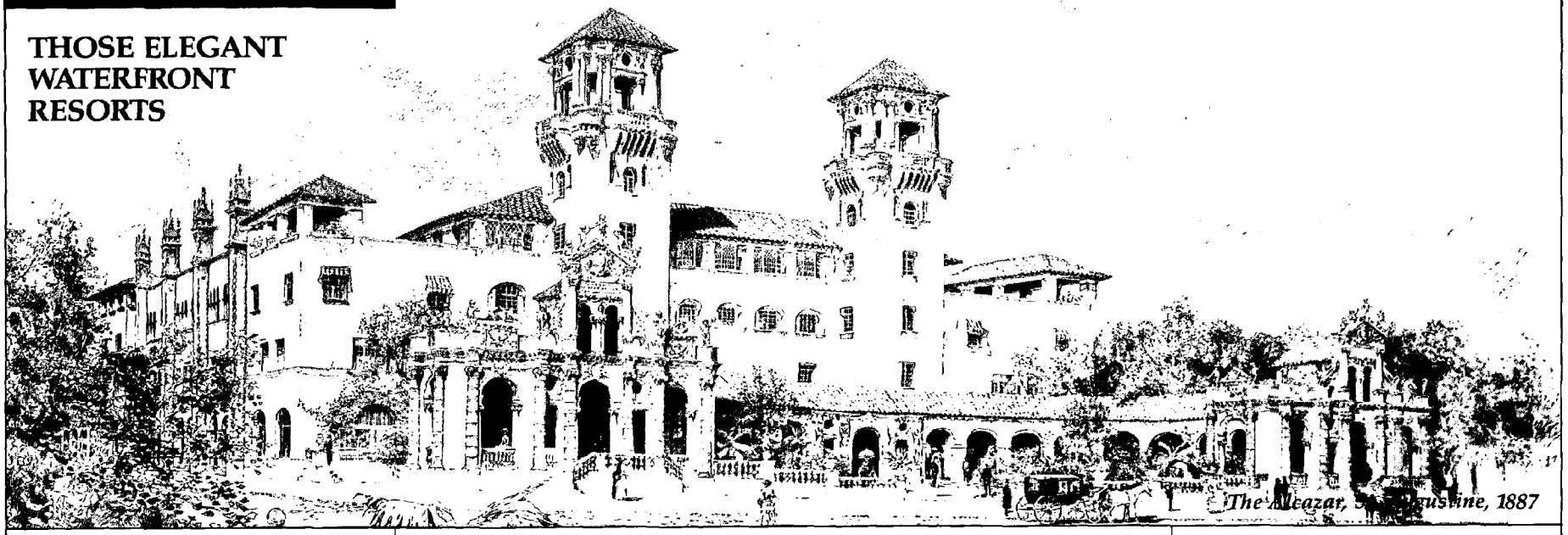
FIGURE 2: *LIGHTHOUSES OF FLORIDA*



Don CeSar Hotel, St. Petersburg

THOSE ELEGANT WATERFRONT RESORTS

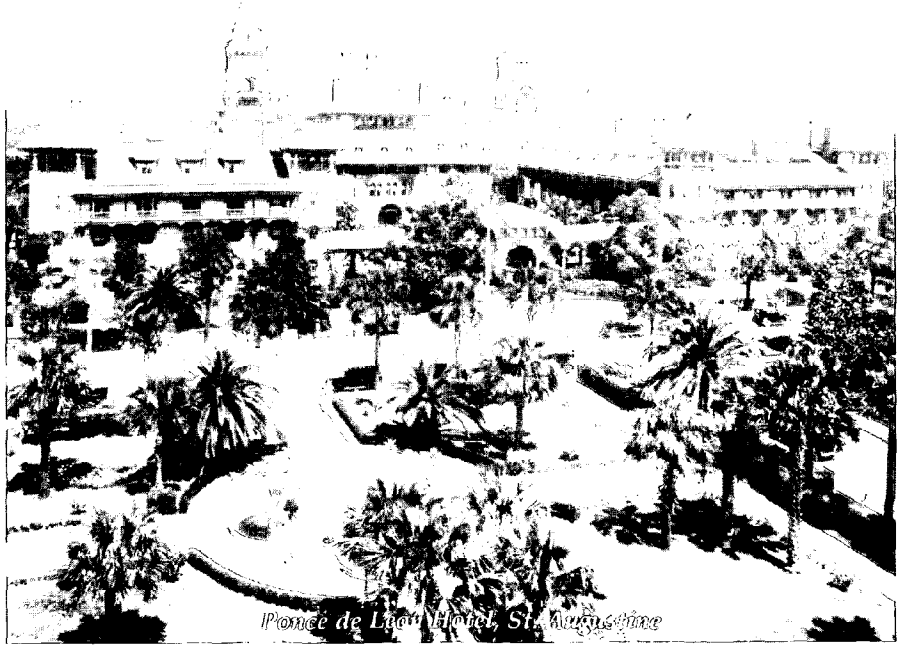
THOSE ELEGANT WATERFRONT RESORTS



The Alcazar, St. Augustine, 1887

Florida's waterfront accommodations during the past 100 years have ranged from plush resorts offering fine dining and dancing to modest cottages where fishermen can cook the day's catch. Because of their historic and architectural significance, waterfront resorts designed to serve the wealthy are the focus of this chapter.

History indicates that despite limited access, Florida was considered the nation's playground as early as the late 1870s. Throughout most of the 19th century, small hotels were usually located along the steamboat routes, supplementing the private homes and plantations which offered travelers room and board. In later decades, larger resorts sprang up near railroad depots. Although the waterfront remained an attractive selling point, the coming of the railways and increased construction of swimming pools reduced the need to locate at the water's edge.



Ponce de Leon Hotel, St. Augustine

One of the first areas linked by rail to other states and to the Gulf Coast was the Fernandina-Jacksonville corridor. The state's first tourist hotel, the ***Egmont,*** built in Fernandina in 1877, attracted such wealthy guests as the Tiffanys. To the south in Jacksonville, dozens of hotels were built, including the ***Mayflower,*** which offered dining room guests a bird's eye view of the St. Johns River. Because of the tourist boom, the city's population increased fourfold during the winter months, and before the turn of the century, many visitors decided to become permanent residents.

One prominent visitor who settled in Florida and had a widespread impact on subsequent

East Coast development was Henry M. Flagler. By extending rail lines from Jacksonville to Key West, he not only stimulated commerce, but also constructed seven quality resorts along the route. In the design and construction of these resorts, he reportedly employed the best available architects, landscape architects, and builders.

One outstanding example of a Flagler resort is the ***Ponce de Leon,*** a 450-room Spanish-style structure built in St. Augustine in 1888 for $2.5 million. The exterior is composed of four-foot thick coquina (a mixture of sand, shell and seawater) walls, with elaborate archways, vine-covered porches, and fountains. The interior was furnished with rosewood, mahogany and walnut pieces, Belgian carpeting, stained glass and wall and ceiling murals. The hotel was so popular that a second hotel—the ***Alcazar***—was built to handle the overflow.

In the mid 1890s, as the railways were extended southward, the woodframe ***Ormond Beach Hotel*** near Daytona, the ***Royal Poinciana*** in Palm Beach, the ***Palm Beach Inn*** and Miami's ***Royal Palm*** were built. The Palm Beach Inn was another hotel built to accommodate extra guests from the Royal Poinciana, which could house up to 1,750 people. In the early 1900s, it was destoyed by fire and rebuilt as the ***Breakers.*** Following a second fire, an Italian Renaissance-style hotel was constructed on the site in 1926 at a cost of $6 million. The Breakers' extensive grounds included a golf course and shops, an Italian-style fountain and a seaside terrace used for dancing.

Royal Poinciana Hotel, Palm Beach, ca. 1925

Nearby in Boca Raton, popular boom-period architect Addison Mizner designed the ***Cloister Inn,*** a 100-room lakefront structure designed along the lines of a Spanish monastery. It featured a Gothic-style dining hall with high ceilings and gold leaf columns, hand-painted pecky cypress ceilings and handmade wall and roof tiles. Although the hotel was only open on and off during a two-year period in the mid 1920s, an $8 million investment was used to greatly expand it in 1928.

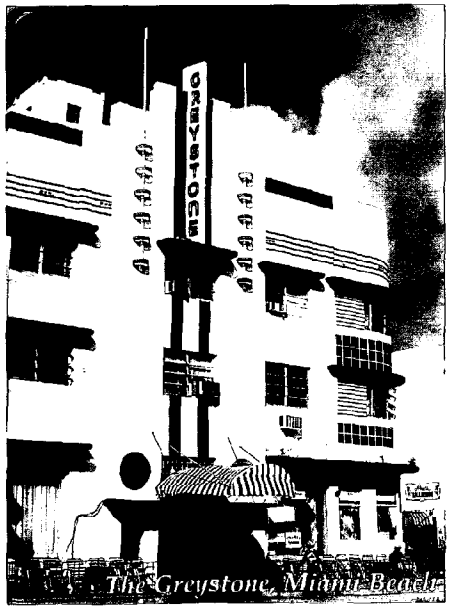
To the south, the ***Royal Palm Hotel*** had been built on 100 acres along Biscayne Bay which had been donated to Flagler in the 1890s by Miami landowner Julia Tuttle. This five-story structure housed 350 guests, their maids and hotel staff, and featured a lookout tower with a view of the ocean and the Everglades. Waters from the bay flowed continuously through its swimming pool.

Flagler's railroad was extended to Miami Beach in the 1920s, stimulating a demand for waterfront resorts and residences there and attracting architects from throughout the country. The earlier designs from the 1920s and 1930s combined Mediterranean features such as tiled roofs and archways with modern details. The ornate ***Amsterdam Palace,*** designed in 1930 and based on Christopher Columbus' home, provided a rooftop lookout tower so guests could view the ocean. In contrast, later structures such as the ***Greystone*** and ***Century*** hotels, both built in 1939, reflect the oceanliner motif with masts and porthole windows. These early resorts were especially significant

because their locations, and frequently their designs, were oriented toward the water.

Although Flagler did not live to develop a luxury resort in Key West following completion of his Overseas Railway, his company did purchase a beachfront site for this purpose. The ***Casa Marina,*** a 200-room Bahamian-style woodframe structure, was opened on the site in 1921. The hotel closed, however,

Tampa Bay Hotel, ca. 1925



The Greystone, Miami Beach

in 1932 when rail service was discontinued after the collapse of the land boom.

While these oceanfront resorts were developing on Florida's East Coast, another railroad entrepreneur opened the West Coast. In 1888, Henry Plant built the luxurious ***Tampa Bay Hotel,*** a 511-room Moorish palace, at a cost of $3 million. The structure featured 13 silver domes and minarets, one for each Mohammedan month, and elaborately bricked outside walls reinforced with surplus railroad tracks. It also contained a solarium, writing rooms, beauty and barber shops, a large ballroom, separate cafes and billiard rooms for men and women, mineral baths, massage rooms and a separate theater. Interior furnishings, which cost an additional million, included marble columns, more than 100 carved Italian mirrors, an extensive art collection, gold and ebony furniture, tapestries and blue dragon carpeting.

Another Plant resort, the ***Belleview at Bellair*** (1896) was a large woodframe structure facing Clearwater Harbor. It may have been the first hotel with a golf course. In 1919, a swimming pool was added, decorated with one million ceramic tiles set in place by Italian craftsmen.

Other luxurious boom-era hotels were located on the Northwest Coast. Pensacola's ***San Carlos,*** built in 1910, was enlarged during the 1920s by a million dollar addition, more than tripling its 156 private rooms. The interior included a large ballroom, curving stairway, marble lobby and stained glass dome ceiling. Steam heat and ceiling fans in each guest room were fueled by the hotel's power plant.

Another hotel in the region—the ***Harbeson,*** on Santa Rosa Sound—had an orchestra which played nightly in a dance pavilion over the water. Guests were transported from Pensacola to the hotel by the resort's private boat. Several of the Northwest Florida hotels also featured wide verandas facing the water.

In addition to architectural details, the types of facilities provided by the luxury resorts were also indicative of their clients' lifestyles. Most featured a ballroom and casino, usually with a swimming pool, occasionally containing other facilities such as gambling tables or a theater. Golf, bowling, billiards, outdoor sports, boating and hunting were among other activities available at various locations.

Although many old hotels were destroyed by fire or replaced by modern structures, several elegant resorts are still in use. Some, like the ***Ponce de Leon,*** the ***Tampa Bay,*** and the ***Rolyat,*** a boom-era hotel in St. Petersburg, have become colleges. Others, notably the ***Ormond Beach*** and Sarasota's ***Orange Blossom,*** are now retirement homes.

Two Mediterranean-style structures from 1926, the 12-story ***Biltmore*** in Palm Beach and the seven-story ***Hollywood Beach Hotel***

The railroad builders and resort promoters were largely the same group—which was the pattern of Florida's early development, especially its resort areas.

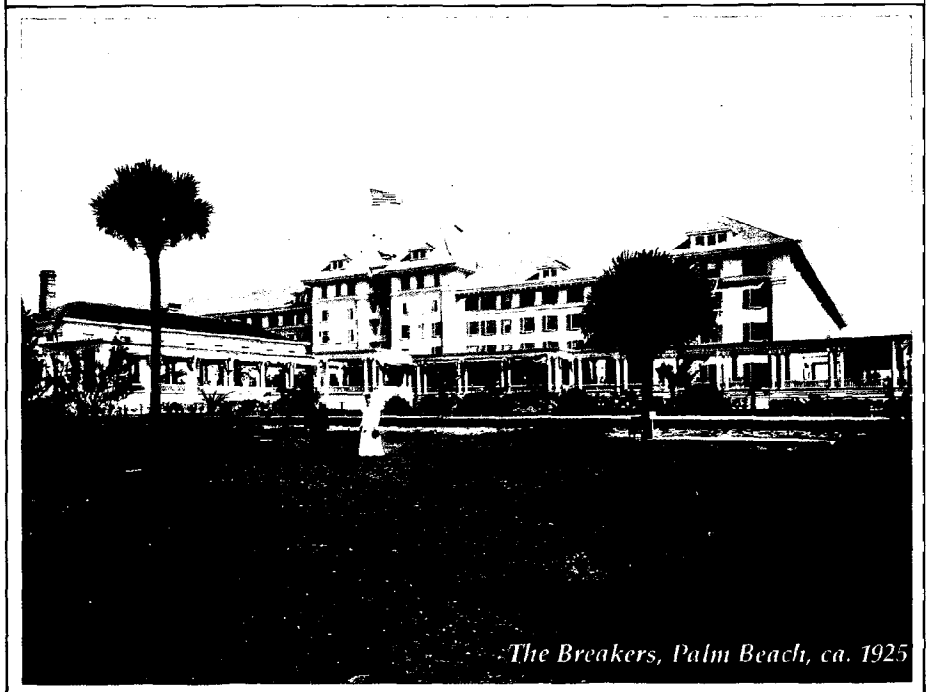
Louise Frisbie, *Florida's Fabled Inns*

have been converted to condominiums. Although the ***Biltmore*** in Coral Gables has not been restored, a restoration plan has been proposed. Meanwhile, the hotel's former ballroom functions as an art museum. The ***Alcazar*** now houses St. Augustine City Hall, the Lightner Museum and antique shops. Across the street from the Alcazar, the ***Cordova,*** an 1886 hotel purchased by Flagler, has become the St. Johns County Courthouse.

Those facilities still operating as hotels include the ***Belleview*** (now the Belleview Biltmore), ***Don Ce Sar, Breakers, Boca Raton Hotel and Club,*** formerly the Cloister Inn and the ***Casa Marina.*** The ***Belleview,*** near Clearwater, now has three golf courses, its public rooms have been enlarged and all guest rooms have been air conditioned. The ***Don Ce Sar,*** a Mediterranean style boom era hotel in St. Petersburg Beach, was renovated at a cost of $9 million in 1974. Because it reportedly is one of only two operating hotels listed on the National Register of Historic Places, it must retain its external appearance, including the striking pink stucco characteristic of the time period.

The ***Breakers,*** in Palm Beach, now operates year round rather than seasonally. It has two pools and golf courses and twelve tennis courts. The structure still contains ornate furnishings based upon several Italian Renaissance palaces.

During World War II, 85 percent of the hotels on Miami Beach were converted to barracks. The ***Boca Raton Hotel*** was also used for this purpose. In 1956, this hotel on the Intracoastal Waterway and its 1,000 acre grounds were sold to Arthur Vining Davis, the aluminum entrepreneur/developer, for $22.5 million. The property was then acquired by the Arvida Corporation, and a high-rise tower was added. Modern guests can experience its original glamour, in addition to golf, tennis, swimming and a health club.


The Breakers, Palm Beach, ca. 1925

The ***Casa Marina*** (reopened in 1934) was popular among Navy officers and their families during the 1940s, and was leased to the army during the 1962 Cuban Missile Crisis. Used briefly as a Peace Corps training school in the mid-'60s, it had been vacant for a decade when purchased and refurbished by the Marriott Corporation in the 1970s.

The company invested $3.5 million in the structure and spent $10 million for renovation. Arched windows and lobby fireplaces were retained, as well as the orientations of the original rooms. The one million gallon water supply found beneath the veranda and lobby during construction is reportedly used for watering the grounds. A swimming pool, saltwater fishing pier, new kitchen, dining and meeting rooms all have been added to a waterfront site for which Flagler's company originally paid a mere $1,000.

Viewing waterfront hotels from the boom periods gives visitors a glimpse of the lifestyle of the affluent during the last century as reflected in their leisure activities. Such a visit also creates an awareness of past travelers' limited access to and within the state. After touring such places, the visitor may appreciate the diverse means of transportation available today as well as their historic role in developing Florida's waterfront.

BUFFERING THE MAINLAND:

Barrier Islands

BUFFERING THE MAINLAND: BARRIER ISLANDS

Sea Oats, Caladesi Island

Barrier islands and related landforms fringe most of Florida's coastline, and most of the state's sandy beaches are on coastal barriers, factors which make these areas important to the state's tourist economy. Such areas are also important because they act as buffers between the mainland and oceanic storms and they help form estuaries which are the nursery areas for most commercial and sport fish. Many are unstable, shifting with tides, currents and sea level changes. Unfortunately, manmade development of a barrier island often interferes with these natural functions, and places lives and property in jeopardy during major storms.

In a natural state the typical barrier island includes some but not all of the following features:

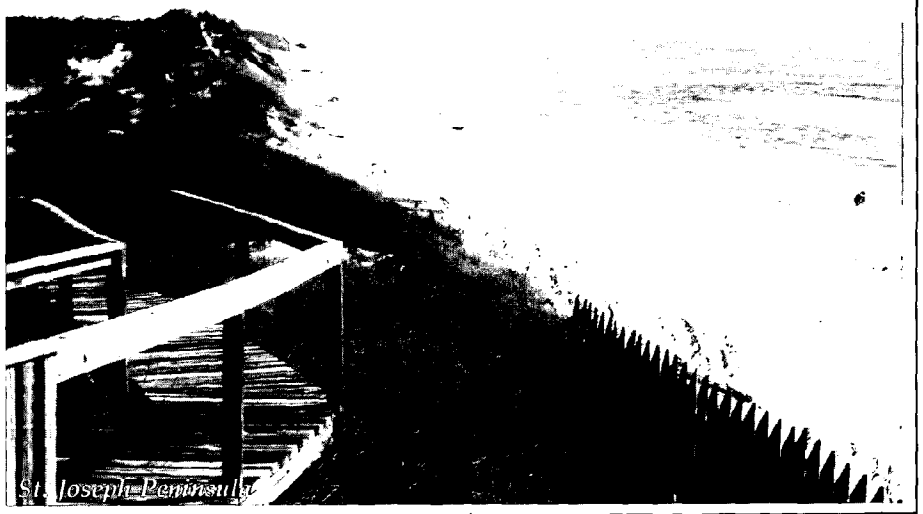
- the beach,
- beach ridges,
- dunes,
- dune swales,
- barrier flats,
- washover fans,
- saltmarsh (mangroves) and tidal flats,
- inlets, and
- lagoons.

Beaches consist of unconsolidated sedimentary material and are subject to wave action. The two parts of the beach are the foreshore, which is subject to regular wave action, and the backshore, which is subject to wave action only during storms. The backshore may exhibit an area of higher elevation, known as a berm, built up from sand transported by wave swash. During periods of more violent wave action, this berm is eroded, the beach flattens, and the wave energies are dissipated over a wider beach. The sand eroded from the berm usually collects in offshore sandbars. This sand is then returned to the beach by wave action in calmer periods. Where the end of a barrier island or barrier spit is gradually increasing, a series of relic beach berms may be left behind the growing beach. These relic berms are called beach ridges and are usually a series of arch shaped ridge lines curving toward the bayside of the barrier.

Similar in nature, but usually larger than beach berms and ridges, are sand dunes. Sand dunes differ from these other features in that dunes are built up from wind-blown sand trapped by vegetation. Dunes are also an important storm protection landform which absorb the energies of the largest storm waves and function as the beach berms would on eroding shorelines.

Between the dunes are low areas called swales or slacks, formed by wind action or human activity. If the depression between the dunes is deep enough, it may reach the water table and the swale will be a freshwater wetland. Often ponds will form in swales.

At low points along the duneline, a storm surge may break through the dunes and flood the areas inland. Large amounts of sediments



St. Joseph Peninsula

Barrier beaches are dynamic, relatively lowland masses that often lead to conflict with human development.

Stephen P. Leatherman,
Barrier Islands Handbook

will be carried with the flood water and be deposited in overwash fans. The overwash process is very destructive, washing away dunes, vegetation, and in some cases, buildings. Parts of the Fort Pickens and Perdido Key sections of the Gulf Islands National Seashore near Pensacola were overwashed in a recent hurricane, sweeping away dunes and dune vegetation which have yet to fully recover.

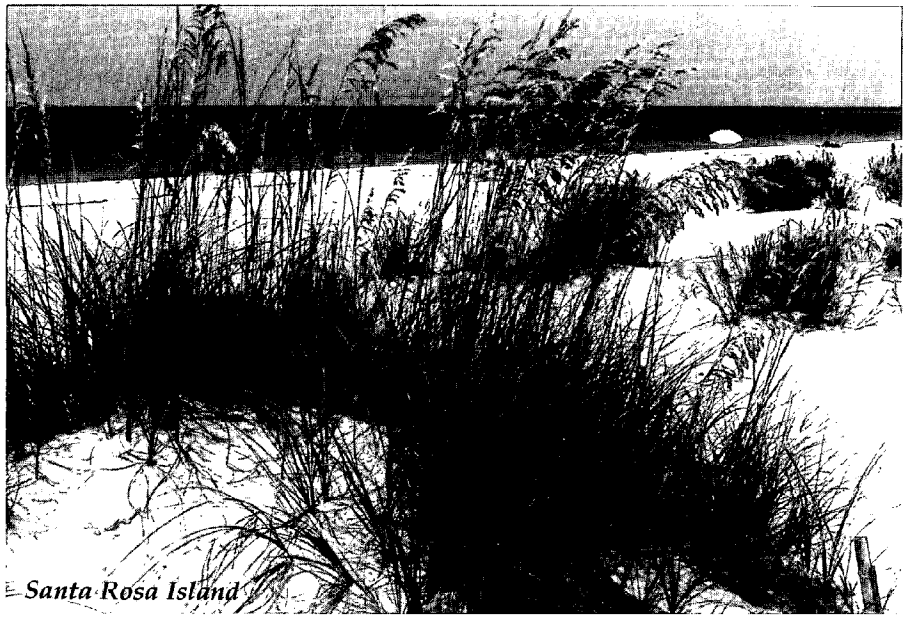
Great White Heron

Inland from the dune zone are the barrier flats. These areas are covered by maritime forests containing live oaks, pines and cedars. The barrier flats are the safest areas to build on a barrier island.

Beyond the barrier flats, and adjacent to the bay or estuary that the barrier island helps to form, are saltmarshes and tidal flats. South of Pasco County on the west coast and Volusia County on the east coast, the saltmarshes are gradually replaced by mangroves. These saltwater wetlands are an integral part of the estuary. The tidal flats are good places to observe wildlife.

Beyond the saltwater wetlands is the lagoon. Many of the lagoons are highly productive estuaries, vital for the reproduction of important commercial and sport fish.

Between the islands are inlets, often called passes in Florida. These features are important for the maintenance of salinity levels in the lagoons and for navigation. These inlets may be unstable, shifting hundreds of feet in a year and threatening homes in the process. If the inlet is deep enough to trap the sand being carried by longshore transport, it also may cause erosion of adjacent beaches. This occurs most frequently when the inlet is dredged for navigation.



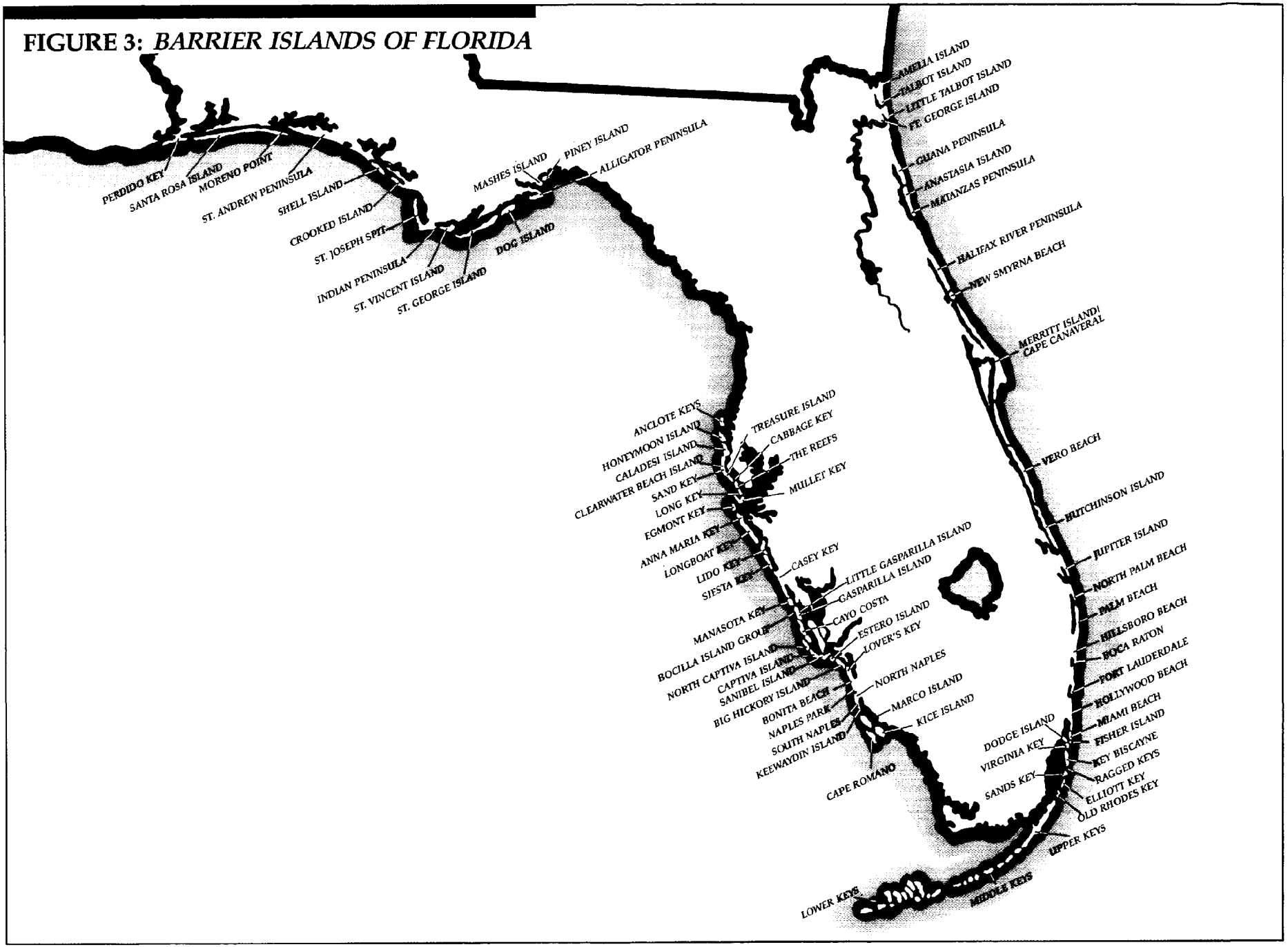
Santa Rosa Island

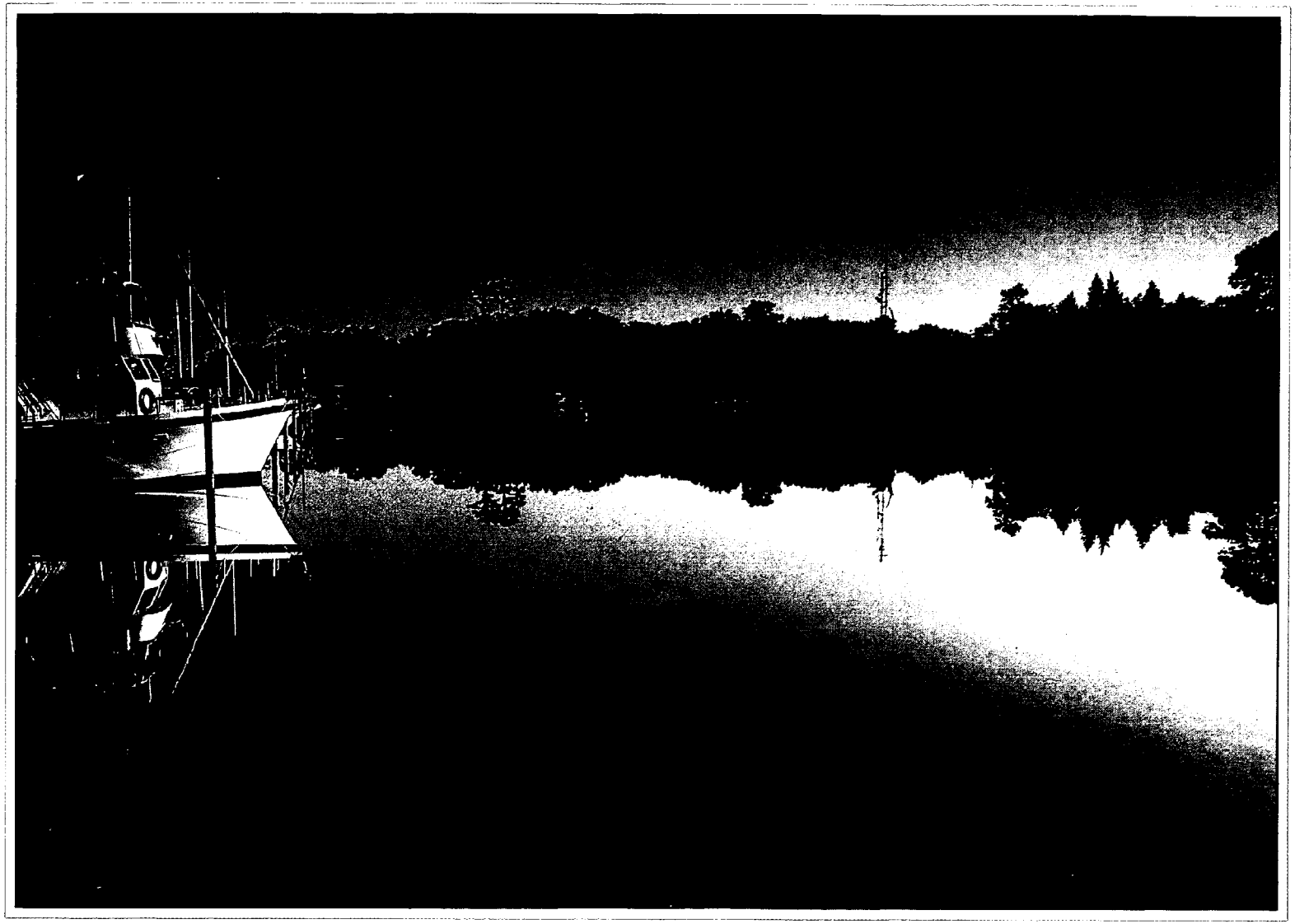
The barrier islands around the state vary in detail and by geographic region from the general features listed above. Starting with Anclote Key on the west coast and New Smyrna Beach on the east coast, the saltmarsh begins to be replaced by mangroves. The dunes in the Northeast are usually the highest, especially where left undisturbed such as in Fort Clinch State Park on Amelia Island.

The islands on the Atlantic coast and along the Panhandle are longer than those on the west coast. On many of the islands, especially around Miami/Fort Lauderdale and St. Petersburg, the natural features have been destroyed by development. Most of the wetlands have been filled in, and the protective dunes have been leveled for building sites. As natural shoreline movement threatened buildings, the building owners built seawalls which eventually led to the disappearance of the beach. As a result, the beaches that exist in these areas today are for the most part manmade.

Sea Oats, Santa Rosa Island

FIGURE 3: *BARRIER ISLANDS OF FLORIDA*





ENJOYING THE COAST:

Shorefront Recreation

ENJOYING THE COAST: SHOREFRONT RECREATION

Varied shorelines and development patterns distinguish Florida's urban areas as well as her waterfront parks. Visitors will find sites to suit a wide range of recreational preferences. The State Park System, administered by the Florida Department of Natural Resources (DNR), contains numerous natural areas including undeveloped beaches which exemplify the state's natural beach/dune and wetland systems. These include Southwest Florida's ***Caladesi Island State Park,*** which is accessible only by ferry, ***St. Joseph Peninsula*** near Port St. Joe and ***Anastasia Island*** near St. Augustine. Historic and archeological sites, many of which are on the water, are also operated by DNR, notably the ***Kingsley Plantation*** near Jacksonville and the ***Cape Florida Lighthouse*** in Miami.

In recent years, in response to rapid urbanization and population pressures, counties and cities have joined the state in acquiring and managing sensitive lands for purposes of conservation and park development. Thus, visitors to the waterfront can choose from a variety of nature parks which provide insight into Florida's fragile ecology. In St. Petersburg's ***Boyd Hill Nature Park*** they can walk through shady oak hammocks with cabbage palms and fruited understory shrubs, which shelter birds, small mammals and reptiles.

Big Lagoon State Recreation Area

Walk along the Hillsborough River at the University of Tampa's Plant Hall

Along the Southern and Central Coasts, in Miami's ***Matheson Hammock,*** and ***Upper Tampa Bay Park,*** visitors can hike trails through mangrove swamps with muck soils and finger-like aboveground roots, which serve as nurseries for numerous fish and shellfish. Throughout the peninsula and the Panhandle, elevated wooden walkways lead you through saltwater and freshwater wetlands ranging from salt flats to estuaries where freshwater merges with salt water. On Pensacola's ***Ed Ball Nature Trail,*** hikers can experience several of these natural systems.

While some communities have traditionally relied on publicly owned sites to meet public access needs, more and more local governments, such as the City of Miami, are requiring private developers to ensure public access and preserve historical resources by means of walkways and adaptive reuse of historic structures. ***Riverwalks*** and ***beach walks*** not only offer attractive views, but they may also provide pedestrian access to hotels, restaurants and shops. Restoration and adaptation of ***historic buildings*** as in Pensacola, Key West and Fernandina has proven to be popular as well as profitable.

Some more active parks with fishing piers, jogging and bicycle trails, for example, highlight the water with observation decks. ***S.S. Holland Park*** in Hollywood features a three-story wooden tower with views of surrounding waterways on three sides, as well as a boardwalk through mangroves along the Intracoastal Walkway.

Saltwater fishing piers are shown in the attached map and list.

Two other approaches to waterfront recreation common to downtown areas are ***passive parks*** and ***cultural facilities.*** The first type of park clearly focuses on a waterbody as the primary attraction. It generally features landscaping, seating areas, open space, and pedestrian pathways. In contrast, the second category uses waterfront as an attractive backdrop for a non water-dependent facility such as an art gallery, historical museum, or concert hall. Such a park often contains a fountain and/or open air artworks. Both approaches can help draw people back to downtown areas.

Overall, the wide variety of shoreline recreational opportunities makes Florida's waterfront communities desirable places to live and visit.

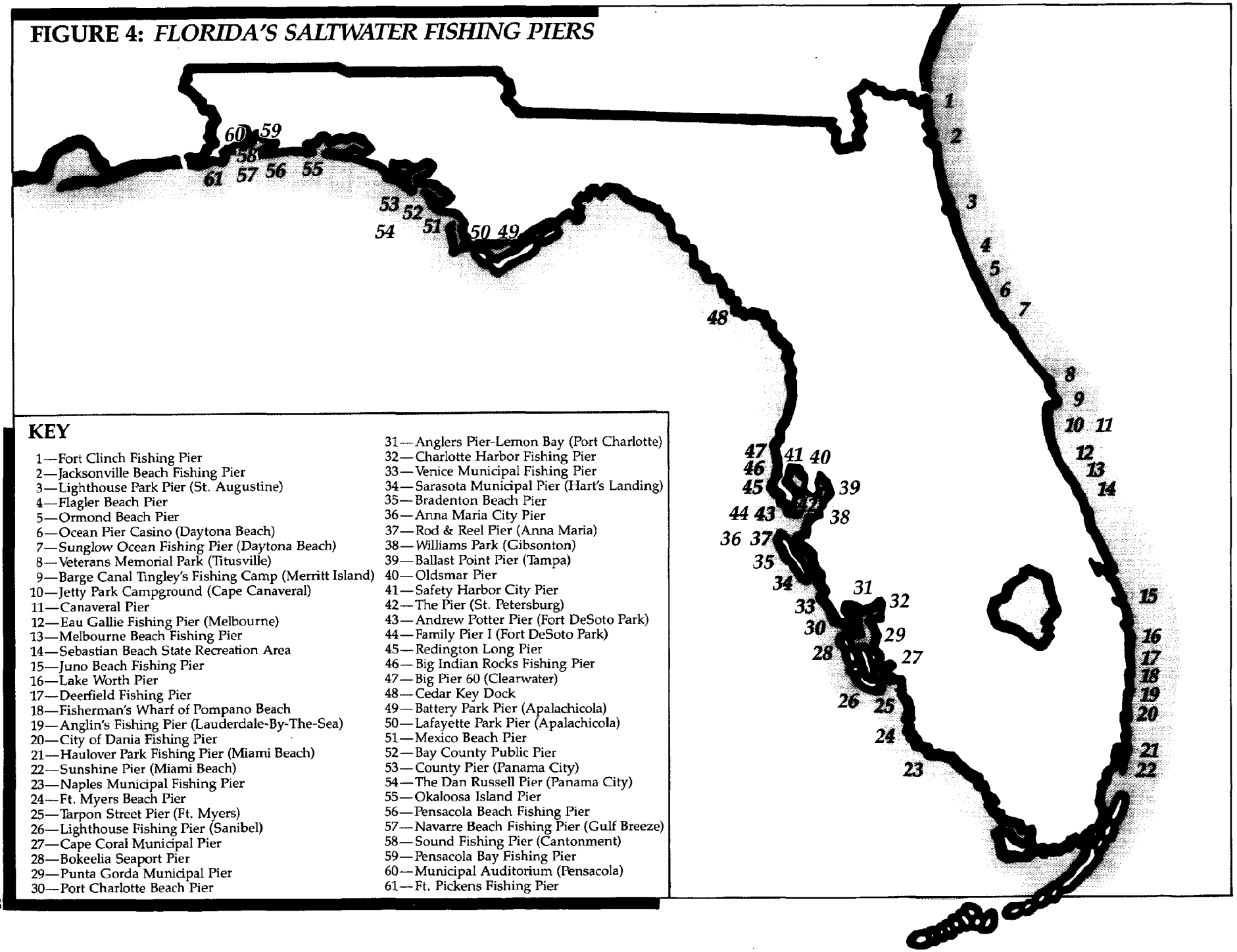
TABLE 1: *SUMMARY OF ACCESSIBLE SANDY BEACHES IN THE VICINITY OF SELECTED CITIES**

COUNTIES (SELECTED CITIES)	BEACHES DESCRIBED	ACCESSIBLE FRONTAGE/ ACREAGE	OF SPECIAL INTEREST
Nassau (Fernandina Beach)	4 Local 1 State	Over 5 miles	*Camping/Fishing Pier at Ft. Clinch and American Beach. Drive on some beaches with permit.*
Duval (Jacksonville)	5 Local 1 State	Over 9 miles	*Hannah Park, one of Florida's largest oceanfront parks; City marina on 2d Ave. N. off Beach Blvd., nearby Fishing Pier.*
St. Johns (St. Augustine)	8 Local 1 State 1 Natl. Monument	Over 25 miles (3 miles at Ft. Matanzas)	*Fishing Pier at St. Augustine Beach. Drive on some beaches with permit.*
Broward (Ft. Lauderdale Area)	8 Local 2 State	Over 14 miles	*Fishing Pier at Pompano; Lauderdale-by-the Sea, Dania*
Dade (Miami/Miami Beach)	18 Local 1 State	Over 2100 acres (Mileage unavailable)	*Fishing Pier at Sunny Isles and Haulover (N. Miami Beach)*
Monroe (Key West)	8 Local 3 State 1 Natl. Monument in Dry Tortugas	Over 3 miles	*Ft. Jefferson National Monument access boat/seaplane. Coral reef exploration possible throughout Keys.*
Pinellas (St. Petersburg)	13 Local 3 State	Over 18 miles	*Bayside/Gulf access plus 3 boat ramps at Treasure Island, north of St. Pete Beach.*
Escambia (Pensacola)	6 Local 2 State 1 Natl. Seashore (includes 4 beach access areas)	Over 31 miles 950 acres	*Camping at Big Lagoon. Camping/Fishing Pier at Gulf Islands (Ft. Pickens) Fishing Pier at Navarre Beach.*

*Based on data presented in *Florida's Sandy Beaches: An Access Guide,* Office of Coastal Studies, University of West Florida, Pensacola, 1984.

Note: Tampa Bay has non-sandy beaches, so it was not included in the above guide.

FIGURE 4: *FLORIDA'S SALTWATER FISHING PIERS*



KEY

1—Fort Clinch Fishing Pier
2—Jacksonville Beach Fishing Pier
3—Lighthouse Park Pier (St. Augustine)
4—Flagler Beach Pier
5—Ormond Beach Pier
6—Ocean Pier Casino (Daytona Beach)
7—Sunglow Ocean Fishing Pier (Daytona Beach)
8—Veterans Memorial Park (Titusville)
9—Barge Canal Tingley's Fishing Camp (Merritt Island)
10—Jetty Park Campground (Cape Canaveral)
11—Canaveral Pier
12—Eau Gallie Fishing Pier (Melbourne)
13—Melbourne Beach Fishing Pier
14—Sebastian Beach State Recreation Area
15—Juno Beach Fishing Pier
16—Lake Worth Pier
17—Deerfield Fishing Pier
18—Fisherman's Wharf of Pompano Beach
19—Anglin's Fishing Pier (Lauderdale-By-The-Sea)
20—City of Dania Fishing Pier
21—Haulover Park Fishing Pier (Miami Beach)
22—Sunshine Pier (Miami Beach)
23—Naples Municipal Fishing Pier
24—Ft. Myers Beach Pier
25—Tarpon Street Pier (Ft. Myers)
26—Lighthouse Fishing Pier (Sanibel)
27—Cape Coral Municipal Pier
28—Bokeelia Seaport Pier
29—Punta Gorda Municipal Pier
30—Port Charlotte Beach Pier
31—Anglers Pier-Lemon Bay (Port Charlotte)
32—Charlotte Harbor Fishing Pier
33—Venice Municipal Fishing Pier
34—Sarasota Municipal Pier (Hart's Landing)
35—Bradenton Beach Pier
36—Anna Maria City Pier
37—Rod & Reel Pier (Anna Maria)
38—Williams Park (Gibsonton)
39—Ballast Point Pier (Tampa)
40—Oldsmar Pier
41—Safety Harbor City Pier
42—The Pier (St. Petersburg)
43—Andrew Potter Pier (Fort DeSoto Park)
44—Family Pier I (Fort DeSoto Park)
45—Redington Long Pier
46—Big Indian Rocks Fishing Pier
47—Big Pier 60 (Clearwater)
48—Cedar Key Dock
49—Battery Park Pier (Apalachicola)
50—Lafayette Park Pier (Apalachicola)
51—Mexico Beach Pier
52—Bay County Public Pier
53—County Pier (Panama City)
54—The Dan Russell Pier (Panama City)
55—Okaloosa Island Pier
56—Pensacola Beach Fishing Pier
57—Navarre Beach Fishing Pier (Gulf Breeze)
58—Sound Fishing Pier (Cantonment)
59—Pensacola Bay Fishing Pier
60—Municipal Auditorium (Pensacola)
61—Ft. Pickens Fishing Pier

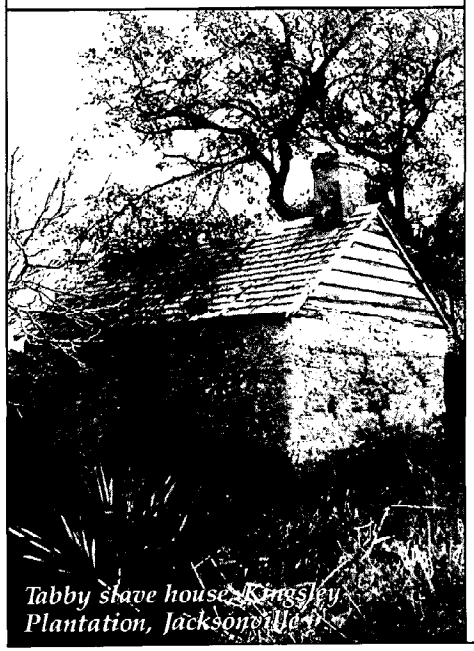
Vizcaya, Miami

LIVING AND WORKING NEAR THE WATER

LIVING AND WORKING NEAR THE WATER

Regardless of advances in transportation, Florida's waterways have attracted new settlers and water related businesses for centuries. Those homes and neighborhoods which remain reflect the diverse origins and livelihoods of their owners as well as various architectural trends. The structures discussed here range from a 17th century Spanish residence to late 1930s tropical resorts.

Kingsley Plantation, Jacksonville



Tabby slave house, Kingsley Plantation, Jacksonville

EARLIEST SETTLEMENTS

Northeast Florida

Some of the state's oldest existing structures in or near historic coastal communities are located in Northeast Florida. St. Augustine's Oldest House dates back to the early 1600s, when it was home to a Spanish military man. It was continuously occupied until purchased by the St. Augustine Historical Society in 1918.

The structure's upper story still reflects the British architectural style, while the lower portion is composed of one-foot thick walls of coquina block, a seashell based concrete believed to have been quarried on nearby Anastasia Island. Other local materials used in the original construction include Florida red cedar and old timbers of a nautical type, probably because early seaport carpenters were frequently designers of boats ("shipwrights").

Spanish homes of this period were located immediately adjacent to the street in order to create shade, with secluded patios in the rear. There was no front door; entrance was through the patio. Windows were heavily shuttered to provide protection. Overall, the Oldest House is a peasant style home, reflecting the lifestyle of early settlers of St. Augustine.

Another simple residence is the Arrivas House, the first house to be restored by the local Restoration and Preservation Commission. It still contains a portion of the original 18th century building. The home featured three rooms and a separate kitchen to the rear. British settlers later added a fireplace and replaced some of the wooden shutters with glass.

Further glimpses of the way of life four centuries ago are provided by a structure built in the late 1960s. The Spanish government constructed and operates a museum known as Casa del Hildalgo. A replica of a 16th century nobleman's house, it is composed of coquina blocks similar to those quarried to build some of the town's early houses. Other houses open to the public in the "Old Town" section offer demonstrations of period crafts such as printing, weaving and hearth cooking.

A final notable characteristic of St. Augustine's Historic District due to its continuous occupation is the multitude of land uses which have characterized each site. Thus, for example, the reconstructed Military Hospital on Aviles Street, formerly Indian burial grounds, was the site of several Spanish homes prior to 1766. Other uses have included stables, a Chinese laundry and a cocktail lounge. Today it houses an art gallery.

To the north, near Jacksonville, is the state's oldest plantation house. Wealthy planter Zephaniah Kingsley received a Spanish land grant in 1791, giving him title to Fort George Island, where he established a large plantation. One of the structures completed by his many slaves was a house built of lumber and bricks produced on the grounds. This state historic site provides insight into the hardships of life on an early 19th century coastal plantation.

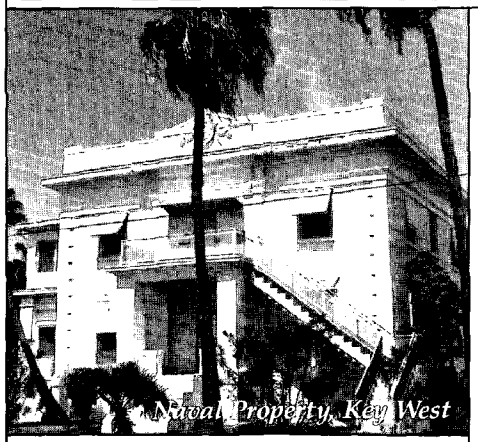
LATER WATERFRONT DISTRICTS: 19TH AND 20TH CENTURIES

Pensacola

During the next 50 years, a port city was to develop on the Northwest Florida Coast. Pensacola's Historic District contains structures ranging from Old Christ Church, completed in the early 1800s and now restored as a local history museum, to a concentration of late 19th century woodframe houses. The first restoration by the Pensacola Heritage Foundation, the 1871 vintage Clara Barkley Dorr House, stimulated further restoration efforts.

Some structures in the Seville Square District exhibit a New Orleans French influence with iron grillwork balconies and brackets and carved eaves. One of the area's first restorations was adaptation of the Pensacola Printing Company as Rosie O'Grady's, a restaurant/entertainment complex. Many structures in the North Hills area are Classical Revival style woodframe structures with columns, broad porches and steep pitched roofs. The Palafox Street Historic District includes one block of restored turn-of-the-century structures as well as the historic San Carlos Hotel and the restored Louisville-Nashville Railroad passenger terminal from 1912, now part of a hotel complex.

Seville Quarter Historic District, Pensacola



Naval Property, Key West

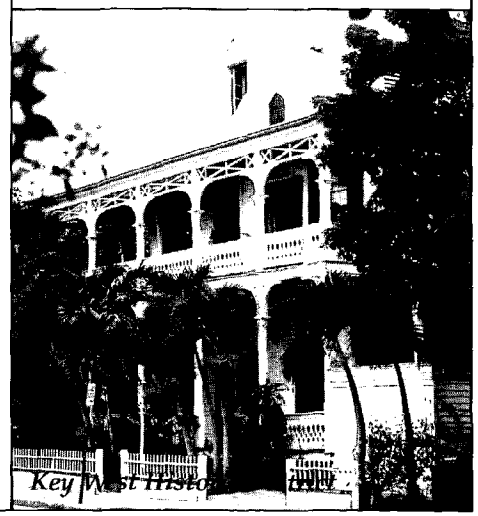
Key West

A contemporary of Pensacola, vestiges of this historic waterfront community can still be seen in Key West's Historic District and Naval Station. The Naval Station contains 23 buildings dated from 1845 to 1923 and listed on the National Register of Historic Places. Some are carefully crafted of brick or concrete construction, while others are woodframe residential structures in Classical Revival style with porches and columns. Many also feature piers—blocks or bricks which elevate the structure's frame. Other notable structures include an 1845 Marine hospital, an 1874 residence which housed Marine Officers and the local Naval surgeon, a 1904 Naval ship repair facility and several late 19th century freshwater cisterns.

The Naval Station is considered historically significant by state and local historic preservationists due to its role in protecting shipping from pirates, intercepting Civil War blockade runners, serving as headquarters for the Atlantic Fleet in the Spanish-American War and actively participating in both World Wars. It is also categorized by state officials as an outstanding example of functional maritime architecture.

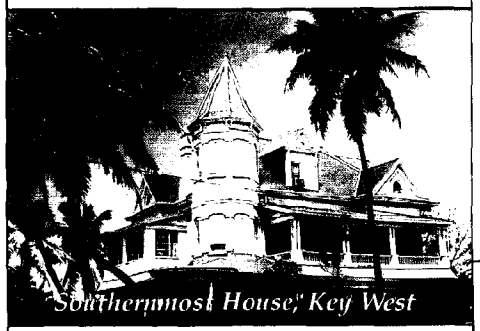
Near the Naval Base is a 190-block collection of buildings which dates from 1886 to 1912, but which is believed to represent a much earlier period—the late 1830s. Those buildings remaining from the late 19th and early 20th centuries were rebuilt after a severe fire in 1886. Due to their owners' traditional attitudes, the new buildings closely resembled their predecessors as shown in two 1838 drawings by William Whitehead, the brother of one of Key West's original developers.

This historic district primarily consists of two-story detached woodframe residential structures with metal roofs, front porches facing the street and decorative woodwork as well as columns and brackets. Many were small three-room company houses, built for workers near their factories. Some masonry cigar factories still remain. A few of the commercial buildings had living quarters above.



Key West Histo[illegible]

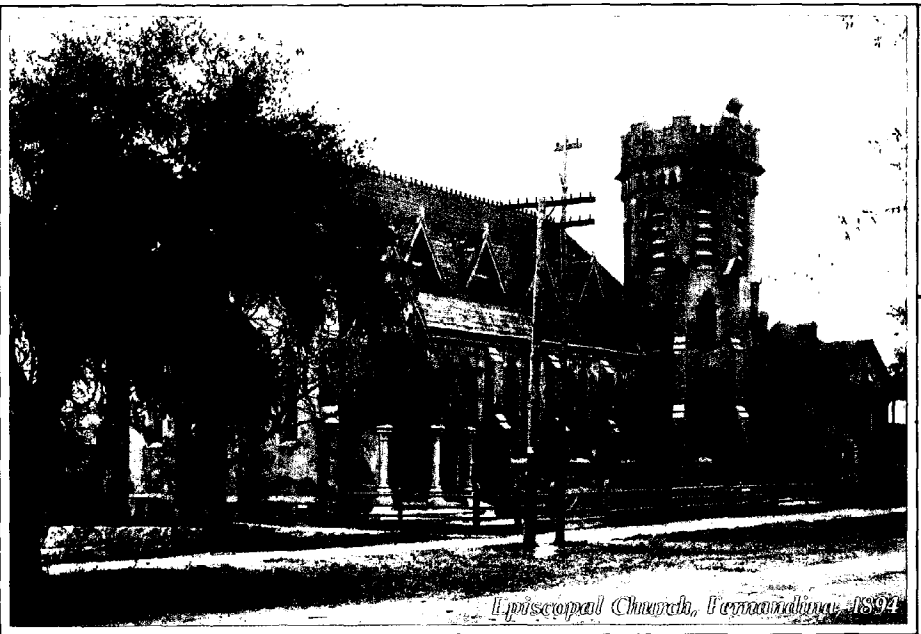
The Queen Anne style, with bay windows, porches, towers, turrets, and balconies, in addition to ornate trim around the exterior, was also common. A good example is the Southernmost House at 1400 Duval Street. This sprawling residence features Tuscan columns and a tower with Tudor-type arched windows. Most of the homes of this style in Key West, unlike those of other cities, lack chimneys.


Southernmost House, Key West

The overall appearance of the district is one of uniform style, scale (low-rise) and building materials. Most structures exhibit few or no extravagant details. They are not considered high style, yet the sheer volume of historic woodframe buildings makes this district significant.

Fernandina Beach

Another seaport city with a sizeable collection of 19th century structures near the water is Fernandina Beach. On the northwest end of Amelia Island is a 30 block downtown area with a concentration of buildings from 1873 to 1900. This area includes one of Florida's oldest tourist hotels. Built by the Cross-Florida Railroad between


Episcopal Church, Fernandina, 1894

1857 and 1859, it contains a 40-foot dining room, and is now part of the Florida House, a rooming house. Another landmark is the state's oldest saloon in the same location, the Palace, founded in 1903 in an 1878 building. During Prohibition this ornate brick building, which contains a handcarved mahogany bar and murals, was an ice cream parlor.

Not far from the Palace is another 19th century red brick structure on the site of an earlier depot which served Florida's first cross-state railroad from Fernandina to Cedar Key. Built in 1899, during one of the peak periods for East Coast rail service, the building no longer operates as a depot since passenger train service was discontinued in the mid 1930s. The depot now houses the local Chamber of Commerce.

The Bailey House is a good example of the Queen Anne style. Built in 1895 by a steamship agent, it contains turrets, gables, bays, fish scale decoration, stained glass windows and six fireplaces. Several fine examples of gingerbread trim can also be seen at the Chadwick, Prescott and Meddaugh Houses, all within a few blocks of each other.

Other structures of interest include St. Peter's Parish Episcopal Church, featuring handcarved Florida cedar and curly pine religious articles and the First Presbyterian Church, used by Union troops during the city's occupation. Two commercial brick structures from this time period, built by a Frenchman, are Huot's 1882 Building, occupied by a large marine hardware firm, and Huot's 1878 Building, now a restaurant. The Nassau County Courthouse, which state officials consider the finest surviving Victorian courthouse in the state, features cast iron columns and an ironwork balcony.

Of particular significance because of their waterfront orientations are the Rutishauser House and the Hoyt House. The first is an example of Mississippi steamboat

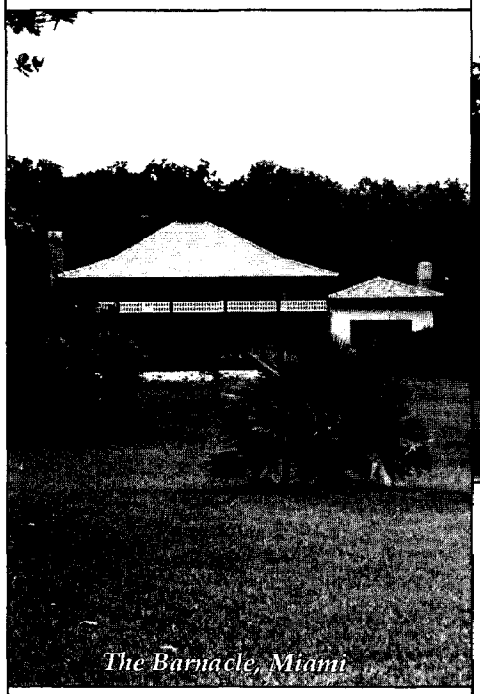
Nassau County Courthouse

architecture from 1883. The second, built by a ship's candle maker and banker, was reportedly modeled after the ornate Rockefeller Cottage at Jekyll Island, Georgia, a few miles to the north.

Miami

During the late 19th century, among the few settlers who ventured farther south on the Atlantic coast was Ralph Munroe. A New York boatbuilder and adventurer, he

moved to Biscayne Bay where he constructed a breezy woodframe house using timber salvaged from shipwrecks, with open air skylights for ventilation. He also developed a reputation for designing vessels which could navigate the area's shallow, hazardous waters. Munroe convinced his friend Charles Peacock to open South Florida's first mainland hotel, from which Coconut Grove developed. Today, Munroe's house, the Barnacle, has been restored as a state historic site and the site of the former inn is Peacock Park.



The Barnacle, Miami

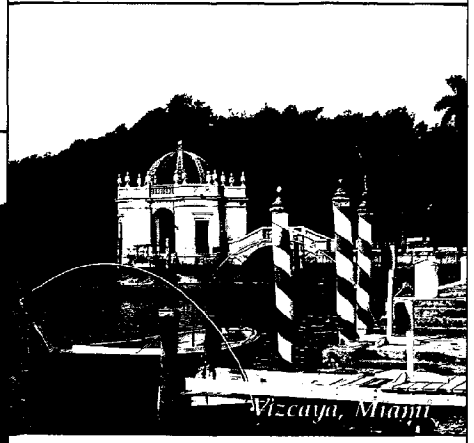
Along the northern end of Biscayne Bay, several subdivisions were recorded at the turn of the century, some of which were named after the Edgewater Company. In this neighborhood, several woodframe structures and later bungalows were built, reflecting the styles of the times. The bungalow style features high pitched roofs and verandas on several sides, both providing shelter from the sun. Although some of the homes have since been converted to shops and restaurants, Edgewater remains a residential neighborhood, reflecting the pre-boom and early boom era.

Bungalow Style House, Edgewater Historic District, Miami

The most extravagant pre-boom-era Italian style bayfront estate in Miami was created by International Harvester entrepreneur James Deering. Dubbed Vizcaya, the 130-acre estate, completed in 1916, contained a decorative stone barge as a breakwater, a boat for Deering's yacht, two teahouses, a Baroque style casino and a winding canal for a gondola. It also included more than 25 miles of roadways and paths, plus a large tract of farms and Italian style farm buildings and formal gardens.

The centerpiece of the estate was a 70-room villa with four towers constructed of stucco and coral rock with barrel tile roofs. During the mansion's 12-year construction period, Deering began collecting furnishings from all over the world, including marble and tile floors, garden statuary, wall fountains and chimneypieces. The furniture was brought in by schooner, and the rooms were designed to resemble a late 15th or early 16th century Italian villa occupied for enough generations to reflect alterations due to changing times and preferences.

The cost of constructing the house was $3 million; the entire estate was estimated at between $10 and $20 million. Today the estate and formal gardens, including the state's first Garden for the Blind, are owned and operated by Dade County. The county's Recreation Department plans to eventually relocate its offices from some of the former farm buildings and reopen them as a restored farm village.



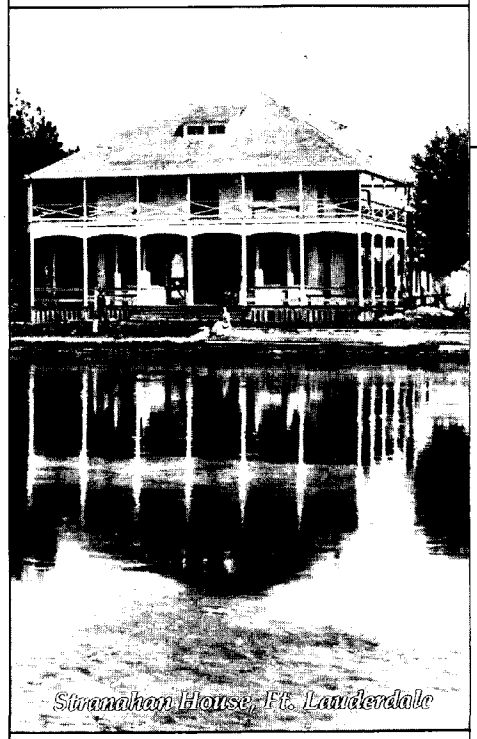
Vizcaya, Miami

Fort Lauderdale

About the same time Vizcaya was under construction, businessman Frank Stranahan was establishing a camp and trading post on the New River north of Miami in the settlement known as Fort Lauderdale. When Stranahan moved the business west, he converted the old store to the family home. This two-story wood frame building was recently restored to its original appearance and opened as a museum.

One of Fort Lauderdale's first hotels, the New River Inn, was operated from 1905 until 1955 when it was converted to an educational center for school children. In 1907 the

same builder, local businessman E. T. King, constructed the King-Cromartie House, a two-story pine home on New River Drive. The town's first home with indoor plumbing and acetylene lighting, it has since been restored with original furnishings and today operates as a museum.


Stranahan House, Ft. Lauderdale

Jacksonville

Several waterfront neighborhoods remain in the state from the 1920s boom era. After a severe fire in Jacksonville, many affluent residents chose to rebuild in the Riverside section high above the St. Johns River. Their homes reflect a variety of styles ranging from Greek Revival to Gothic, Victorian and Romanesque. The nearby Avondale neighborhood contains a marble house, a Venetian style mansion and a Tudor estate. Sites of interest include a 1906 art museum with ornate woodwork and stained glass and the Riverside Theater, opened in 1927.

St. Petersburg

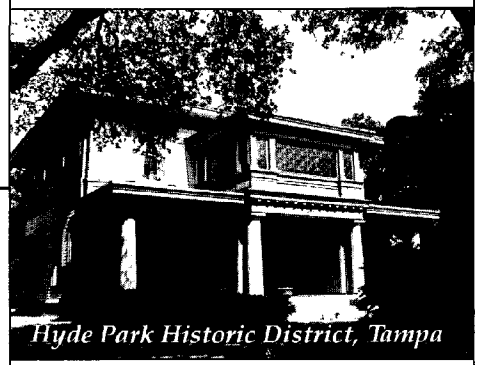
Meanwhile, on the Gulf Coast prominent St. Petersburg developer Perry Snell was developing several bayfront neighborhoods including Granada Terrace and Snell Isle. He placed elaborate statues in the streets of Snell Isle and constructed a palatial estate to house his international art collection. Although many of the structures were built in the 1940s, significant Mediterranean boom era structures completed include the 1925 Country Club and Snell's home from 1928. Granada Terrace and the Northeast neighborhood also reflect this style.

Hyde Park Historic District, Tampa

Tampa

Across Tampa Bay west of the Hillsborough River lies another historic waterfront neighborhood called Hyde Park. This 860-acre collection of subdivisions adjacent to downtown Tampa and near the former Tampa Bay Hotel dates from 1886 to 1933. One of the component subdivisions built in 1915 is composed of bungalows which are accessible only on foot. Numerous stylish homes are located between Rome and Boulevard and along Bayshore Boulevard. Some feature a simpler variation of the Queen Anne style with much less ornamentation; others have a medieval appearance with steep roofs and rough brickwork or fieldstone.

Other styles used in Hyde Park include the Spanish Colonial, popular during the 1920s, with Mediterranean and Islamic touches; Classical Revival, which resembles Greek and Roman temples of brick or wood with various columns; and Colonial Revival, wood frame repro-


Hyde Park Historic District, Tampa

We have rediscovered old buildings and old neighborhoods and are beginning to restore them and to put them to new use. . . . Just when it seemed that American cities, and with them, American civilization were doomed, there is a new urban optimism.

Wolf von Eckardt,
Back to the Drawing Board

ductions of 17th and 18th century styles with Victorian and Colonial details. In addition to residential structures, Hyde Park also contains churches, industrial and commercial buildings, and many of the original streets and shade trees.

The neighborhood is considered historically significant by state officials for two main reasons. First, it played a role in the early development of the Tampa Bay region. Second, it is Tampa's oldest and best preserved early residential neighborhood.

Sarasota

Other remaining examples of boom era waterfront architecture on the Gulf coast include residences designed for circus entrepreneurs John and Charles Ringling. The Ringling Brothers built adjacent estates on Sarasota Bay in the mid 1920s. Charles' 30-room pink marble English style townhouse was constructed for $1 million. It contained a great hall and living room, French rugs, Italian marble steps with a mahogany handrail, and a music room with a three-story organ. Today the structure houses the administrative offices and classrooms of New College. This estate was modest, however, compared to that of his brother.

John and Mable Ringling's residence, CaD'Zan, was an American version of a Venetian palace. It featured a bayside marble terrace, a Renaissance art collection, six guest rooms, a music room with a gold leaf painted ceiling, a dining room with cameo panels in the ceiling and a pecky cypress great hall with balconies draped with tapestries.

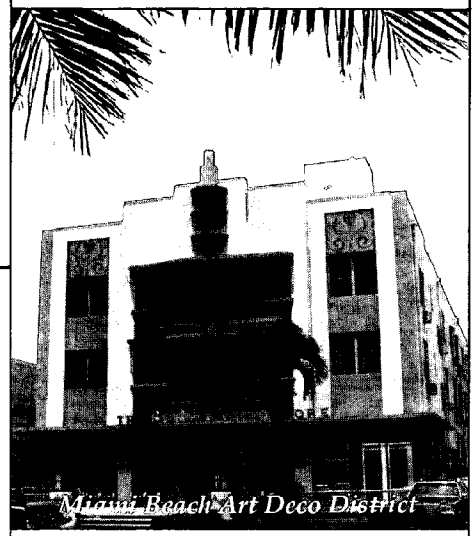
Ringling's bedroom contained twin beds with gilded bronze sphinxes; Mable's bedroom was more subdued with inlaid sandalwood furniture and a lace bedspread. The couple developed their art collection with the intent of donating the house and artworks to the public. The site is now owned and operated as a museum by the state of Florida.

Ringling House, Sarasota

Miami Beach

The extension of Flagler's railroad to Miami Beach in the early '20s stimulated a demand for housing for this newly dredged island's wealthy visitors. In response, architects from all over the nation came here to design waterfront and inland hotels in the Art Deco and Spanish styles. In the 1920s and early '30s, the designs combined Mediterranean and Modern features. This style often resulted in buildings with such unusual combinations as barrel tile roofs and porthole windows.

By the mid '30s, the Art Deco style with its smoother lines prevailed. Such buildings feature nautical details such as rooftop railings and portholes, tropical friezes of wading birds and palm trees, and motifs from ships, trains, airplanes and rockets. The uniform heights and styles created a resort environment near the Atlantic Ocean which is still evident today, although the area is now predominantly occupied by elderly, fixed income or lower income residents. The Miami Design Preservation League has emphasized the important role of these low rise buildings in creating an airy, accessible community.



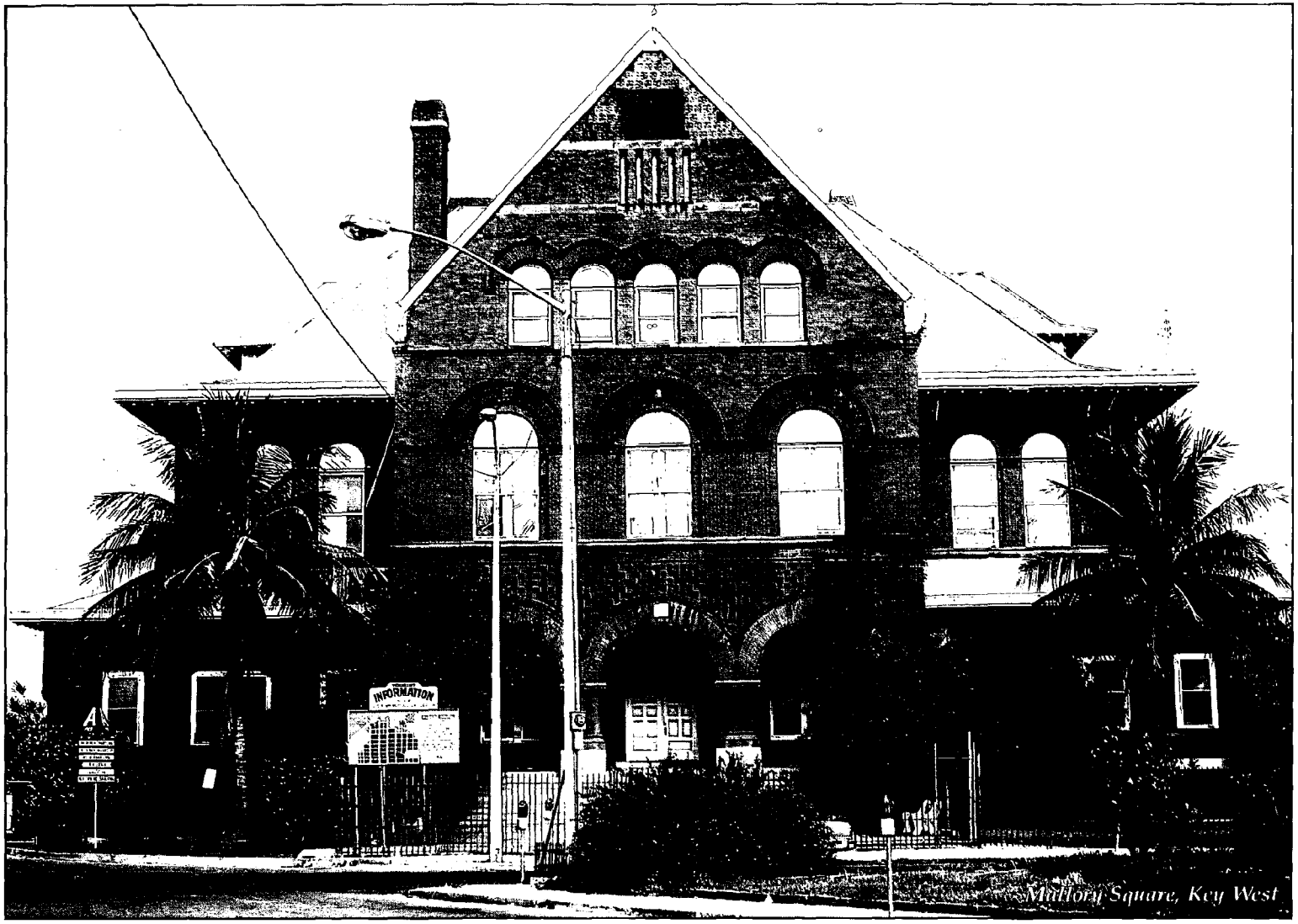
Miami Beach Art Deco District

LEARNING FROM THE PAST

The above-mentioned historic neighborhoods and residents demonstrate the varying nature and extent of public access by place and time period. Some local governments are leasing publicly owned waterfront lands to private developers, while others are purchasing property for public recreation. Although no one approach is appropriate for every city, today's waterfront residents and visitors can learn much from the historic development patterns of other communities. Table 2 compares several major events and characteristics related to the development of nine coastal communities in Florida. Specific sites in each community are described in the following chapter.

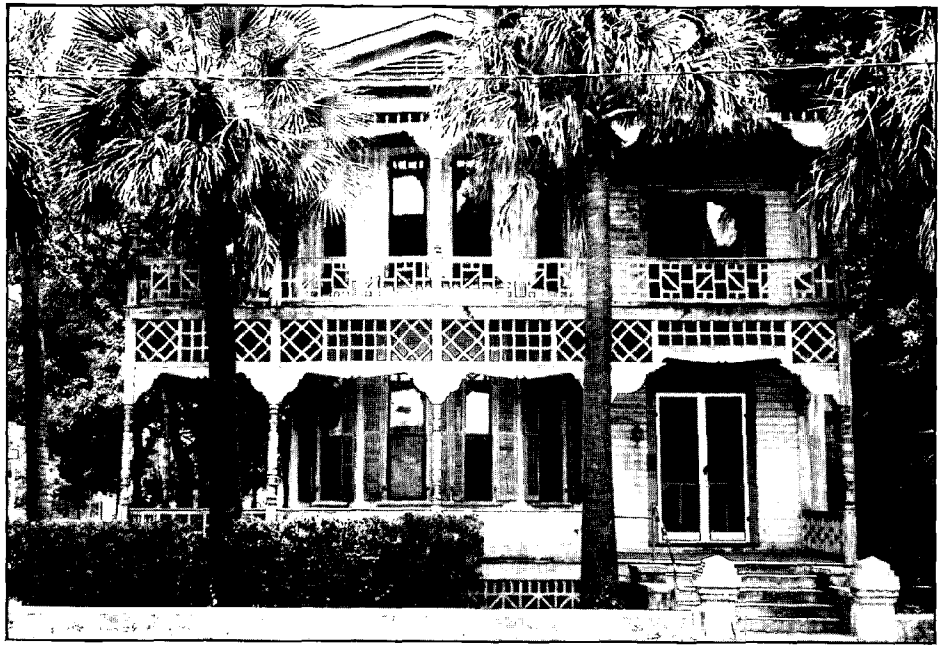
TABLE 2:
SELECTED URBAN WATERFRONTS IN FLORIDA

	PENSACOLA	TAMPA	ST. PETERSBURG	KEY WEST	MIAMI AREA	FT. LAUDERDALE AREA	ST. AUGUSTINE	JACKSON-VILLE	FERNANDINA
COLONISTS' ORIGINS	Spanish French British	American	French American	American Bahamian Cuban	American Bahamian Cuban	Spanish American	Spanish British	French Spanish British	French Spanish British
RAILROAD DEVELOPER/ DATE	Chase, 1853 Chipley, 1882	Plant/Knight 1884	Demens/Plant 1880s	Flagler/1912	Flagler/Tuttle 1896	Flagler/Brickells 1896	Flagler/1880s	Flagler/1880s	Yulee/1850s Flagler/1880s
WATERFRONT USES (1890s)	Shipping cotton, naval stores, lumber Fishing	Naval station Seaport	Public pier Beach Bathhouse Harbor	Ship salvage Shrimping Seaport Naval station	Trade Tourism Fishing	Trade Fishing Ship salvage	Trade Fishing	Tourism Naval station Seaport	Seaport Shrimping
WATERFRONT USES TODAY	Seaport Naval station Recreation Residential	Seaport Residential Marinas	Public pier Docks Harbor Recreation Residential	Tourism Seaport Shrimping	Offices Seaport Marinas Recreation Tourism Residential	Seaport Tourism Marinas Residential Recreation	Tourism Residential	Naval station Seaport Offices Recreation	Tourism Paper mills Docks
HISTORIC SITES	1870s–1920s woodframe/ brick Classic Revival Queen Anne style	Hyde Park 1886–1933 Wood & Masonry. Tampa Bay Hotel 1891 (Moorish)	Snell neighborhoods, 1920s–1940s Vinoy and Don CeSar 1920s all Mediterranean style	1886–1900s wood Classic Revival Queen Anne. Functional Maritime 1845–1923	Edgewater 1920s Masonry Vizcaya Mediterranean style (1913) Barnacle 1890s woodframe Deco District 1928–1940	Early 1900s riverfront woodframe homes. Hollywood Beach Hotel 1920s Mediterranean style	Old City 1600s–1800s; wood & coquina; some Victorian. Castillo de San Marcos, oldest masonry fort in U.S. (1500s)	Riverside 1900–1930s Victorian and Greek Revival Kingsley Plantation, State's oldest plantation house (1800s)	1870–1900s Victorian brick & woodframe 30-block District on site of original town.
WATERFRONT PLANS	Ongoing leasing of city waterfront for marina/ residential commercial entertainment.	Plans for commercial/ office convention center entertainment district.	Citizens rejected festive market. Plans for city-owned waterfront being developed.	Proposed restoration/ redevelopment of naval base.	Efforts to revitalize Miami River; and South Miami Beach. Bayfront marketplace planned.	Downtown Plans being developed for Ft. Lauderdale. Hollywood is preparing guidelines for Central Beach redevelopment.	Active historic preservation Residential and marina siting pressures.	Ongoing development (office/ commercial recreation, convention center)	Ongoing plans to lease docks as marina. Specialty shops/ entertainment complex.

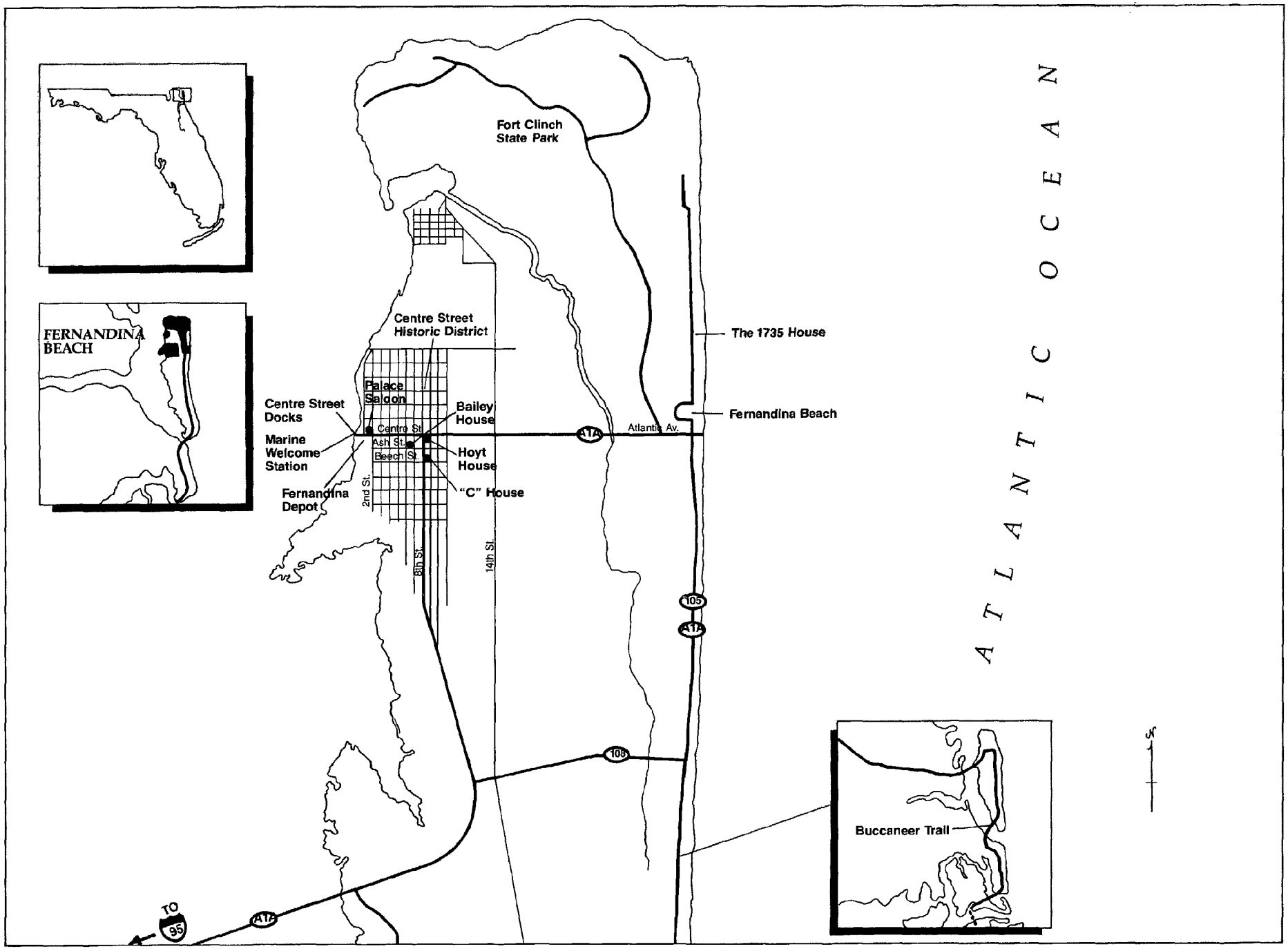


Mallory Square, Key West

GUIDE TO SPECIFIC WATERFRONT SITES

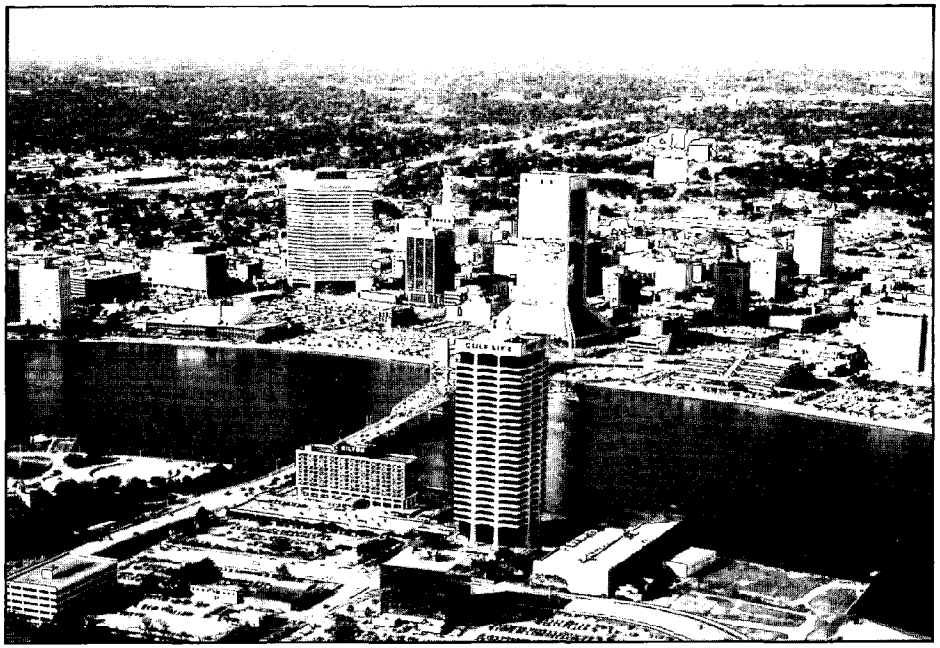


FERNANDINA BEACH

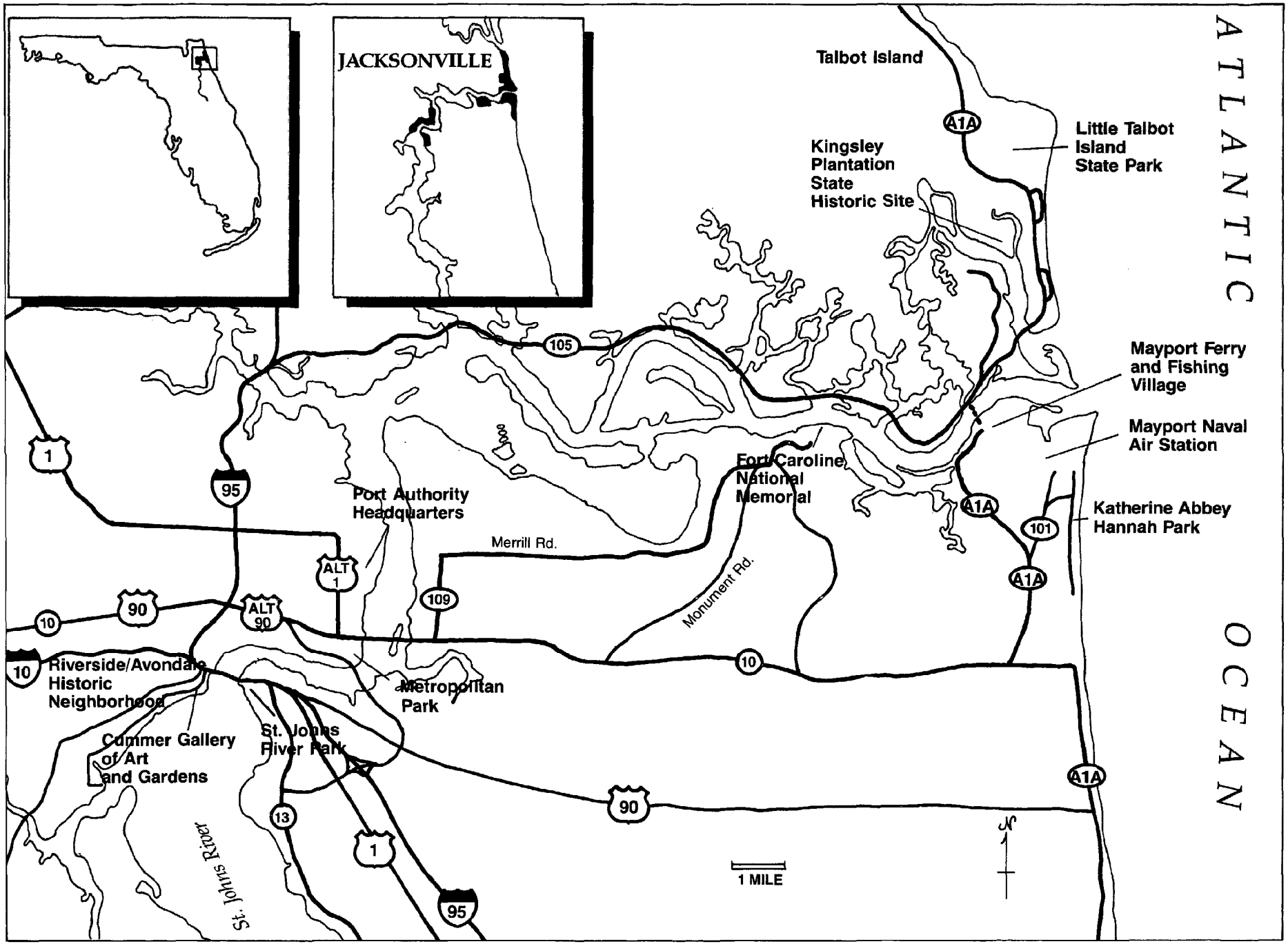

FERNANDINA BEACH
Fort Clinch State Park
Centre Street Historic District
The 1735 House
Fernandina Beach
Palace Saloon
Centre Street Docks
Bailey House
Marine Welcome Station
Hoyt House
Fernandina Depot
"C" House
Centre St.
Ash St.
Beech St.
2nd St.
8th St.
14th St.
A1A
Atlantic Av.
105
TO 95
ATLANTIC OCEAN
Buccaneer Trail

FERNANDINA BEACH	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Centre Street Concentration of Victorian style structures from cottages to mansions built 1873–1900 during shipping and transportation boom. Some still have original interiors.																		
Fernandina Depot Rebuilt in 1899, small red brick terminal for Florida's first Atlantic to Gulf railroad (completed in 1861); now local Chamber of Commerce. *Near Amelia River docks.*			●	●	●								●		●			
Palace Saloon State's oldest saloon in same location; ornate brick building dated 1878. *n.w. corner N. 2nd St. and Centre St.*			●	●	●	●							●		●			
Bailey House Fine example of Queen Anne style, built by steamship agent, features turrets, stained glass, gables and bays. *n.e. corner S. 7th and Ash*			●	●	●	●							●		●			
"C" House Colony of shops housed in gingerbread building; displays of nautical memorabilia including shrimp nets. *n.e. corner of S. 8th St. and Beech.*			●	●	●								●		●			
Hoyt House Turn-of-the-century residence of a ship chandler, reportedly modeled after Rockefeller Cottage on Jekyll Island, Ga. *s.e. corner of Centre and 8th*			●															
The 1735 House Seaside country inn constructed of Georgia pine in 1928; nautical furnishings; lighthouse also accommodates guests. *SR A1A on Amelia Island.*			●		●	●					●					●		
OPEN SPACE/RECREATION AREAS																		
Fernandina Beach Developed beach with lifeguards. *3 mi. n. of Amelia City at Atlantic Ave and SR A1A.*			●		●	●	●									●	●	
Fort Clinch State Park Brick/masonry fort occupied by federal troops in 1862; rangers reenact lifestyle of the period; camping; playground; lighted fishing pier extends into ocean 1500 feet alongside jetties; open 24 hours. *on SR A1A 3 mi. n. of Fernandina*	●		●		●		●	●				●	●		●	●	●	

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
VIEWING AREAS																		
Buccaneer Trail Most scenic drive on Florida's East Coast. Provides access to beaches, inlets, rivers, numerous fishing spots including fish camps and bridges. *Head n. on SR A1A from entrance rd. to Kingsley Plantation about 15 mi.to Ft. Clinch State Park.*	●						●				●				●	●	●	
Centre Street Docks Birthplace of the modern commercial shrimping industry; home to large commercial shrimping fleet. Views of boats heading out to Atlantic Ocean; pretty sunsets; annual Shrimp Festival in May includes pirate invasion and blessing of the fleet. Unique lifesize pirate sculpture carved from an old Okefenokee oak.			●		●	●					●						●	●



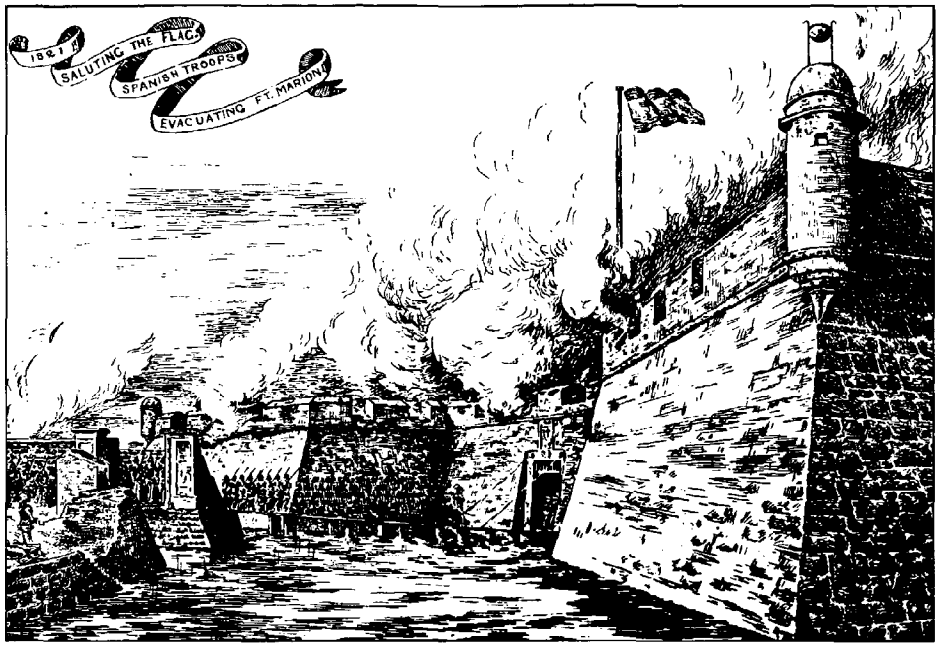
JACKSONVILLE


JACKSONVILLE
Talbot Island
Little Talbot Island State Park
Kingsley Plantation State Historic Site
Mayport Ferry and Fishing Village
Mayport Naval Air Station
Katherine Abbey Hannah Park
Fort Caroline National Memorial
Port Authority Headquarters
Merrill Rd.
Monument Rd.
Riverside/Avondale Historic Neighborhood
Cummer Gallery of Art and Gardens
St. Johns River Park
Metropolitan Park
St. Johns River
1 MILE
ATLANTIC OCEAN
A1A
105
1
95
ALT 1
ALT 90
90
10
109
101
13

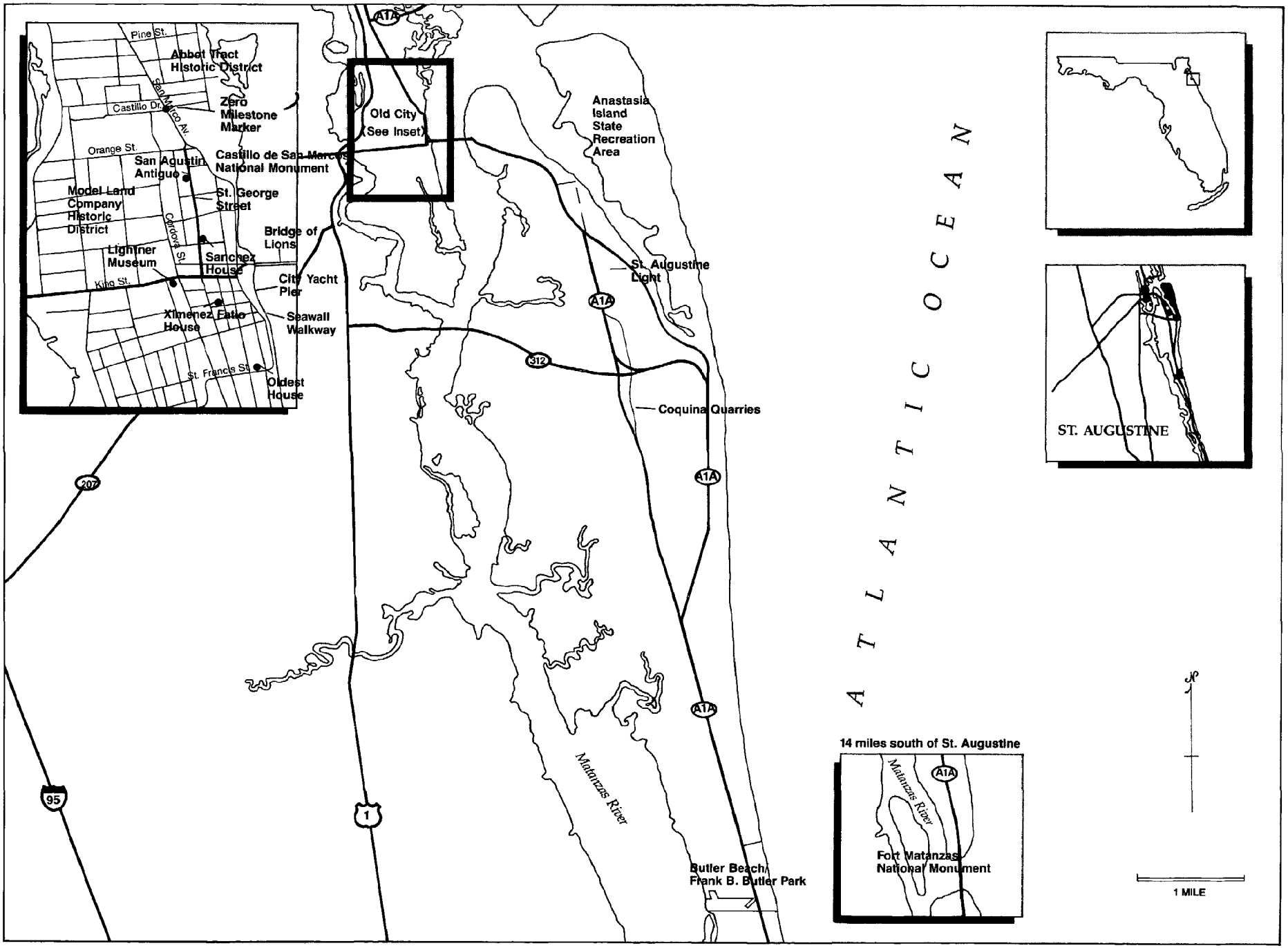
JACKSONVILLE

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Fort Caroline National Memorial Reconstruction of 16th Century French fort; site of Spanish battle (old trails display artifacts found here). French claim to N. Fla. marked by historic monument on scenic riverfront bluff. *10 mi. e. of Jacksonville off SR 10 near jct. of Monument Rd. and Ft. Caroline Rd. Access by pathway through oak woods.*			●		●			●			●		●		●			
Kingsley Plantation State Historic Site Possibly Florida's oldest plantation house (18th century structure built by slaves) on Fort George Island. *3 mi. n. of the St. Johns River Auto Ferry, off SR A1A via gravel road.*	●		●		●							●	●	●				
Riverside/Avondale Historic Neighborhood Adjacent residential areas along St. Johns River featuring diverse collection of pre-boom and boom era homes.		●	●												●			
Riverside Baptist Church Designed by Addison Mizner in 1925. Romanesque, Byzantine and Spanish features. On the National Register of Historic Places. *Park and King Sts.*		●	●															
OPEN SPACE/RECREATION AREAS																		
Kathryn Abbey Hannah Park City beach park with 60 acres of freshwater lakes stocked with catfish, largemouth and sunshine bass. Valid Fla. fishing license required. Pets allowed on leashes in campgrounds. *3 mi. s. of Mayport on SR A1A.*	●		●		●	●	●	●			●					●	●	●
Little Talbot Island State Park An unspoiled barrier island featuring beach/dune vegetation, coastal hammock including low-growing live oak and magnolia, and tidal marsh with many species of birds and fish. Camping. *2 mi. n. of Mayport Ferry on SR A1A.*	●		●	●	●		●				●	●	●	●	●	●	●	
Mayport Ferry and Fishing Village Possibly the oldest fishing community in the U.S., home to commercial shrimp fleet plus charter fishing boats. Visitors can inspect catch of the day, dine along the waterfront or go deepsea fishing on chartered pleasurecraft. *15 mi. e. of Jacksonville on SR A1A.*		●	●	●	●	●				●	●						●	
Mayport Naval Air Station Home to more than 40 ships, including warships and destroyers plus aircraft carriers. Free tours available weekends (Sat. 10 am to 4:30 pm; Sun. 1 pm to 4:30 pm); generally include tour of a ship. Visitors must check in at entrance gate. *15 mi. e. of Jacksonville on SR A1A.*		●	●	●	●	●			●			●	●		●	●	●	●
Metropolitan Park Landscaped riverfront park with seating areas and two-story shelter for viewing river activity. Pavilion for concerts; playground; boatdocks. *n. bank of St. John's River adjacent to the Gator Bowl, off Commodore Point Expressway (Alt. US 1)*		●	●	●	●		●		●	●	●		●	●	●		●	

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
VIEWING AREAS																		
Cummer Gallery of Art and Gardens Art galleries, library and auditorium. Formal gardens on the St. Johns riverfront modeled after famous Italian gardens; 400-year-old oak tree. *829 Riverside, s. of I-95 on w. bank of St. Johns River.*			●		●						●	●	●	●	●			
Port Authority Headquarters Rooftop provides bird's eye view of container cargo and car import operations. For a tour, contact Port Public Information Manager at (904) 633-5110. *n. of downtown Jacksonville on Talleyrand Av.*		●	●	●	●						●	●						
St. Johns Riverwalk Excellent views of Jacksonville's skyline. Friendship fountain's jets of water 10 stories high, illuminated at night; docking facilities. *s. bank of St. Johns River w. of US 1/US 90 (Main St. Bridge).*		●	●		●	●	●			●	●							
Talbot Island Views of St. Johns saltmarshes. Fishing from bridge at Nassau River. *n. of Little Talbot Island State Park on SR A1A.*								●			●						●	



S T . A U G U S T I N E


Pine St.
Abbot Tract Historic District
Castillo Dr.
San Marco Av.
Zero Milestone Marker
Orange St.
San Agustin Antiguo
Castillo de San Marcos National Monument
Model Land Company Historic District
St. George Street
Cordova St.
Bridge of Lions
Lightner Museum
Sanchez House
King St.
City Yacht Pier
Ximenez-Fatio House
Seawall Walkway
St. Francis St.
Oldest House
Old City (See Inset)
Anastasia Island State Recreation Area
St. Augustine Light
A1A
312
Coquina Quarries
207
95
1
Matanzas River
Butler Beach/ Frank B. Butler Park
ATLANTIC OCEAN
14 miles south of St. Augustine
Fort Matanzas National Monument
ST. AUGUSTINE
1 MILE

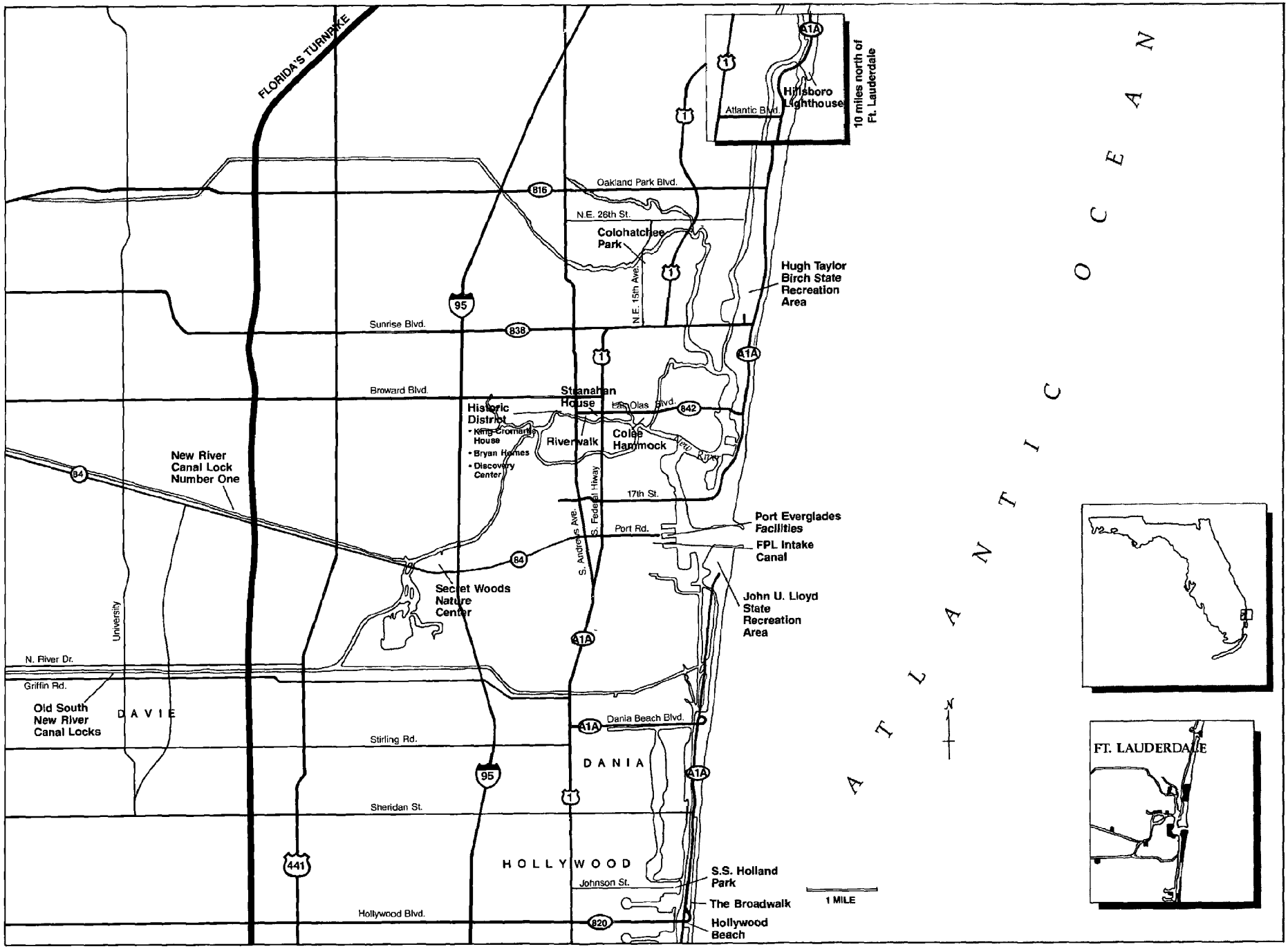
ST. AUGUSTINE

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Abbot Tract Historic District Earliest housing in area outside colonial city limits. *Bordered by Castillo de San Marcos on s., Matanzas Bay on e., San Marcos Ave. on w., Pine St. on n.*			●												●			
Coquina Quarries Source of shell building material in early 1600s. *SR A1A to Anastasia Island, s. on Old Beach Road across from Cross and Sword.*											●							
Fort Matanzas National Monument Site of 18th Century Spanish fort (replaced previous works) and 16th century Spanish massacre of French. 3 mi. beach and visitor center, ancient sea oaks. Ferry service. *Off SR A1A 14 mi. s. of St. Augustine. Call 904/471-0116 to see if ferry is operating.*			●		●		●				●	●	●	●		●	●	
Model Land Company Historic District Residential and recreational neighborhood developed by Henry Flagler, represents city's finest turn-of-the-century architecture. *Bordered by King St. on s., Cordova on the e., US 1 on San Sebastian River on w., Orange St. on n.*			●												●			
Old City (Highlights include:) **Castillo de San Marcos National Monument** Nation's oldest (300+ years) masonry fort, defended Spanish treasure fleets and survived Indian raids, British sieges. Weekend cannon firings. *US 1 business route and SR A1A.*	●		●	●	●						●	●	●	●	●			
Lightner Museum Unique artifacts collected by the late editor of *Hobbies* magazine housed in Flagler's former Alcazar Hotel (1889). Original steambaths and indoor swimming pool (now antique mall) still visible. Across the street is former Ponce de Leon Hotel, now **Flagler College.** *King and Cordova Sts.*	●		●		●	●						●	●	●	●			
Restored 18th Century Houses Tours and exhibits. Those which are free include **Ximenez Fatio House** (20 Aviles St.) and **Sanchez House** (105 St. George St.) **San Agustin Antiguo** (21–37 St. George St.) presents demonstrations of colonial crafts in historic residences (entrance fee).	●											●	●	●				
St. George Street Center of the Historic District, pedestrian promenade lined with more than 50 houses and craft shops in restored or reconstructed buildings.					●	●						●	●	●	●			
Oldest House On site occupied since 17th century, features some 18th century architecture and museums on local history and architecture. *14 St. Francis St., s. end of seawall*	●		●		●								●	●	●			
Zero Milestone Marker Old Spanish Trail which linked the network of Spanish missions in N. Fla.; became first federal highway. *Castillo Dr. and San Marco Ave.*													●					

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
OPEN SPACE/RECREATION AREAS																		
Anastasia Island State Recreation Area Unspoiled barrier island with beach/dune vegetation and wind-sheared ancient oaks, saltwater lagoon, view of 19th century lighthouse in nearby county park, camping, fishing, swimming. *Off SR A1A e. of St. Augustine.*			●		●		●	●								●	●	
Butler Beach/Frank B. Butler Park Nearly 1 mi. of vacant beach near county maintained park on Intracoastal Waterway; boat ramp w. of SR A1A. *Access to beach via 5 streets from Matanzas Ave. s. on SR A1A.*			●		●		●									●	●	●
VIEWING AREAS																		
Bridge of Lions Spanish style boom era bridge with side walkway; views of boating activities. *Continuation of SR A1A e. of city across Matanzas River*											●							
City Yacht Pier Good spot to view variety of pleasurecraft, some commercial and charter vessels; boat rentals. *S. of Bridge of Lions*											●						●	
Seawall Walkway Grass bordered concrete walkway popular with joggers, pedestrians and pets; relaxing waterfront views. *Along Matanzas River*									●		●							

Historic Bryan Homestead on the New River

FT. LAUDERDALE


FLORIDA'S TURNPIKE
Hillsboro Lighthouse
Atlantic Blvd.
10 miles north of Ft. Lauderdale
Oakland Park Blvd.
N.E. 26th St.
Colohatchee Park
N.E. 15th Ave.
Hugh Taylor Birch State Recreation Area
Sunrise Blvd.
Broward Blvd.
Historic District
• King-Cromartie House
• Bryan Homes
• Discovery Center
Stranahan House
Riverwalk
Las Olas Blvd.
Colee Hammock
New River Canal Lock Number One
17th St.
S. Andrews Ave.
S. Federal Hiway
Port Everglades Facilities
Port Rd.
FPL Intake Canal
Secret Woods Nature Center
John U. Lloyd State Recreation Area
University
N. River Dr.
Griffin Rd.
Old South New River Canal Locks
DAVIE
Dania Beach Blvd.
Stirling Rd.
DANIA
Sheridan St.
HOLLYWOOD
S.S. Holland Park
Johnson St.
The Broadwalk
Hollywood Blvd.
Hollywood Beach
1 MILE
ATLANTIC OCEAN
FT. LAUDERDALE

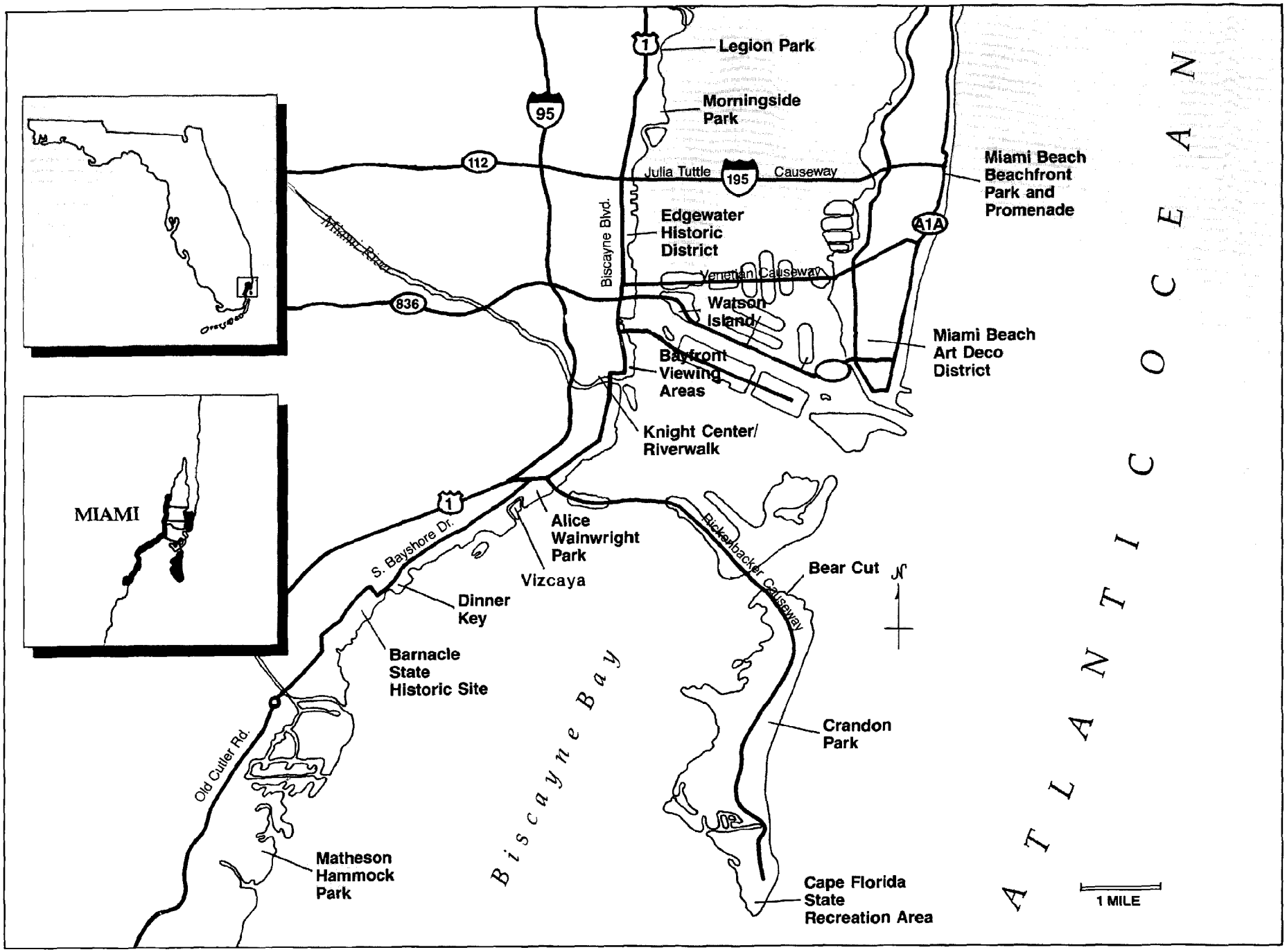
FORT LAUDERDALE AREA

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Fort Lauderdale Historic District Many wood frame and concrete turn-of-the-century homes located near the New River, includes:																		
King Cromartie House Former home of the town's first schoolteacher. Now a museum open 9 am to 4 pm. Closed Sundays.		●	●	●	●								●	●				
Bryan Homes Restored homes built in 1904, now operated as a restaurant.		●	●	●	●	●												
Discovery Center Formerly the New River Inn, one of Fort Lauderdale's first hotels. Operated as an educational museum for school children. Closed Mondays. *½ mile w. of US 1 and s. of Broward Blvd. (SR 842) between SW 2nd Ave. and SW 5th Ave.*		●		●	●								●	●				
Stranahan House Site of original camp and trading post, later home, on New River. Possibly oldest building in Broward. Renovated home with some original furniture, open to the public. *335 SE 6th Ave., on the New River just south of Las Olas Blvd. and e. of the tunnel on US 1 (S. Federal Hwy)*		●			●								●					
Hillsboro Lighthouse Iron skeleton lighthouse built in 1905, the most powerful on the Atlantic Coast of the U.S. Can be seen from the Hillsboro Inlet. Tours are available by special request, call (305) 946-7690.											●	●	●	●				
Hollywood Beach Hotel Restored Mediterranean Resort Hotel built in 1925, now operated as a time-sharing resort. Visible from beach, SR A1A, and nearby bridge over Intracoastal. *SR A1A at Hollywood Blvd.*		●	●	●	●	●												
New River Canal Lock Number One (Broward Memorial Boat Lock Park) Site of first lock in the S. Fla. canal system; site of boat travel from Gulf Coast across Lake Okeechobee to downtown Fort Lauderdale. Plans call for public access to lock, lock-tender's house and picnic area. Listed on the National Register of Historic Places. Historic marker visible through fence; boat ramp accessible by dirt road; lock accessible by water (use caution). *6251 w. SR 84*			●								●						●	●
Old South New River Canal Locks (Davie) Ruins of early 20th century locks, part of old waterway navigation system, visible from roadside park with bridle trail, landscaping and picnic pavilion. *Between Orange Dr. and Griffin Rd., 1 block w. of University Dr., Davie.*			●	●			●		●									
OPEN SPACE/RECREATION AREAS																		
Hugh Taylor Birch State Recreation Area Example of last undeveloped barrier island/beach system in Fort Lauderdale, features rare freshwater lagoon, coastal hammock (wind-sheared forest), and mangroves, abundant wildlife. *Sunrise Blvd. and SR A1A*	●	●	●	●	●		●	●	●				●		●	●	●	

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
The Broadwalk (Hollywood) North-south paved pathway along Hollywood Beach between sand and shops, hotels, restaurants. Attractive to pedestrians, joggers, skaters, bicyclists. Evening musical programs held at Johnson St. Bandshell. No bicycling from 10 am to 4 pm. *Off SR A1A along the beach from Sherman St. to the north and Georgia St. to the south.*		●	●	●	●	●	●		●		●				●	●	●	
Colohatchee Park (Wilton Manors) Municipal park in mangrove swamp along Middle River, former home of one of area's first settlers/citrus growers. Also contains playground. *On NE 15 Ave., s. of 20th St.*		●	●	●	●		●	●		●					●		●	●
Colee Hammock Oak-shaded site of Indian massacre of early settler's family and tutor, while he was salvaging a wrecked Spanish ship. Excellent vistas of pleasurecraft approaching Intracoastal and waterfront mansions. Picnic tables, benches, fishing from seawall, historic marker. *Two blocks s. of Las Olas Blvd. on Tarpon Dr.*		●	●				●						●				●	
S.S. Holland Park (Hollywood) Water oriented city park features waterfront observation tower and walk through mangroves along Intracoastal Waterway. Picnic pavilions, barbeque grills, picturesque seating areas. Closed Monday and Tuesday. *Off U.S. 1, go east on Johnson St. to end of street (at Intracoastal Waterway); park gate on left.*			●	●	●		●	●	●	●	●				●		●	●
John U. Lloyd State Recreation Area Remnant of a barrier island, beach/dune vegetation, habitat for sea turtles (May–Sept.) and manatees (Nov.–Apr.). Boat rental, concession. *Bordered by the Intracoastal Waterway, the Atlantic Ocean and the Port Everglades Inlet, entrance just north of Dania Beach Blvd. and N. Ocean Blvd. (SR A1A)*	●	●	●	●	●	●	●	●	●	●	●		●		●	●	●	●
Secret Woods Nature Center Rare example of southeastern U.S. riverine hardwood hammock, rustic nature center with exhibits. No picnicking or access by boat allowed. *Off SR 84 (n. side), ½ mi. w. of I-95.*			●	●	●			●		●			●	●	●			
Fort Lauderdale Riverwalk (Bubier Park) Landscaped seating areas with good views of large boats and nearby boatyards. *On SE 1st Ave. and N. New River Dr. (one block s. of Las Olas Blvd.)*		●					●			●	●							
VIEWING AREAS																		
Port Everglades Facilities One of Florida's largest petroleum shipment centers; visitors can watch container cargo operations and can frequently tour Naval ships. Watch local newspaper for vessel names and dates tours are available.		●	●	●							●	●						
FPL Intake Canal Waters drawn into Fla. Power and Light power plant's intake canal attract year-round a rainbow of tropical fish, and seasonally, sea turtles and manatees. Crowds gather to feed and watch marine life. Future plans call for observation deck. *2 mi. s. of Ft. Lauderdale on US 1(SR A1A); entrance at SE 24th St. (Port Rd.)*			●		●						●	●						

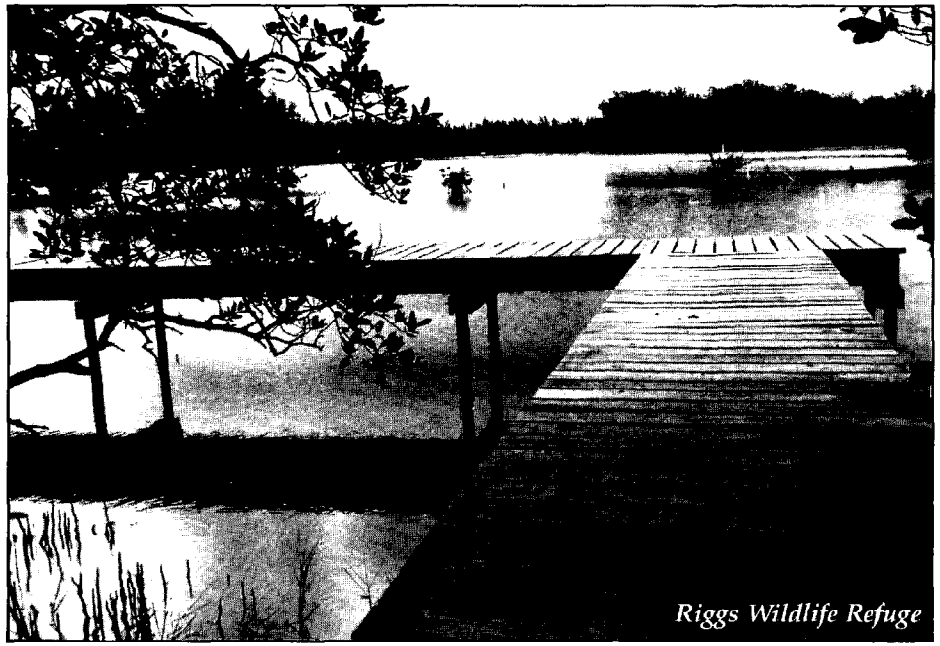
Old Pan American Terminal Building

M I A M I


Legion Park
Morningside Park
Miami Beach Beachfront Park and Promenade
Julia Tuttle Causeway
Edgewater Historic District
Biscayne Blvd.
Venetian Causeway
Watson Island
Miami Beach Art Deco District
Bayfront Viewing Areas
Knight Center/ Riverwalk
Miami River
MIAMI
S. Bayshore Dr.
Alice Wainwright Park
Vizcaya
Dinner Key
Barnacle State Historic Site
Old Cutler Rd.
Matheson Hammock Park
Biscayne Bay
Rickenbacker Causeway
Bear Cut
Crandon Park
Cape Florida State Recreation Area
ATLANTIC OCEAN
1 MILE
95
112
836
1
195
A1A

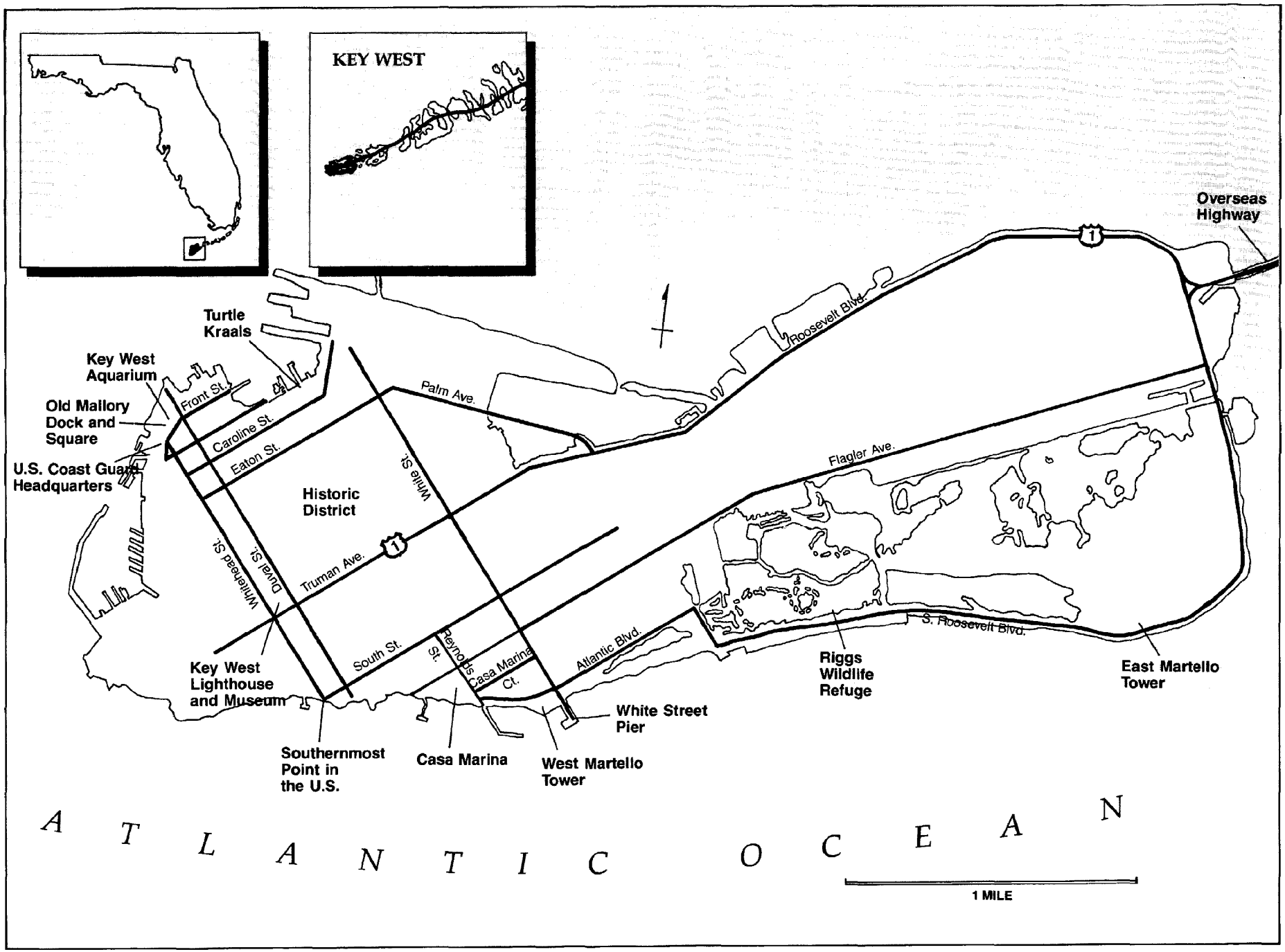
MIAMI	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Miami Beach Art Deco District Largest concentration of 1920s (Mediterranean) and 1930s (Art Deco or Moderne) styles of resort architecture in U.S. Dominant later style reflects that time period's fascination with tropics (pastel facades with birds, trees and marine life) and technology, (details from airplanes, oceanliners, rocketships and automobiles). *On Miami Beach between 23rd St. to the n., 5th St. to the s., Ocean Dr. to the e. and Lenox Rd. to the w. Contact Design Preservation League, 1630 Euclid Ave. for map, (305) 673-7083.*		●	●	●	●	●						●	●		●	●		
Barnacle State Historic Site Turn of the century bayfront residence of early settler/boat builder, light and airy design, many original furnishings. Boathouse with equipment, plus boat built by original owner. Access only permitted during guided tours (9 am, 10:30 am, 1 pm and 2:30 pm); visitors must wait at locked gate for guides. *In Coconut Grove on Main Hwy., across from the Coconut Grove Playhouse. Metered parking on the street or paid parking at the Playhouse.*	●	●	●	●	●			●			●	●	●	●				
Edgewater Historic District Early 20th century neighborhood with spacious well ventilated bungalows and more elaborate Mediterranean style residences. Margaret Pace Park, on the bay, features fitness trail and benches. *e. of Biscayne Blvd. from about NE 17th St. to NE 35th St. Contact Metro Dade Historic Preservation Division for further details, at (305) 545-4228.*		●	●	●											●			
Vizcaya Impressive 70-room bayfront limestone villa and formal gardens in Italian Renaissance style. Musical and artistic events scheduled year-round. Features Garden for the Blind. *3251 S. Miami Ave. just off US 1.*	●	●	●		●	●						●	●	●	●			
OPEN SPACE/RECREATION AREAS																		
Bear Cut Excellent place to study marine life: in grass flats and mangroves on tour or snorkeling expedition. No swimming or picnicking. Visitors advised to stay on trails and not disturb sensitive plant communities. *Off Rickenbacker Causeway between Virginia Key and Key Biscayne.*	●	●	●					●	●		●	●	●	●				
Cape Florida State Recreation Area Red brick 19th century lighthouse (oldest structure in Dade Co.) scene of Seminole battle; restored caretaker's house; beach/dune vegetation and abundant bird life. *Southern tip of Key Biscayne.*	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Crandon Park Beach park with marina, golf and tennis, ballfields, roller skating rink, track and field (winter track competitions.) *On Key Biscayne via Rickenbacker Causeway.*	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
Dinner Key Pedestrian-oriented area in Coconut Grove includes Kennedy Park with seating areas, dockside restaurants, two marinas, boat rentals and charters. Peacock Park, former site of pioneer's hotel, features tennis, shuffleboard and playground. Historic Pan Am Building. Views of bay activities night and day. *In Coconut Grove on S. Bayshore Dr.*		●	●	●	●		●				●						●	●
Legion Park Oak shaded bayfront city park geared to senior citizens with various indoor and outdoor activities, including arts and crafts, exercise, dancing, shuffleboard and checkers. *Off Biscayne Blvd. on NE 66th St.*		●	●	●	●		●		●					●			●	●
Matheson Hammock Park Bayfront beach, mangrove forested trails, bathhouse. *10 mi. s. of downtown Miami on Old Cutler Rd.*	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Morningside Park Bayfront activities include softball, tennis, basketball, swimming pool, playground; shaded benches for viewing water. Park closes 6 pm Oct.–Apr. *Off Biscayne Blvd. on NE 55th Terr.*		●	●	●	●		●		●		●					●	●	●
VIEWING AREAS																		
Bayfront Viewing Areas Bayfront Park contains county library, sunken rock garden, marina. Bayfront Walk provides views of ships entering and leaving Miami River and development rising along Biscayne Bay. *In downtown Miami off Biscayne Blvd.*		●	●	●	●	●	●	●	●		●						●	
Miami Beach Beachfront Park and Promenade Walkway landscaped with native beach/dune vegetation provides north/south beach access. *Along Miami Beach from 21st St. to 46th St.*		●	●	●	●	●			●	●	●					●		
Knight Center/Riverwalk Convention center operated by Univ. of Miami/City of Miami; features plaza and walkway with excellent views of boatyards. Extends west past restored Henry Flagler House. *On the Miami River at SE 2nd Ave. behind the Knight Convention Center. Parking garage, access through the Convention Center.*		●	●		●	●	●			●	●							
Alice Wainwright Park Shaded, forested bayfront park with ancient limestone bluff above the water's level. Various sized picnic shelters; view of pleasureboats on the bay. *Off S. Bayshore Dr. turn e. on SE 32nd Rd. (near the entrance to Vizcaya) then n. on Brickell Ave.*		●	●		●		●	●			●	●	●	●			●	
Watson Island Features charter fishing boats, helicopter rides, sailboat chartering to Bahamas. Observation area for cruise ships and freighters, seaplanes taking off and landing, Miami skyline especially appealing at night. *On Biscayne Bay 1/2 mi. e. of downtown Miami on MacArthur Causeway.*		●	●	●	●	●	●			●	●						●	●



Riggs Wildlife Refuge

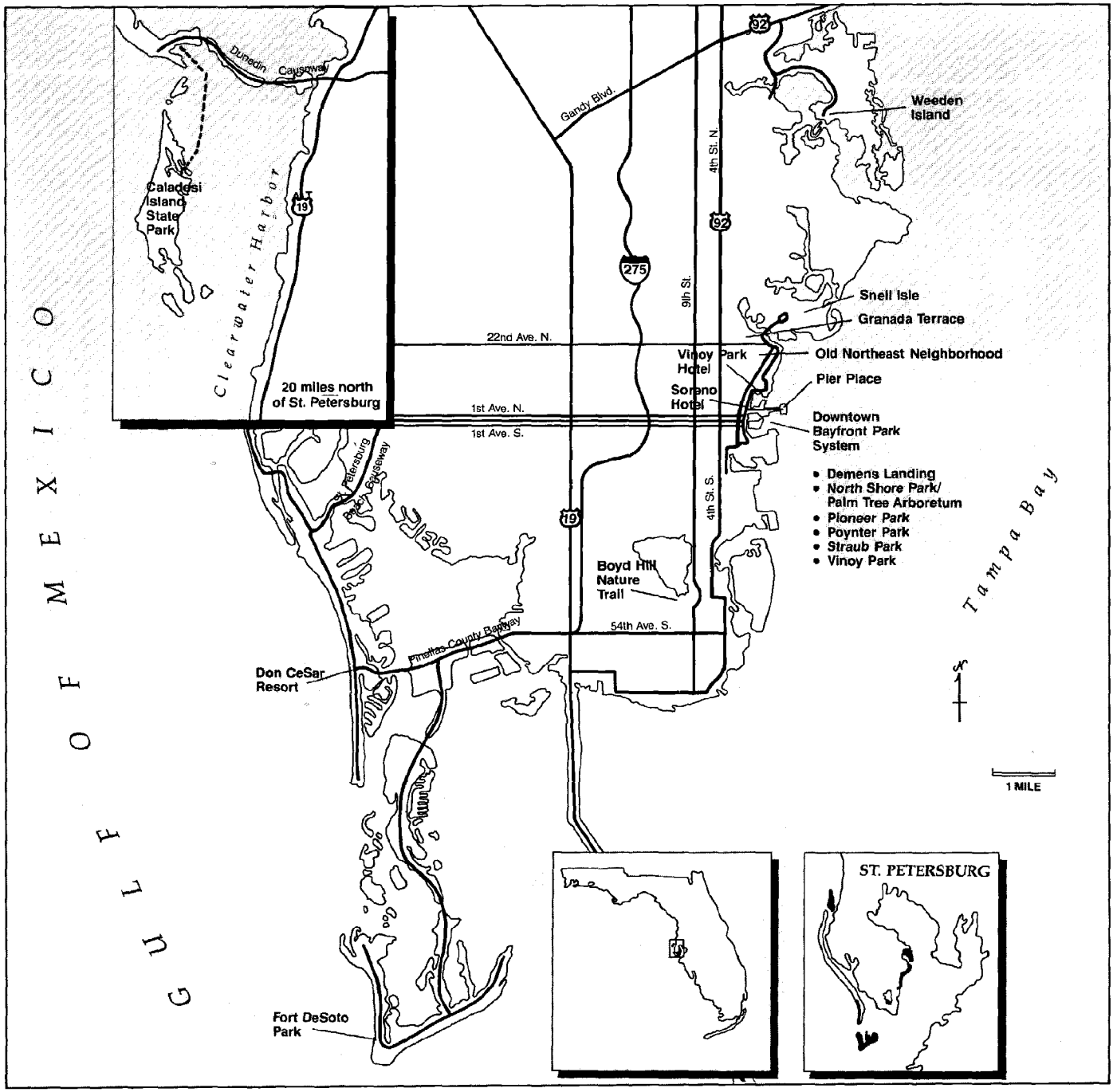
K E Y W E S T


KEY WEST
Overseas Highway
Turtle Kraals
Key West Aquarium
Old Mallory Dock and Square
U.S. Coast Guard Headquarters
Front St.
Caroline St.
Eaton St.
Palm Ave.
Roosevelt Blvd.
Flagler Ave.
White St.
Historic District
Truman Ave.
Whitehead St.
Duval St.
South St.
Reynolds St.
Casa Marina Ct.
Atlantic Blvd.
S. Roosevelt Blvd.
Key West Lighthouse and Museum
Southernmost Point in the U.S.
Casa Marina
West Martello Tower
White Street Pier
Riggs Wildlife Refuge
East Martello Tower
ATLANTIC OCEAN
1 MILE

KEY WEST	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Casa Marina Restored hotel with new wing, example of early 20th century Key West architecture. Accessible only to guests. *Reynolds St. and Casa Marina Ct.*		●	●	●	●	●					●					●	●	
Historic District Only concentration of native Key West architecture in U.S. "Conch" style with widow's walks, ornate woodwork, wide porches, breezy ventilation features, dates from 1886 to 1912. *Western end of Key West, roughly bounded by Eisenhower Dr. on the e. to Emma St. on the w. and the Gulf of Mexico on the n. to the Atlantic Ocean on the s.* Includes **Old Mallory Dock and Square** where crowds gather nightly to celebrate spectacular sunsets; also daytime parking area for Old Town Shopping District. *w. of Duval St. and n. of Front St.*		●	●	●	●	●					●	●	●		●			
Key West Lighthouse and Museum Displays of historic photographs and military memorabilia in old lighthouse keeper's house; excellent waterfront views from lighthouse tower. *Truman Ave. & Whitehead St.*	●	●	●		●						●		●	●	●			
Martello Towers Civil War fortifications, once part of defense of Fort Zachary Taylor; eastern tower well-preserved houses exhibits on area history and artwork (admission charge); western tower ruins used as garden center (free). *East Martello Tower, Roosevelt Blvd. at the entrance to the airport, West Martello Tower-Atlantic Blvd. w. of White St.*	●		●	●	●		●				●		●		●			
U.S. Coast Guard Headquarters Facility used as supply and coaling station during Civil War, Spanish-American and World Wars. *Whitehead and Front Sts.*		●	●															
OPEN SPACE/RECREATION AREAS																		
Key West Aquarium One of the first open-air aquariums, offers feeding demonstrations, opportunity to touch shellfish and other marine life in tidepools. *On Old Mallory Square just off Duval St. at the end of Whitehead St.*	●	●	●	●	●						●	●	●	●				
Riggs Wildlife Refuge Only remaining pond in original system used to harvest salt; large population of shore birds attracted by abundant fish; mangrove swamp and rare hardwood hammock plant communities. *On s. Roosevelt Blvd. near airport.*			●					●		●	●				●			

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
Turtle Kraals Reconstructions of former sea turtle cannery buildings; includes marina, shrimp boats, seafood restaurants, marine store, public square. Live turtles, tropical fish and small sharks kept in tanks. Good views of sport and commercial fishing boats. *e. end of Caroline St. on Key West Bight*		●	●		●	●					●		●	●				
White Street Pier Visitors can drive right out onto this popular fishing pier on the Atlantic Ocean. *s. end of White St. off Atlantic Blvd.*			●	●			●			●	●						●	
VIEWING AREAS																		
Overseas Highway One of few remnants of Flagler's railroad extension. Scenic drive across Atlantic and Gulf includes several places to pull off and view waterfront. *U.S. 1 between Long Key and Conch Key, between Knight Key and Little Duck Key and between Bahia Honda Key and Spanish Harbor Key.*											●					●	●	
Southernmost Point in U.S. Streetcorner popular with photographers; offers views of various boats on the ocean, historic houses in the area. *Corner of South St. and Whitehead St.*		●	●	●							●							

S T . P E T E R S B U R G


GULF OF MEXICO
Clearwater Harbor
Tampa Bay
Dunedin Causeway
Caladesi Island State Park
19
Gandy Blvd.
92
4th St. N.
Weeden Island
275
9th St.
Snell Isle
Granada Terrace
22nd Ave. N.
Vinoy Park Hotel
Old Northeast Neighborhood
Pier Place
Soreno Hotel
20 miles north of St. Petersburg
1st Ave. N.
1st Ave. S.
Downtown Bayfront Park System
• Demens Landing
• North Shore Park/ Palm Tree Arboretum
• Pioneer Park
• Poynter Park
• Straub Park
• Vinoy Park
St. Petersburg Beach Causeway
4th St. S.
Boyd Hill Nature Trail
54th Ave. S.
Pinellas County Bayway
Don CeSar Resort
1 MILE
Fort DeSoto Park
ST. PETERSBURG

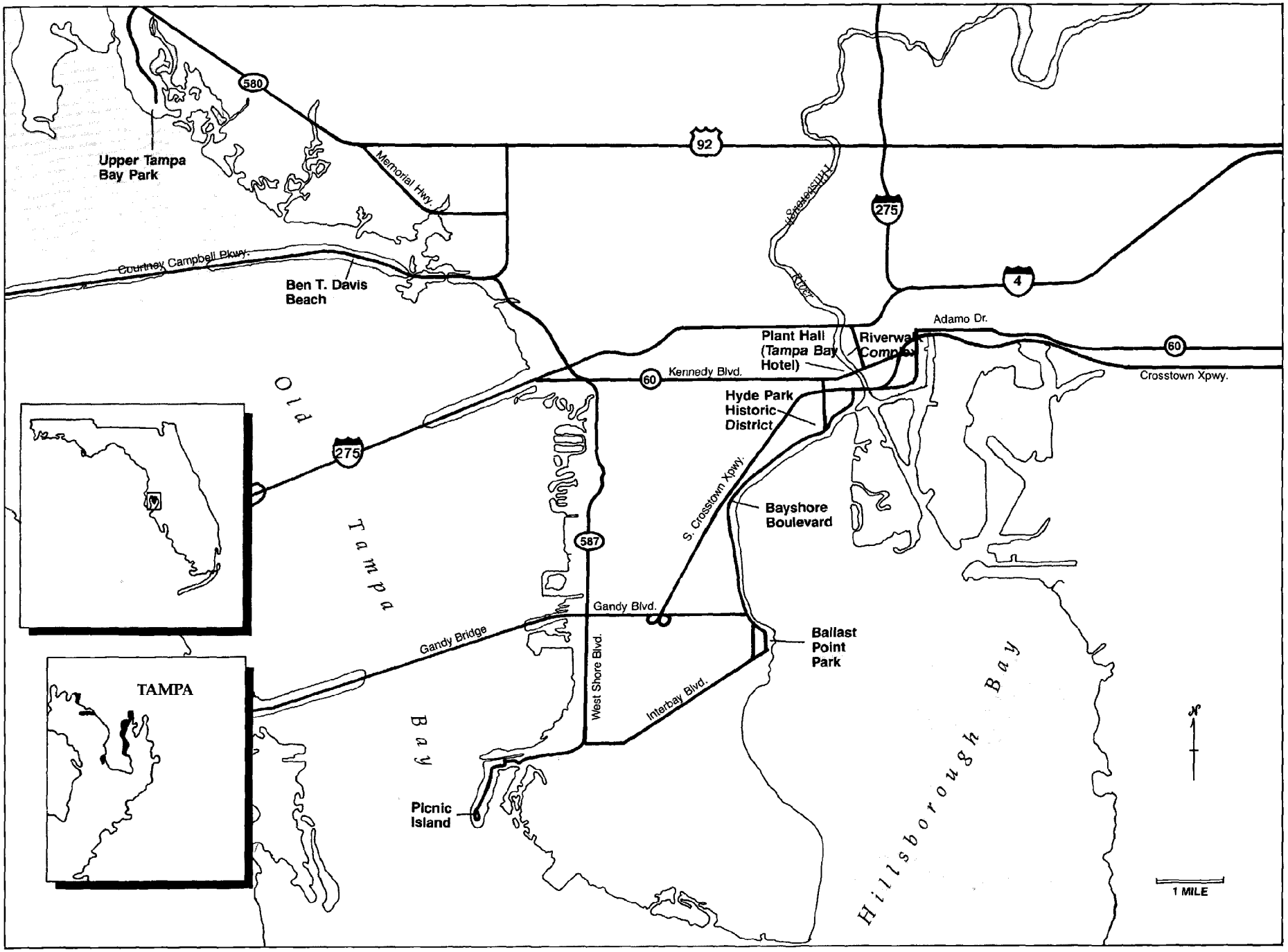
ST. PETERSBURG

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Hotels																		
Don CeSar Resort Restored 272-room Gulf-front Boom Era structure features pastel stucco exterior, Mediterranean style. One of only 2 functioning hotels on National Register of Historic Places. *Take SR A19A 2-1/2 mi. s. of jct. SR 699, at Pinellas Bayway.*		●	●	●	●	●										●		
Soreno Hotel St. Petersburg's first million dollar hotel; Mediterranean style named after Danish builder Soren Lund. Constructed in round-the-clock shifts in time for 1922 winter season. Still operates seasonally. *Across from Straub Park on Beach Dr. N.E.*		●	●	●														
Vinoy Park Hotel Boom Era luxury hotel being restored to previous glamour; interior featured cypress beamed ceilings, large ballroom and dining room murals. Peach colored stucco exterior with clay tile roof, balconies, tower, iron grillwork. *At 5th Ave. N. and Bayshore Blvd.*		●																
Snell Neighborhoods **Old Northeast** Architectural styles reflect the diverse backgrounds of their builders; some original streets and sidewalks from 1920s. *Bounded by 13th Ave. N. to the s.; N. Shore Dr. to the e., 22 Ave. N. to the n., and 4th St. to the w.* **Granada Terrace** Mediterranean style subdivision, unique artworks in small park. *Bounded by Coffee Pot Blvd. to e.\n.e., 22nd Ave. N. to the s., 1st St. N. to the w. and 26th Ave. N. to the n.* **Snell Isle** Some Mediterranean style homes and country club built by developer Perry Snell in 1920s; most built in late 1940s; statues in the street; waterfront views. *22nd Ave. N. to Snell Isle Blvd., on Coffee Pot Bayou and Tampa Bay.*		●													●			
OPEN SPACE/RECREATION AREAS																		
Boyd Hill Nature Trail Lakefront forest and wetland vegetation; informative nature center illustrates abundant plant and animal life.Bicycling allowed on paths only; Weekdays only. *S. of downtown St. Petersburg, on Country Club Way just off 9th St., S.*	●	●	●	●	●		●	●	●	●	●	●	●	●	●			
Caladesi Island State Park One of state's remaining unspoiled barrier islands; various wet and dry natural systems provide habitat for land and sea creatures, notably wading and shorebirds. Hourly ferry service (weather permitting). *To reach ferry take Dunedin Causeway to Honeymoon Island State Recreation Area. Visits limited to 5 hours.*	●		●		●	●	●	●					●		●	●	●	●

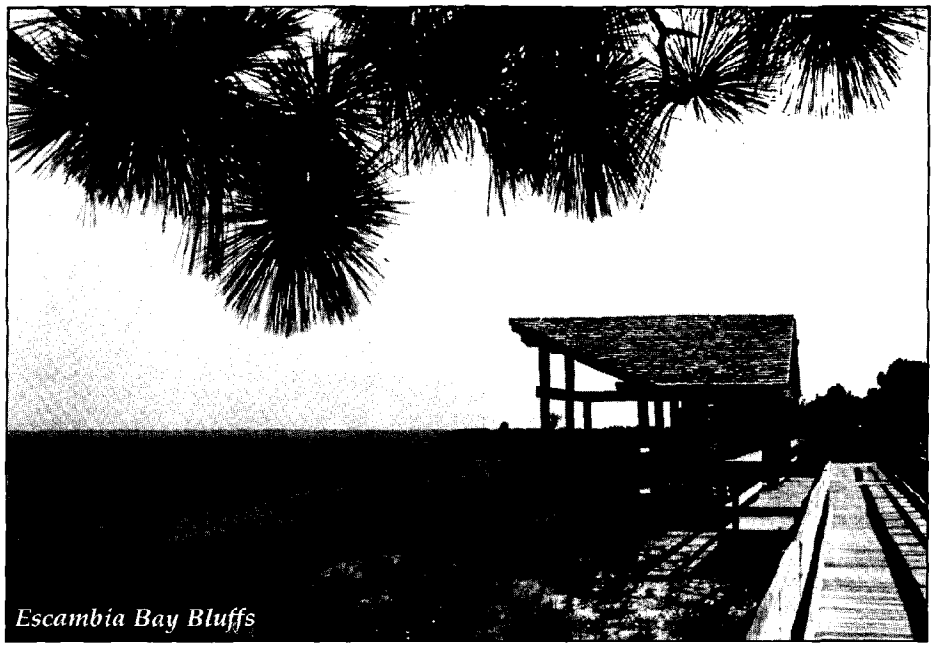
	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
Fort DeSoto Park Large county recreation area/sanctuary; more than 7 mi. waterfront, 3 mi. beaches, covers 6 islands linked by causeways; camping, pier and water skiing. Contains remains of Spanish-American War fort built to defend Tampa Bay. *Take Pinellas Bayway to s. end of Mullet Key.*	●		●	●	●	●	●	●	●	●	●		●		●	●	●	●
Pier Place Prominent inverted pyramid structure, downtown landmark featuring shops and observation decks, meeting rooms. *On Tampa Bay at e. end of 2nd Ave. n.e.*		●	●	●	●	●	●				●					●	●	●
VIEWING AREAS																		
Downtown Bayfront Park System *The following sites are located along Tampa Bay on Bayshore Blvd. from 11th Ave. S., to 18th Ave. N.E.:* **Demens Landing** Open areas offer views of seabirds and various pleasure craft. Also contains children's playground.		●	●	●	●						●							
North Shore Park/Palm Tree Arboretum Brick pathway leads visitors among 45 species of palms; seating areas and fountains enhance grounds. Also features sandy beach, swimming pool and playground.		●	●	●	●						●							
Pioneer Park Monument commemorates early city settlers; multi-colored blooms can be seen year-round, benches and walkways offer excellent views of city marina and pier.		●	●	●							●					●		
Poynter Park Open area along harbor shoreline adjacent to Univ. of S. Fla. campus; home of Salvador Dali museum. Closed Mondays.		●	●	●							●							
Straub Park Adjacent to refurbished historic Beach Drive specialty shops; features sculpture/fountain; favorite lunch spot for area office workers.		●	●	●					●		●							
Vinoy Park Open area between Vinoy Yacht Basin and Tampa Bay; sculpture and palm trees.		●		●							●							
Weeden Island Abundant birdlife, rocky roads provide bicycle access; fishing from old bridge. *N. of St. Petersburg off U.S. 92 (Gandy Blvd.) San Martin Blvd. to Weeden Dr.*									●		●						●	

Upper Tampa Bay Park

T A M P A

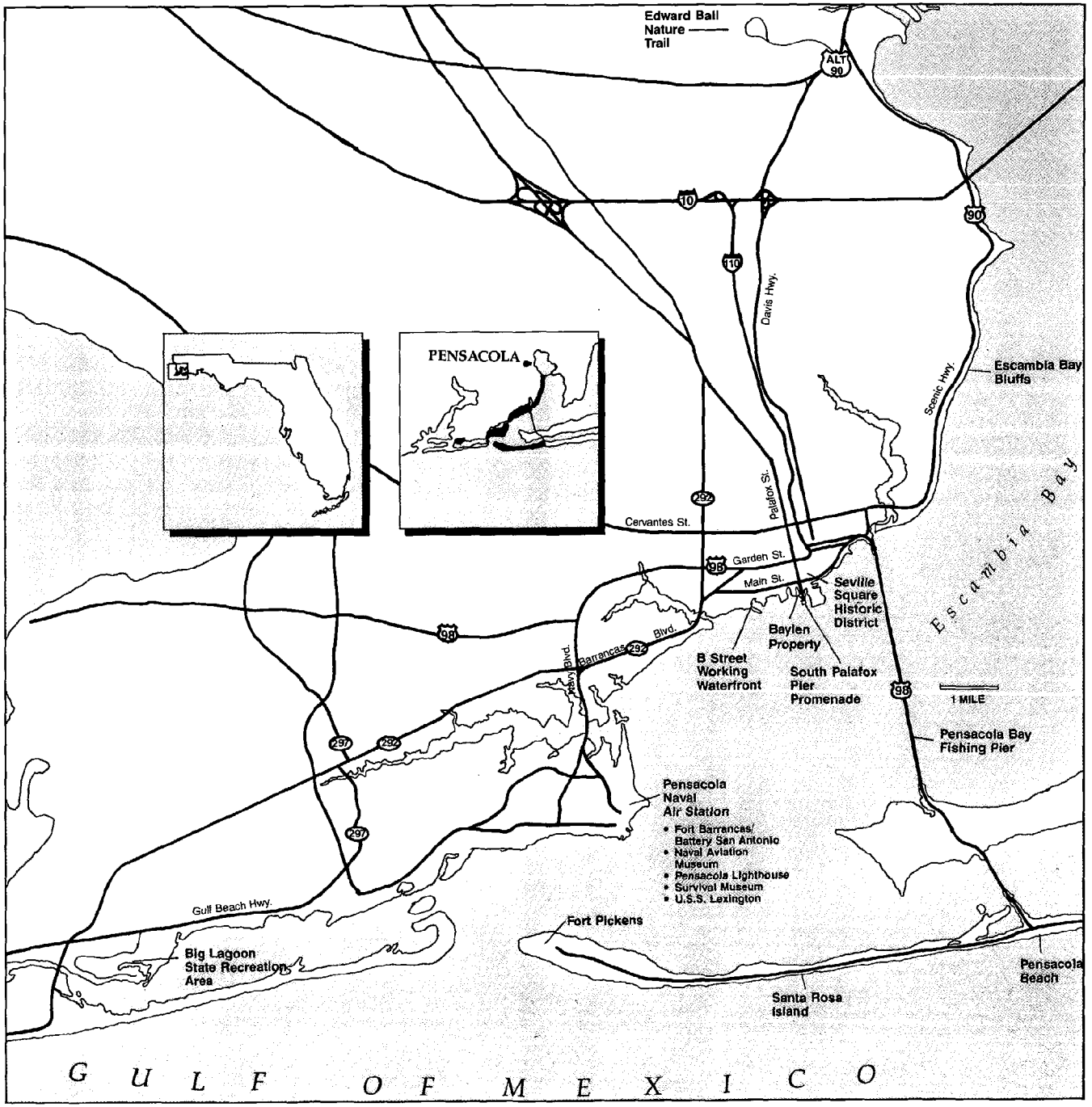

580
92
275
4
60
587
Upper Tampa Bay Park
Memorial Hwy.
Courtney Campbell Pkwy.
Ben T. Davis Beach
Hillsborough River
Adamo Dr.
Plant Hall (Tampa Bay Hotel)
Riverwalk Complex
Kennedy Blvd.
Crosstown Xpwy.
Hyde Park Historic District
S. Crosstown Xpwy.
Bayshore Boulevard
Old Tampa Bay
Gandy Blvd.
Gandy Bridge
West Shore Blvd.
Interbay Blvd.
Ballast Point Park
Picnic Island
Hillsborough Bay
TAMPA
N
1 MILE

TAMPA	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Hyde Park Oldest, best preserved of early Tampa neighborhoods; vintage 1866; beautiful homes along Hillsborough River and Bay; many other structures in various styles along shady (often brick) streets. *W. of Bayshore Blvd. on Hillsborough Bay, bounded by Kennedy Blvd. on n., Howard Ave. on w.*		●		●									●		●			
University of Tampa's Plant Hall Former 500-room Moorish style Tampa Bay Hotel built for $3 million in 1890 along Hillsborough River by railroad baron Henry B. Plant. Ornate international craftsmanship displayed in museum; lushly landscaped park with seating areas along river. Free tours Tuesdays and Thursdays, 1:30 p.m. *W. bank of Hillsborough River off Kennedy Blvd.*		●	●		●							●	●		●			
OPEN SPACE/RECREATION AREAS																		
Ben T. Davis Beach One of more popular sites for swimming and viewing sunsets. *On Courtney Campbell Parkway.*			●		●		●									●	●	
Picnic Island Former training base for Spanish American War Roughriders; bayside wetlands rich in marine life; city revegetating freeze-damaged areas. *Commerce St. off SR 587 (W. Shore Blvd.) access thru Port Tampa.*			●		●		●									●	●	●
Upper Tampa Bay Park Variety of habitats includes freshwater marshes, mangrove swamps, salt flats, oak and pine forest. Seagrasses and wetlands serve as fish and shellfish nurseries. Visitors Center offers informative displays on local plants and wildlife. *W. of Tampa on Old Tampa Bay, off SR 580 s. on Double Branch Rd. (about 4 mi. w. of jct. of SR 580 and Memorial Hwy.)*			●	●	●		●	●		●	●	●	●	●	●			
VIEWING AREAS																		
Ballast Point Park Scenic vistas of Hillsborough Bay area; pier, bait and tackle shop. *Interbay Blvd. at the s. end of Bayshore Blvd.*			●	●	●	●	●				●						●	●
Bayshore Boulevard Scenic drive along Hillsborough Bay from Platt St. to Ballast Point.				●					●		●							
Riverwalk Complex Spectacular river view including boating activities from landscaped, one-half mile walkway; tours of U.S.S. Requin Submarine; Art Museum. *Ashley St. between Cass St. and Kennedy Blvd. Access thru Art Museum.*		●	●	●	●					●	●							



Escambia Bay Bluffs

P E N S A C O L A


Edward Ball Nature Trail
ALT 90
10
110
90
Davis Hwy.
Scenic Hwy.
Escambia Bay Bluffs
PENSACOLA
Cervantes St.
Palafox St.
292
Garden St.
Main St.
Seville Square Historic District
Baylen Property
B Street Working Waterfront
South Palafox Pier Promenade
Escambia Bay
98
Barrancas Blvd.
Navy Blvd.
1 MILE
Pensacola Bay Fishing Pier
297
Pensacola Naval Air Station
• Fort Barrancas/ Battery San Antonio
• Naval Aviation Museum
• Pensacola Lighthouse
• Survival Museum
• U.S.S. Lexington
Gulf Beach Hwy.
Fort Pickens
Big Lagoon State Recreation Area
Santa Rosa Island
Pensacola Beach
GULF OF MEXICO

PENSACOLA

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Nature Trails	Jogging/Bicycle Paths	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
HISTORIC AREAS																		
Fort Pickens (Gulf Islands National Seashore) Former state historic site transferred to federal government in 1971. Site of early 19th century brick fort, later replaced by Spanish American War fortifications. Museum depicts natural history of Santa Rosa Island. *w. end of Santa Rosa Island. U.S. 98 (Pensacola Bay Bridge) to Santa Rosa Island, w. on Ft. Pickens Rd.*	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Pensacola Naval Air Station *Navy Blvd. s. of Pensacola. Maps available at entrance.*																		
Fort Barrancas/Battery San Antonio One of the three 19th century brick forts built by U.S. and laid out in a triangle to ensure protection of Pensacola Bay. Spanish battery restored to 1840s appearance (after U.S. expansion); still contains original ornate details by its Spanish architects. Rifle firing demonstrated weekends at 2 pm and 4 pm.	●	●	●	●	●		●	●			●	●	●	●	●			
Naval Aviation Museum Unique display of full sized aircraft from 1911 Navy plane replica to modern jets; models of historic aircraft and ships; numerous donated artifacts; bookstore and giftshop.		●	●	●	●								●	●	●			
Pensacola Lighthouse Built in 1825, contains hundreds of multicolored glass louvers; beam visible for 20 miles. Rebuilt in 1854, survived Civil War; operated by civilians until 1917; now Navy operated (interior not open to public).		●											●					
Survival Museum Exhibits include seashore survival, different shelter systems made of parachutes, methods of procuring plant and animal food sources (includes greenhouse), water supply, land navigation and primitive medicine. Closed Mondays.		●	●	●	●							●	●	●				
U.S.S. Lexington Navy vessel operated in Gulf of Mexico to train naval aviators; during World War II known as unsinkable "Blue Ghost"; free guided tours when in port. Excellent views of bay.		●	●								●	●	●	●				
Seville Square Historic District Neighborhood laid out by British in early 1770s. Many eighteenth and nineteenth century residences converted to shops, galleries and restaurants. Several museums include state's oldest church structure. *Near downtown Pensacola, bounded by Government, Alcaniz, Zaragoza and Adams St.*		●	●	●	●	●	●						●		●			
OPEN SPACE/RECREATION AREAS																		
Big Lagoon State Recreation Area Sensitive beach/dune, marshes and pine scrub woodlands; scenic vistas of Gulf Islands National Seashore and park grounds; diverse plant and animal life; camping. *About 15 mi. w. of Pensacola off SR 297.*	●		●	●	●		●	●	●	●	●	●	●	●	●	●	●	●

	Entrance Fee	Public Transportation	Parking	Handicap Access	Restrooms	Food Service	Picnicking	Jogging/Bicycle Paths	Nature Trails	Boardwalks	Observation Areas	Guided Tours	Information Available	Educational Programs	Self Guided Tours	Swimming	Fishing	Boat Ramp
Edward Ball Nature Trail Preserve featuring meandering stream, hardwood swamp and nature trail for the blind. *On the Univ. of W. Fla. campus about 10 mi. n. of Pensacola off US Alt. 90.*			●	●			●	●	●	●	●				●			
Pensacola Beach Known for surf,pier, and deepsea fishing, plus natural beach. Contact Visitors Center for charterboat details. *On Santa Rosa Island, Pensacola Bch. Rd. and Ft. Pickens Rd.*		●	●		●	●	●									●	●	
Santa Rosa Island (Gulf Islands National Seashore) Extensive dune system, dune walkovers, various wading birds, freshwater and saltwater habitat. *Perdido Key w. Pensacola on SR 292 on e. end of island.*	●		●	●	●	●	●	●	●	●	●		●		●	●	●	
Pensacola Bay Fishing Pier County-owned three mile span of Old Pensacola Bay Bridge accessible 24 hours a day. *17th Avenue, downtown.*	●		●	●	●	●	●				●						●	
VIEWING AREAS																		
B Street Working Waterfront Visitors can watch boat builders at Joe Patty's and get close-up look at a small commercial fishing fleet's handling of the day's catch. *W. of Pensacola, Main St. and B St. on Pensacola Bay.*		●	●	●	●						●							
Baylen Property City-owned site being developed with mixture of luxury residences, commercial, and office uses. Special seating areas, a waterfront park, public marina, other areas will be connected by a waterfront promenade with excellent views of the Port of Pensacola. *Baylen St. off Main St., 1 block w. of Palafox St. on Pensacola Bay.*		●		●						●	●							
Escambia Bay Bluffs Various colored natural formations, steep bluffs, floodplains and estuarine marshes provide habitat for abundant shrubs, trees, birds and mammals. *US 90 (Scenic Hwy.) e. of Pensacola on Escambia Bay.*		●	●				●	●		●	●					●	●	
South Palafox Pier Promenade Within walking distance of shopping and historic districts, underutilized city pier near city auditorium to be converted to landscaped pedestrian plaza with restaurants, water-oriented commercial and residential uses; to be available for outdoor events. Eastern edge hosts small fishing fleet. *Foot of S. Palafox St. on Pensacola Bay.*		●	●	●							●						●	

OTHER URBAN WATERFRONT SITES OF INTEREST

In preparing this access guide, our staff became aware of several other waterfront-related sites outside the targeted urban areas which may interest visitors to other parts of the state. These include accessible historic resorts, estates and museums.

ATLANTIC COAST

ORMOND BEACH

The Casements
Wood frame 19th century winter home of John D. Rockefeller on Halifax River; now city museum.
25 Riverside Dr.

Ormond Beach Hotel
Formerly one of largest wood frame hotels, built by Flagler in 1890s, now apartments for the elderly.
Across the street from The Casements.

SEBASTIAN INLET

Sebastian Inlet State Recreation Area
Fishing, beach, boat ramp, natural history museum with exhibits on area's shipwrecked Spanish treasure fleets. Closed Monday and Tuesday.
22 mi. s. of Melbourne on SR A1A

STUART

Gilbert's Bar House of Refuge
Second of 10 structures built in 1870s to aid shipwreck victims; restored home and museum; marine exhibits and sea turtles; run by Martin County Historical Society.
Off SR A1A e. of Stuart, s. of Ocean Breeze Park.

PALM BEACH

Whitehall and Flagler Museum
Multimillion dollar estate built in 1901 by Henry Flagler on Lake Worth (Intracoastal Waterway) as a gift to his wife; ornate furnishings and art; later luxury hotel; then recovered by his granddaughter, restored and opened as museum.
Closed Mondays
US 1 to SR A1A north of CR 704; s. on SR A1A.

The Breakers
On site of the Palm Beach Inn, built by Flagler in 1895 to handle overflow from Royal Poinciana; glamorous oceanfront Italian Renaissance hotel built in 1926 for $6 million. Accessible to guests (567 rooms), open year-round.
S. County Road. e. of SR A1A on Breakers Rd.

BOCA RATON

The Boca Raton Hotel and Club
Elegant Mediterranean boom era resort on Intracoastal Waterway, accessible for guests (920 rooms), open year round.
3/4 mi. e. of US 1 on Camino Real.

GULF COAST

FORT MYERS

Thomas A. Edison Estate
Riverfront former winter home of inventor; now city museum, features laboratory, restored 19th century residence and experimental gardens, was accessible only by steamboat.
US 41 to CR 867 in s.w. Fort Myers on Caloosahatchee River.

NAPLES

Municipal Fishing Pier
Picturesque pier, popular with pedestrians (spectacular sunsets).
US 41 S. to 12th Ave. S.; on the Gulf

Rookery Bay
One of Florida's two national estuarine sanctuaries preserved for study of marine life; ½ mile boardwalk access, extensive wildlife, especially birds. Briggs Nature Center features exhibits.
Take Shell Island Rd. off SR 951 in E. Naples.

SARASOTA

New College
Administrative buildings and classrooms now housed in former million dollar bayfront estate of Charles Ringling.
On Sarasota Bay adjacent to Ringling Museum and Residence

Ringling Museums

Museum of Art features extensive collection of western European early Renaissance artworks.

Museum of the Circus contains exhibits of circus life and memorabilia.

Ringling Residence is multimillion dollar 1920s Venetian palace with ornate Italian furnishings.

Asolo Theater is 18th century Italian style playhouse with performances December to July.

Grounds of Ringling Estate feature statues, seating and view of the bay.
w. of US 41 across from Sarasota-Bradenton Airport.

ELLENTON

Gamble Mansion State Historic Site
One of oldest pre-Civil War plantation homes, served as civilian refuge for Confederate Secretary of State; restored and furnished with period pieces.
on Manatee River, off US 301 n. of Bradenton and e. of jct. CR 683.

CEDAR KEY

Cedar Key Museum
Exhibits on history of former busy seaport. Nearby restaurants on docks offer views of fishing fleet.
1-3/4 mi. n. of SR 24, follow signs.

TALLAHASSEE

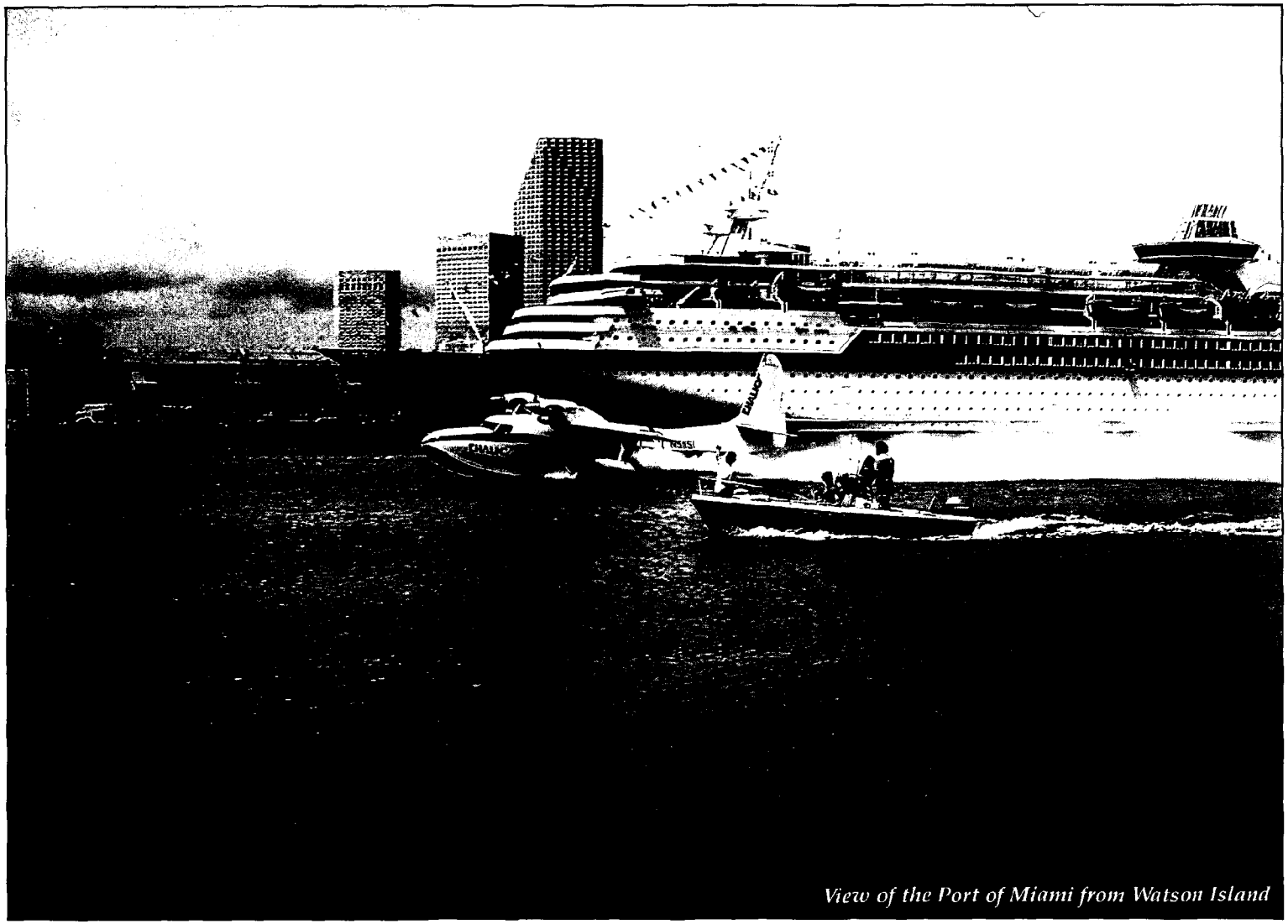
Museum of Florida History
Excellent exhibit on Spanish exploration and culture; history of waterway transport exhibit housed in "riverboat"; outside, naval live oaks from Pensacola used in shipbuilding, some submerged during Civil War were salvaged to restore Old Ironsides in 1920s. Operated by Florida Department of State.
R.A. Gray Bldg. at Bronough and Pensacola Sts. (w. of Capitol)

POINT WASHINGTON

Eden State Gardens and Mansion
Landscaped estate with guided tours of late 19th century restored, furnished mansion.
1 mi. n. of US 98 on CR 395.

FORT WALTON BEACH

Fort Walton Temple Mound
Waterfront home of early Indians for 10,000 years (until about 1700 A.D.); city-operated restoration and interpretive center; National Historic Landmark.
US 98 e. of intersection of CR 189



View of the Port of Miami from Watson Island

STEERING A FUTURE COURSE FOR FLORIDA'S WATERFRONTS

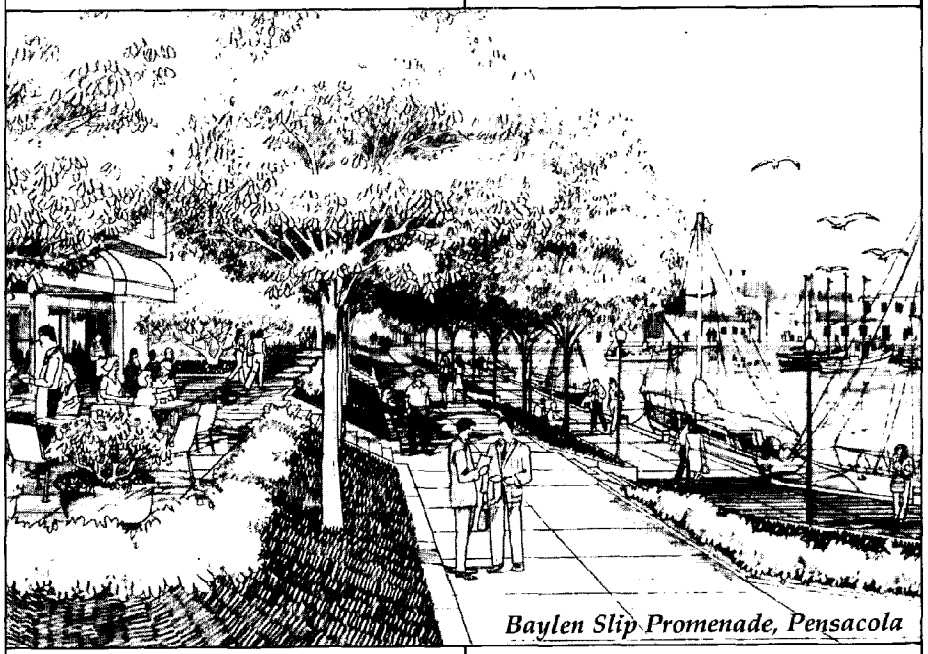
In response to pressures to redevelop declining downtown areas, many of which originated on the water, and to better utilize valuable coastal real estate, urban areas throughout Florida are taking a second look at their waterfronts. This situation reflects an awareness by both developers and planners of such popular activity centers as New York's South Street Seaport and San Francisco's Ghirardelli Square. Perhaps because much of the state's coastline developed relatively recently, some of Florida's waterfront cities still have the opportunity to establish the character of their waterfronts.

Waterfronts are seen as offering major opportunities for renewal, for shedding some of the most conspicuous dilapidation of the past, and for opening coastal cities to the world.

National Research Council,
Urban Waterfront Lands

How are they going about it? Rather than copying another city's example, each community seems to have taken a slightly different approach based on local conditions. Despite these regional variations, they tend to use some of the same ingredients.

First, as in downtown development projects in general, communities are undertaking joint ventures with the private sector. Due to differing political and economic conditions, public sector roles vary from one place to another. Some cities have taken a strong leadership role in which the government actively finances public facilities and improvements as a stimulus to development. Pensacola, for example, financed harbor improvements, street landscaping, and waterfront walkways, and has arranged to lease city owned property for a residential/marina development. Fernandina has similar plans for a marina complex. In contrast, Jacksonville is encouraging extensive private development of high-rise office buildings and a festive marketplace on the banks of the St. Johns River.



Baylen Slip Promenade, Pensacola

Another common element of such projects is the establishment of a centralized governmental authority to focus efforts on the target area. Some cities set up a community redevelopment agency, in accordance with state law. That agency, usually the local governing body, can create its own taxing district and recycle the revenues generated from redevelopment for needed improvements.

While a centralized public sector agency is quite common, such agencies seem to be encouraging a decentralized development pattern. Although marketplaces are still popular (examples are underway in Miami and Jacksonville), cities are seeking a diverse mixture of uses centered on the water. This may indicate a desire to maintain individuality, possibly demonstrated by a referendum in St. Petersburg. Voters there recently rejected a city proposal to develop a festive marketplace on city-owned waterfront land.

Compatibility with existing uses is another concern. Since most of the larger scale waterfront redevelopment projects are in Florida's oldest cities, the challenge is to create new activity centers downtown without destroying the area's historic character. To accomplish this goal, the City of Pensacola enacted protective zoning laws and established a buffer zone between the historic district and areas proposed for development.

As vacant land grows scarce, the preservation of natural areas has become a higher priority of many local governments. Cities are reserving municipal property for parks and recreation facilities ranging from nature parks to museums. Some cities and counties have acquired waterfront land for park development with state financial assistance such as the Florida Boating Improvement Program. The state's five water management districts are also involved in purchasing undeveloped riverfront property.

Because acquisition is not always feasible, several local governments, notably Miami and St. Petersburg, work with developers to obtain concessions such as accessible open space and walkways along the water's edge. Landscaping and visual access are also explicit concerns.

In view of these approaches, where are our waterfronts headed? Several South Florida cities are seeking to revitalize rundown commercial business districts by various mixtures of residential, office and specialty shops. On the southern end of Miami Beach, a developer has initiated a redevelopment project that would build oceanfront condominiums for young to middle-aged professionals employed in Miami. Additional plans call for a luxury hotel and office/retail complex.

Farther north, the City of Hollywood is preparing a plan to redevelop the pedestrian oriented 1930s resort area known as Central Beach. The city would like to maintain its low rise character while improving beach access and parking and renovating recreational facilities. More attractive signage, landscaping and seating areas have all been recommended, as well as a self-guided tour of the boom period neighborhood which surrounds the major corridor leading to this beach area.

The adjacent City of Dania recently encouraged development of a nautical marketplace with a marina on the Intracoastal Waterway. This pastel tin-roofed structure houses specialty shops, a marina and private club. The facilities provide an alternative to traditional beachfront recreation, which is offered across the street.

Seafair, Dania

Nearby Port Everglades faces the problems of determining future uses of scarce waterfront land. Major issues to be decided center on the port's priorities. Should waterfront property within its boundaries be used to develop a convention center or cargo facilities? The county government supports development of a convention center because of associated tourist revenues. The port industries favor more traditional water dependent uses.

Across the state, Tampa is engaged in a multimillion dollar waterfront redevelopment project. Conceptual plans include a retail entertainment complex similar to the specialty shops in downtown Orlando. The development would combine reuse of historic buildings with new construction, including a convention center.

In many ways, Florida's oldest coastal communities seem to be rediscovering their roots. Approaches may vary in the degree of public and private sector involvement and types of development. Yet they all seem to be heading in the same direction: back to the water.

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BACK TO THE WATER
Discovering Florida's Urban Waterfronts

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