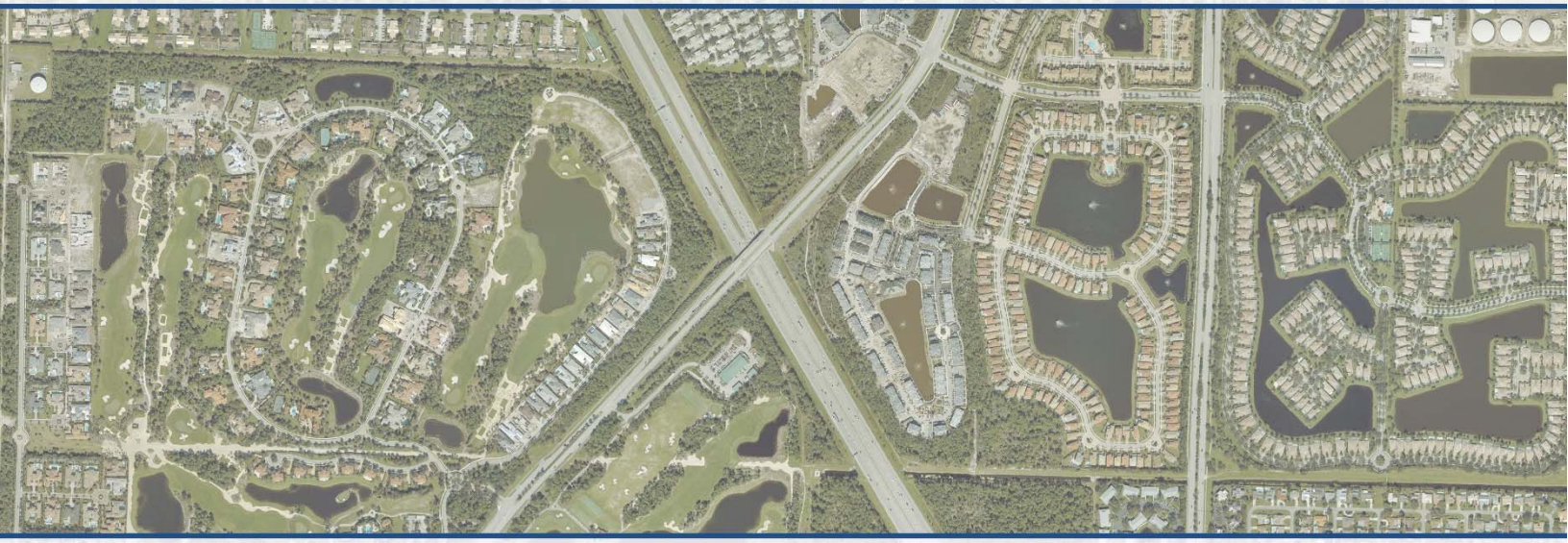
Cultural Resource Assessment Survey

SR 9/I-95 at Central Boulevard Interchange
PD&E Study

I-95 from north of Northlake Boulevard (MP 36.575) to south of Donald Ross Road (MP 38.775), PGA Boulevard from west of Military Trail to west of Lake Victoria Gardens Drive, and Central Boulevard from 1.0 miles south of I-95 to 1.0 miles north of I-95

ETDM 13748 • Palm Beach County • Financial Management Number: 413265-1-22-01 • Federal Aid Project No: N/A



FDOT

Prepared for:
FDOT District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309

April, 2016

Cultural Resource Assessment Survey

SR 9/I-95 at Central Boulevard Interchange
PD&E Study

I-95 from north of Northlake Boulevard (MP 36.575) to south of Donald Ross Road (MP 38.775), PGA Boulevard from west of Military Trail to west of Lake Victoria Gardens Drive, and Central Boulevard from 1.0 miles south of I-95 to 1.0 miles north of I-95

ETDM 13748 • Palm Beach County • Financial Management Number: 413265-1-22-01 • Federal Aid Project No: N/A

FDOT

Prepared for:

FDOT District 4
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309

April, 2016

EXECUTIVE SUMMARY

The Cultural Resource Assessment Survey (CRAS) for State Road (SR) 9/I-95 at Central Boulevard Interchange Project Development and Environment (PD&E) from North of Northlake Boulevard (MP 36.575) to South of Donald Ross Road (MP 38.775), PGA Boulevard from West of Military Trail to West of Lake Victoria Gardens Drive, and Central Boulevard from 1.0 Miles South of I-95 to 1.0 Miles North of I-95, in Palm Beach County, Florida (Financial Management [FM] No. 413265-1-22-01) was undertaken at the request of the Florida Department of Transportation (FDOT), District 4, by Janus Research in association with BCC Engineering, Inc. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment was designed and implemented to comply with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303); Chapter 267, Florida Statutes; the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards and Operational Manual (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (Archaeological and Historic Resources) of the FDOT Project Development and Environment Manual (revised, January 1999). All work also conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated). Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of Kathleen S. Hoffman, Ph.D. Historic resource investigations were conducted under the direction of Amy Streelman, M.H.P.

No archaeological sites were identified. The survey resulted in the identification of the previously recorded Military Trail (road) (8PB13795). The portion of 8PB13795 located in the APE is considered ineligible for listing in the National Register. Two newly identified historic buildings, Dog Days/4052 Burns Road (8PB16283) and Anspach Building/4500 Riverside Drive (8PB16284), and two newly identified historic canals, Earman River Relief Canal (8PB16285) and Earman River Canal Branch (8PB16286) were also identified. These four resources are not considered eligible for inclusion in the National Register individually or as contributing to a historic district. The APE does not contain areas of contiguous historic resources which would comprise a National Register–eligible historic district.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

1.0 INTRODUCTION

The Cultural Resource Assessment Survey (CRAS) for State Road (SR) 9/I-95 at Central Boulevard Interchange Project Development and Environment (PD&E) from North of Northlake Boulevard (MP 36.575) to South of Donald Ross Road (MP 38.775), PGA Boulevard from West of Military Trail to West of Lake Victoria Gardens Drive, and Central Boulevard from 1.0 Miles South of I-95 to 1.0 Miles North of I-95, in Palm Beach County, Florida (Financial Management [FM] No. 413265-1-22-01) was undertaken at the request of FDOT, District 4, by Janus Research in association with BCC Engineering, Inc. (Figure 1). The objective of this survey was to identify cultural resources within the project's Area of Potential Effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

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

Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of Kathleen S. Hoffman, Ph.D. Historic resource investigations were conducted under the direction of Amy Streelman, M.H.P.

2.0 PROJECT OVERVIEW

2.1 PROJECT BACKGROUND

An interchange at Central Boulevard is part of the Cost Feasible Plan of the Palm Beach County Metropolitan Planning Organization (MPO)'s 2040 Long Range Transportation Plan (LRTP), adopted in late 2014. The *I-95 Area Wide Mobility Study* produced in 2011 demonstrated that improvements to the area's major intersections alone would be unable to preserve acceptable levels of service on arterial and collector roads in the area. Subsequently, an IJR was prepared in 2015 that estimated an annual reduction of over 1.4 million hours in delay on area roads due to the effect on traffic patterns of a new interchange at Central Boulevard. This analysis of the benefit to area mobility of a new

interchange was accepted by the Federal Highway Administration (FHWA) in November, 2015.

2.2 PROJECT DESCRIPTION

The ongoing PD&E study is evaluating alternatives for construction of a new interchange at SR 9/I-95 and Central Boulevard in the City of Palm Beach Gardens in northern Palm Beach County. Construction of a new interchange, if selected as the Preferred Alternative, will reduce congestion and improve mobility within the City of Palm Beach Gardens. SR 9/I-95 is owned and operated by FDOT. It is classified in the Palm Beach County Comprehensive Plan as a Principal Arterial. Central Boulevard is classified as an Urban Collector. Central Boulevard currently crosses over, but does not provide access to, I-95 at this location.

The proposed Central Boulevard interchange would be located approximately 1.0 mile north of the existing Military Trail (SR 809) partial interchange, and 2.0 miles south of the existing Donald Ross Road interchange. The project study area extends from Northlake Boulevard to the south to Donald Ross Road to the north, and from Florida's Turnpike to the west to Lake Victoria Gardens Boulevard to the east.

The study area is located within Sections 25, 26, 35, and 36 of Township 41 South, Range 42 East and Sections 30 and 31 of Township 41 South, Range 43 East and Sections 1, 2, 11, 12, 13 and 14 of Township 42 South, Range 42 East and Sections 6, 7 and 18 of Township 42 South, Range 43 East.

The study area and project location map is shown in Figure 1.

2.3 PURPOSE AND NEED

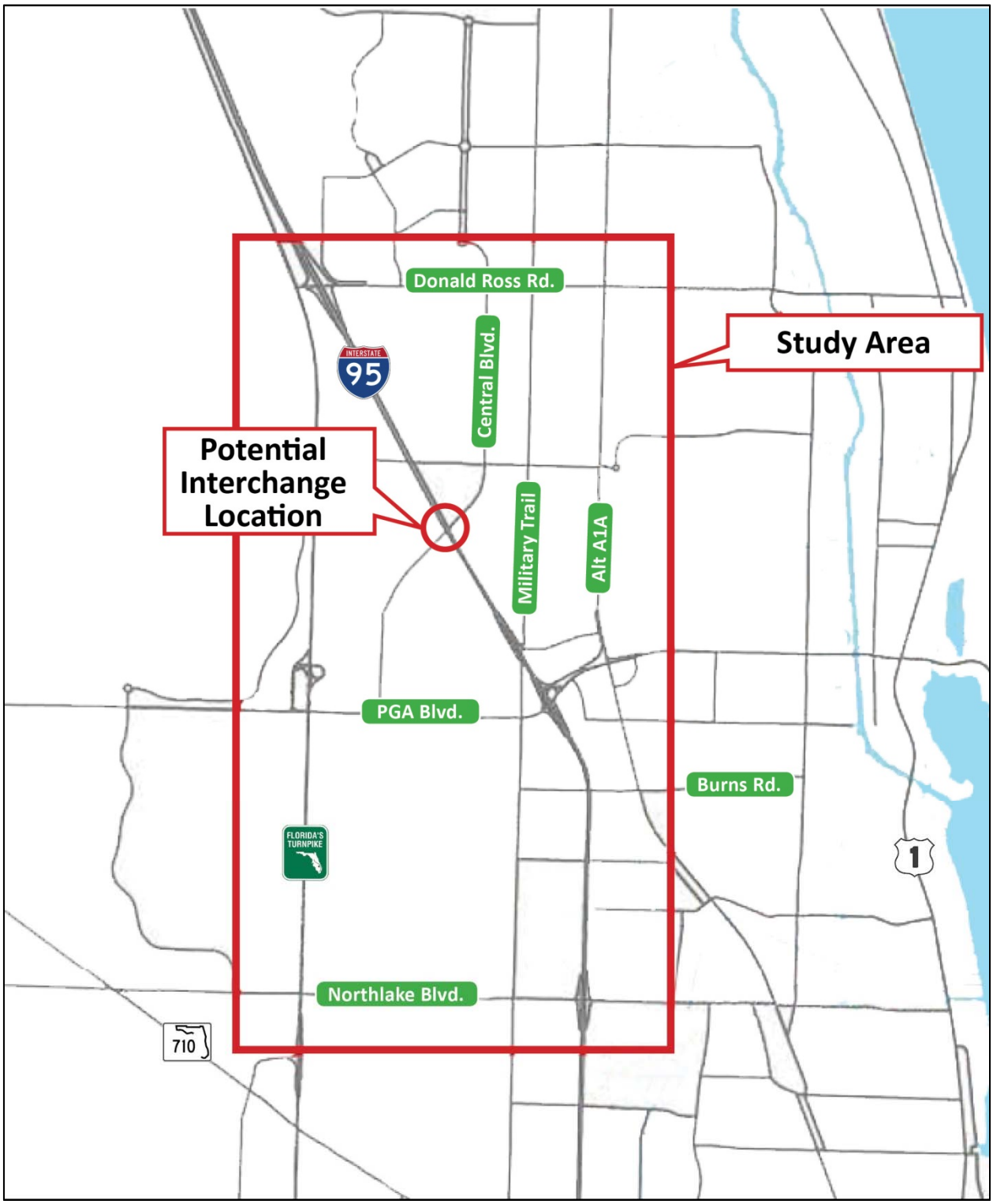
The purpose of the project is to improve operational capacity and overall traffic operations by determining if a new interchange at Central Blvd at I-95 will relieve traffic congestion at the existing interchange of SR 9 (I-95) and SR 786 (PGA Boulevard). Conditions at PGA Boulevard are anticipated to deteriorate below acceptable level of service (LOS) standards if no improvements occur by 2035; the interchange will have insufficient capacity to accommodate the projected travel demand. The need for the project is based on the following primary and secondary criteria:

PRIMARY CRITERIA

CAPACITY/TRANSPORTATION DEMAND: Improve Operational Capacity and Overall Traffic Operations (Level of Service)

The project is anticipated to improve traffic operations at the PGA Boulevard interchange and study area roadways/intersections by implementing operational and capacity improvements to meet the future travel demand projected as a result of Palm Beach County

Figure 1 – Study Area and Project Location



population and employment growth. According to traffic data presented in the I-95 Area Wide Mobility Study, the northbound I-95 ramp terminal intersection at PGA Boulevard is currently operating at LOS E/F (AM/PM Peak Hours) and the intersection of PGA Boulevard at Military Trail is currently operating at LOS E (AM/PM Peak Hours). By year 2035, if no improvements occur, several additional locations are projected to deteriorate to unacceptable conditions, including the southbound I-95 ramp terminal intersection at PGA Boulevard to LOS F (PM Peak Hour), the intersection of PGA Boulevard and Central Boulevard to LOS F (AM/PM Peak Hours) and the intersection of PGA Boulevard at Florida's Turnpike to LOS F (AM/PM Peak Hours). The existing and projected future traffic conditions for the study area roadways are as follows:

I-95 (South of PGA Boulevard)
-Existing Conditions-
2011 AADT: 145,000
2011 Truck AADT: 6.4% (9,280 trucks per day)
LOS C (8 General Use and 2 HOV Lanes)

-Future Conditions-
2035 AADT: 182,400
2035 Truck AADT: 6.4% (11,674 trucks per day)
LOS D (8 General Use and 2 HOV Lanes)

PGA Boulevard (Florida's Turnpike to Military Trail)
-Existing Conditions-
2011 AADT: 42,000
2011 Truck AADT: 4.8% (2,016 trucks per day)
LOS D (6 Lanes)

-Future Conditions-
2035 AADT: 55,700
2035 Truck AADT: 4.8% (2,674 trucks per day)
LOS F (6 Lanes)

PGA Boulevard (Military Trail to I-95)
-Existing Conditions-
2011 AADT: 37,000
2011 Truck AADT: 7.0% (2,590 trucks per day)
LOS D (6 Lanes)

-Future Conditions-
2035 AADT: 69,200
2035 Truck AADT: 7.0% (4,844 trucks per day)
LOS F (6 Lanes)

PGA Boulevard (I-95 to Alt A1A)
-Existing Conditions-
2011 AADT: 64,500

2011 Truck AADT: 2.6% (1,677 trucks per day)
LOS F (6 General Use plus 1 Auxiliary Lane [Eastbound])

-Future Conditions-
2035 AADT: 78,100
2035 Truck AADT: 2.6% (2,030 trucks per day)
LOS F (8 Lanes)

Military Trail (South of PGA Boulevard)
-Existing Conditions-
2011 AADT: 37,000
2011 Truck AADT: 4.7% (1,739 trucks per day)
LOS C (6 Lanes)

-Future Conditions-
2035 AADT: 59,100
2035 Truck AADT: 4.7% (2,778 trucks per day)
LOS F (6 Lanes)

Sources:

(1) 2011 AADT and 2011 Truck AADT volumes obtained from the FDOT's Florida Traffic Online (2011).

(2) Projected 2035 AADT volumes derived from the Southeast Regional Planning Model (SERPM) Version 6.5.2e.

(3) Projected 2035 Truck AADT volumes are based on the assumption that future truck traffic percentages are consistent with the 2011 existing percentages.

(4) LOS derived from the FDOT 2009 Quality/Level of Service Handbook: Generalized Annual Average Daily Volumes for Florida's Urban Areas, Table 1.

It should additionally be noted that the Palm Beach MPO 2035 Long Range Transportation Plan (LRTP) states that volume to capacity (V/C) ratios exceeding 1.1 are assumed to constitute a travel demand need or deficiency. Based on the projected 2035 AADT volumes derived from the Southeast Regional Planning Model (SERPM), PGA Boulevard and the interchange at I-95 are expected to have a V/C ratio greater than 1.1 and are, therefore, projected to be deficient in the future if no improvements are made.

GROWTH MANAGEMENT: Accommodate Future Population and Employment Growth

The area surrounding the existing I-95 and PGA Boulevard interchange is urbanized containing a mixture of commercial, industrial, mixed-use and residential land uses with vacant land in the northeast quadrant. According to the City of Palm Beach Gardens Comprehensive Plan, future land use is to remain relatively unchanged, with the exception of the area east of the interchange which has been designated as part of the Bioscience Research Protection Overlay (BRPO). The BRPO was developed to protect portions of land for biotechnology/biosciences land uses and includes the Scripps Florida Phase II/Briger Tract

DRI which consists of 82 acres located south of Donald Ross Road, north of Hood Road and east and west of I-95 (just north of the study area). The DRI includes 1,600,000 square feet of Biotech Research and Development, 2,400,000 square feet of biotechnological/biomedical, pharmaceutical, and office space, 2,700 residential dwelling units, and 500,000 square feet of retail space.

According to SERPM projections developed for Palm Beach County as part of the Palm Beach MPO 2035 LRTP development:

- Population is projected to grow from 1,270,302 in 2005 to 1,677,170 in 2035 [32% increase].
- Employment is projected to grow from 544,496 in 2005 to 800,045 in 2035 [46.9% increase].

The improvements will be critical in supporting the growing bioscience industry and vision of the County, as well as the expanding residential, commercial and industrial uses in the vicinity of the interchange.

SECONDARY CRITERIA

MODAL INTERRELATIONSHIPS: Enhance Freight Mobility

I-95 is the primary interstate route along the east coast of the United States extending from Maine to Florida and serving some of the most populated urban areas in the country. In Florida, I-95 is both a designated Strategic Intermodal System (SIS) highway and a major facility of Florida's Intrastate Highway System (FIHS). The SIS is a statewide network of highway, railway and waterway corridors as well as transportation hubs that handle the bulk of Florida's passenger and freight traffic. Highways that are designated as part of the SIS provide for movement of high volumes of goods and people at high speeds. The Florida Intrastate Highway System (FIHS) is composed of interconnected limited- and controlled-access roadways (which include designated SIS highway corridors) that provide for high-speed and high-volume traffic movements within the state to serve both interstate and regional commerce and long-distance trips. This statewide transportation network accommodates high occupancy vehicles, express bus transit and, in some corridors, passenger rail service. Within southeast Florida, I-95 is a vital north-south transportation corridor providing important regional access to major east/west and north/south transportation corridors, as well as residential and employment activity centers and other regional destinations in the area.

The proposed improvements at the I-95 and PGA Boulevard interchange and surrounding roadways/intersections are critical to enhance the mobility of goods by alleviating current and future congestion at the interchange and on the surrounding freight network. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area (including connectors to freight activity centers/local distribution facilities or between the regional freight corridors).

EMERGENCY EVACUATION: Enhance Emergency Evacuation and Response Times

I-95 and PGA Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management. Also designated by Palm Beach County and the City of Palm Beach Gardens as evacuation facilities, I-95 and PGA Boulevard are critical in facilitating traffic during emergency evacuation periods as they connect other major arterials and highways of the state evacuation route network. The project is anticipated to:

- Improve emergency evacuation capabilities by enhancing connectivity and accessibility to I-95 and other major arterials designated on the state evacuation route network.

- Increase the operational capacity of traffic that can be evacuated during an emergency event.

2.4 EXISTING FACILITY

SR 9/I-95 is a ten lane divided facility, with four general use lanes and one HOV lane in each direction through the study area. The speed limit is 65 mph south of PGA Boulevard and 70 mph north of PGA Boulevard. Right of Way varies from 290 feet to 430 feet. Travel lanes are 12 feet wide. The inside shoulder width varies from 14 to 15 feet. The outside shoulder width is 12 feet.

Central Boulevard is a four lane divided roadway with sidewalks on both sides. The speed limit is 45mph.

2.5 ALTERNATIVES

Alternatives evaluated during the PD&E Study include the No-Build Alternative and two build alternatives. The No-Build Alternative will remain viable until after the Public Hearing. Over 20 build alternatives were evaluated as part of the IJR preceding this PD&E Study.

Two interchange options for each build alternative are under consideration. Alternatives 2 and 3 include construction of a new diamond interchange at Central Boulevard. Alternatives 2A and 3A include construction of a new Diverging Diamond Interchange. Descriptions of these build alternatives are provided below. Both require varying amounts of Right of Way (ROW) acquisition.

2.5.1 BUILD ALTERNATIVE 2

Alternative 2 includes a new diamond interchange at Central Boulevard and creates a collector-distributor roadway system adjacent to northbound and southbound SR 9/I-95 between the Military Trail ramps and the Central Boulevard interchange ramps. This alternative removes the direct connection of the ramps at Military Trail to I-95. Northbound

I-95 on ramp traffic at Military Trail merges with northbound I-95 off ramp traffic at Central Boulevard and the weaving movement between the two occurs on the northbound collector road. Similarly, southbound I-95 on ramp traffic from Central Boulevard merges with southbound I-95 off ramp traffic at Military Trail and the weaving movement between the two occurs on the on the southbound collector road.

Alternative 2A is essentially the same as Alternative 2, except that a Diverging Diamond Interchange is proposed. A description of the diverging diamond interchange option is provided in Section 2.5.3.

2.5.2 BUILD ALTERNATIVE 3

Alternative 3 includes a new diamond interchange at Central Boulevard. This alternative also includes braided ramps between Military Trail and Central Boulevard to eliminate the weaving sections in this area. The I-95 northbound off ramp to Central Boulevard passes over top of the I-95 northbound on ramp from Military Trail. The I-95 southbound off ramp to Military Trail passes over top of the I-95 southbound on ramp from Central Boulevard. This alternative differs from Alternative 2 only in the treatment of ramp maneuvers on I-95.

Alternative 3A is essentially the same as Alternative 3, except that a Diverging Diamond Interchange is proposed. A description of the diverging diamond interchange option is provided in Section 2.5.3.

2.5.3 DIVERGING DIAMOND INTERCHANGE OPTION

The Diverging Diamond option (2A, 3A) includes a new Diverging Diamond Interchange (DDI) at Central Boulevard instead of a tight diamond, with either the collector distributor road or braided ramp alternatives described above.

In a DDI, Central Boulevard opposing traffic streams cross the road centerline in a pair of X shaped intersections at either end of the interchange. In between these intersections, four of the ramp connections form merge and diverge movements to and from the left side of the travel lanes. Outside the two intersections, the remaining four ramp connections form merge and diverge movements to and from the right side of the travel lanes.

3.0 AREA OF POTENTIAL EFFECT

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites are often impacted by those activities as well as alterations to setting, access, and appearance. As a consequence, the survey methodologies for these two broad categories of sites differ.

The archaeological APE focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities. All construction and ground disturbing activities for this project will take place within existing, proposed, and limited access ROW. The APE, therefore, is confined to the footprint of the existing, proposed, and limited access road ROW within the project limits (Figures 2a–2c).

The historic resources APE is defined as the area within which potential effects for the improvement could be observed. Most proposed improvements will take place at-grade. One bridge replacement is proposed at Central Boulevard. Milling and resurfacing is proposed on the bridges over Burns Road, PGA Boulevard, and Military Trail. Based on this, the majority of the historic resources APE includes the footprint of the existing, proposed, and limited access ROW, and extends up to 250 feet from the edge of the proposed improvements. At the southern end of the project corridor, the historic resources APE was limited to the area between the sound walls where proposed improvements are expected to be confined (Figures 2a–2c).

4.0 ENVIRONMENTAL SETTING

Environmental and ecological factors through time have had a direct influence on the choice of occupation sites by precontact populations and early historic settlers. Therefore, factors such as geologic, hydrologic, and meteorological processes that may have affected the APE and its biotic resources are important elements in the formulation of a settlement/subsistence model for precontact and early historic peoples.

4.1 PALEOENVIRONMENT AND MACRO-VEGETATIONAL CHANGE

Although a comprehensive paleoenvironmental reconstruction is beyond the scope of this report, a brief description of the large-scale climatic and hydrologic conditions that have occurred since 31,050 BC is provided. This description is drawn primarily from the work of W. A. Watts (1969, 1971, 1975, and 1980) and Watts and Hansen (1988). Carbone (1983) has promoted the reconstruction of local paleoenvironments, or small-scale environmental change, with an effort towards developing regional paleoenvironmental mosaic landscapes. Vegetation and animals (including humans) either adapt to local areas (micro-habitats) or move to preferred locations. The descriptions given here provide some indication of the ecological context of precolumbian groups at different times, in particular the environmental limitations. However, these descriptions are general and cannot be used to reconstruct the microhabitats of the project area.

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,500 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in their

Figure 2a – Project APE (Map 1 of 3)

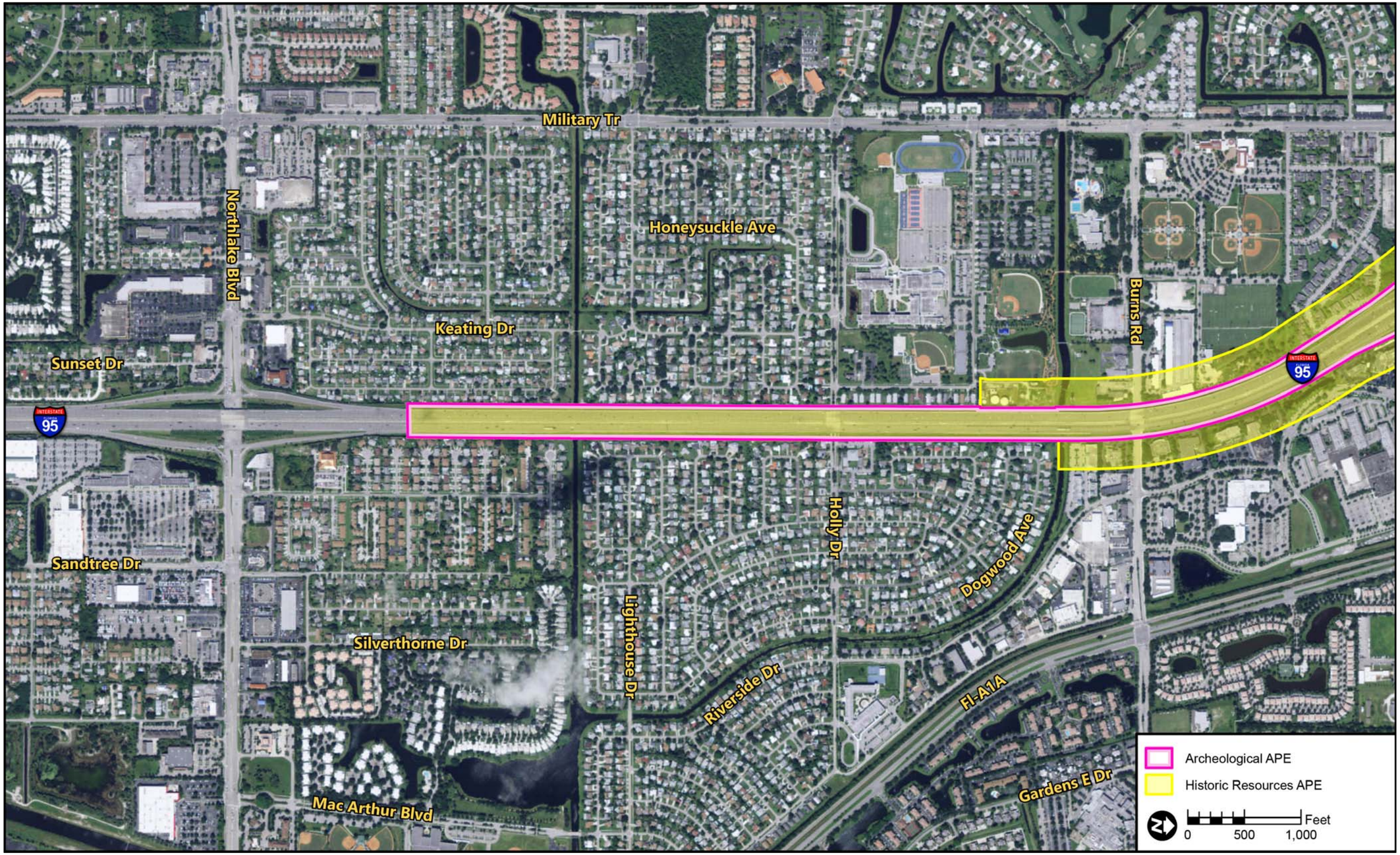


Figure 2b – Project APE (Map 2 of 3)

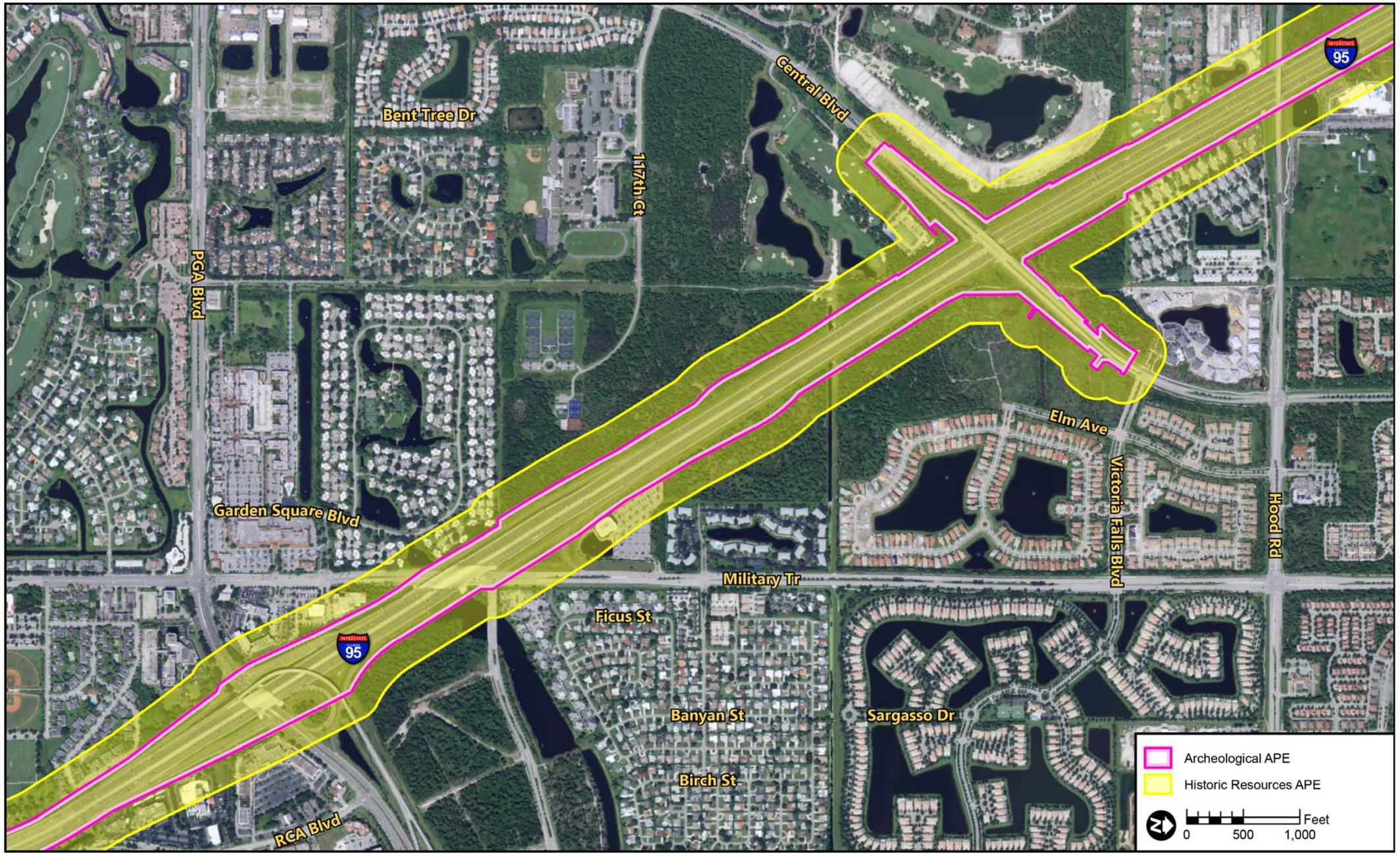
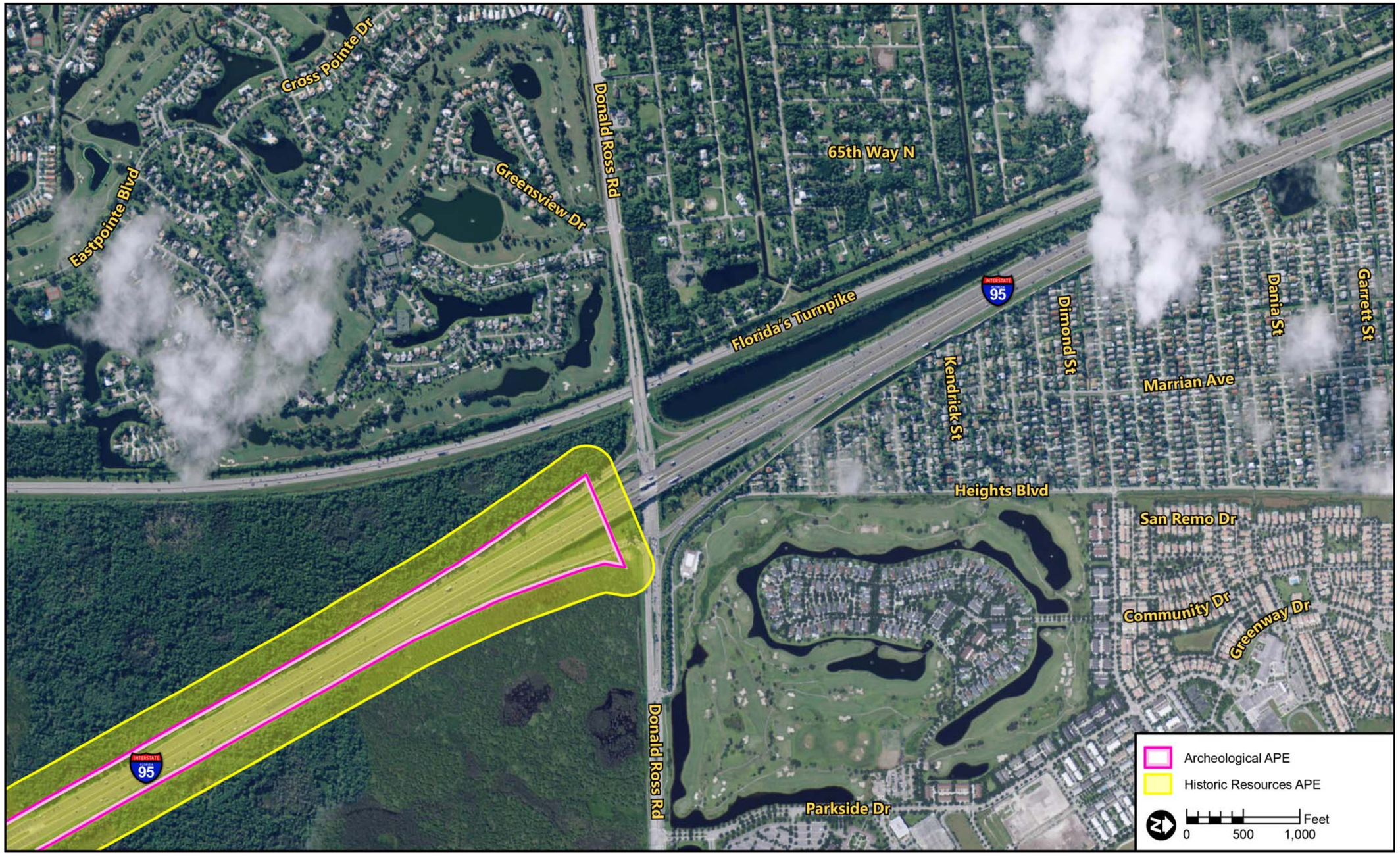


Figure 2c – Project APE (Map 3 of 3)



hunting/foraging strategies and seasonal migration patterns. Within the archaeological record, these changes can be observed by differences in settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made.

The first 5,000 years or so of the Holocene (8,000 BC–present) were marked by rapid rises in southern Florida sea levels. This inhibited the development of estuaries along the Gulf Coast and may have had the same impact on the Atlantic coast (Griffin 1988). However, even though sea levels were rising, they were still considerably lower than present levels. This, combined with low interior water tables, resulted in arid conditions for the interior of southern Florida (Watts 1983; Watts and Hansen 1988). The marshes and swamps for which southern Florida are famous had not yet been formed (Webb 1990).

At about 3,000 BC, give or take 1,000 years, sea levels had risen to within a few meters of their current levels (Griffin 1988). Increased rainfall resulted in the formation of Lake Okeechobee, the Everglades, and other modern ecosystems (Watts and Stuiver 1980, Brooks 1984:38, Gleason et al. 1984:311).

4.2 REGIONAL ENVIRONMENT

The project APE is located within the southern portion of the Eastern Valley physiographic region (White 1970: Map 1-C). The Eastern Valley is broad and flat, extending south a great distance from the St. Mary's Meander Plain (Scott 1978:10). The Eastern Valley features a long steep slope along the eastern edge of the Osceola Plain, starting as far north as Sanford and extending south until its terminus at Indiantown, southwest of the current project corridor. Elevations for this region average around 6 meters to 14 meters (20 feet to 45 feet) above mean sea level with some areas as high as 21 meters (70 feet) above mean sea level. The flatness of the southern end of the Eastern Valley is second only to that of Everglades and serves as a transitional zone between the areas of higher relative relief in northern Florida and the flatter areas to the south (White 1970:110). Features associated with this province include the Everglades to the south, the Atlantic Ocean to the east, Lake Okeechobee to the west, and the Okeechobee and Osceola Plain to the northwest and north.

Outcrops of silicified limestone or chert, often sought out by prehistoric people as raw material sources for the manufacture of stone tools, do not occur in this area (Lane 1980). The closest known outcrops lie to the west along the Peace River in the central part of the state (Scott 1978, Upchurch et al. 1982). Shell was the material of choice for the manufacture of prehistoric tools in this area.

Water resources consist of both ground and surface water. The principal groundwater aquifer is the Floridan, which occurs under artesian conditions with slowly permeable clays and sands forming a confining layer that effectively prevents the vertical movement of water from the surficial aquifer to the Floridan aquifer (Lane 1980). Surface sand deposits contain the surficial aquifer, which is recharged through local rainfall. Most of Martin County and northern Palm Beach County is drained through intermittent steams, creeks,

rivers, closed depressions, and grassy sloughs (USDA 1981:3-4). There are also extensive areas of surface water near the coast and Lake Okeechobee to the west.

4.3 PHYSICAL ENVIRONMENT OF THE PROJECT AREA

A review of General Land Office (GLO) original township plat map (Florida Department of Environmental Protection [FDEP] 1845a and 1859) and surveyors' field notes (FDEP 1845b, 1845c, and 1858) was conducted to look at past environmental conditions of the project corridor. The surveyor described most of the project area as 2nd rate pine and palmetto. One pond was illustrated on the historic plat maps and described in the surveyors' notes along the archaeological APE south of PGA Boulevard. No hammocks were noted on the maps or described within or adjacent to the archaeological APE.

The historic plat maps were also reviewed for evidence of other early settlement. This review of the historic plat maps and surveyors' notes identified a road labeled as "old road leading from Ft. Jupiter to New River". No military forts, encampments, battlefields, homesteads, boat ramps, harbors, or historic Native American villages or trails were identified within the vicinity of the project area.

A review of the *Soil Survey of Palm Beach County Area, Florida* (U.S. Department of Agriculture [USDA] 1978) identified three general soil associations within the archaeological APE. The majority of the archaeological APE is located within the Myakka-Immokalee-Basinger soil association¸ which are on broad, flatwood areas that are interspersed with grassy sloughs, shallow depressions, and ponds. Natural vegetation includes slash pine, saw palmetto, inkberry, fetterbush, bayberry, and pineland threeawn. (USDA 1978:4). Small segments of the project corridor are located within Wabasso-Riviera-Oldsmar and Quartzipsamments-Urban Land general soil associations. The Wabasso-Riviera-Oldsmar soil association is found in broad, nearly level flatwoods interspersed with sloughs and depressions. Natural vegetation in the flatwoods consists of slash pine, saw palmetto, huckleberry, fetterbush, and pineland threeawn (USDA 1978:5–6). The Quartzipsamments-Urban Land soil association consists of "soils that have been filled, graded, shaped, or generally altered for urban development" (USDA 1978:3). The drainage characteristics and environmental association for each detailed soil type is included in Table 1.

Aerial photographs from 1953, 1964, 1968, and 1969 (FDOT, Surveying and Mapping Office 2015; University of Florida, George A. Smathers Libraries 2015) were reviewed to examine land use within the vicinity of the archaeological APE during the 20th century. The project corridor had not yet been constructed in 1953. The historic aerial photographs for this year illustrated the area of the project corridor as containing several ponds with some scattered vegetation. No hammocks were evident. Hood Road was already extant but few structures were visible in the vicinity of the project corridor. During the 1960s, the project corridor was extant south of PGA Boulevard. Platted neighborhoods were evident to the east and

Table 1 – Soil Characteristics within the Archaeological APE

Drainage Characteristics	Soil Type	Environmental Association
Somewhat Poorly Drained	Arents-Urban land complex, 0 to 5 percent slopes	Sandy soils and urban lands located in golf courses, subdivisions, condominium developments, roadways, businesses, industrial areas, reclaimed borrow pits, and areas that have been filled but not developed.
Poorly Drained	Basinger fine sand	Located in broad grassy sloughs. Natural vegetation is St. Johnswort, slash pine, southern bayberry, cypress, pineland threeawn, and bluestem.
	Holopaw fine sand	Located on broad, low-lying flats, and in depressions. Natural vegetation consists of saw-palmetto, slash pine, cypress, cabbage palm, inkberry, southern bayberry, sand cordgrass, broomsedge bluestem, blue maidencane, pineland three-awn, and other grasses.
	Immokalee fine sand	Sandy soil found in broad flatwoods. Natural vegetation is slash pine, saw palmetto, fetterbush, inkberry, and pineland threeawn.
Poorly Drained	Myakka fine sand	Located on broad flatwoods areas. Natural vegetation consists of slash pine, saw-palmetto, inkberry, fetterbush, pineland three-awn, and many other grasses.
	Oldsmar sand	Located in broad, flatwoods areas. Natural vegetation consists of saw-palmetto, slash pine, cabbage palm, inkberry, southern bayberry, pineland, three-awn, blue maidencane, fetterbush, broomsedge, bluestem, and a variety of other grasses.
	Wabasso fine sand	Located on broad flatwoods areas. Natural vegetation consists of slash pine, cabbage palm, saw-palmetto, southern bayberry, runner oak, and pineland three-awn.

Drainage Characteristics	Soil Type	Environmental Association
Very Poorly Drained	Anclote sand	Located in small depressions and poorly defined drainageways. Natural vegetation consists of cypress, sweetbay, swamp maple, ferns, maidencane, pickerel weed, sawgrass, and other water-tolerant grasses.
Very Poorly Drained	Basinger and Myakka sands, depressional	Located in shallow depressions such as ponds and poorly defined drainageways. Natural vegetation consist of St. Johnswort, cypress and melaleuca trees, maidencane, needlegrass, sand cord-grass, and other water-tolerant grasses and sedges.
	Sanibel muck	Depressions, drainageways, and broad flats that are transitional to the organic soils of the Everglades area. Natural vegetation consists of sawgrass, maidencane, cypress, southern bayberry, pickerelweed, ferns, sedges, and several water-tolerant grasses.
Not Applicable	Urban land	Located under airports, shopping centers, parking lots, large buildings, streets and sidewalks, and other structures.

USDA 1978: 10–11, 13, 20–21, 24, 25, 27, 42–43, 37, 38

west of the project APE between PGA Boulevard and the southern terminus. The project corridor north of PGA Boulevard had not been developed much more than was evident in the 1953 historic aerial photographs, and the vicinity still appeared low and wet.

5.0 PRECONTACT OVERVIEW

Native peoples have inhabited Florida for at least 14,000 years. The earliest cultural stages are pan-Florida in extent, while later cultures exhibited unique cultural traits. The following discussion of the precontact time period in the vicinity of the APE is included in order to provide a framework within which the local archaeological record can be understood.

5.1 PALEOINDIAN PERIOD (12,000–7500 BC)

The earliest period of precontact cultural development dates from the time people first arrived in Florida. The greatest density of known Paleoindian sites in Florida is associated with the rivers of northern and north-central Florida where distinctive lanceolate projectile points and bone pins have been found in abundance in and along the Santa Fe, Silver, and Oklawaha Rivers (Dunbar and Waller 1983). The majority of these have been found at

shallow fords and river crossings where Native Americans presumably ambushed Pleistocene mammals. The bones of extinct species such as mammoth, mastodon, and sloth are commonly found preserved in the highly mineralized waters of the area's springs and rivers. Despite early claims to the contrary, present evidence strongly supports the contemporaneity of Paleoindians and these extinct mammals.

The climate of Florida during the late Pleistocene was cooler and drier, and the level of the sea was as much as 160 feet (49 meters) lower (Milanich 1994:38–41). Rising sea levels are assumed to have inundated many coastal sites dating to the Paleoindian and Early Archaic periods (e.g., Ruppe 1980; Goodyear and Warren 1972; Goodyear et al. 1980; Dunbar et al. 1988). It is difficult to determine the dependence of Paleoindian groups on estuarine and littoral resources because little is known of these submerged archaeological sites.

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

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Other points, including Simpson and Clovis points, are found in lesser numbers. Other Paleoindian stone tools are known from the Harney Flats site (Daniel and Wisenbaker 1981:41–97), the Silver Springs site in Marion County (Neill 1958), and other northern Florida sites (Purdy 1981:8–32). These Paleoindian tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118, and Purdy 1981). Bifacial and "hump-backed" unifacial scrapers, blade tools, and retouched flakes, including spokeshaves, have been found at these sites (Purdy 1981; Daniel and Wisenbaker 1981:62–81, 86–87). However, some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51).

5.2 ARCHAIC PERIOD (7500–500BC)

The Archaic period of cultural development was characterized by a shift in adaptive strategies stimulated by the onset of the Holocene and the establishment of increasingly modern climate and biota. It is generally believed to have begun in Florida around 7500 BC (Milanich 1994:63). This period is further divided into three sequential periods: the Early Archaic (7500–5000 BC), the Middle Archaic (5000–3000 BC), and the Late Archaic (3000–500 BC).

5.2.1 EARLY ARCHAIC

Cultural changes began after about 8000 BC in the late Paleoindian times with the onset of less arid conditions, which correlates with changes in projectile-point types, specifically a transition from lanceolate to stemmed varieties. Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63).

Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1981:33–34). However, it appears that the distribution of Early Archaic artifacts is wider than that of Paleoindian materials. Sites having both Paleoindian and Early Archaic components have been found to be largely restricted to natural springs and the extensive perched water sources of northern Florida.

With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated subsistence strategies of the Middle Archaic period.

5.2.2 MIDDLE ARCHAIC PERIOD (5000–3000 BC)

Throughout the Middle Archaic, environmental and climatic conditions would become progressively more like modern conditions, which would appear by the end of the period, circa 3000 BC. During this period, rainfall increased, surface water became much less restricted and, as a result, vegetation patterns changed. The Middle Archaic period is characterized by increasing population and a gradual shift toward shellfish, fish, and other food resources from freshwater and coastal wetlands as a significant part of their subsistence strategy (Watts and Hansen 1988:310; Milanich 1994:75–84). Pollen evidence from Florida and south-central Georgia indicates that after about 4000 BC, a gradual change in forest cover took place, with oaks in some regions giving way to pines or mixed forests. The vegetation communities that resulted from these changes, which culminated by 3000 BC, are essentially the same as those found in historic times before widespread land alteration took place (Watts 1969, 1971; Watts and Hansen 1988).

The Middle Archaic artifact assemblage is characterized by several varieties of stemmed, broad-blade projectile points. The Newnan point is the most distinctive and widespread in distribution (Bullen 1975:31). Other stemmed points of this period include the less common Alachua, Levy, Marion, and Putnam points (Bullen 1968; Milanich 1994). In addition to these stemmed points, the Middle Archaic lithic industry, as recognized in Florida, includes

production of cores, true blades, modified and unmodified flakes, ovate blanks, hammerstones, “hump-backed” unifacial scrapers, and sandstone “honing” stones (Purdy 1981; Clausen et al. 1975). Additionally, thermal alteration, a technique in stone tool production, reached its peak during the Middle to Late Archaic periods.

Three common types of Middle Archaic sites are known in Florida (Bullen and Dolan 1959; Purdy 1975). The first are small, special-use camps, which appear archaeologically as scatters of lithic waste flakes and tools such as scrapers, points, and knives. These sites are numerous in river basins and along wetlands and probably represent sites of tool repair and food processing during hunting and gathering excursions (Milanich 1994:78). The second common site type is the large base camp. This type of site may cover several acres or more, and contains several thousand or more lithic waste flakes and tools. The third common type of site is the quarry-related site that occurs in localities of chert outcrops.

Middle Archaic sites are found in a variety of locations, including, for the first time, freshwater shell middens along the St. Johns River and the Atlantic Lagoon. Middle Archaic sites have been found in the Hillsborough River drainage northeast of Tampa Bay, along the southwestern Florida coast, and in South Florida locales such as Little Salt Spring in Sarasota County. In addition, Middle Archaic sites occurred throughout the forests of the interior of northern Florida (Milanich 1994:76).

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

5.2.3 LATE ARCHAIC PERIOD (3000–500 BC)

After 3000 BC, there was a general shift in settlement and subsistence patterns emphasizing a greater use of wetland and marine food resources than in previous periods. This shift was related to the natural development of food-rich wetland habitats in river valleys and along the Atlantic and Gulf coasts (Bense 1994). By the Late Archaic period, a regionalization of precontact cultures began to occur as human populations became adapted to specific environmental zones. Based on current evidence, it appears that relatively large numbers of Late Archaic peoples lived in some regions of the state but not in others. For example, large sites of this period are uncommon in the interior highland forests of northwestern Florida and northern peninsular Florida, regions where Middle Archaic sites are common. The few Late Archaic sites found in these areas are either small artifact scatters or components in sites containing artifacts from several other periods. This dearth of sites in the interior forests suggests that non-wetland locales either were not inhabited year-round or were only inhabited by small populations (Milanich 1994:87).

Extensive Late Archaic middens are found along the northeastern coast inland waterway from Flagler County north, along the coast of southwestern Florida from Charlotte Harbor

south into the Ten Thousand Islands, and in the braided river-marsh system of the central St. Johns River, especially south of Lake George. The importance of the wetlands in these regions to precontact settlements was probably duplicated in other coastal regions, especially the Central Peninsular Gulf Coast and the Northwest (Milanich 1994:85). However, in these coastal areas, such as Tampa Bay, many of the Late Archaic sites are inundated (Warren 1964, 1970; Warren and Bullen 1965; Goodyear and Warren 1972; Goodyear et al. 1980).

5.3 FORMATIVE PERIOD (500 BC–AD 1513)

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

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

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

5.3.1 GLADES CULTURE

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

John Goggin established a ceramic sequence for the Glades region on the basis of work he conducted from the 1930s to early 1950s (Goggin n.d.). Subsequent research has only served to refine his basic chronological framework. The most recent revision was presented by John Griffin (1988), who based his research on a series of radiocarbon dates from the

Granada site in Dade County (Griffin et al. 1982) and research he conducted on the Bear Lake site in Everglades National Park. In presenting his revisions, Griffin makes a point to emphasize that the Glades sequence represents a chronology of stylistic and technological changes in ceramics to which other cultural traits have been added.

Table 2 is based on Griffin's 1988 work and presents the most thorough chronological framework for southern Florida. Summaries of the ceramic markers associated with each period are provided, as well. It is important to note that the information provided in this table is most applicable to the heartland of the Glades archaeological area: the Big Cypress Swamp, Everglades, and coastal portions of southern Florida to south of Lake Okeechobee.

Figure 3 – Glades Cultural Region

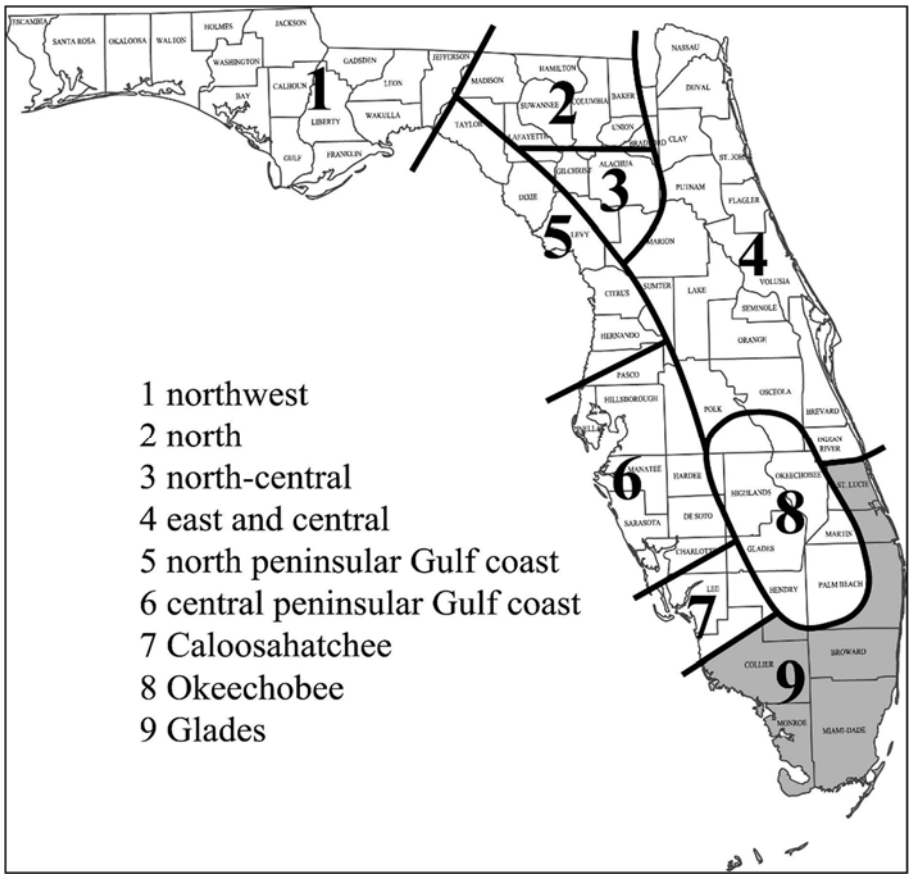


Table 2 – Glades Sequence

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

Griffin 1988:124–142

6.0 HISTORICAL OVERVIEW

The following overview traces the historical development of the general study area from the European settlement through the twentieth century. It also provides a context with which to interpret any resources identified during the survey.

6.1 EUROPEAN CONTACT AND COLONIAL PERIOD (CA. 1513–1821)

Official credit for the discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the eastern coast of the peninsula (Tebeau 1971:21). Other Spanish explorers followed Juan Ponce de León, and over the next 50 years, the Spanish government and private individuals financed expeditions hoping to establish a colony in "La Florida." In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Other settlements were established at Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

By the beginning of the eighteenth century, the Native American population of South Florida had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from a new group of Native Americans, the Seminoles. The Seminoles, descendants of Creek Indians, moved into Florida during the early eighteenth century to escape the political and population pressures of the expanding American colonies to the north (Wright 1986:218). Groups of fugitive African American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the Everglades and Big Cypress Swamp by the late nineteenth century.

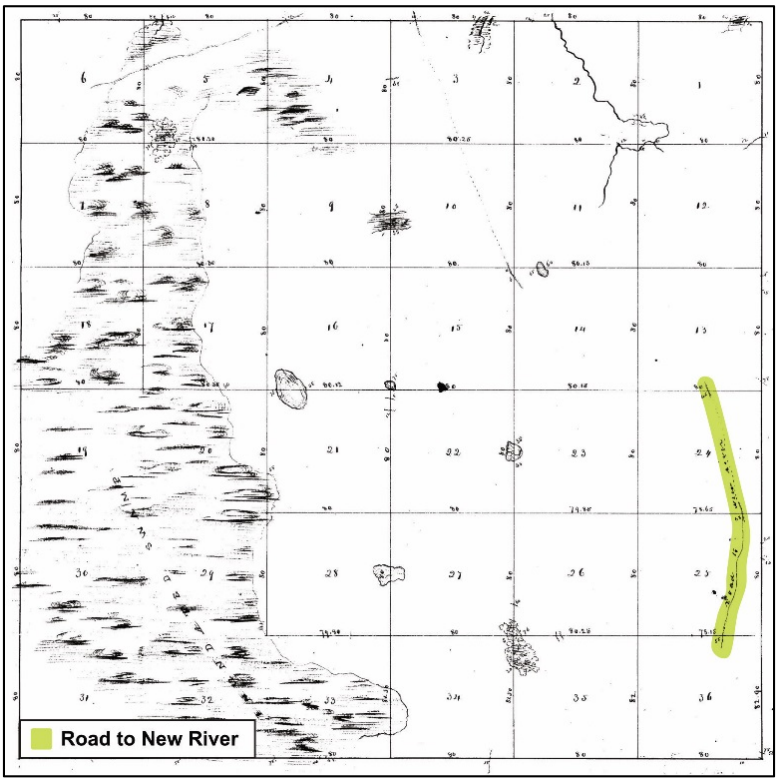
6.2 THE TERRITORIAL AND STATEHOOD PERIOD (1821–1860)

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee. As more European-American settlers moved into the region, conflicts arose with the Seminole people over available land. Pressure began to bear upon the government to remove the Seminoles from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967: Rear foldout map). The Seminoles did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne's Landing (1832) and Fort Gibson (1833), which called for Seminole emigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835. In 1836, President Andrew Jackson placed Major General Thomas S. Jesup in command. General Jesup's plan was to contain and trap the Seminoles and force them to remain in one place and fight.

After the Battle of Okeechobee and two battles along the Loxahatchee River, where the Army met the Seminoles in a standing battle, the Seminole retreated farther south in the direction of the New River and south of Jupiter. The Army followed in search of their trails and when a newly made Seminole trail was found, General Jesup ordered Major William Lauderdale to build a military trail from Ft. Jupiter to New River (Procyk 2012). Using the labor of 223 Tennessee volunteers and the U.S. 3rd Artillery Regiment, known as the "construction pioneers", a 63-mile trail for the soldiers and wagons was constructed circa 1838 along a pine ridge with a slightly higher elevation that the surrounding marsh (Bojanowski 2008; Procyk 2012). The trail is shown on the 1856 Military Map of the Peninsula of Florida South of Tampa Bay (Ives 1856). Its approximate location is also noted on the 1845 GLO map where is labelled as "road to New River" (Figure 4) and on the 1859 GLO plat as a dashed line with no label (Figure 5). The associated surveyors' notes describe the trail as "old road leading from Ft. Jupiter to New River" (FDEP 1845). The modern Military Trail (SR 809) was named after this trail and is recorded in the FMSF as 8PB13795.

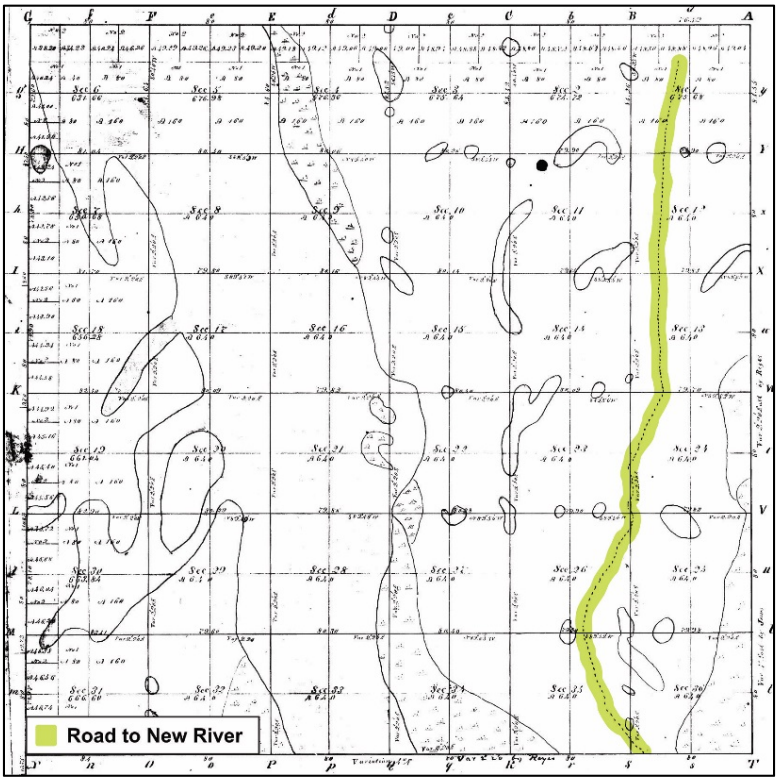
The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the Armed Occupation Act of 1842 offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family, or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by farmers and cattle ranchers form the southeast United States to Florida (Gaby 1993).During this time, at least 21 men applied for land claims along the shores of Lake Worth (Curl 1986:12).

Figure 4 – 1845 GLO Plat Map Illustrating the Road to New River in Township 41, Range 42
(from FDEP 1845)



In 1855, the Third Seminole War began when the U.S. government pressured the Seminoles to emigrate to Oklahoma and Chief Billy Bowlegs refused. This war was predominantly confined to the area south of Lake Okeechobee and consisted mainly of small conflicts or battles. During this war, the U.S. government sent patrols into the Everglades to find and destroy Seminole villages and fields. The government also brought delegations of Seminole Chiefs who had been removed to Oklahoma to Florida to try to convince the remaining Seminole to leave Florida. The war ended in 1858 when Chief Bowlegs agreed to go to Oklahoma. It is estimated that only 300 Seminole remained in the Everglades after the war (Missall and Missall 2015:11).

Figure 5 – 1859 GLO Plat Map Illustrating the Road to New River in Township 42, Range 42
(FDEP 1859)



6.3 CIVIL WAR AND POST WAR PERIOD (1861–1897)

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war as cattle continued to be shipped; it is reported that in the decade between 1870 and 1879, more than 165,000 head were shipped (Grismer 1949).

During the 1800s, the area that now makes up Palm Beach County was part of a much larger Dade County, which encompassed the land from the St. Lucie River all the way to the Keys. The area from the Jupiter Lighthouse to Boynton Beach was called Lake Worth. The area remained unsettled until the 1870s, when settlements of Europeans were established in

present-day Palm Beach County. H.F. Hammon was one of the first to file a homestead within present-day Palm Beach, followed by H.D. Pierce, who settled on Hypoluxo Island. Other significant pioneers to the area included L.W. Burkhardt, George Lanehart, and George and Richard Potter. Dr. Richard Potter was one of the area's first known physicians (n.a. 2005). Captain Elisha Newton Dimick is considered the first permanent resident of the Palm Beach area; he built a house on the island of Palm Beach in 1876 (Federal Writers' Project 1939:230). Most of the early settlers took shelter on the eastern shore of Lake Worth, now the site of the Town of Palm Beach. These residents established farms on both sides of Lake Worth and cultivated primarily pineapples. Benjamin Lanehart, whose homestead included most of the current location of the City of West Palm Beach, was one of the early pineapple growers (Curl 1986:13–17, 26–27; Travers 1929:37).

At that time, what is now Singer Island was an extension of Palm Beach. Weather conditions periodically created narrow channels that could be used by small boats sailing between Lake Worth and the Atlantic Ocean, but there was no permanent connection between the two bodies of water. Local settlers determined to dig an inlet and decided the best location was about one mile north of the present entrance to the Port of Palm Beach. In 1877, 19 volunteers began digging the 300-foot channel by hand and completed the task within the year. The surge of salt water from the Atlantic resulted in a massive fish kill in Lake Worth, although the salinity leveled off and lake fishing eventually recovered (Maloney et al. 1998:5).

Between 1880 and 1893, the shores of Lake Worth gradually grew more civilized. On May 30, 1880, the Post Office Department assigned a post office to the Lake Worth area. During this time, the permanent population increased and the first winter tourists arrived (Curl 1986:21). In 1880, Captain Dimick opened the first hotel in the area, which was actually several rooms added onto his house; the hotel was called the Cocoanut Grove House. At the beginning of 1887, local residents felt they needed improved mail service, since the Lake Worth post office served such as large area. President Grover Cleveland designated another post office for Palm City, a name inspired by the abundance of palm trees in the area. Upon finding out there was another Palm City already in existence, the inhabitants decided Palm Beach would be the name of the new community (Curl 1986:23).

Frank L. Dimick, brother to Captain Dimick, purchased 80.24 acres in Palm Beach County in 1881. The following year, he conveyed the land to Judge Allen E. Heyser, the first settler in Riviera Beach, as well as the first lawyer and county judge in Dade County (Brink 1976:3–4). The judge and his wife built a house, which grew to become the Oak Lawn Hotel, on the present site of the Port of Palm Beach. The area from Blue Heron Boulevard to south of the present Riviera Beach city limits became known as Oak Lawn (Brink 1976:6–7).

In the 1880s, interest in the resources of South Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the

railroads failed, the land reverted to the State. Almost $1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at $0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of $1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the $0.25 per acre price Disston paid under the

land contract, as they were required to pay $1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value when surrounding wetlands and flatwoods were deeded to Disston.

In August 1881, at the same time Disston's companies were beginning their work, the legislature granted a state charter to the privately owned Florida Coast Line Canal & Transportation Company (FCLC&TC) to construct a continuous waterway from the St. Johns River to Miami; the intracoastal channel would provide a sheltered, inland passage for shallow-draft vessels. The charter granted the company 3,840 acres of land for every mile of canal built. Construction began in 1883 on a 5-foot-deep, 50-foot-wide, intracoastal channel connecting coastal bays, rivers, and lakes, including Lake Worth (Buker 1975:117). By the time the FCLC&TC completed the route between St. Augustine and Biscayne Bay, the company received 516,480 acres of land form the State of Florida, which was primarily located in southeast Florida (Bland 1998:15). Some of the land was considered valuable, such as a large tract southwest of West Palm Beach; however, other grants in the wetlands of Cape Sable were less attractive for development purposes (Bland 1998:15). In order to promote settlement, the FCLC&TC sold much of its southeast Florida real estate to the Boston and Florida Atlantic Coast Land Company (Bland 1998:15).

Although the FCLC&TC dredged almost continuously from 1883 until the 268-mile channel was completed in 1912, the firm's waterway operations were never successful. While the channel was still under construction, the company faced a formidable challenge from competing transportation interests expanding into South Florida (Buker 1975:120). Early apportionment within the vicinity of the project APE shows that all land was acquired by the FCLC&TC Company on September 24, 1890.

The settlement of Prosperity, Florida was located in the northern portion of present day Palm Beach County. Captain Elisha Newton Dimick and others promoted the settlement of Prosperity in the late 1800 and early 1900s (Historical Society of Palm Beach County 2009a). A land company excavated "Dimick's Ditch," which became the Earman Canal, and later the Earman River Canal or C-17 (Historical Society of Palm Beach County 2009a). The main body of the Earman River Canal (C-17) is located to the east of the current APE. The main north-south thoroughfare in the settlement of Prosperity was Prosperity Farms Road, and this roadway originally ran from Richard Road at the south to where Lone Pine Road runs through Cabana Colony at its north (Historical Society of Palm Beach County 2009a). Prosperity Farms Road is located outside of and to the east of the current APE.

During this period in Florida's history, Henry Morrison Flagler, one of the original founders of the Standard Oil Company and one of the most influential figures in the settlement and development of the State of Florida, was establishing his fortune and paving the way to his

railroad empire. Flagler was already a multi-millionaire from his "Robber Baron" days with Standard Oil and associate John D. Rockefeller. Flagler had a vision for Florida and was the type of man that wanted things done his way, sparing no expense. His business, development, and transportation endeavors along the east coast of Florida in the late-nineteenth and early-twentieth centuries created hundreds of thousands of jobs, conquered vast expanses of untamed wilderness, and developed cities such as Daytona, Palm Beach, and Miami. He would spend a vast fortune of his own money in this massive expansion along Florida's east coast, and in turn many would profit from the creation of new towns and lavish hotel resorts, agricultural success in both the citrus and vegetable industries, and an impressive railroad network, the Florida East Coast (FEC) Railway.

As Flagler's railroad moved southward along the coast, a flood of land speculators began arriving in Florida to purchase land surrounding his endeavor. Flagler spent millions of his own money to construct this railroad, but in the process he obtained hundreds of thousands of acres of free land from the State of Florida for the ROW. Thousands of laborers surveyed and hacked their way through the wilderness at an amazing rate (Harner 1973:32-33, Janus Research 2007:35). From Daytona, Flagler pushed his railroad 15 miles south to New Smyrna, with passenger and freight service beginning in November of 1892. By January of 1893, his rail line had forged ahead to the wharf at Cocoa, and in early February, the railroad reached Rockledge, a distance of over 64 miles to Daytona. By May of 1893, the railroad had reached Eau Gallie, and in January of 1894, the line reached Ft. Pierce. By March of 1894, Flagler's railroad reached the western shore of Lake Worth and the small settlement of West Palm Beach. The FEC Railway tracks are located within the vicinity of the current historic resources APE; however they do not extend into the APE.

By 1896, Flagler's FEC Railway constructed a series of depots and water stations in South Florida from Jupiter Inlet to Miami. Many communities would spring up almost overnight along these stops. The railroad passed through Jupiter, Monet (no station), Kelsey City, Riviera, West Palm Beach, Ardley (no station), Lake Worth, Lantana, Hypoluxo, Boynton Beach, Delray Beach, Yamato, Boca Raton, Deerfield, Pompano, Oakland, Fort Lauderdale, Dania, Hollywood, Hallendale, Ojus (no station), Fulford, Miami Shores, Biscayne, Little River, Buena Vista, and finally Miami. Of the stops that had stations only two remain standing today – the restored station in Boca Raton and the Delray station and water tower, which was removed from its original site (Janus Research 2007:37).

6.4 SPANISH-AMERICAN WAR PERIOD/TURN-OF-THE-CENTURY (1898–1916)

At the turn-of-the-century, Florida's history was marked by the outbreak of the Spanish-American War in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state's coastal cities. Harbors in Tampa, Pensacola, and Key West were improved as more ships were launched with troops and supplies. "The Splendid Little War" was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (Miller 1990).

Much of the agricultural expansion along Florida's east coast during the first two decades of the twentieth century came as a result of an extensive swamp drainage program. A sustained program of land reclamation, one of Florida's so-called "Progressive Era" reform measures, added tillable fields to many communities along the southeast coast where wetlands and periodic flooding had prohibited development. Many Florida farmers and agricultural companies set up packinghouses and staked out extensive citrus groves and tomato farms on reclaimed land in South Florida. Other results of the early reclamation program included the settlement, incorporation and expansion of towns, creation of new county jurisdictions, and improved road systems (Historic Property Associates, Inc. 1997: 8).

Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics during this time period. Several of Broward's major issues included the Everglades drainage project, railroad regulation, and the construction of roads. During this time, railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida's agricultural and industrial products (Miller 1990). As various commodities such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and 1910, the state population increased from 528,542 residents to 752,619. Phenomenal population growth along the coast of South Florida and the change of the county seat from Juno to Miami resulted in the creation of Palm Beach County from Dade County, in 1909. West Palm Beach was named the county seat (City of West Palm Beach Planning Department n.d.; Curl 1986:48).

The Port of Palm Beach was created when Florida legislature established a special taxing district in 1915 to fund the dredging of a channel to the Atlantic Ocean and the construction of a harbor and dock facility. Lake Worth Inlet was dredged in its present location in 1918; the inlet still serves as the entrance to the Port of Palm Beach. When the dredging was completed, Singer Island was permanently separated from Palm Beach. The inlet was originally four feet deep and capable of handling small coastal schooners. By the 1920s, the depth had been increased to 16 feet and the port could accommodate ocean-going vessels (Maloney et al. 1998:5). The port's development helped spur a flurry of real estate speculation in the area.

6.5 WORLD WAR I AND AFTERMATH PERIOD (1916–1919)

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points.

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

An indirect economic benefit of the war was an increase in agricultural production, as beef, vegetables, and cotton were in great demand (Miller 1990). Increased settlement and large-scale agricultural production proliferated in Palm Beach County (Historic Property Associates, Inc. 1997:8).

In 1919, Harry Seymour Kelsey, a Boston entrepreneur, bought out some of the farmers in Prosperity, and all of the unsold land of Prosperity (Historical Society of Palm Beach County 2009a). In total, Kelsey purchased approximately 100,000 acres total between Jupiter and Riviera, including much of the future City of Palm Gardens (Historical Society of Palm Beach County 2009b), in which the current APE runs through. In 1920, Kelsey announced what would become of his vast land ownings, including resorts, farms, and a planned community (Historical Society of Palm Beach County 2009b). Kelsey Model Dairy Farm was constructed south of the Earman River, between today's A1A roadway and Prosperity Farms Road, and was one of the first dairies in Palm Beach County to offer delivery (Historical Society of Palm Beach County 2009b).

6.6 FLORIDA BOOM PERIOD (1920–1930)

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3). On a daily basis, up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state. Thousands of speculative homes and buildings were built during this time. Numerous developments were platted throughout the county, particularly along the coast in towns including West Palm Beach, Lake Worth, and Lantana.

During this period, the federal government was formulating plans that would determine local development patterns for decades to come. The U.S. Department of Agriculture's

Bureau of Public Roads, working in conjunction with the American Association of State Highway Officials, began preliminary planning for the national highway system in 1924. Like the earlier auto trails, the U.S. highways were laid out along existing intercity roads. State governments paid for road construction and upkeep along the designated routes. The federal government provided a unified numbering and signage system, but the newly designated U.S. highways did not receive preferential funding from the national government (U.S. Highways from U.S. 1 to U.S. 830 n.d.). A list of proposed routes was completed in late 1925 and the final list was approved on November 11, 1926.

The Boom period began its decline in August 1925. Ports and rail terminals were overflowing with unused building materials when the FEC Railway placed an embargo on freight shipments to South Florida. In addition, northern newspapers published reports of fraudulent land deals in Florida. The collapse of the Land Boom also brought about the demise of the Florida Coast Line Canal & Transportation Company. Although the company turned a profit in 1925, the corporation was in receivership by 1927 and the channel had fallen into disrepair. In January 1927, Congress adopted the River and Harbor Act authorizing the U.S. Army Corps of Engineers to dredge the Intracoastal Waterway from Massachusetts to Florida utilizing existing channels. In November 1927, the Florida legislature created the Florida Inland Navigation District to issue bonds and acquire the canal company's ROW in preparation for turning the private waterway over to the federal government. The Corps of Engineers finally took possession of the canal on December 11, 1929 (Buker 1975:117, 120–121).

In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. When the 1928 hurricane swept across Palm Beach County, thousands of people lost their lives in the storm and thousands of others were left homeless. Real estate speculators pushing up land prices had a negative effect on the economy. When the Stock Market crashed in October 1929, Florida real estate was virtually worthless (Curl 1986:88; Palm Beach County Plats n.d.; Building Department, City of West Palm Beach n.d.). The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4). By 1930, Palm Beach County residents were left with damaged houses and businesses and little money to rebuild.

6.7 DEPRESSION AND NEW DEAL PERIOD (1930–1940)

Florida suffered significantly during the Great Depression. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990). The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stalled. Even the railroad industry felt the pressures of the 1930s, and had to reduce service and let go some personnel. In addition, the increasing use of the automobile lessened the demand for travel by rail.

To combat the hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal–era programs in Florida were the Public Works Administration (PWA) and the Work Projects Administration (WPA). Between 1932 and 1935, the PWA provided emergency relief funds for improvements to the Intracoastal Waterway, creating more than 500 jobs in Florida (Buker 1975:123). The Port of Palm Beach was designated a federal port in 1933, and included in an expansion program. In 1935, the federal government took over maintenance of the port (Brink 1976:52). In Riviera Beach, the wooden bridge to Singer Island was rebuilt in 1935, although no significant development would take place on the island until after World War II (Maloney et al. 1998:2).

The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida (Janus Research 2007:42). The WPA was responsible for the construction of the airport in West Palm Beach. Fortunately, due to the warm weather and beautiful coastlines, the area still remained a vacation spot for northern visitors, so municipalities such as Palm Beach, Delray Beach, and Boca Raton recovered quickly from the Depression. During the 1930s, Prosperity Farms Road, located to the east of the current APE, was extended northward as a WPA venture to just south of the current Donald Ross Road, and continued to the east-west thoroughfare years later after World War II (Historical Society of Palm Beach County 2009a).

6.8 WORLD WAR II AND THE POST-WAR PERIOD (1940–1950)

During World War II, Florida became one of the nation's major military training grounds. The U.S. Army established Air Corps bases in West Palm Beach and Boca Raton, which helped revive the local construction industry. Before the war, tourism had been the state's major industry, but it was brought to a halt as tourist and civilian facilities were placed into wartime service. Hotels and private homes were used as barracks; in Riviera Beach, servicemen stationed at nearby Camp Murphy were housed at Spanish Courts.

The influx of thousands of military personnel and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida. Railroads profited transporting servicemen, military goods and materials, but airplanes were becoming an increasingly important form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war (Miller 1990).

The Port of Palm Beach did not share in the wartime boom. Use of the port was curtailed because it could not accommodate new, large ships and it was not geographically situated to handle war goods (Brink 1976:52; Janus Research 2006:95). In addition, the coastal region was under the constant threat of attack from German U-boats. The Atlantic Refining Company's ship, *W.D. Anderson*, was torpedoed and sunk within view of Palm Beach in 1942 (Curl 1986:109–110; Janus Research 2006:95). German submarines were responsible for sinking 24 ships off Florida's coasts, with 16 ships being sunk from Cape Canaveral to Boca

Raton between February and May of 1942 (Janus Research 2006:95). The Intracoastal Waterway proved particularly valuable during the war, providing a shipping channel safe from submarine attacks (Janus Research 2006:95).

At the conclusion of World War II, Florida's economy was almost fully recovered from the effects of the real estate bust and the Great Depression. Former military personnel found the local climate amenable and remained in Florida permanently after the war. These new residents greatly increased the population (Miller 1990). Tourism quickly rebounded and once again became a major component of the state's economy. The Port of Palm Beach returned to full operations and saw its revenues increase when ferry service to Havana was established in 1946.

After the War, many soldiers who had been stationed in Florida chose to return to the area. This was true of black soldiers as well as white. From the end of World War II to the 1960s, Palm Beach County grew steadily (City of West Palm Beach Planning Department n.d.). A housing boom was once again evident as new residents erected homes in subdivisions that had been platted but left undeveloped through the real estate bust and Great Depression (City of West Palm Beach Planning Department n.d.).

6.9 MODERN PERIOD (1950–PRESENT)

The project APE and vicinity were sparsely developed during the early 1950s and consisted predominantly of marsh with scattered residences and agricultural lands. Development began in the late 1950s when John D. MacArthur, a multi-millionaire insurance magnate and landowner, announced that he would develop approximately 4,000 acres and provide homes for 55,000 people in a new city he planned to name Palm Beach City. Permission to call the new development was denied, so MacArthur decided upon the name "Palm Beach Gardens" for his new venture and set about constructing the city out of dairy cattle grazing land. The current APE is located within the City of Palm Beach Gardens. The land of Palm Beach Gardens was acquired by MacArthur from the estate of Sir Harry Oakes and Prosperity farmer John Maheu. Previously in 1920, John Maheu and his family had settled in Prosperity and farmed along the side of Prosperity Farms Road from the 1920s to the 1950s. East of Prosperity Farms Road, Maheu dredged finger canals from the Intracoastal Waterway and subdivided his land as Maheu Estates. He then sold his land at the west side of the road to John D. MacArthur. MacArthur also developed the Cabana Colony, located outside of the APE, from part of the landholdings purchased from Maheu. In 1954, MacArthur paid $5.5 million dollars for 2,600 acres of land owned by the estate of Sir Harry Oakes, which was the land previously owned by Harry Seymour Kelsey (Palm Beach Gardens n.d.; Historical Society of Palm Beach County 2009c).

MacArthur envisioned Palm Beach Gardens to be a community with streets lined with trees and flowers, and invested his money in hundreds of waterways, rolling terrain, mature pine and shade trees, and foliage. He also insisted that city streets and construction go around mature trees instead of cutting them down. MacArthur is noted for relocating a 60-foot

banyan tree weighing 75 tons to the entrance of Palm Beach Gardens on Garden Boulevard (the present MacArthur Boulevard) in 1961. Churches were first built within Palm Beach Gardens, as MacArthur wanted to ensure that a variety of houses of worship were within the community to serve all faiths. Palm Beach Gardens grew to 1,800 residences in just over a year, with Arthur Rutenberg constructing many of the first houses in the community. Rutenberg built many homes on both the west and east coast of Florida from 1953 to 1959. By 1970, Palm Beach Gardens had a population of over 6,000 people (Palm Beach Gardens n.d.; Historical Society of Palm Beach County 2009c).

During the 1960s, MacArthur heard that the Professional Golfers Association (PGA) was looking for a new site for their offices and golf courses, and donated $2 million dollars to the project (Palm Beach Gardens n.d.). In March of 1965, the PGA clubhouse was completed. The City of Palm Beach Gardens hosted the PGA Championship in 1971 (Palm Beach Gardens n.d., PGA 2015.). The former PGA property, and current Ballen Isles Country Club, is located west of the current project APE between PGA Boulevard at the north and Northlake Boulevard at the south. In 1976, the PGA asked developer E. Llwyd Ecclestone, Jr. to find the organization a new building with golf courses for the expanding tournaments. Ecclestone suggested using the 2,300 acres of land he owned west of Florida's Turnpike in Palm Beach Gardens, which he had purchased from John D. MacArthur. In 1981, the PGA National Resort & Spa opened its doors (PGA National Resort & Spa 2015) on this land.

Throughout the 1960s, housing and commercial developments constructed west of Palm Beach County's center caused a shift in population as the economic base left urban areas and moved into the suburbs (Janus Research 2006:103). The current Military Trail (SR 809) is visible on a 1964 aerial and the first portion of SR 9/I-95 in Palm Beach County was built in 1966 between Okeechobee Boulevard to 45th Street. The Interstate was completed from Palm Beach Gardens to Miami in 1976. The construction of SR 9/I-95 shifted the traditional tourist route to the west as well (Janus Research 2006:103). Additionally, through the 1960s and 1970s, another wave of residents flooded Palm Beach County. The population increase of the time period was directly related to the fact that large corporations, such as IBM and Motorola, established their headquarters in the area

Appendix A contains the historic resources APE illustrated on historic aerial photographs from 1953, 1964, 1968, and 1969 (FDOT, Surveying and Mapping Office 2015; University of Florida, George A. Smathers Libraries 2015).

7.0 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

The literature and Florida Master Site File (FMSF) data review serves as a guide to the field investigations by identifying the possible locations of any cultural resources within the project corridor and providing expectations regarding the potential historical significance of any such resources. The literature search consisted of a review of the FMSF data and records of the Palm Beach County Property Appraiser. Additionally, Janus Research's

collection of books, maps, and other historical and archaeological literature was reviewed for information relating to the proposed project APE and its general vicinity.

7.1 PREVIOUSLY CONDUCTED SURVEYS

The FMSF data identified 19 surveys that have been conducted within one mile of the project improvements (Table 3). The project APE is partially or entirely located within 10 of these previously conducted surveys, highlighted in the table below. Only one of these surveys, *CRAS of I-95 (SR 9) from PGA Boulevard (SR 786) to Indiantown Road (SR 706) in Palm Beach County Florida* (Estabrook and Jones 2000, FMSF Manuscript No. 6001), included shovel testing within the current project APE between the northern terminus of the project corridor and PGA Boulevard (SR 786). The report does not include a clear description of where the shovel tests were located but specifies that no archaeological material was identified during the survey. This survey also identified historic resources. Due to the amount of time that has passed since the survey was conducted, there is a potential for additional resources to have become historic.

Table 3 – Surveys Conducted Within One Mile of the Project Improvements

Survey No.	Report Title	Author(s)	Date
2807	A Cultural Resource Assessment Survey of the Proposed Crane-Bridge-Plumosus 230 KV Transmission Line Project Corridor, Palm Beach and Martin counties, Florida.	Fuhrmeister, Charles and Kenneth W. Hardin	1991
4980	Assessment Survey of Archaeological Resources, SR 786/PGA Boulevard Grade Separation at SR 811/Dixie Highway and Associated Water Retention Areas, Palm Beach County, Florida	Lewis, Scott P.	1997
5320	A Cultural Resource Assessment Survey of the Golf Digest Planned Community Development, Palm Beach County, Florida	Bland, Myles C.P.	1998
6001	CRAS of I-95 (SR 9) from PGA Boulevard (SR 786) to Indiantown Road (SR 706) in Palm Beach County Florida	Estabrook, Richard and Lucy Jones	2000
8096	Gardens of Park Plaza	Carr, Robert S.	2001
8594	An Archaeological and Historical Survey of the Proposed Burns Road Tower Location in Palm Beach County, Florida	Jones, Paul L. and Audrey Kennedy	2001
10259	Cultural Resource Reconnaissance Survey and Section 106 Review: Vertex-AAYW Cellular Tower	Pracht, Jodi B. and Carrie Scupholm	2004

Survey No.	Report Title	Author(s)	Date
10660	An Archaeological and Historical Assessment of the Paloma Parcel, Palm Beach County, Florida	Carr, Robert S and Victor Longo	2004
12416	FCC Form 621 I95 & Woodview Site LF3522A 5601 Golden Eagle Circle Palm Beach Gardens, FL 33418	Janus Research	2006
12542	Cultural Resource Reconnaissance Survey of the RCA Boulevard Roadway Jurisdiction Transfer from PGA Boulevard to Northcorp Parkway, Palm Beach County, Florida	Harrell, Bryan	2005
13137	A Phase 1 Archaeological Survey of the Scripps-Briger Tract, Palm Beach Gardens, Palm Beach County, Florida	Moser, Jason	2006
14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	Janus Research	2006
14772	Final: Cultural Resource Assessment Survey for State Road 91 (Florida's Turnpike) from North of Lake Worth Road to Indiantown Road/Jupiter PD&E Study, Palm Beach County, Florida	Janus Research	2007
15852	A Cultural Resource Survey of the Briger Parcel, Palm Beach County, Florida	Beriault, John G., Robert S. Carr, and Ryan Franklin	2008
15996	A Reconnaissance Cultural Resource Survey of the Max Planck Parcel, Palm Beach County, Florida	Beriault, John G. and Robert S. Carr, Joseph F. Mankowski	2008
17778	An Archaeological and Historical Survey of the WP1086 Cellular Tower in Palm Beach County, Florida	Knowles, Jeanette	2006
18665	Desktop Analysis and Reconnaissance Survey for the Proposed Jurisdictional Transfer of Tract D at Hood Road to the City of Palm Beach Gardens, Palm Beach County, Florida	Janus Research	2011
20471	A Phase I Cultural Resources Assessment of the Franklin Academy Parcel, Palm Beach County, Florida	Beriault, John G., Robert S. Carr, and Michael Grady	2013

Survey No.	Report Title	Author(s)	Date
20495	Cultural Resource Assessment Report for the All Aboard Florida Passenger Rail Project from Orlando to West Palm Beach	Janus Research	2013

7.2 PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES

A search of the FMSF identified no archaeological sites within the current archaeological APE. One archaeological sites, Briger Site (8PB13953), is located within a mile of the archaeological APE. This site consists of a prehistoric midden as well as a 19th and 20th centuries homestead. The State Historic Preservation Officer (SHPO) has not made an evaluation of the site for inclusion into the National Register due to insufficient information. The archaeological APE is not located within any archaeological zones described in the *Prehistoric Resources in Palm Beach County: A Preliminary Predictive Study* (Kennedy et al. 1991).

7.3 PREVIOUSLY RECORDED HISTORIC RESOURCES

The FMSF search revealed one previously recorded historic linear resource, the Military Trail (road) (8PB13795), crosses the historic resources APE. The FMSF form for this resource notes that this resource was originally a footpath created by the Seminole Indians circa 1838 that was expanded by the U.S. Army during the Second Seminole War. The expanded trail extended through what is now Palm Beach, Broward, and Dade Counties and was used for military travel between Fort Jupiter, Fort Lauderdale and Fort Dallas in modern day Miami. A Florida Historical Marker located in Jupiter commemorates the Palm Beach County segment of this 19th century trail and the role it played in the Seminole Wars. The SHPO has not evaluated the National Register eligibility of the former trail.

7.4 UNRECORDED HISTORIC RESOURCES

A search of the Palm Beach County property appraiser data and GIS information identified two unrecorded parcels adjacent to the historic resources APE with actual year built (AYRB) dates of 1967 or prior. Additionally, two canals with historic construction dates were found to cross through the historic resources APE. No historic bridges, cemeteries, or other potentially unrecorded historic resources were identified within the historic resources APE during the background research.

8.0 PROJECT RESEARCH DESIGN AND SITE LOCATION MODEL

The background research and literature review, in conjunction with pertinent environmental variables, contributed to the formulation of project-specific field methods designed to

locate and evaluate previously unrecorded archaeological sites and historic structures within the project APE. Four environmental factors are typically used to help predict site locations: soil type (soil drainage), distance to fresh (potable) water, distance to hardwood hammocks, and topography.

Fresh water is obviously an important resource, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Access to water during these early periods would have been from sinkholes and aquifer-fed rivers. Fresh water would have been accessible to the project area from the numerous ponds and sloughs along the eastern border of Loxahatchee Slough.

The characteristics of soils have been used successfully by several researchers in the formulation of predictive models for precontact site location. Soil characteristics were reviewed during the discussion of the physical environment of the archaeological APE and detailed soil types currently and formerly located within the archaeological APE are included in Table 1. The majority of the archaeological APE is located in poorly and very poorly drained soils in pine flatwoods, sloughs, and drainageways.

The presence of tree islands or hardwood hammocks, also serve as reliable indicators of site location in southern Florida. The surveyors' notes described most of the archaeological APE as 2nd rate pine and palmetto with scattered ponds. Aerial photographs from the mid-20th century showed that the archaeological APE and surrounding area had low elevation with many ponds and scattered vegetation. No hammocks were identified within the archaeological APE during the review of historic plat maps and aerial photographs.

The preceding analysis of the soils, drainage, and environment of the archaeological APE confirmed that it has been subjected to extensive filling and land shaping associated with the construction of roadways and structures resulting from the urbanization and development of the area. The review of environmental data found no evidence of hammocks or tree island vegetation. The majority of the archaeological APE appears to have consisted of low, poorly drained pine flatwoods with scattered ponds. Currently, the archaeological APE consists largely of a paved roadway surrounded by berms, swales, sound walls, concrete barriers, and guardrails. Some areas of the archaeological APE area adjacent to flatwoods, and free of pavement or underground utilities. The analysis of environmental factors and land use history suggested the archaeological APE has a low potential for containing intact archaeological sites.

9.0 METHODS

9.1 ARCHAEOLOGICAL FIELD METHODS

The archaeological field survey consisted of a pedestrian survey and subsurface testing. The pedestrian survey included a visual inspection of exposed ground to look for evidence of

mounds, middens, or other structural evidence of human occupation, and to determine the extent of land modification and disturbance within the archaeological APE.

One shovel test was excavated judgmentally in an area free of pavement, landscaping, and underground utilities. It was circular and approximately 50 centimeters (20 inches) in diameter. It was excavated to a depth 65 centimeters below surface (cmbs) and terminated when solid hardpan was encountered. All the excavated soil was sifted through 6.4-millimeter (¼-inches) metal hardware cloth screen suspended from portable wooden frames and the shovel test was backfilled upon completion.

Standard archaeological methods for recording field data were followed throughout the project. The identification number, location, stratigraphic profile, soil descriptions, and environmental setting was recorded for the shovel test. Its location was recorded in the field with WAAS-enabled hand-held Global Positioning System (GPS) units and marked on a 1” = 40 meters aerial photograph (Appendix B).

As needed and as required by the Underground Facility Damage Prevention and Safety Act (Chapter 5566, F.S. [1993]), prior to the beginning of the archaeological survey, tickets were entered with the Sunshine State One Call-Center in order to mark the locations of underground utilities within the archaeological APE. This coordination identified a total of eight underground utilities:

- Comcast (cable TV)
- Fiberlight LCC (fiber optics)
- FDOT Palm Beach (electric and fiber)
- FPL Fibernet LLC (fiber optics)
- FPL Palm Beach (electric)
- Palm Beach County Traffic Operations (traffic signal lights)
- AT&T (telephone)
- Seacoast Utility Authority (water and sanitary)

9.2 HISTORIC RESOURCES FIELD METHODS

Two architectural historians conducted a historic resources survey to ensure that each resource built during or before 1967 within the historic resources APE was identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. Any resource with features indicative of 1960s or earlier construction materials, building methods, or architectural styles was noted on aerial photographs and a USGS quadrangle map.

For any resources identified, FMSF forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction,

distinctive features, and architectural styles were noted. Forms for previously recorded historic resources within the APE were updated if a determination of National Register eligibility had not been received by the SHPO. The information contained on any FMSF field form completed for resources within the APE was recorded on an electronic FMSF form. Photographs were taken with a high resolution digital camera. A log was kept to record the resource's physical location and compass direction of each photograph.

Each resource's individual significance was then evaluated for its potential eligibility for listing in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. Concentrations of historic resources, if present, within the historic resources APE were noted in terms of assessing the potential for historic districts. Each resource's present condition, location relative to other resources, and distinguishing characteristics were noted and photographed for accurate assessment of National Register historic district eligibility. The locations of previously recorded and newly identified resources are marked on aerial photographs in Appendix B.

9.3 LOCAL INFORMANTS AND CERTIFIED LOCAL GOVERNMENT COORDINATION

On August 14, 2015, the Palm Beach Gardens Historical Society was contacted by Janus Research via email for input on potential historically significant resources within the project area. Mr. Don Kiselewski, Chairman of the Palm Beach Gardens Historical Society, first responded on August 20, 2015. He requested more information on the project and further specifications on historic resources. Ms. Amy Streelman, of Janus Research, provided Mr. Kiselewski with information on the project and historic resources in an email dated August 21, 2015. Mr. Kiselewski responded on August 23, 2015 with an email that discussed the history of the City of Palm Beach Gardens. He also stated that with the exception of Howell Watkins Jr. High School and Palm Beach Gardens High School, nothing other than residential structures were constructed during the historic period in Palm Beach Gardens. He noted that these two school buildings had been torn down in recent years and replaced with new buildings. According to Mr. Kiselewski, the banyan tree that John D. MacArthur relocated to the entrance of City possessed historical value. This banyan tree is not located within the boundaries of the current project APE. Correspondence with Mr. Kiselewski is included in Appendix C of this study.

Palm Beach County is listed on the November 24, 2015 list of Certified Local Governments (CLG) posed on the FDHR website (FDHR 2015). Mr. Christian Davenport, the Palm Beach County Archaeologist, was contacted via e-mail on November 3, 2015 to request his input on any known or suspected archaeological sites within the archaeological APE. Mr. Davenport responded on November 5, 2015 that the only known archaeological site in proximity to the archaeological APE is the Briger Site (8PB13953) and that he was not aware of any archaeological sites within the APE. The Briger Site (8PB13953) was briefly discussed in a previous section of the current report. Correspondence with Mr. Davenport is included in Appendix C.

10.0RESULTS

10.1 ARCHAEOLOGICAL RESULTS

No archaeological sites were identified during this survey. The archaeological survey consisted of a pedestrian survey and subsurface testing. Background research indicated that the archaeological APE had a low potential for containing archaeological sites. Based on this, one shovel test was excavated in an area free of hardscape and underground utilities (Figure 6). The shovel test was excavated until hardpan was encountered at a depth of 65 cmbs. The stratigraphy of the shovel test consisted of gray sand between the surface and 29 cmbs, light gray sand between 29 and 48 cmbs, and black hardpan between 48 and 65 cmbs (Figure 7). No archaeological material was recovered from this shovel test. The archaeological APE mostly consisted of paved roadways that are either at-grade or elevated over the surrounding area, sound walls along a portion of the corridor, underground and overhead utilities, berms, ditches, and landscaping. Figures 8 and 9 illustrate current conditions throughout the archaeological APE. The location of the shovel test and current conditions within the archaeological APE are documented on aerial photographs in Appendix B.

Figure 6 – Palmetto, Scattered Pine, Wax Myrtle and Grass in the Area Surrounding Shovel Test 1, Facing Southeast

Figure 8 – Stratigraphic Profile of Shovel Test 1, Facing Southeast

Figure 7 – Berm, Ditch, Buried Utilities, and Sound Wall Illustrated along Northbound SR 9/I-95 South of Hood Road, Facing North-Northwest

Figure 9 – Utilities and Landscaping along Central Boulevard, Facing Northeast

10.2 HISTORIC RESOURCES SURVEY RESULTS

The historic resources survey resulted in the identification of one previously recorded historic roadway (8PB13795), two newly identified historic buildings (8PB16283 and 8PB16284), and two newly identified historic canals (8PB16285 and 8PB16286) within the historic resources APE (Appendix B). An FMSF form was updated for the portion of the previously recorded Military Trail (road) (8PB13795) within the APE. FMSF forms for the newly identified buildings (8PB16283 and 8PB16284) and canals (8PB16285 and 8PB16286) were prepared. All FMSF forms are included in Appendix D of this study.

A previously recorded portion of Military Trail (road) (8PB13795), a 19th century Seminole Indian footpath and U.S. military trail, crosses a portion of the APE. The SHPO has not evaluated the National Register eligibility of this resource. No evidence of the former trail was identified during the current survey and the portion within the APE is considered to be ineligible for listing in the National Register.

The Dog Days building located at 4052 Burns Road (8PB16283), an example of a common Masonry Vernacular style commercial building, does not possess sufficient historical or architectural significance for individual listing in the National Register. The Anspach Building (8PB16284), located at 4550 Riverside Drive, is an example of a steel framed Industrial Vernacular building which exhibits exterior modifications and also does not possess historical or architectural significance. Consequently, Dog Days/4052 Burns Road

(8PB16283) and Anspach/4500 Riverside Drive (8PB16284) are considered individually National Register–ineligible.

The Earman River Relief Canal (8PB16285) and Earman River Canal Branch (8PB16286) are newly recorded linear resources within the APE. According to aerial photographs, both were constructed between 1953 and 1964 in connection with the mid-century residential development surrounding the project area. These resources exhibit common canal engineering techniques and do not possess outstanding historical significance. Therefore, these canals are also considered ineligible for listing in the National Register.

Resources identified as part of the current study are not considered National Register–eligible as contributing elements to a historic district. The APE does not contain areas of contiguous historic resources which would comprise a National Register-eligible historic district. Mid-century residential development near the southern terminus of the neighborhood has been excluded from the study APE due to the presence of sound wall barriers along SR 9/I-95. Toward the central and northern portion of the APE, there are several areas of non-historic industrial and apartment construction. The north end of the APE remains largely undeveloped.

This *Results* section includes a comprehensive table listing all identified historic resources within the historic resources APE (Table 4). The locations of identified historic resources are illustrated on current aerial mapping (Appendix B). Photographs and narratives are also included below for resources.

Table 4 – Identified Historic Resources within the Historic Resources APE

Site #	Site Name	Date	Style	National Register Status
8PB13795	Military Trail (road)	c. 1838	Historic Road	Portion within APE considered National Register–ineligible
8PB16283	Dog Days/4052 Burns Road	c. 1962	Masonry Vernacular	Considered National Register–ineligible
8PB16284	Anspach Building/4500 Riverside Drive	c. 1966	Industrial Vernacular	Considered National Register–ineligible
8PB16285	Earman River Relief Canal	Constructed between 1953 and 1964	Historic Canal	Considered National Register–ineligible
8PB16286	Earman River Canal Branch	Constructed between 1953 and 1964	Historic Canal	Considered National Register–ineligible

10.2.1 IDENTIFIED HISTORIC RESOURCES

Figure 10 – Military Trail (Road) (8PB13795) within the Current Historic Resources APE, Considered National Register–Ineligible, Facing Southwest

8PB13795 Military Trail (Road)

As recorded in the FMSF, Military Trail (road) represents a 19th century Seminole Indian pathway that was expanded by the U.S. military for use as a travel and supply route during the Second Seminole War Period (Figure 10). Known as "Major Lauderdale's Route", the trail extended from Fort Jupiter to Fort Dallas in what is now downtown Miami. Within Palm Beach County, the existing multi-laned Military Trail/SR 806 is considered to follow the approximate route of the 19th century trail. An analysis of historic aerials revealed no evidence of the original trail within the APE and no physical evidence was identified during the survey (Figures 11–14). It is likely that any remnants of the trail within the APE were destroyed during the construction of the modern highway and adjacent development.

Although the modern Military Trail/SR 806 serves as a reminder of an important historical period and association, the 19th century trail no longer retains its historic appearance, setting, or character and lacks integrity. Based on this, the segment of Military Trail (road) within the APE is considered ineligible for listing in the National Register under Criteria A, B, C, or D.

Figure 11 – A 1953 Aerial Photograph Illustrating Military Trail (Road) (8PB13795) in Relation to the Historic Resources APE

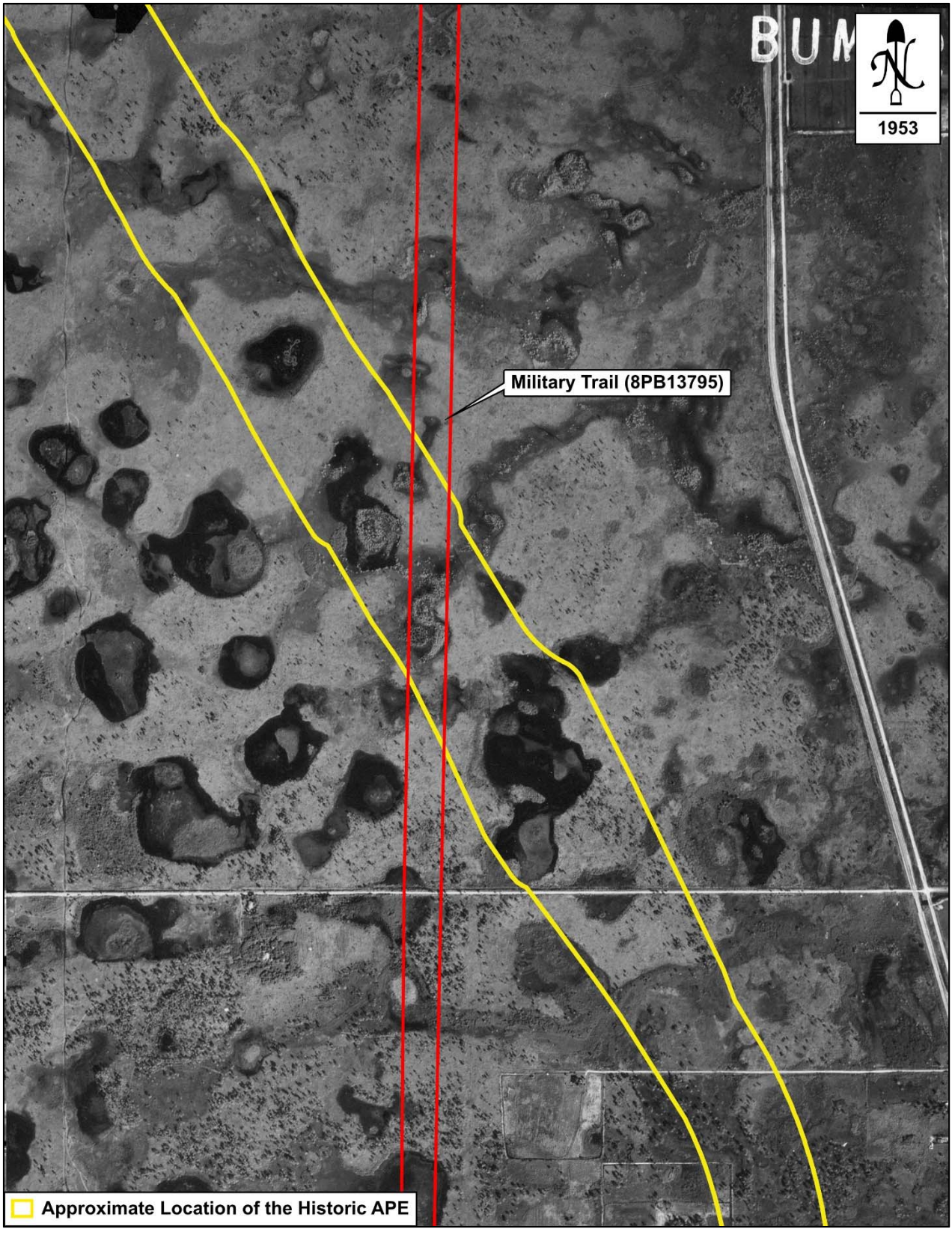


Figure 12 – A 1964 Aerial Photograph Illustrating Military Trail (Road) (8PB13795) in Relation to the Historic Resources APE

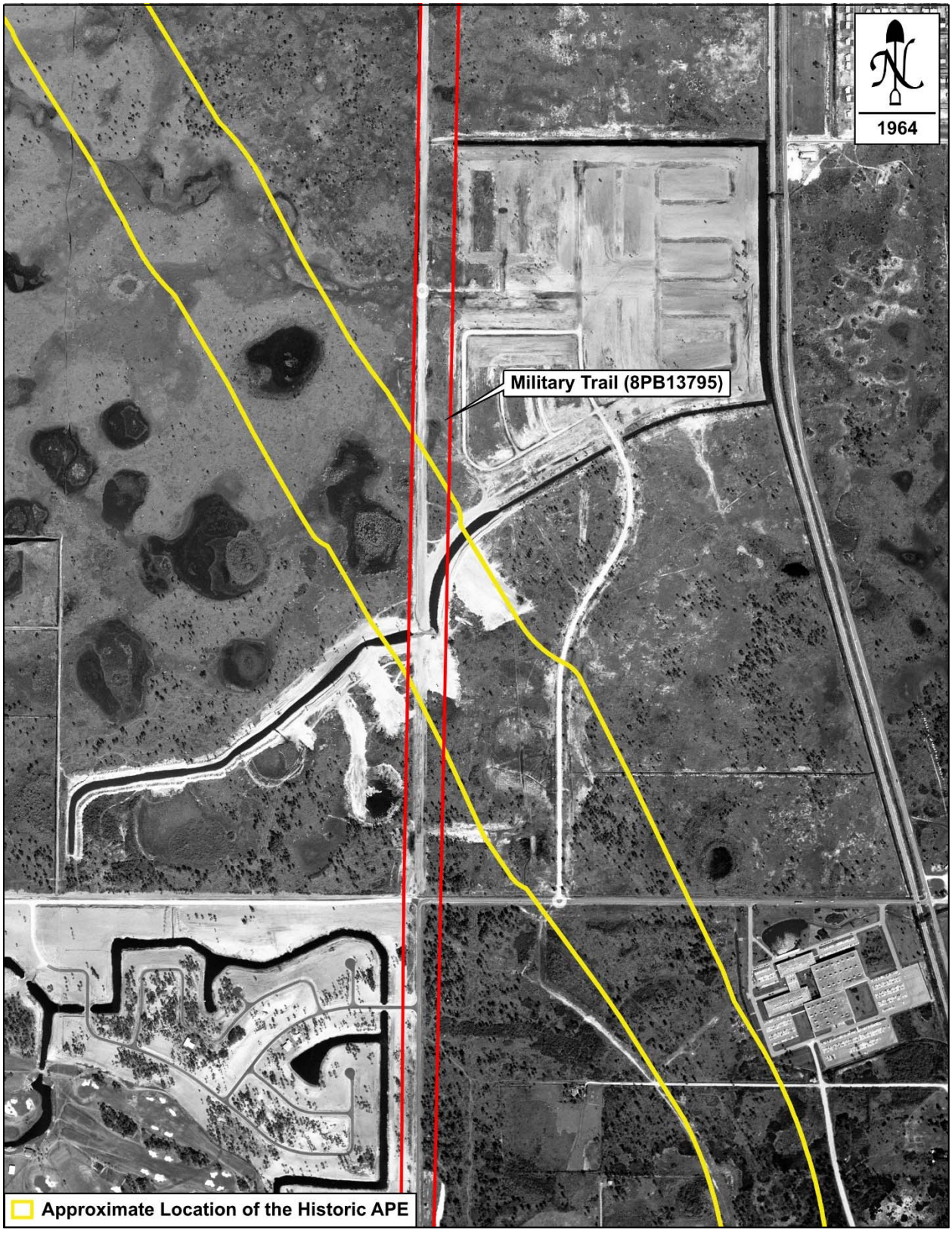


Figure 13 – A 1969 Aerial Photograph Illustrating Military Trail (Road) (8PB13795) in Relation to the Historic Resources APE

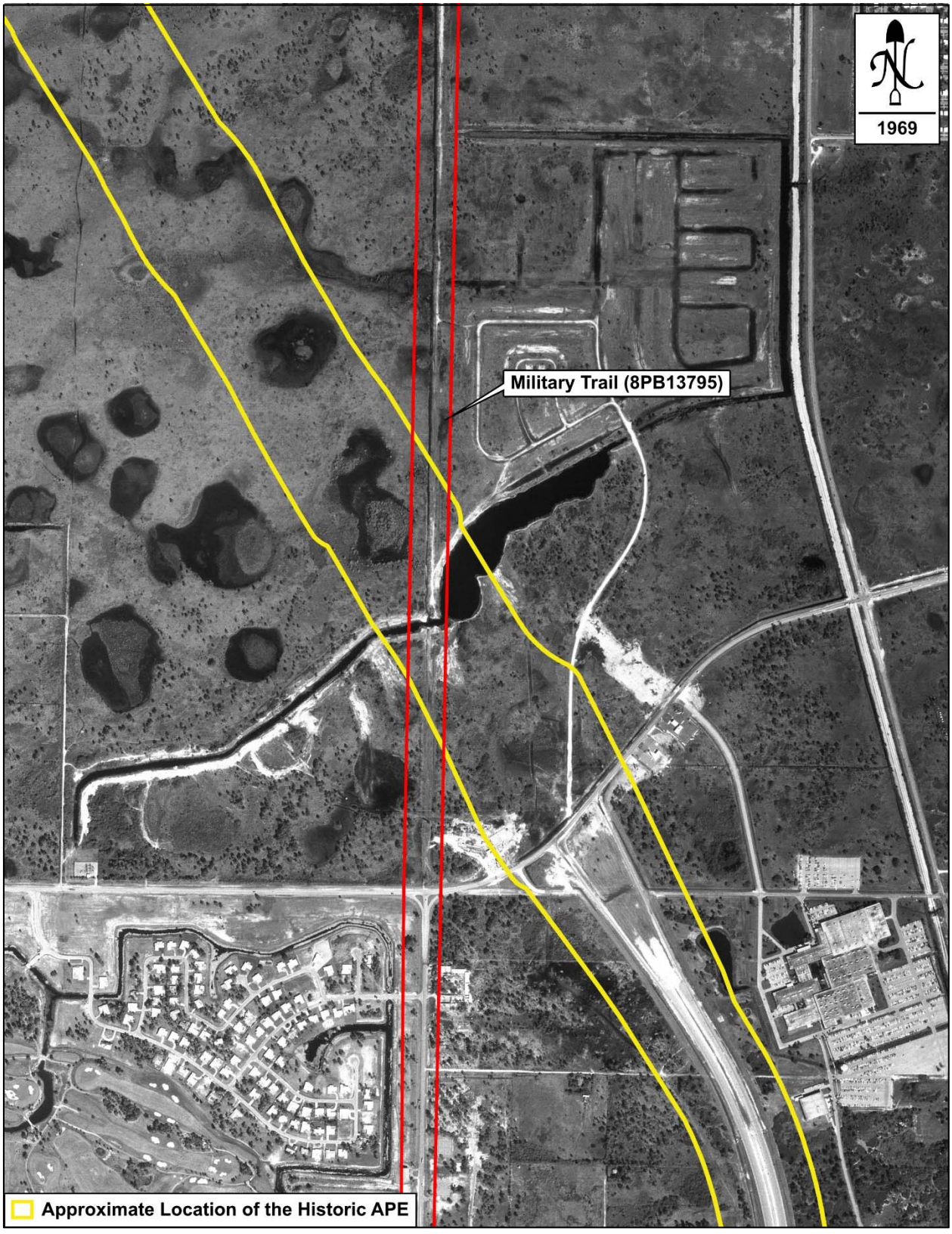


Figure 14 – A 2013 Aerial Photograph Illustrating Military Trail (Road) (8PB13795) in Relation to the Historic Resources APE

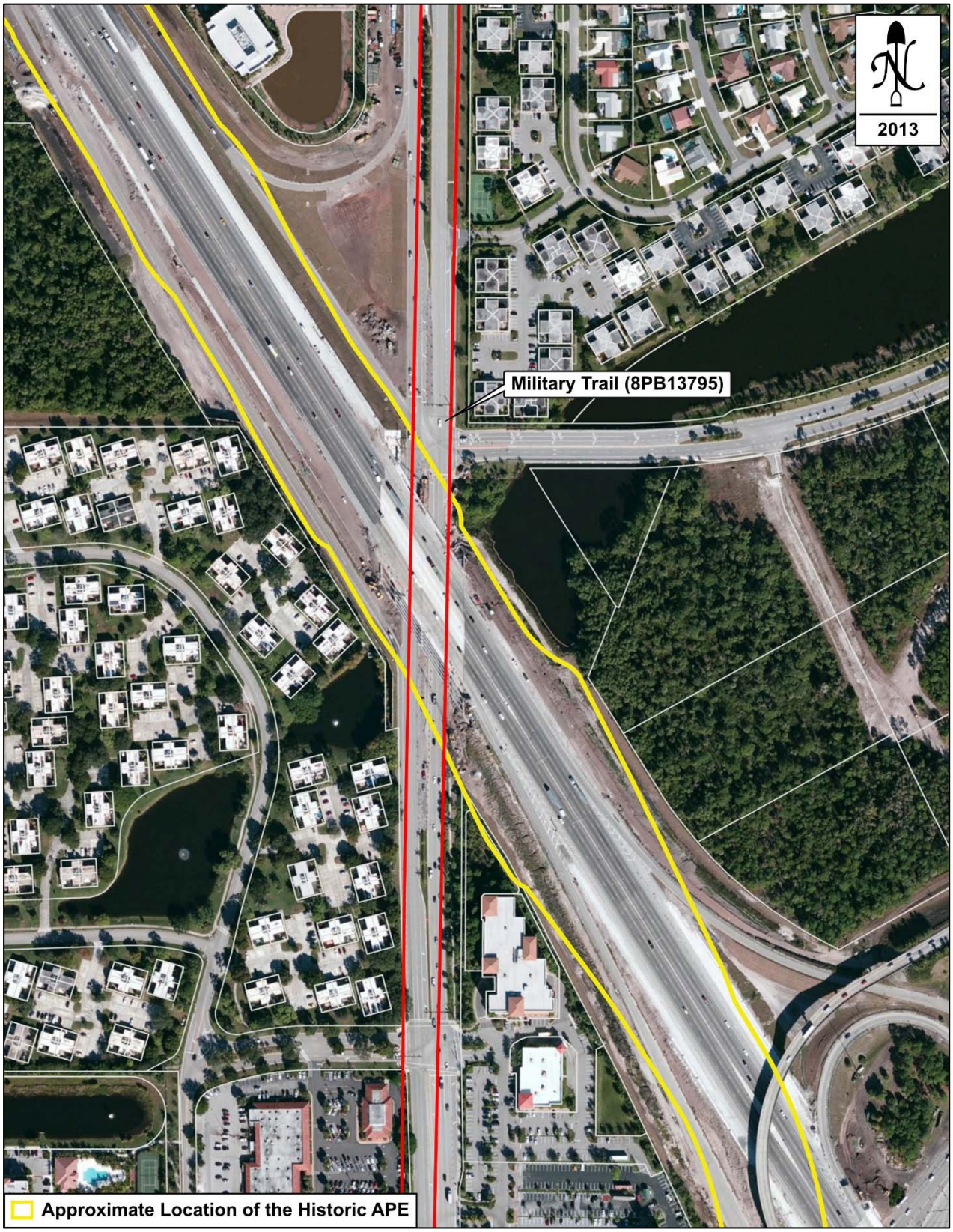


Figure 15 – Dog Days/4052 Burns Road (8PB16283), Considered National Register–Ineligible, Facing Southeast

8PB16283 Dog Days/4052 Burns Road

This circa-1962 Masonry Vernacular style commercial building is located at 4052 Burns Road, immediately west of the SR 9/I-95 overpass over Burns Road, in Township 42 South, Range 42 East, Section 12 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida (Figure 15). The building is constructed of concrete block and clad in stucco. It rests on a continuous concrete block foundation. The building is irregular in form with three distinct multiple-level flat roof portions, which are comprised of built-up materials. At the south end of the building is a raised roof portion which incorporates a west integral garage bay. This is an addition which was constructed by 1969, according to aerial photographs from that time period. There are two more integral garage bays north of this, also located at the west elevation of the building. The north façade entrance is located beneath a cantilevered ledge walkway. The entrance employs replacement non-historic glass and metal double-doors. Flanking the entrance doors to the east and west are two replacement non-historic one-light fixed windows. Exterior ornamentation includes roof ledge coping, non-historic concrete window/door surrounds, and signage at the north. The building is sited in a commercial and industrial setting and remains in good condition.

The building located at 4052 Burns Road does not possess sufficient significance for individual listing in the National Register. Additionally, this building is not located in an area which would comprise a National Register–eligible historic district. This building does not meet National Register Criteria A, B, C, or D.

Figure 16 – Anspach Building/4500 Riverside Drive (8PB16284), Considered National Register–Ineligible, Facing South

8PB16284 Anspach Building/4500 Riverside Drive

This circa–1966 Industrial Vernacular style building is located at 4500 Riverside Drive, at the southwest intersection of Riverside Drive and Northcorp Parkway, in Township 42 South, Range 43 East, Section 7 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida (Figure 16). The building is constructed of metal curtain wall framing, and portions are clad in non-historic stucco. It rests on a poured concrete slab footing. The building is comprised of several flat roof portions clad in built-up materials. The original flat roof portion is located closest to the southwest intersection of Riverside Drive and Northcorp Parkway. This building portion is illustrated in Figure 17, a 1968 aerial photograph.

Aerial photographs from 1969 and 1995 reveal that the curvilinear flat roof entrance at the northwest corner of the building was an addition which took place between these years. This entrance incorporates pigmented structural glass windows and stucco panels. The glass and metal double doors within this entrance are accessed by a non-historic concrete bridge with zig-zag pattern concrete walls with metal balustrade. This bridge carries pedestrian traffic over a non-historic fountain, which mimics the curvilinear entrance in form. A flat roof addition was also constructed at the south elevation of the building around this time period.

A large flat roof addition was appended at the west elevation of the building between 1995 and 1999, and can be seen in Figure 18, a current aerial photograph. This addition included

Figure 17 – A 1968 Aerial Photograph of the Anspach Building/4500 Riverside Drive (8PB16284)

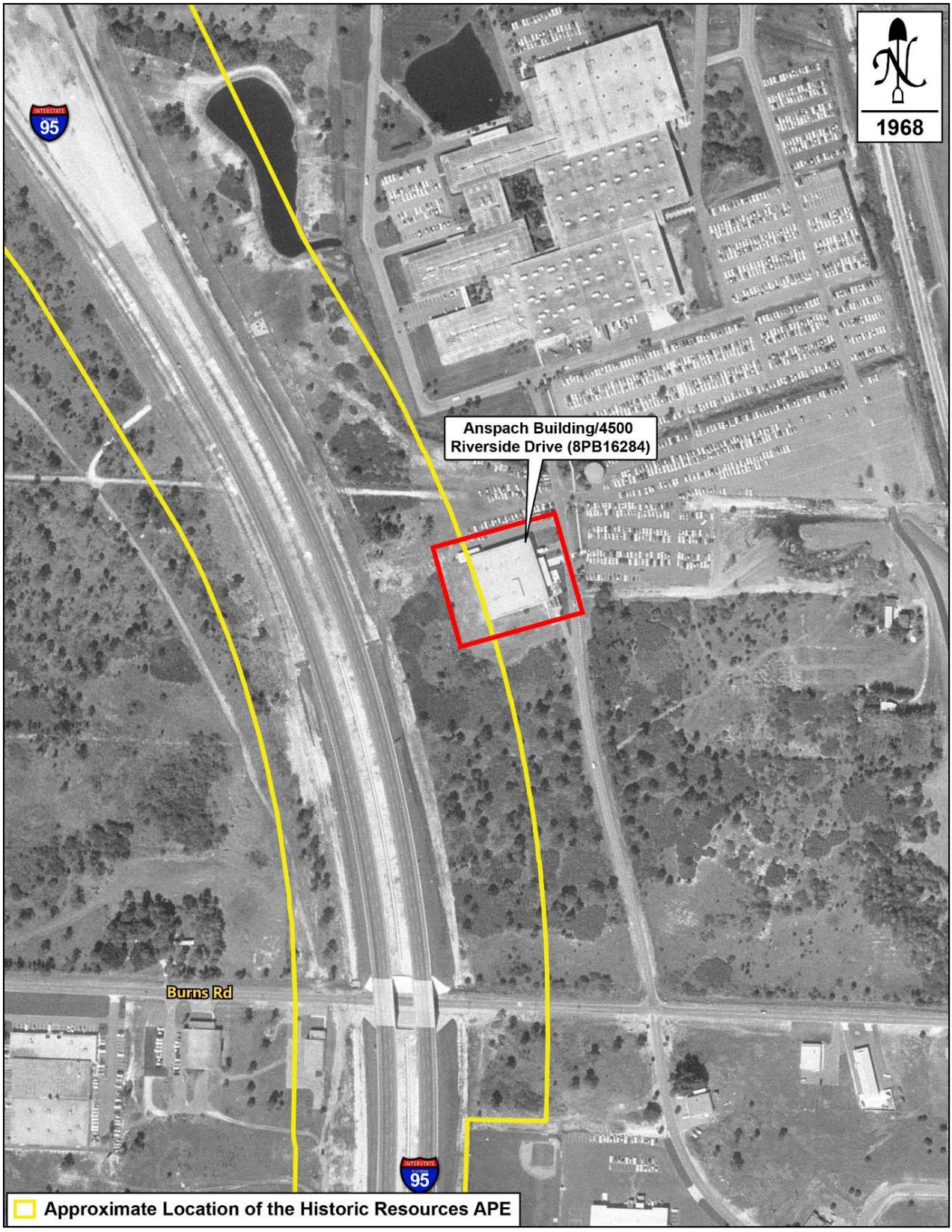
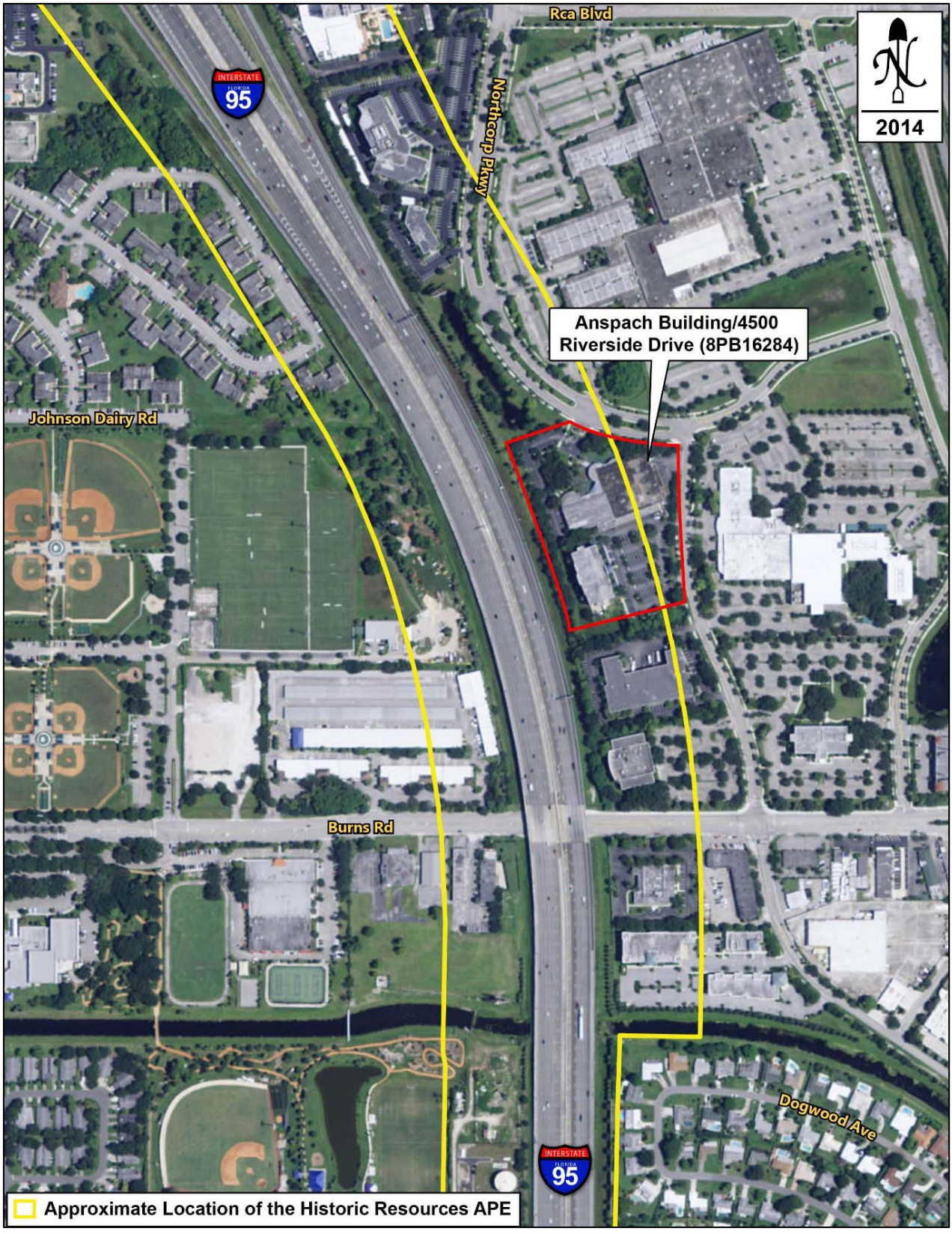


Figure 18 – A Current Aerial Photograph of the Anspach Building/4500 Riverside Drive (8PB16284)



a curvilinear portion which resembles the northwest corner non-historic entrance addition. A covered carport is appended at the east elevation and a breezeway connecting the current building to a non-historic ancillary building has been constructed at the south elevation of 4500 Riverside Drive. Aside from the structural windows at the entrance, metal fixed-light and clerestory windows are present. Exterior ornamentation includes pilasters, metal roof coping, and a wide overhanging eaves. The building is sited in an industrial park and remains in good condition.

The Anspach Building/4500 Riverside Drive exhibits substantial exterior modifications, which affect its historic integrity and it does not possess sufficient historic or architectural significance for individual listing in the National Register. Further, the building is not located in an area which would comprise a National Register–eligible historic district. This building does not meet National Register Criteria A, B, C, or D.

Figure 19 – Earman River Relief Canal (8PB16285), Considered National Register–Ineligible, Facing Northeast

8PB16285 Earman River Relief Canal

Within the historic resources APE, the Earman River Relief Canal is oriented east-west at either side of the SR 9/I-95, in Township 42 South, Range 42 East, Section 13 and Township 42 South, Range 43 East, Section 18 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida (Figure 19, Map 3 of Appendix B). Outside of the APE, this canal flows south and connects to the newly recorded Earman River Canal (8PB16285). According to aerial photographs of the area, the Earman River Relief Canal was constructed between 1953 and 1964, in connection with the mid-

century residential development of Palm Beach Gardens. The canal within the APE is approximately 645 feet in length, with an approximate width of 64 feet. It features grassy embankments and is primarily sited in a combined residential and commercial area. At the south bank of the canal to the west of SR 9/I-95 is a City of Palm Beach Gardens owned recreational park area.

According to the FMSF data and aerial photographs, the current canal appears to be a relief canal associated with the main Earman River Canal (C-17). The main Earman River Canal (C-17), located west of the APE, was connected to the late 19th century settlement of Prosperity. Located in the northern portion of current Palm Beach County, this settlement was promoted by Elisha N. Dimick. The land company associated with the settlement of Prosperity dug what was known as "Dimick's Ditch" (Historical Society of Palm Beach County 2009a). "Dimick's Ditch" became the Earman Canal, and then the Earman River, or C-17 Canal (Historical Society of Palm Beach County 2009a).

This relief canal within the APE, as previously mentioned, was constructed mid-century and connected with late 19th century main Earman River Canal (C-17). This relief canal does not meet National Register Criteria A, B, C, or D. The relief canal exhibits common canal engineering techniques and is an example of one of thousands of similar canals in South Florida.

Figure 20 – Earman River Canal Branch (8PB16286), Considered National Register–Ineligible, Facing East

8PB16286 Earman River Canal Branch

Within the historic resources APE, the Earman River Canal Branch is oriented east-west at either side of the SR 9/I-95, in Township 42 South, Range 42 East, Section 13 and Township 42 South, Range 43 East, Section 18 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida (Figure 20, Map 1 of Appendix B). According to aerial photographs of the area, this canal was constructed between 1953 and 1964, in connection with the mid-century residential development of Palm Beach Gardens. The canal within the APE is approximately 560 feet in length, with an approximate width of 47 feet. It features grassy embankments and is sited in a residential area. This portion of the Earman River Canal Branch is separated from the rear elevations of the residences by wooden fencing.

According to the GIS data and aerial photographs, the current canal appears to be associated with the main Earman River Canal (C-17).The Earman River Canal Branch does not meet National Register Criteria A, B, C, or D. It exhibits common canal engineering techniques and is an example of one of thousands of similar canals in South Florida.

11.0CONCLUSIONS

The objective of CRAS for SR 9/I-95 at Central Boulevard Interchange PD&E from North of Northlake Boulevard (MP 36.575) to South of Donald Ross Road (MP 38.775), PGA Boulevard from West of Military Trail to West of Lake Victoria Gardens Drive, and Central Boulevard from 1.0 Miles South of I-95 to 1.0 Miles North of I-95, in Palm Beach County, Florida was to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

No archaeological sites were identified during the current survey. Background research indicated that the archaeological APE has been heavily altered by urban development and has a low potential for containing archaeological sites. One shovel test was excavated within the archaeological APE. No archaeological material was identified. The pedestrian survey and subsurface testing confirmed the low archaeological site potential of the archaeological APE.

The historic resources survey resulted in the identification of one previously recorded 19th century Seminole footpath and military trail (8PB13795), two newly identified historic buildings (8PB16283 and 8PB16284), and two newly identified historic canals (8PB16285 and 8PB16286). No evidence of the 19th century military trail was identified during the survey and the portion of the resource within the APE is considered ineligible for listing in the National Register due to its lack of integrity.

The newly recorded Dog Days building located at 4052 Burns Road (8PB16283) and Anspach Building/4500 Riverside Drive (8PB16284) are common vernacular style buildings that do not possess historical or architectural significance. Therefore, these buildings are considered ineligible for listing in the National Register individually or as part of the historic

district. The newly recorded Earman River Relief Canal (8PB16285) and Earman River Canal Branch (8PB16286) are examples of common canals which do not exhibit significant engineering techniques. These canals are also considered ineligible for listing in the National Register individually or as part of a historic district.

11.1 UNANTICIPATED FINDS

Although unlikely, should construction activities uncover any archaeological material, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the material. In the event that human remains are found during construction or maintenance activities, Chapter 872.05 of the Florida Statutes will apply and FDOT's Standard Specifications for Road and Bridge Construction require that all construction cease. Chapter 872.05 states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are 75 years of age or more.

11.2 CURATION

Original forms (Appendix D) and photographs are curated at the FMSF, along with a copy of this report and Survey Log Sheet (Appendix E). Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to the FDOT storage facilities.

12.0 REFERENCES CITED

Almy, Marion
1991 A Historical Resources Survey of a Segment of SR-710 in Indiantown, Martin County, Florida. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Bense, Judith
1994 Archaeology of Southeastern United States. Academic Press, San Diego, California.

Bland, Myles and Sidney Johnston
1998 A Cultural Resource Assessment Survey of Peanut Island, Palm Beach County, Florida. Report submitted to the U.S. Army Corps of Engineers, Jacksonville District by Environmental Services, Inc.

Bojanowski, Alice
2008 Site file for Military Trail (8PB13795). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Brink, Lynn (editor)
1976 A History of Riviera Beach, Florida. City of Riviera Beach, Riviera Beach, Florida.

Brooks, H. K.
1984 Lake Okeechobee. In Environments of South Florida: Present and Past II (2d ed.), edited by P. J. Gleason, pp. 38–68. Miami Geological Society, Coral Gables, Florida.

Brown, Canter, Jr.
1991 Florida's Peace River Frontier. University of Central Florida Press, Orlando.

Buker, George S.
1975 Swamp Sailors: Riverine Warfare in the Everglades 1835–1842. The University Press of Florida, Gainesville, Florida.

Bullen, Ripley P.
1975 A Guide to the Identification of the Florida Projectile Points. Kendall Books, Gainesville, Florida.
1968 Beveled stemmed points from Tampa Bay. The Florida Anthropologist 21:90–98.

Bullen, R. P., A. K. Bullen, and C. J. Clausen
1968 The Cato Site Near Sebastian Inlet, Florida. The Florida Anthropologist 21:14–16.

Bullen, Ripley P., and Edward M. Dolan
1959 The Johnson Lake Site, Marion County, Florida. The Florida Anthropologist 12:77–99.

Carbone, V. A.
1983 Late Quaternary Environments in Florida and the Southeast. The Florida Anthropologist 26(1-2):3–17.

City of West Palm Beach
n.d. Public Records of the West Palm Beach Planning Department. West Palm Beach, Florida.

Clausen, Carl J., H. R. Brooks, and A. B. Wesolowsky
1975 Florida Spring Confirmed as 10,000-Year-Old Early Man Site. Florida Anthropological Society Publications 7. Gainesville, Florida.

Curl, Donald W.
1986 Palm Beach County: An Illustrated History. Windsor Publications, Inc., Northbridge, California.

Daniel, I. Randolph and Michael Wisenbaker
1981 Test Excavations at 8HI450D: An Inland Archaic Occupation in Hillsborough County, Florida. Interstate 75 Highway Phase II Archaeological Reports No. 1. Florida Division of Historical Resources, Tallahassee.

Davis, T. Fredrick
1938 The Disston Land Purchase. The Florida Historical Quarterly 17(3):200–210.

Dunbar, James S., Michael K. Faught, and S. David Webb
1988 An Underwater Paleo-Indian Site in Northwestern Florida. The Florida Anthropologist 41:442–453.

Dunbar, James and Ben I. Waller.
1983 A Distribution Analysis of the Clovis/Suwannee Paleoindian Sites of Florida—A Geographic Approach. The Florida Anthropologist 36(1-2):18–30.

Estabrook, Richard and Lucy Jones
2000 CRAS of I-95 (SR 9) from PGA Boulevard (SR 786) to Indiantown Road (SR 706) in Palm Beach County Florida. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

Federal Writers' Project of the Work Projects Administration for the State of Florida
1939 Florida: A Guide to the Southernmost State. Oxford University Press, New York.

Florida Department of Environmental Protection (FDEP)
1845a Plat Map for Township 41 South, Range 42 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, http://199.73.242.56/default.asp, accessed March 2, 2015.

1845b Surveyor's Notes for border of Township 41 South, Range 42 East. Electronic document, http://199.73.242.56/default.asp, accessed March 2, 2015.

1858 Surveyor's Notes for border of Township 42 South, Range 42 East. Electronic document, http://199.73.242.56/default.asp, accessed March 2, 2015.

1859 Plat Map for Township 42 South, Range 42 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, http://199.73.242.56/default.asp, accessed March 2, 2015.

Florida Division of Historic Resources (FDHR).

2015 Florida Certified Local Governments (As of February 23, 2015). Electronic document, http://dos.myflorida.com/media/31416/clg_list_2-23-15.pdf, accessed August 14th, 2015.

Florida Department of Transportation (FDOT), Surveying and Mapping Office

2015 Aerial Photography Archive. Electronic documents, https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/, accessed March 2, 2015.

Gaby, Donald C.

1993 The Miami River and Its Tributaries. The Historical Association of South Florida, Miami, Florida.

Gannon, Michael V.

1965 The Cross in the Sand: The Early Catholic Church in Florida 1513–1870. University of Florida Press, Gainesville.

Gleason, P. J., A. D. Cohen, P. Stone, W. G. Smith, H. K. Brooks, R. Goodrick, and W. Spackman, Jr.

1984 The Environmental Significance of Holocene Sediments from the Everglades and Saline Tidal Plain. In Environments of South Florida: Present and Past II, edited by P. J. Gleason, pp. 297–351. Miami Geological Society, Coral Gables, Florida.

Goodyear, Albert C. and Lyman O. Warren

1972 Further Observations on the Submarine Oyster Shell Deposits of Tampa Bay. The Florida Anthropologist 25(2, part 1):52–66.

Goodyear, Albert C., Sam B. Upchurch, and Mark J. Brooks

1980 Turtlecrawl Point: An Inundated Early Holocene Archaeological Site on the West Coast of Florida. In Southeastern Geological Society Guidebook 22, edited by S. B. Upchurch, pp. 24–33. Tallahassee, Florida.

Griffin, John W.
1988 The Archaeology of Everglades National Park: A Synthesis. Contract CX 5000-5-0049. SEAC.

Grismer, Karl
1949 The Story of Ft. Myers. St. Petersburg Printing Co., St. Petersburg, Florida.

Harner, Charles E.
1973 Florida's Promoters: The Men Who Made It Big. Trend House, Tampa, Florida.

Hetherington, Alma
1980 The River of the Long Water. The Mickler House Publishers, Chuluota, Florida.

Historic Property Associates
1997 The King's Road: Florida's First Highway. Manuscript on file, Historic Property Associates, Inc., St. Augustine.

Historical Society of Palm Beach County
2009a North County's Prosperity. Accessed online at http://www.pbchistoryonline.org/page/north-countys-prosperity on September 20, 2015.
2009b What did $2.5 Million Buy in 1919? Accessed online at http://www.pbchistoryonline.org/page/what-did--million-buy-in on September 20, 2015.
2009c North County: MacArthur Country. Accessed online at http://www.pbchistoryonline.org/page/macarthur-country on September 20, 2015.

Janus Research
2006 Cultural Resource Reconnaissance Study South Florida East Coast Corridor Transit Analysis Study in Miami Dade, Broward, and Palm Beach Counties (FMSF Manuscript No. 14000). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.
2007 Cultural Resource Assessment Survey for Flagler Memorial Bridge, Palm Beach County, Project Development and Environment Study (FMSF Manuscript No. 14808). On File, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Ives, Lt. J. C.
1856 Military Map of the Peninsula of Florida, South of Tampa Bay. Prepared by Lt. J. C. Ives, Top. Engineers, by order of Jefferson Davis, Secretary of War. Photocopy on file, Janus Research, St. Petersburg.

Kennedy, William J., Charles Robert, Shih-Lung Shaw, and Ryan Wheeler
1991 Prehistoric Resources in Palm Beach County: A Preliminary Prediction Study. Florida Atlantic University, Boca Raton

Lane, Ed
1980 Environmental Geology Series West Palm Beach Sheet. Florida Bureau of Geology Map Series No. 100, Tallahassee, Florida.

Mahon, John K.
1967 History of the Second Seminole War. University of Florida Press, Gainesville, Florida.

Mann, R. W.
1983 Rails 'Neath the Palms. Darwin Publications, Burbank, California.

Maloney, Pat, Carole Dawson, Roby DeReuil, Tom Mills, Barbara Sanderson, and Donald Siri
1998 Palm Beach Shores: Past and Present. Found online at: http://www.townhall.ci.palm-beach-shores.fl.us/history.htm.

Milanich, Jerald T.
1994 Archaeology of Precolumbian Florida. University Presses of Florida, Gainesville, Florida.

Miller, James J. (compiler)
1990 State of Florida Draft Comprehensive Historic Preservation Plan. Manuscript on file, Florida Division of Historical Resources, Tallahassee, Florida.

Missall, John and Mary Lou Missall
2015 Florida Seminole Wars Heritage Trail. Florida Department of State, Division of Historical Resources.

Murphy, Larry E. and Linda Scott Cummings
1990 8SL17: Natural Site-Formation Processes of a Multiple Component Underwater Site in Florida. Southwest Cultural Resources Center Professional Papers No. 39, National Park Service, Santa Fe, New Mexico.

n.a.
2005 City of West Palm Beach Website. "History- our beginnings…"Accessed online at: http://www.cityofwpb.com/history/history.htm.

Neill, Wilfred T.
1958 A Stratified Early Site at Silver Springs, Florida. The Florida Anthropologist 12:33–52.

PGA
2015 PGA of America History – 1970-1979. Accessed online at http://www.pga.com/pga-america/pga-feature/pga-america-history-1970-1979 on September 20, 2015.

PGA National Resort & Spa
2015 Historical Moments. Accessed online at http://www.pgaresort.com/golf/historical-moments on September 20, 2015.

Procyk, Richard
2012 History Town of Jupiter: Military Trail. Accessed online at www.jupiter.fl.us/History on September 20, 2015.

Purdy, Barbara Ann
1975 The Senator Edwards Chipped Stone Workshop Site (MR-122), Marion County, Florida: A Preliminary Report of Investigations. Florida Anthropologist 28:178–189.
1981 Florida's Precontact Stone Tool Technology. University of Florida Press, Gainesville, Florida.

Purdy, Barbara A., and Laurie M. Beach
1980 The Chipped Stone Tool Industry of Florida's Preceramic Archaic. Archaeology of Eastern North America 8:105–124.

Ruppe, Reynold J.
1980 The Archaeology of Drowned Terrestrial Sites: A Preliminary Report. Florida Bureau of Historic Sites and Properties Bulletin 6:35–45.

Scott, Thomas M.
1978 Environmental Geology Series: Orlando Sheet. Florida Bureau of Geology Map Series No. 85, Tallahassee, Florida.

Sears, William H.
1982 Fort Center: An Archaeological Site in the Lake Okeechobee Basin. Ripley P. Bullen Monographs in Anthropology and History No. 4. University Presses of Florida, Gainesville, Florida.

Tebeau, Charlton W.
1971 A History of Florida. University of Miami Press, Miami, Florida.

Tischendorf, A. P.
1954 Florida and the British Investor: 1880–1914. Florida Historical Quarterly 3(2):120–129.

Travers, J. Wadsworth
1929 History of Beautiful Palm Beach. Palm Beach Press, Florida.

United States Department of Agriculture (USDA)
1978 Soil Survey of Palm Beach County Area, Florida. USDA/Soil Conservation Service.
1981 Soil Survey of Martin County Florida. USDA/Soil Conservation Service.

University of Florida, George A. Smathers Libraries
2015 Aerial Photography: Florida Collection. University of Florida Digital Collections. Electronic documents, http://ufdc.ufl.edu/aerials, accessed March 2, 2015.

Upchurch, Sam B., Richard N. Strom, and Mark G. Nuckels
1982 Methods of Provenance Determination of Florida Cherts. Manuscript on file, Geology Department, University of South Florida, Tampa.

Waller, Benjamin I. and James Dunbar
1977 Distribution of Paleo-Indian Projectiles in Florida. The Florida Anthropologist 30:79–80.

Warren, Lyman O.
1964 Possibly Submerged Oyster Shell Middens of Upper Tampa Bay. The Florida Anthropologist 17(4):227–230.
1970 The Kellog Fill from Boca Ciega Bay, Pinellas County, Florida. The Florida Anthropologist 23:163–167.

Warren, Lyman O. and Ripley P. Bullen
1965 A Dalton Complex from Florida. The Florida Anthropologist 18:29–32.

Watts, William A.
1969 A Pollen Diagram from Mud Lake, Marion County, North-central Florida. Geological Society of America, Bulletin 80:631–642.
1971 Post-Glacial and Interglacial Vegetation History of Southern Georgia and Central Florida. Ecology 52:676–689.
1975 A Late Quaternary Record of Vegetation from Lake Anne, South-Central Florida. Geology 3:344–346.
1980 Late Quaternary Vegetation History at White Pond on the Inner Coastal Plain of South Carolina. Quaternary Research 13:187–199.
1983 Vegetational History of the Eastern United States 25,000 to 10,000 Years Ago. In Late Quaternary Environments of the United States, edited by H. E. Wright, Jr., Vol. 1, pp. 294–310. University of Minnesota Press, Minneapolis.

Watts, William A. and Barbara C. S. Hansen
1988 Environments of Florida in the Late Wisconsin and Holocene. In Wet Site Archaeology, edited by Barbara A. Purdy, pg. 307–323. The Telford Press, Caldwell, New Jersey.

Watts, W. A., and M. Stuiver
1980 Late Wisconsin Climate of Northern Florida and the Origin of Species Rich Deciduous Forest. Science 210:325–327.

Weaver, Paul L. III, Historic Property Associates, Inc., and Pappas Associates, Inc.
1996 Model Guidelines for Design Review: A Guide for Developing Standards for Historic Rehabilitation on Florida Communities. Florida Department of State, Division of Historic Resources, Tallahassee, Florida.

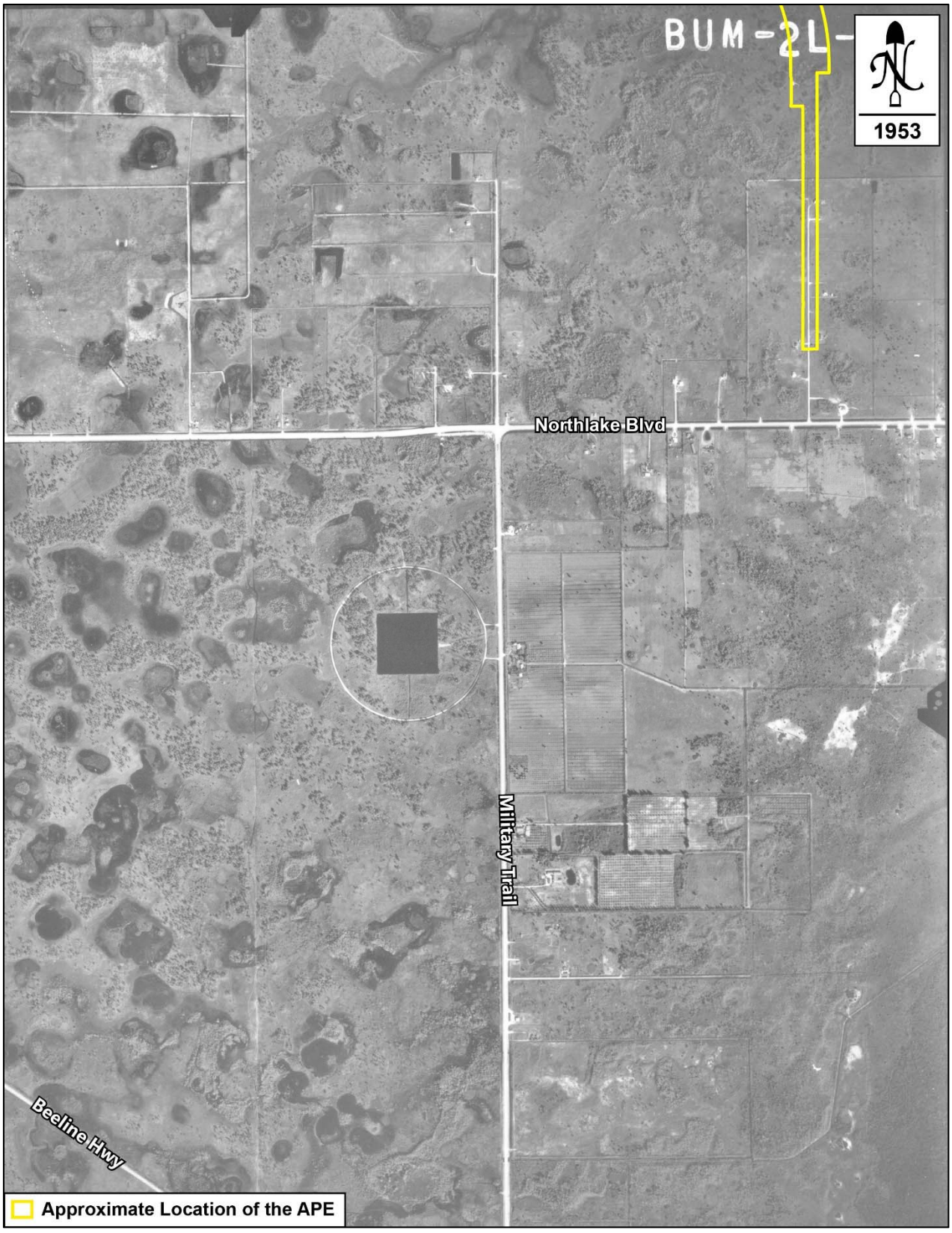
Webb, S. David
1990 Historical Biogeography. In Ecosystems of Florida, edited by Ronald L. Myers and John J. Ewel, pg. 70–100. University of Central Florida Press, Orlando, Florida.

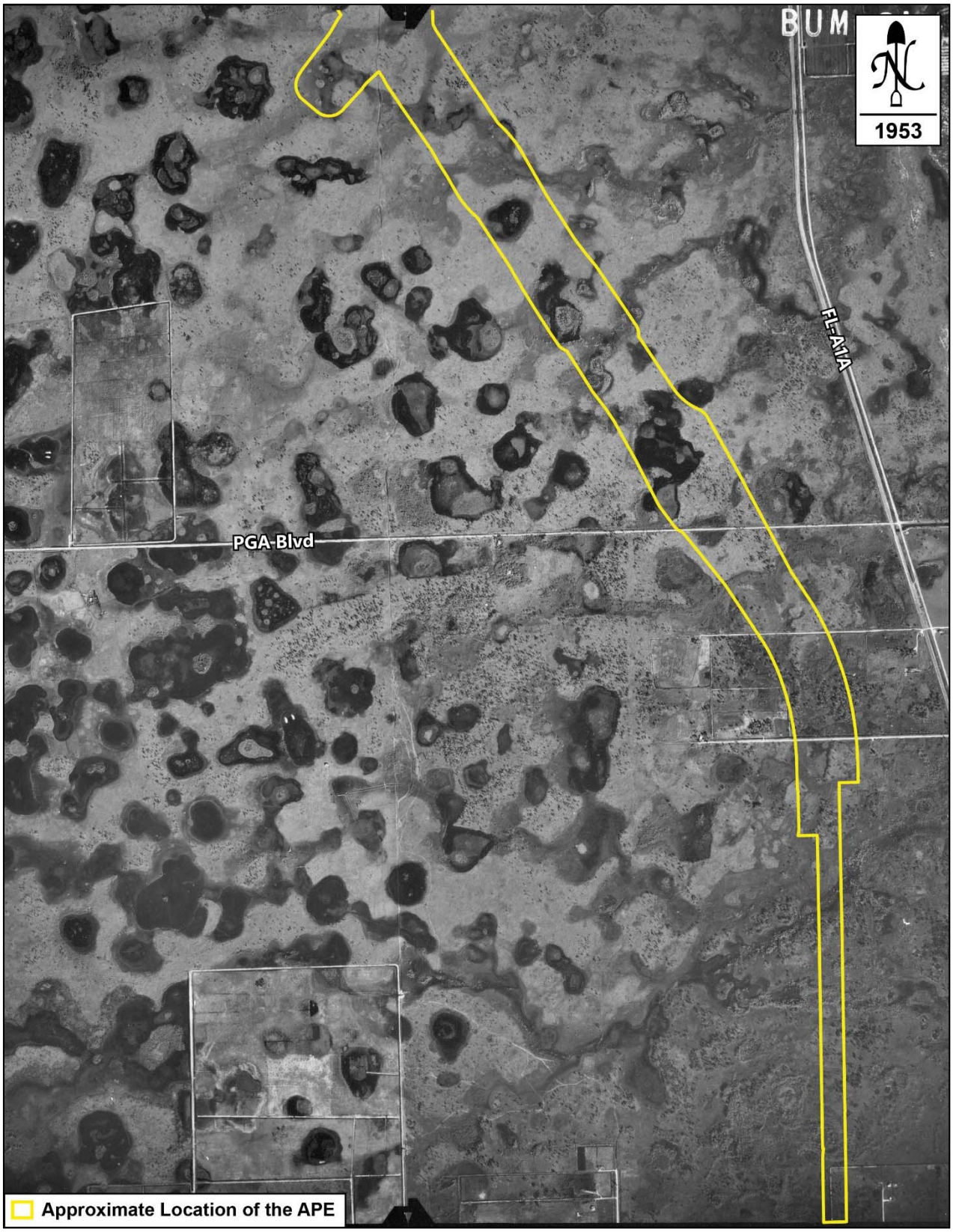
White, William A.
1970 The Geomorphology of the Florida Peninsula. Geological Bulletin No. 51, Bureau of Geology, State of Florida Department of Natural Resources.

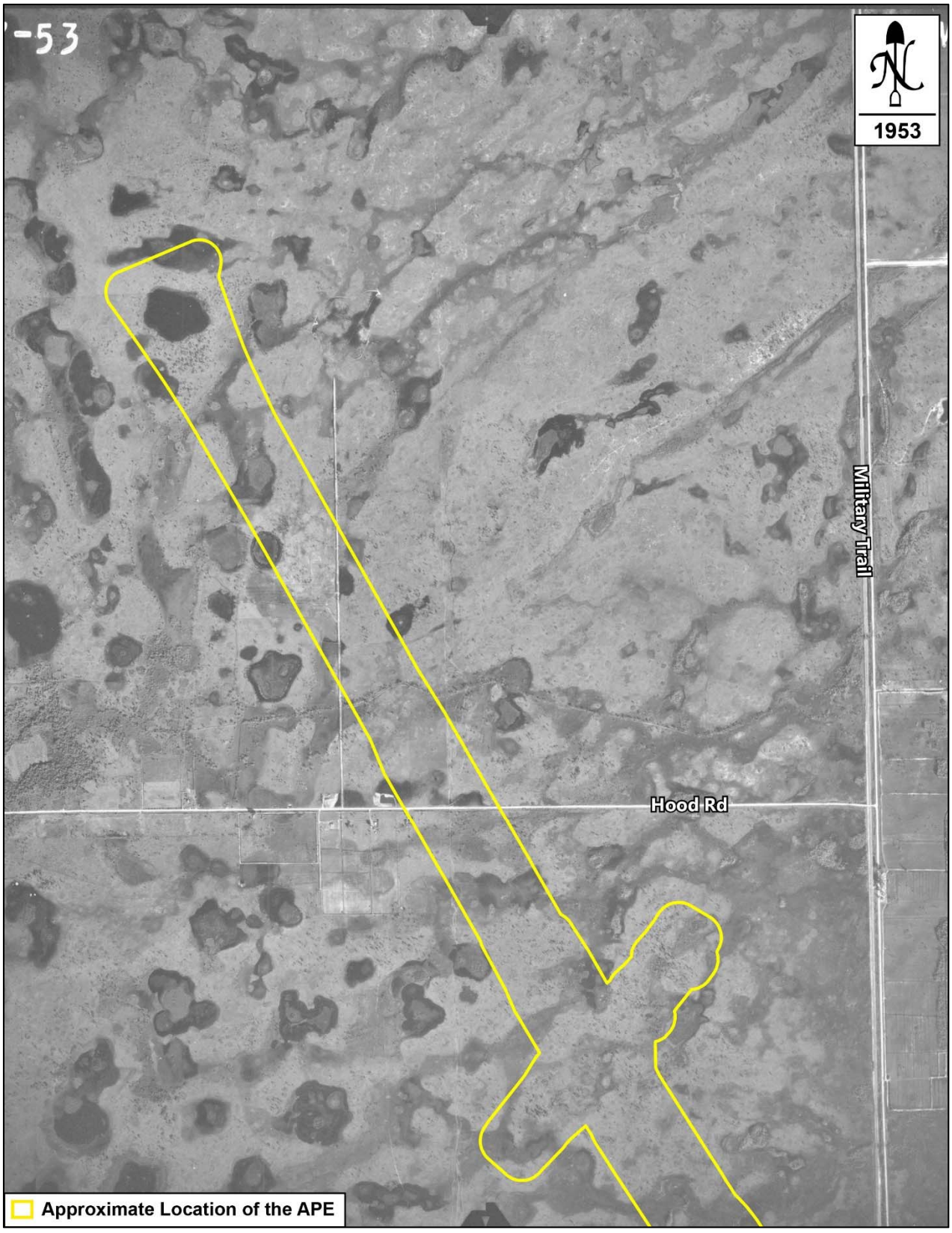
Wright, Leitch J.
1986 Creeks and Seminoles, Destruction and Regeneration of the Muscogulgee People. University of Nebraska Press, Lincoln.

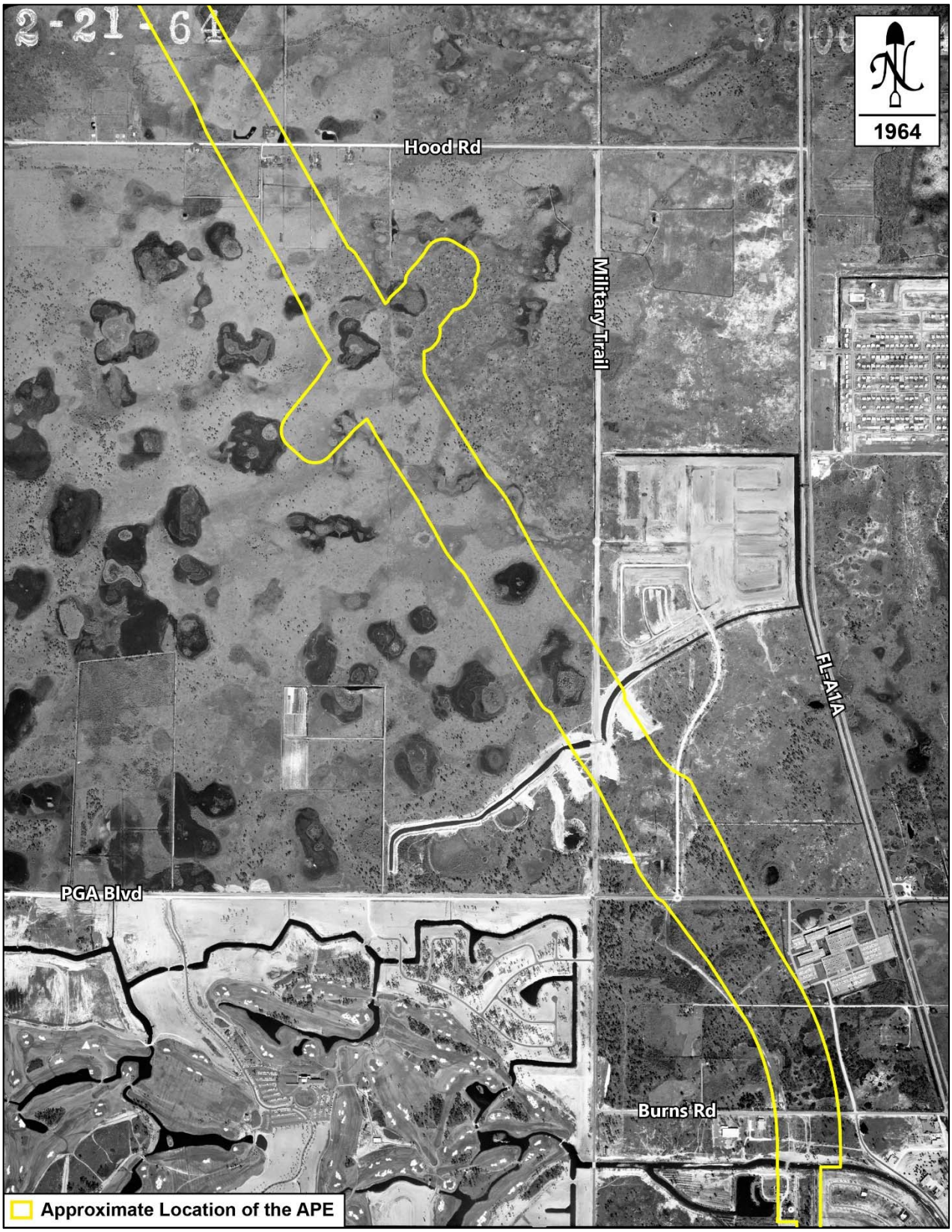
APPENDIX A

HISTORIC AERIALS ILLUSTRATING THE PROJECT APE

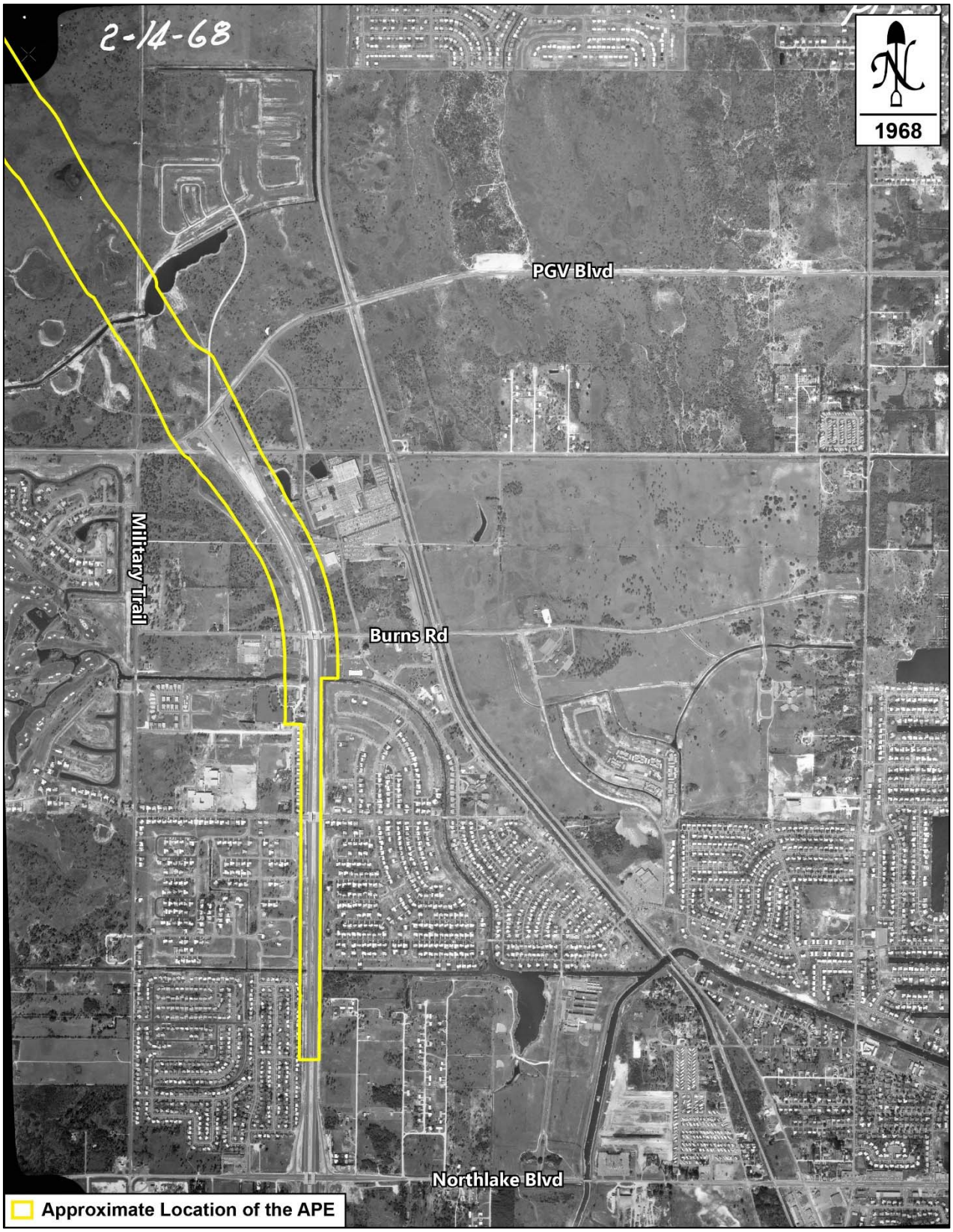

BUM-2L-
1953
Northlake Blvd
Military Trail
Beeline Hwy
Approximate Location of the APE


BUM
1953
FL-A1A
PGA Blvd
Approximate Location of the APE


-53
1953
Military Trail
Hood Rd
Approximate Location of the APE

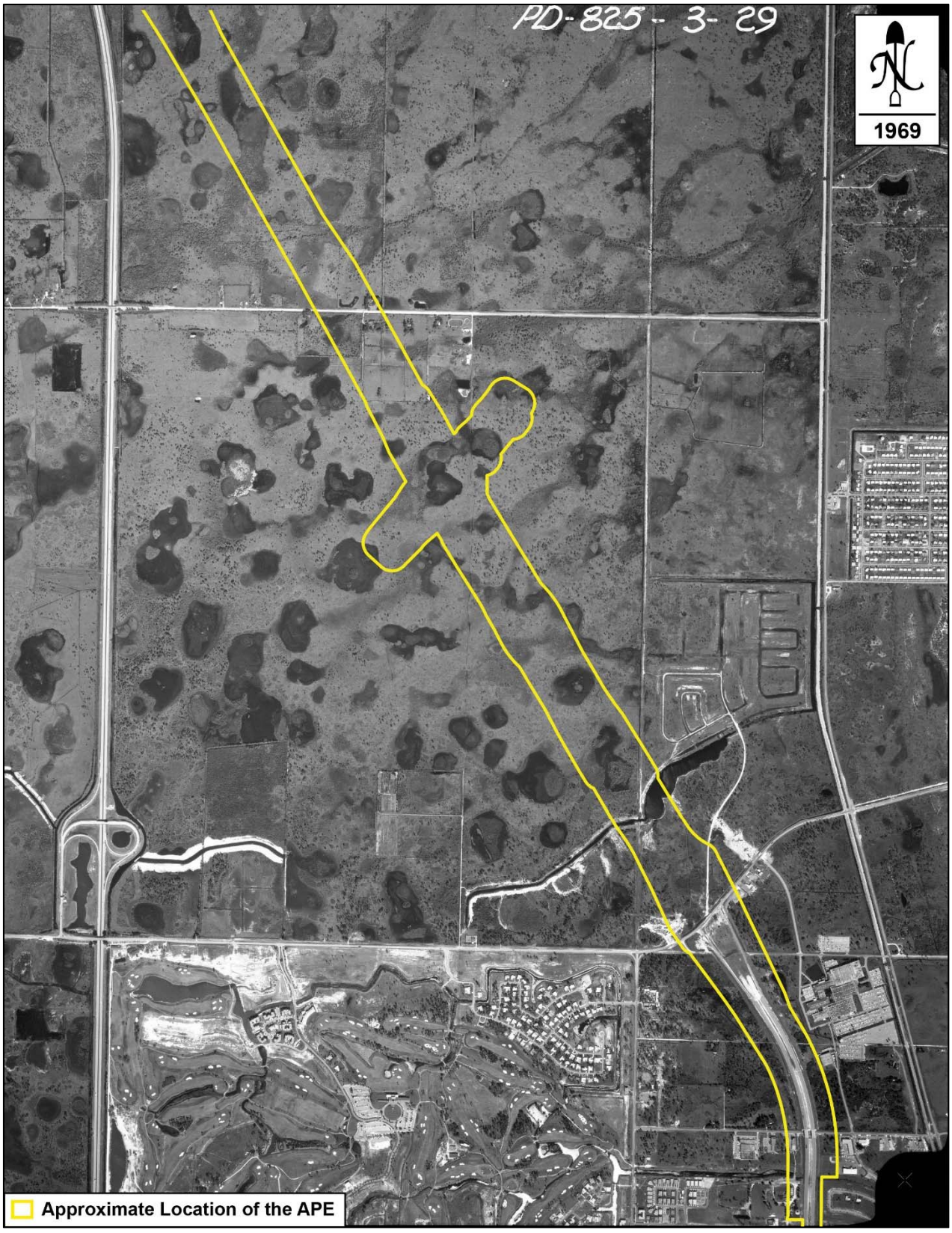

2-21-64
1964
Hood Rd
Military Trail
FL-A1A
PGA Blvd
Burns Rd
Approximate Location of the APE

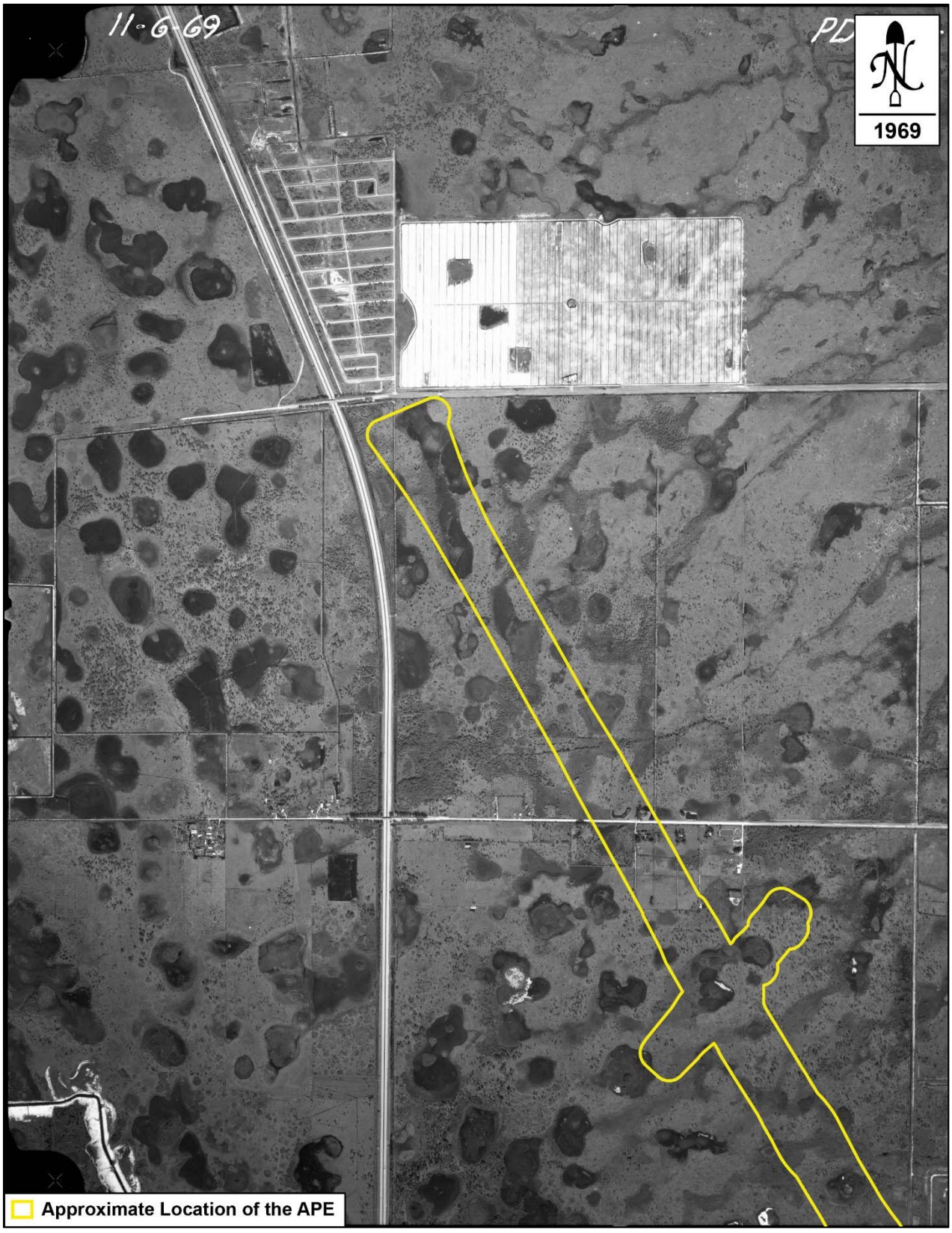

2-21-64
93.00
1964
Hood Rd
Military Trail
Approximate Location of the APE


2-14-68
1968
PGV Blvd
Military Trail
Burns Rd
Northlake Blvd
Approximate Location of the APE


2-14-68
1968
Donald Ross Rd
Military Trail
Hood Rd
PGA Blvd
Approximate Location of the APE

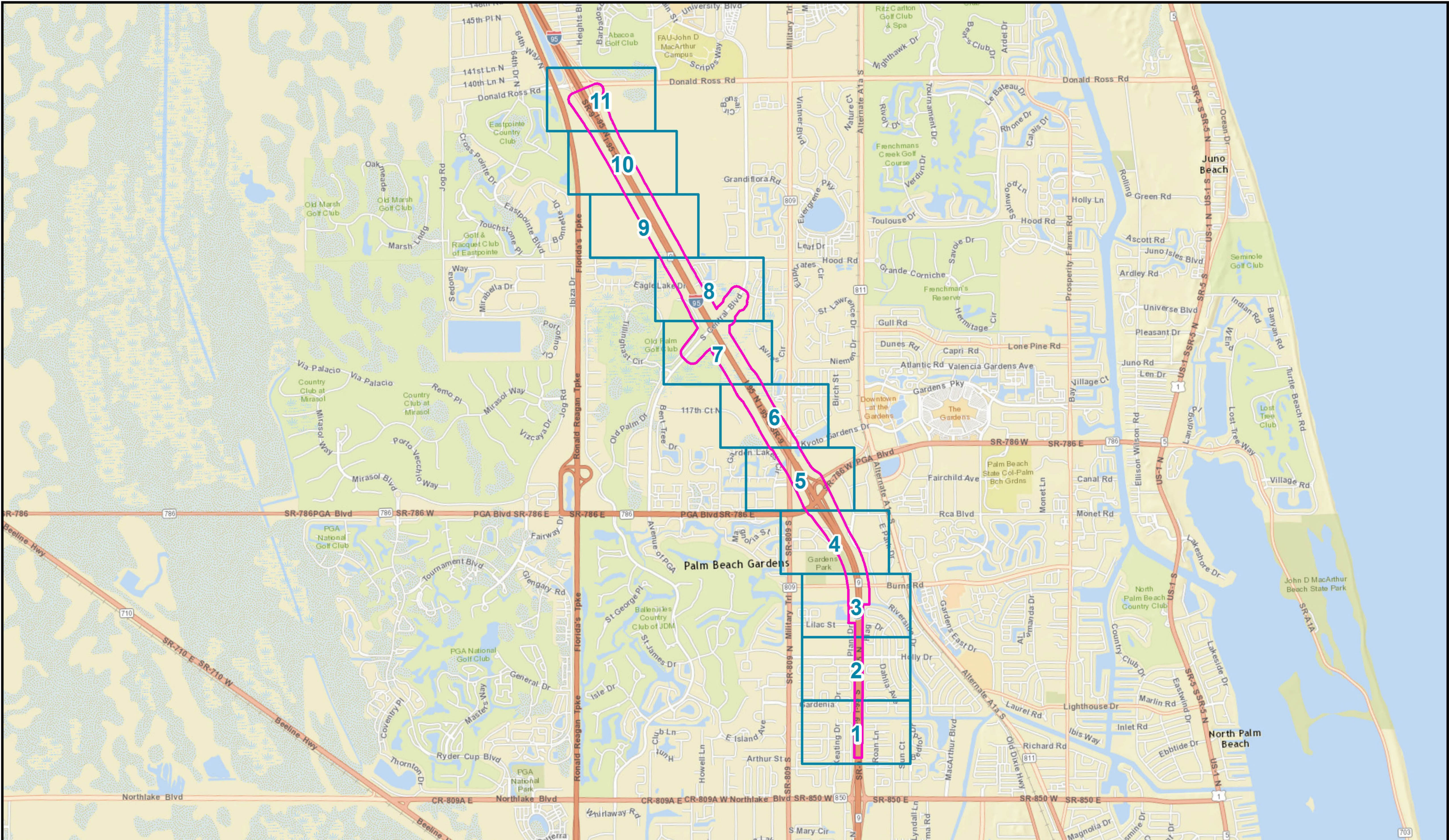

PD-825-3-21
N
1969
Approximate Location of the APE


PD-825 - 3- 29
1969
Approximate Location of the APE


11-6-69
PD
N
1969
Approximate Location of the APE

APPENDIX B

IDENTIFIED RESOURCES, LOCATION OF SHOVEL TEST, AND CURRENT CONDITIONS WITH THE PROJECT APE ILLUSTRATED ON AERIAL PHOTOGRAPHS



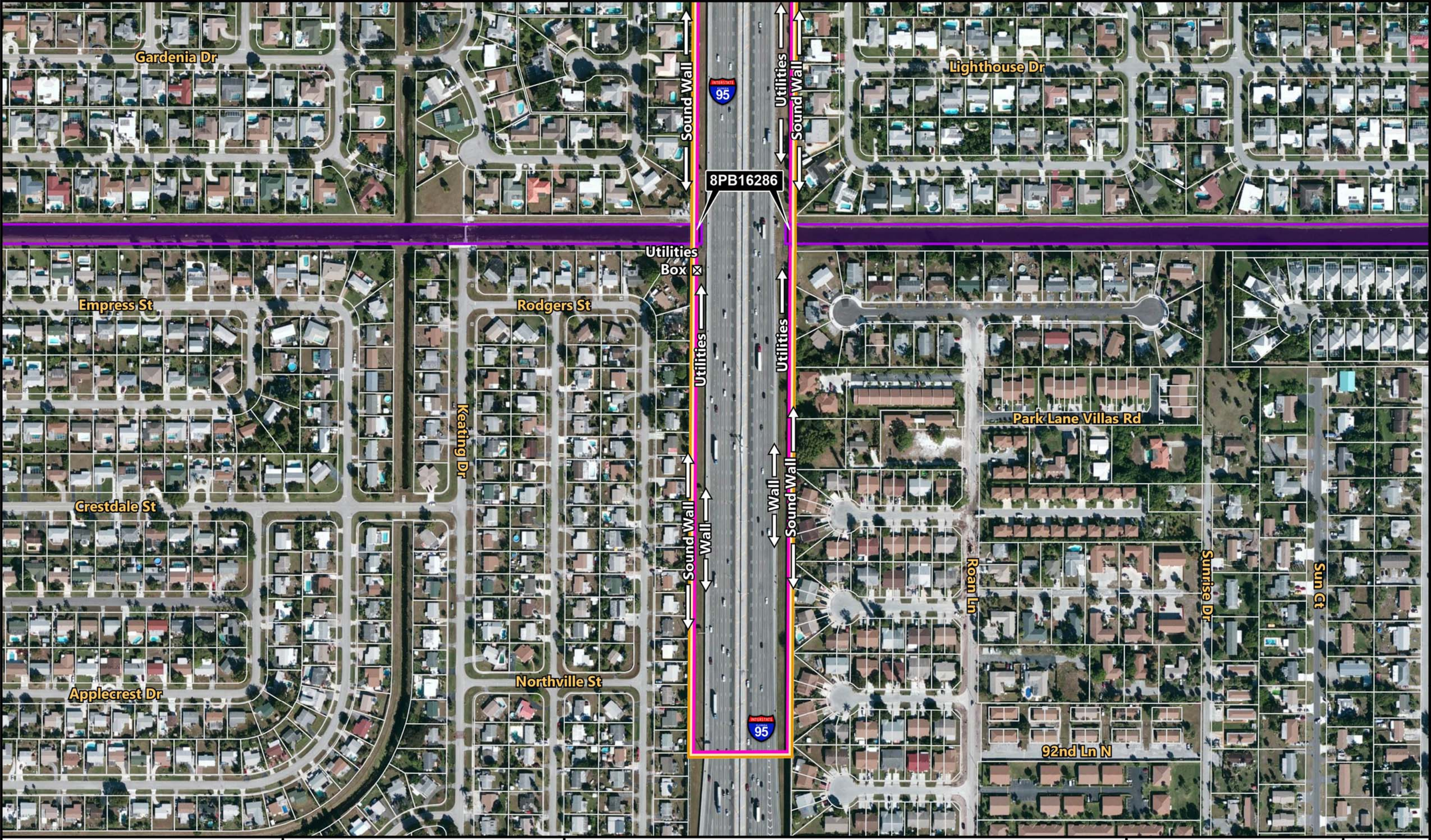
SR 9 (I-95) PD&E Study
at PGA Boulevard/Central Boulevard
(413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

Project Area
Map

Palm Beach County

0 0.5 1 Miles



SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

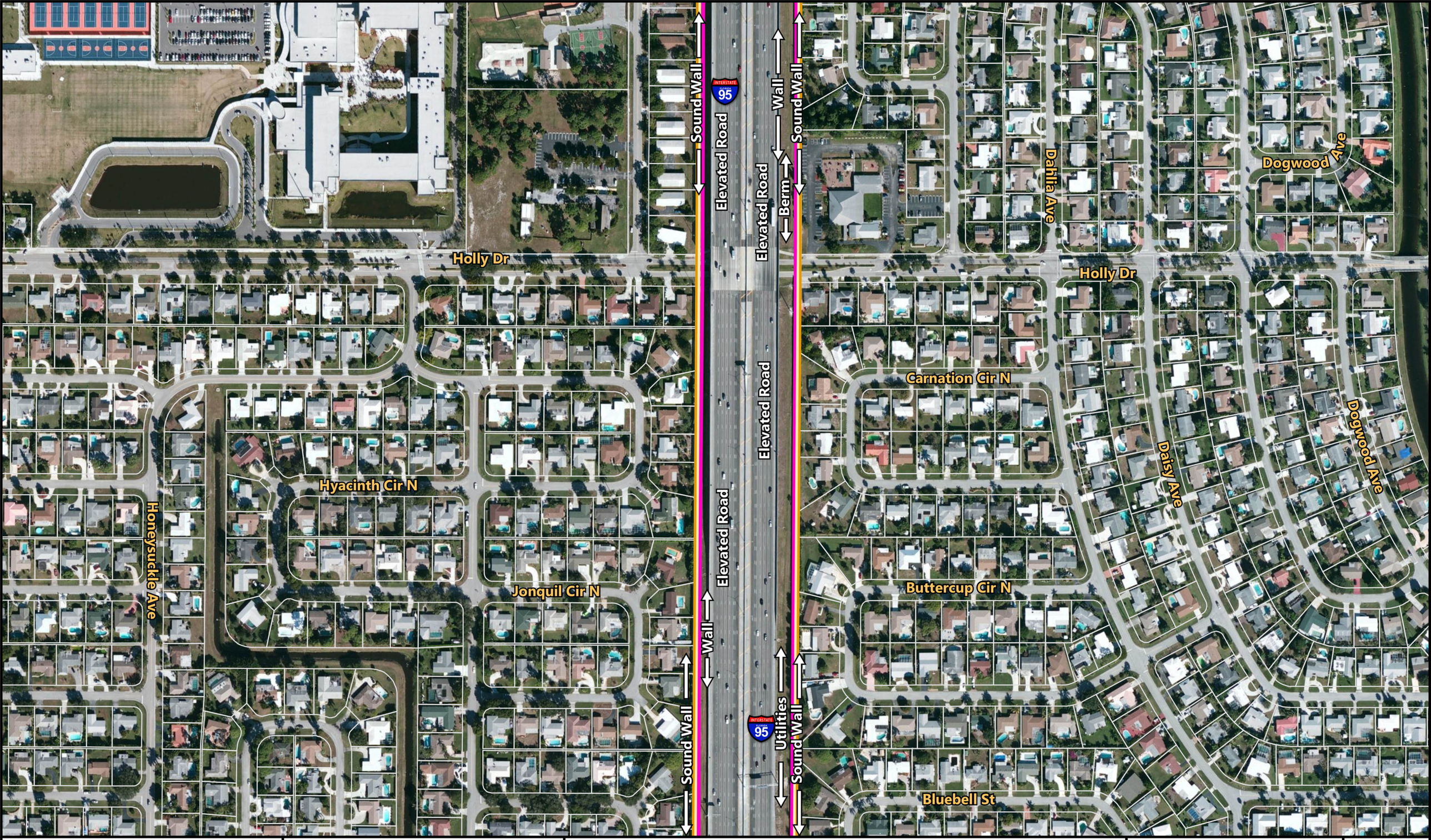
Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8PB000 Previously Recorded Historic Resource
- 8PB000 Newly Recorded Historic Resource

Palm Beach County

0 250 Feet

Map 1



SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

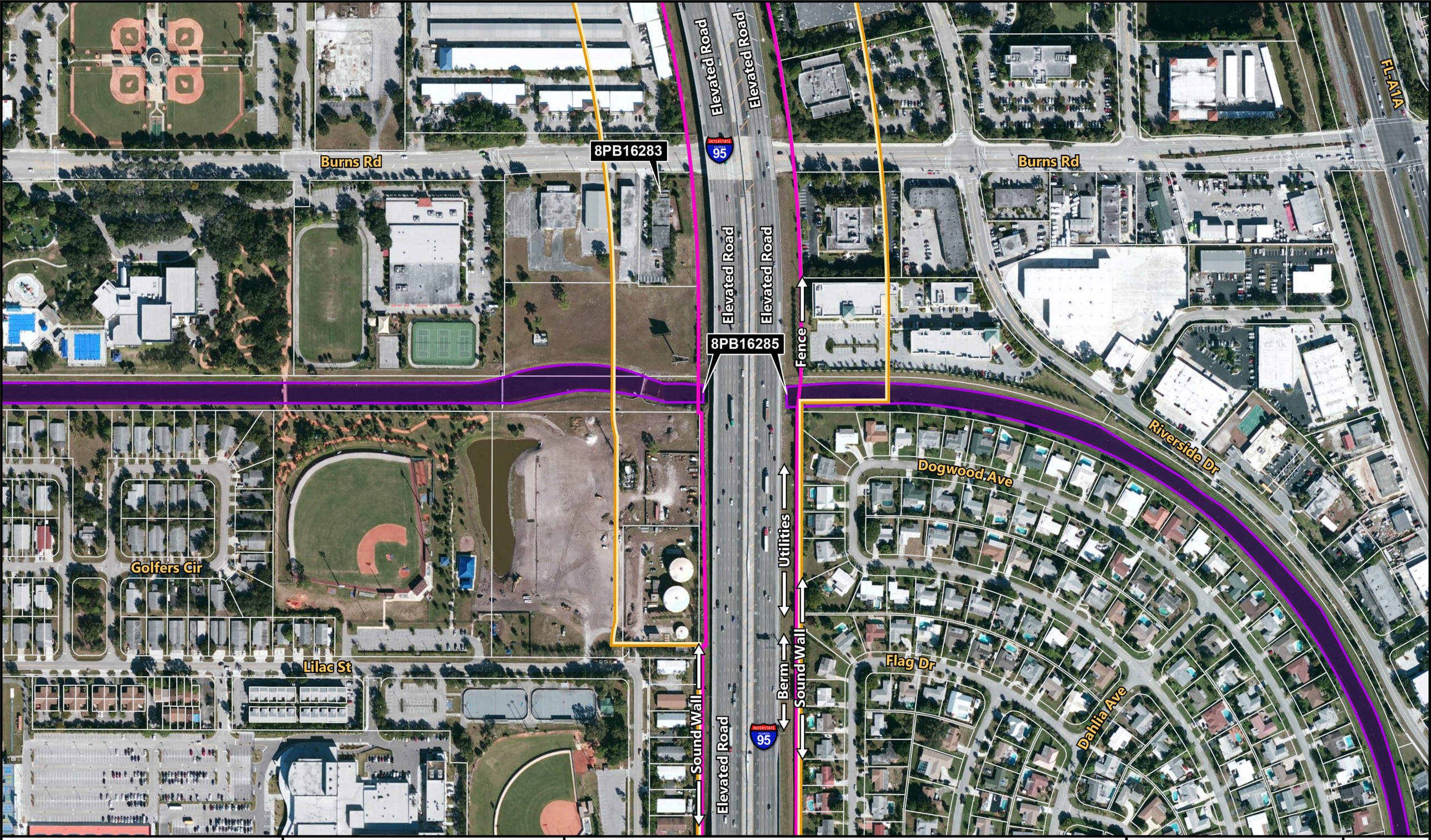
- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8PB000 Previously Recorded Historic Resource
- 8PB000 Newly Recorded Historic Resource

Palm Beach County

N

0 250 Feet

Map 2



SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

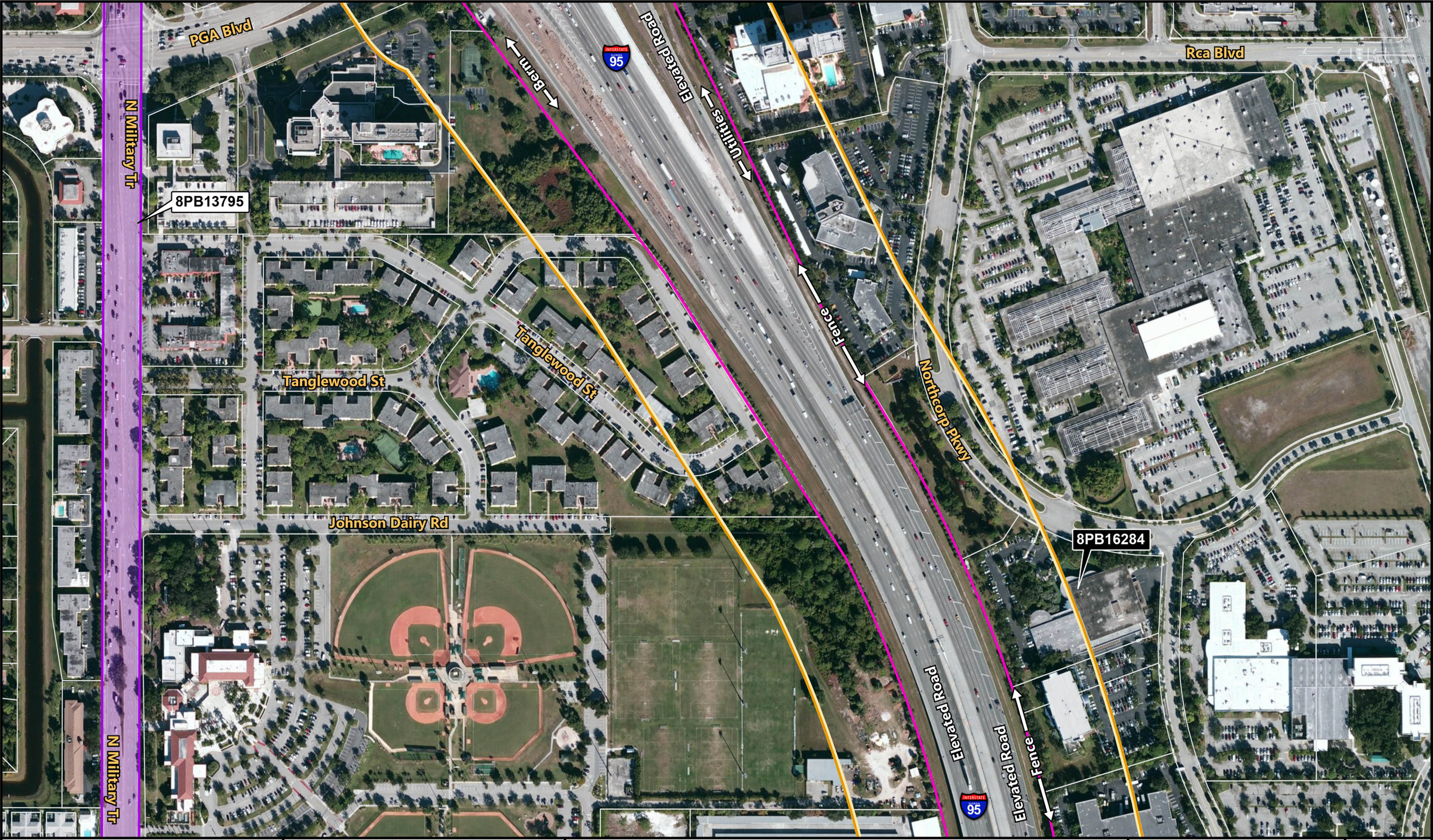
Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8PB000 Previously Recorded Historic Resource
- 8PB000 Newly Recorded Historic Resource

Palm Beach County

0 Feet 250

Map 3



SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

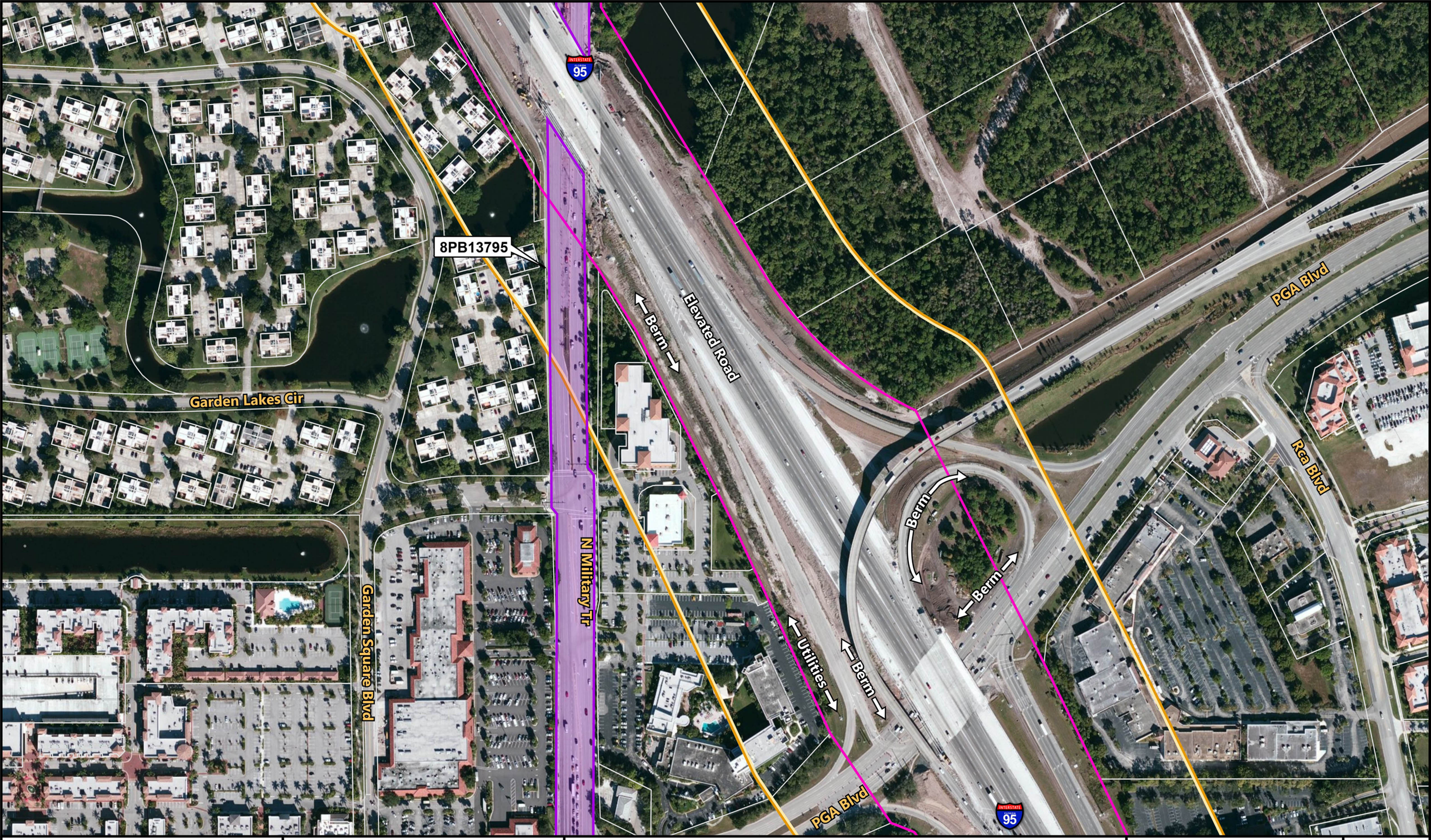
Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 Feet 250

Map 4



SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

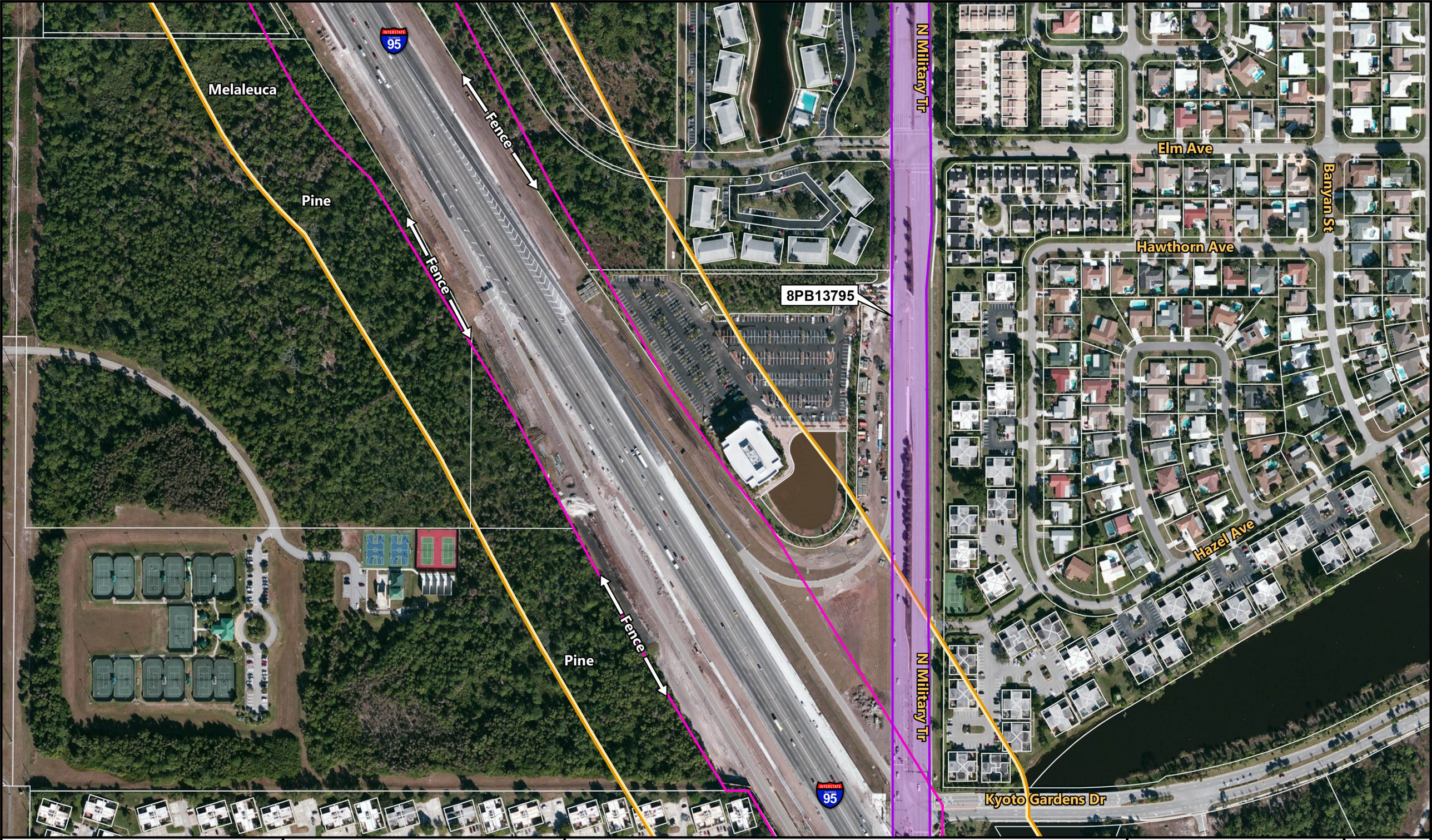
- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

N

0 Feet 250

Map 5



SR 9 (I-95) PD&E Study
at PGA Boulevard/Central Boulevard
(413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 250 Feet

Map 6

SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 250 Feet

Map 7

Hood Rd
Hood Rd
Woodruff Ln
Cabbage Palm
Sound Wall
Berm / Lights / Fiber Optics
Fence
Sound Wall
Lights / Berm
Cabbage Palm
Eagle Lake Dr
Plantation Way
Lights
Berm / Lights / Fiber Optics
Fence
Brazilian Pepper
Palmetto, Pine, and Occasional Palm
Pine
Central Blvd
Central Blvd
Victoria Falls Blvd
Construction Entrance

SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 Feet 250

Map 8

Cabbage Palm

Pine and Palmetto

Berm / Lights

Low Ditch

Fence

Fence

Wetland

Standing Water

Wide Ditch

Berm / Lights / Fiber Optics

Pine

Fence

Pond

SR 9 (I-95) PD&E Study
at PGA Boulevard/Central Boulevard
(413265-1-22-01)

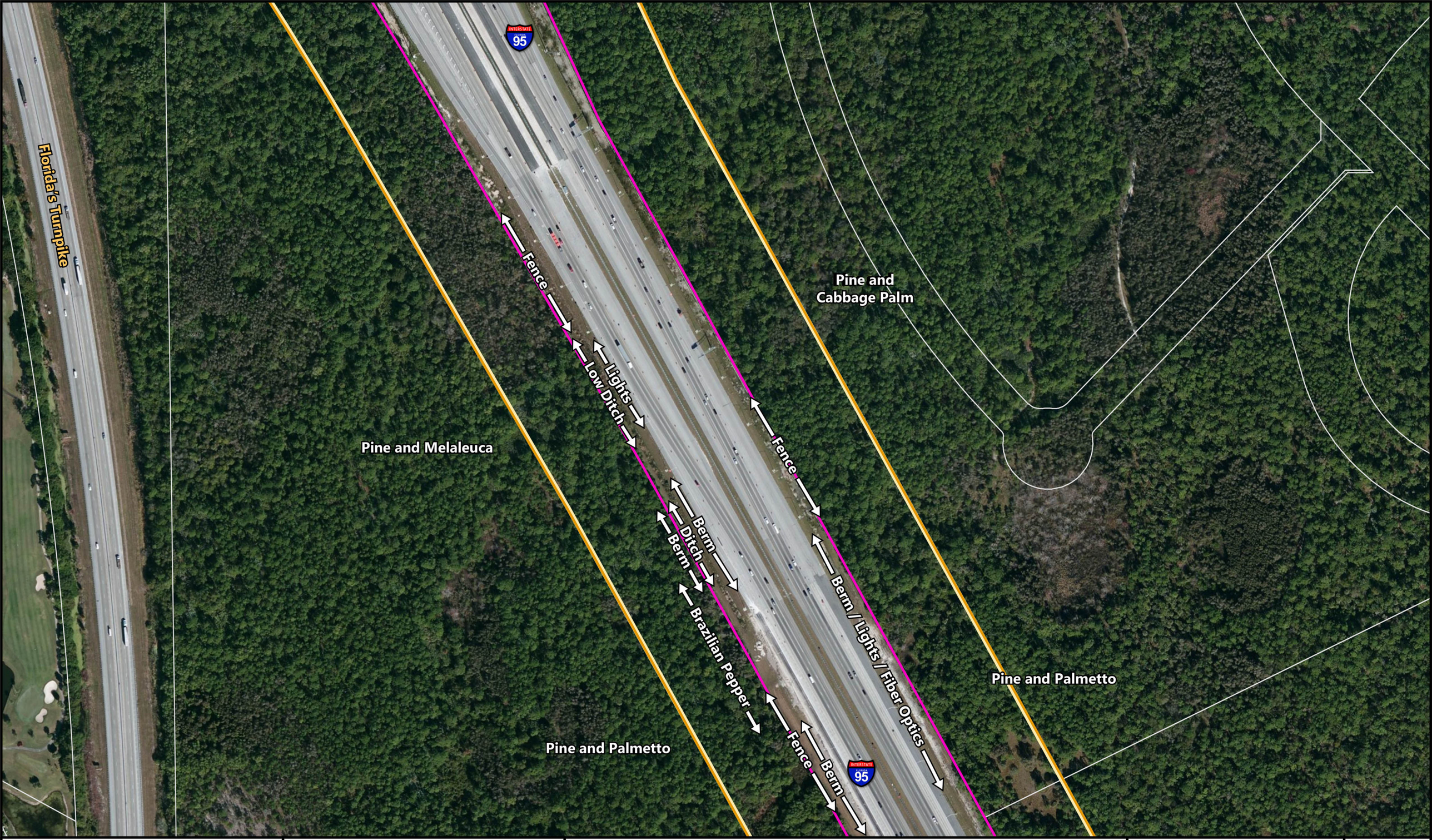
Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 250 Feet

Map 9



SR 9 (I-95) PD&E Study at PGA Boulevard/Central Boulevard (413265-1-22-01)

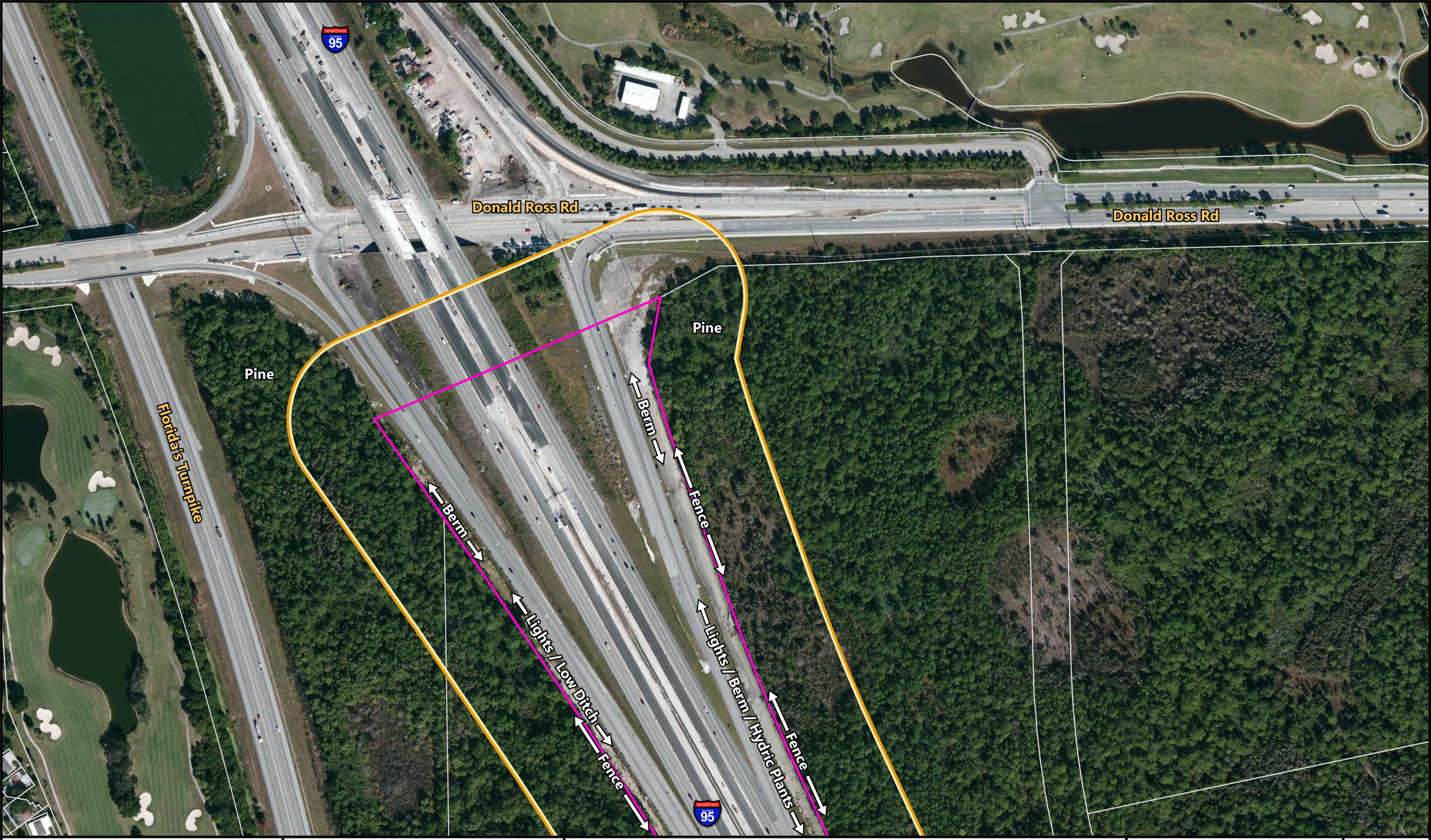
Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 Feet 250

Map 10



SR 9 (I-95) PD&E Study
at PGA Boulevard/Central Boulevard
(413265-1-22-01)

Identified Resources, Location of Shovel Test, and Current Conditions within the APE Illustrated on Aerial Photographs

- Archaeological APE
- Historic Resources APE
- Historic Linear Resources
- Negative Shovel Test
- 8BD000 Previously Recorded Historic Resource
- 8BD000 Newly Recorded Historic Resource

Palm Beach County

0 Feet 250

Map 11

APPENDIX C

CLG COORDINATION CORRESPONDENCE

Sent: Tuesday, November 03, 2015 1:35 PM
To: Christian Davenport
Cc: Amy Streelman; Kate Hoffman
Subject: I-95 Improvements

Mr. Davenport

Good afternoon, I hope this email finds you well. Improvements to State Road (SR) 9/I-95 are currently being evaluated. The proposed project includes the addition of some new mainlines/ramps, milling of the roadway, construction of additional bridges, and pavement removal. These improvements take place from north of Northlake Boulevard to south of Donald Ross Road. I have attached a map of the project area to this email for reference. We would appreciate if you would advise us of any locally-designated sites or other historic resources, or any issues or concerns you may have relative to the proposed project.

We completed our survey and did not identify any archaeological sites during the background research within or adjacent to the project corridor. Furthermore, we did not find that the project corridor was located within any archaeological zones described in the Prehistoric Resources in Palm Beach County: A Preliminary Predictive Study (Kennedy et al. 1991).

The historic resources survey resulted in the identification of one previously recorded historic roadway (8PB13795), two newly identified historic buildings (8PB16283 and 8PB16284), and two newly identified historic canals (8PB16285 and 8PB16286). A portion of the previously recorded Military Trail/State SR 809 (8PB13795) is located within the current area of potential effect (APE). The current study did not consider the portion of Military Trail/SR 809 within the APE to be eligible for listing in the National Register. The roadway has been substantially modified to meet modern transportation needs, including widening and repaving, and no longer conveys its historic appearance.

The Dog Days building located at 4052 Burns Road (8PB16283) is a common example of a Masonry Vernacular style commercial building which does not possess significant historical associations. The Anspach building (8PB16284), located at 4550 Riverside Drive, is an example of an Industrial Vernacular building which exhibits exterior modifications and also does not possess known historical associations. The current study considered Dog Days/4052 Burns Road (8PB16283) and Anspach/4500 Riverside Drive (8PB16284) to be ineligible for listing in the National Register.

The newly recorded canals within the historic resources APE (8PB16285 and 8PB16286) were constructed between 1953 and 1964, in connection to the vast mid-century residential development surrounding the project area. We found that the Earman River Relief Canal (C-17) and Earman River Canal (C-17) Branch exhibit common canal engineering techniques and do not possess outstanding historical significance. Therefore, these canals were also considered individually ineligible for listing in the National Register as part of the current study.

Thank you kindly for your time and input,

Sarah Edwards
Project Architectural Historian
Janus Research
1107 North Ward Street
Tampa, Florida 33607
ph: (813) 636-8200
Fax: (813) 636-8212
Sarah_Edwards@janus-research.com

From: Christian Davenport [mailto:cdavenpo@pbcgov.org]
Sent: Thursday, November 5, 2015 12:44 PM
To: Sarah Edwards <sarah_edwards@janus-research.com>
Subject: RE: I-95 Improvements

Hello,

The only site your project comes "close" to is the Briger Site (8PB13953). I know of no sites within the project corridor.

Chris

From: Don Kiselewski <info@pbghistoricalsociety.org>
Date: August 23, 2015 at 9:28:33 PM EDT
To: Amy Streelman <amy_streelman@janus-research.com>
Subject: RE: Palm Beach Gardens Historic Survey

Amy, you may not be aware of some of the facts about our city. These would play a key part in your survey.

Our City wasn't invorporated until 1959, and at that time the land was not inhabited, except for one squater on the land. He was promptly moved by John MacArthur, the founder of our city to a home in Lake Park, ad John personally burned the shaty that that Charlie Cooper was living in to the ground. Starting the city with a clean slate.

When the City was incorporateddd I-95 ended at PGA Blvd. It wasn't until the I-95 task force that was assembeled by Congressman Tom Lewis pushed to get the the missing link between the Gardens and Ft. Pierce completed. This was in 1987. Just 28 years ago, There Were five members of the taskforce. I represented Palm Beach Gardens, the south end of the link. I spent 12 years on the City council during this period.

AS far as historic building between PGA and Northlake, With the exception of Howell Watkins JR. Highschool and Palm beach Gardnes Highschool nothing

other than residential structures were constructed. And, for what it is worth, both of these structure were torn down three years ago and replaced with new buildings.

The only thing in the area of sigcnificatn historical value in the area is the huge banyan tree that John MacArthur had moved to the entrance of the city as its halmark. It is so large that the streat har to be routed around it have been laid in a gigantic circle for auto traffic.

Sorry, I couldn't help you more, but we are the new kid on the block. In 1970 the city had grown to 6,000 residents. . . the fastest growing city in the nation. From 1 to 6,000.

Cheers!

Don

APPENDIX D

FLORIDA MASTER SITE FILE FORMS FOR NEWLY IDENTIFIED RESOURCES

☐ Original
☒ Update

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

Site # PB13795
Field Date 7-30-2015
Form Date 8-6-2015
Recorder# 3

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Military Trail (Road) Multiple Listing [DHR only] _____
Project Name SR 9 (I-95) PD&E Study at PGA Blvd/Central Blvd FMSF Survey # _____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☐railway ☒road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☒state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:					

City/Town (within 3 miles) Palm Beach Gardens In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Palm Beach
Name of Public Tract (e.g., park) _____
1) Township 42S Range 42E Section 1 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name RIVIERA BEACH USGS Date 1967
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map) Military Trail (Road) within the APE extends north-south beneath the I-95 overpass for an approximate distance of .22 miles, in Township 42 South, Range 42 East, Section 1 of the Riviera Beach (1946 PR 1967) USGS quadrangle map.

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

RESOURCE GROUP FORM

Site #8 PB13795

HISTORY & DESCRIPTION

Construction Year: 1838 ☒approximately ☐year listed or earlier ☐year listed or later

Architect/Designer(last name first): Lauderdale, William Builder(last name first): _____

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

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

1. American Acquisiton & Dvlpmnt 1821-45
2. Nineteenth C. American 1821-1899
3. _____
4. _____

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

RESEARCH METHODS (check all that apply)

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

☒other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant) Please see continuation sheet

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information

Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information

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

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

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

DOCUMENTATION

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

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

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

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

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

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED

❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED

❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)

❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS **(Optional: aerial photos, views of typical resources)**
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: MILITARY TRAIL (ROAD)

A. NARRATIVE DESCRIPTION OF SITE

This road was originally a footpath created by the Seminole Indians circa 1838 that was expanded by the U.S. Army during the Second Seminole war. After the Battle of Okeechobee and two battles along the Loxahatchee River, where the Army met the Seminoles in a standing battle, the Seminole retreated farther south in the direction of the New River and south of Jupiter. The Army followed in search of their trails and when a newly made Seminole trail was found, General Jesup ordered Major William Lauderdale to build a military trail from Ft. Jupiter to New River (Procyk 2012). Using the labor of 223 Tennessee volunteers and the U.S. 3rd Artillery Regiment, known as the "construction pioneers", a 63-mile trail for the soldiers and wagons was constructed circa 1838 along a pine ridge with a slightly higher elevation that the surrounding marsh (Bojanowski 2008; Procyk 2012). The trail is shown on the 1856 Military Map of the Peninsula of Florida South of Tampa Bay (Ives 1856). Its approximate location is also noted on the 1845 GLO map where is labelled as "road to New River" and on the 1859 GLO plat as a dashed line with no label. The associated surveyors' notes describe the trail as "old road leading from Ft. Jupiter to New River" (FDEP 1845, 1859). The modern Military Trail (SR 809) was named after this trail and is recorded in the FMSF as 8PB13795.

B. DISCUSSION OF SIGNIFICANCE

Although the modern Military Trail highway/SR 806 serves as a reminder of an important historical period and association, the 19th century trail no longer retains its historic appearance, setting, or character and lacks integrity. Based on this, the segment of Military Trail (road) within the APE is considered ineligible for listing in the National Register under Criteria A, B, C, or D.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Bojanowski, Alice
2008 Site file for Military Trail (8PB13795). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Ives, Lt. J. C.
1856 Military Map of the Peninsula of Florida, South of Tampa Bay. Prepared by Lt. J. C. Ives, Top. Engineers, by order of Jefferson Davis, Secretary of War. Photocopy on file, Janus Research, St. Petersburg.

Procyk, Richard
2012 History Town of Jupiter: Military Trail. Accessed online at www.jupiter.fl.us/History on September 20, 2015.

SITE NAME: MILITARY TRAIL (ROAD)

Florida Department of Environmental Protection (FDEP)
1845 Plat Map for Township 41 South, Range 42 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, http://199.73.242.56/default.asp, accessed March 2, 2015.
1859 Plat Map for Township 42 South, Range 42 East. Division of State Lands, Board of Trustees Land Document System. Electronic document, http://199.73.242.56/default.asp, accessed March 2, 2015.

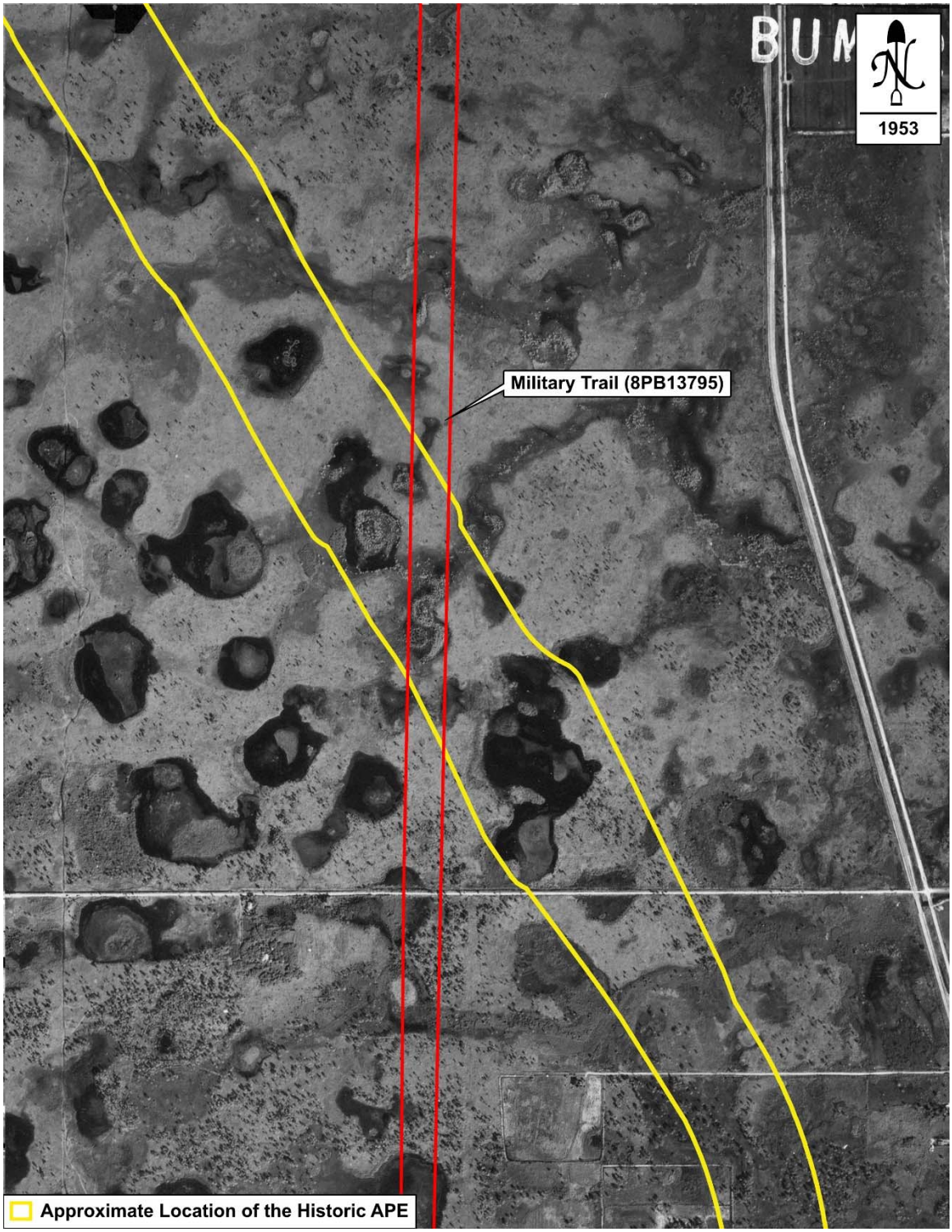


Figure 1: 1953 Aerial Photograph of Military Trail (Road) (8PB13795) within the Historic Resources APE

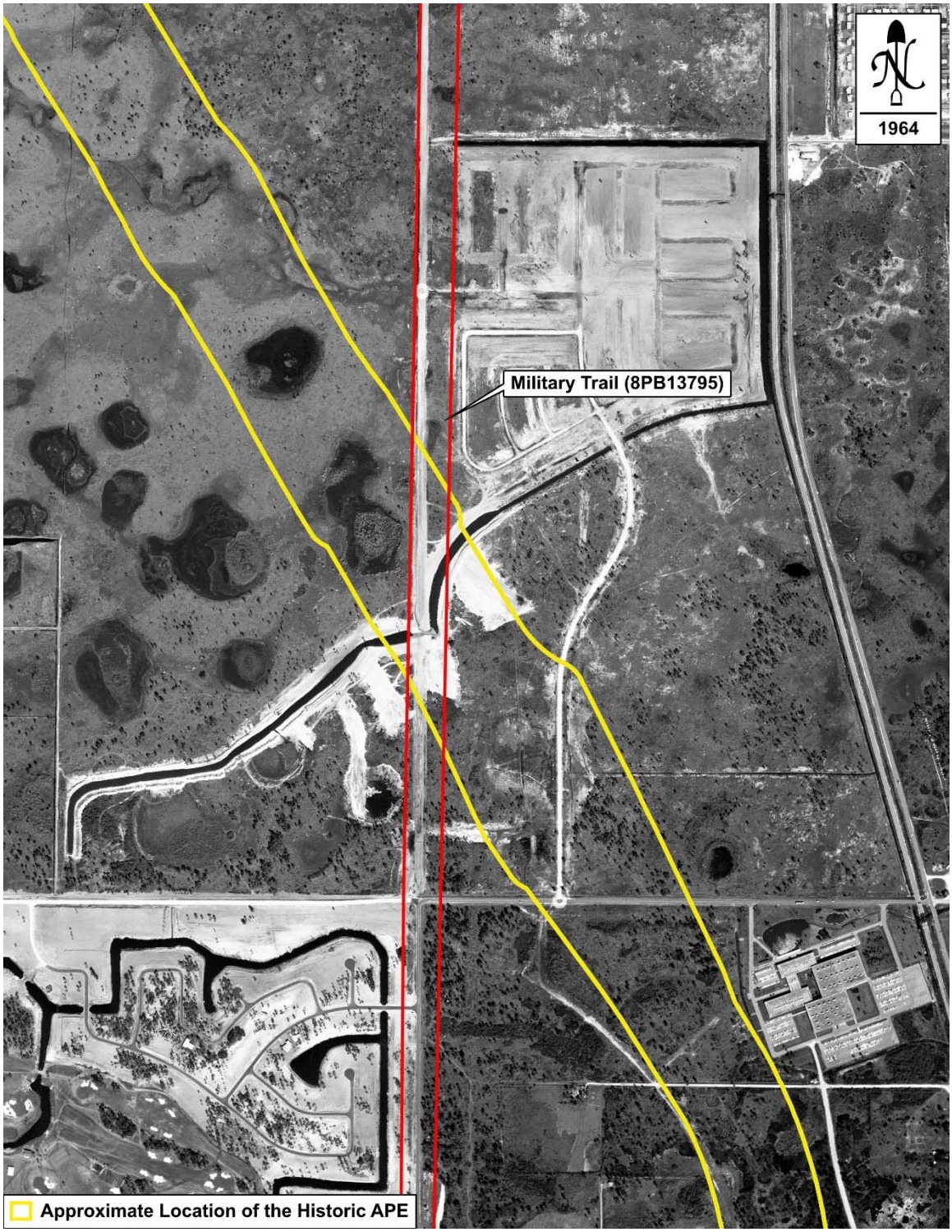


Figure 2: 1964 Aerial Photograph of Military Trail (Road) (8PB13795) within the Historic Resources APE

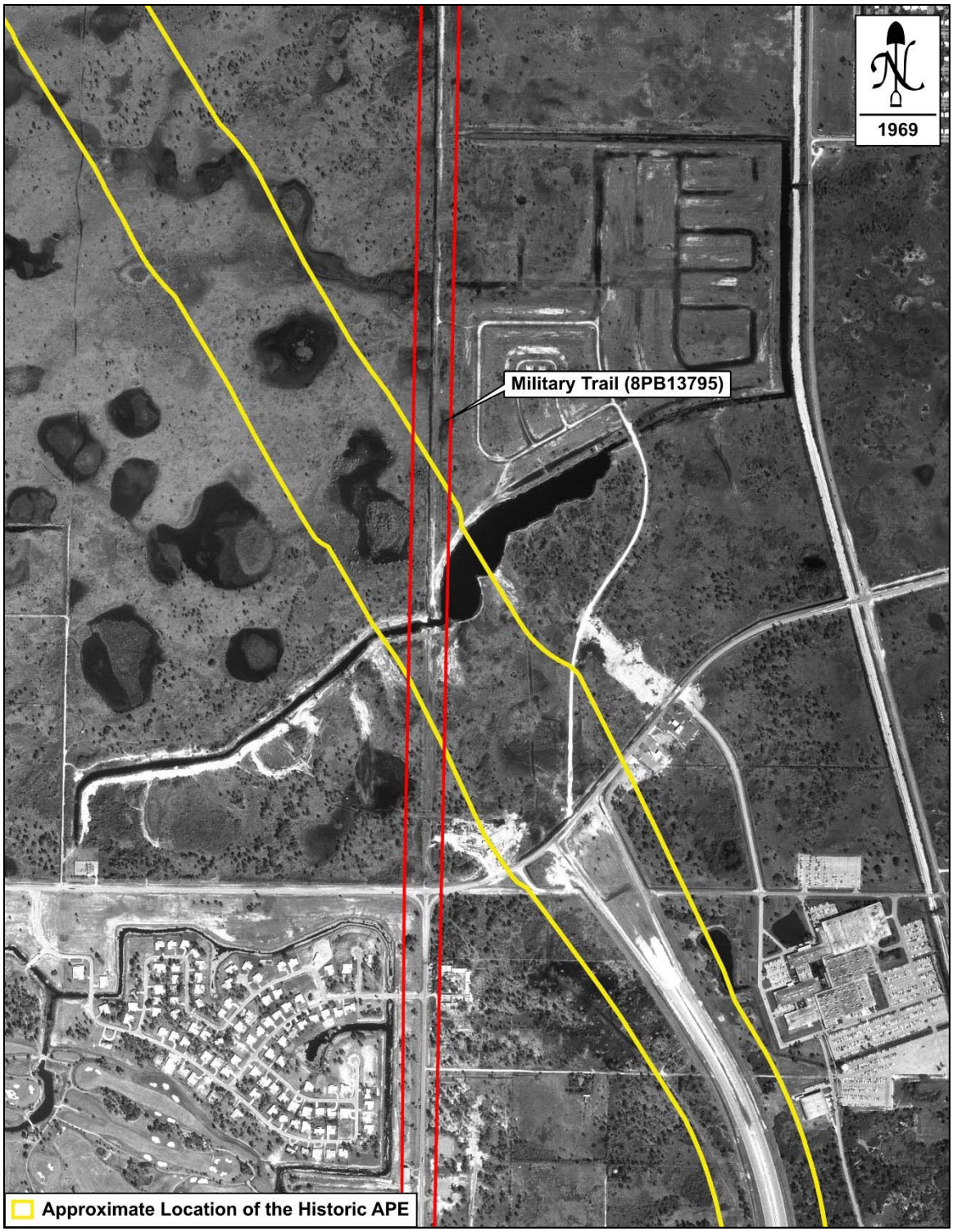


Figure 3: 1969 Aerial Photograph of Military Trail (Road) (8PB13795) within the Historic Resources APE

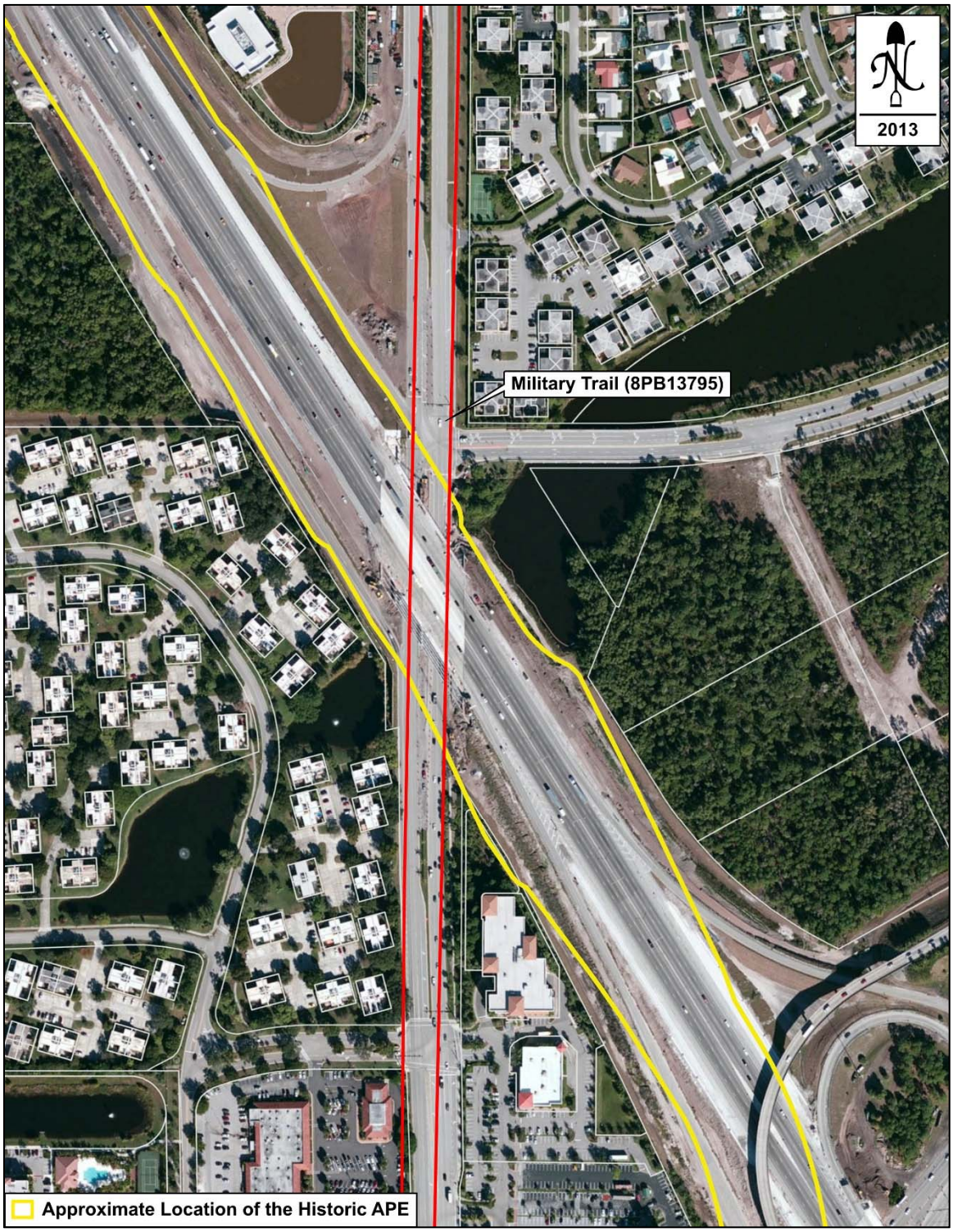
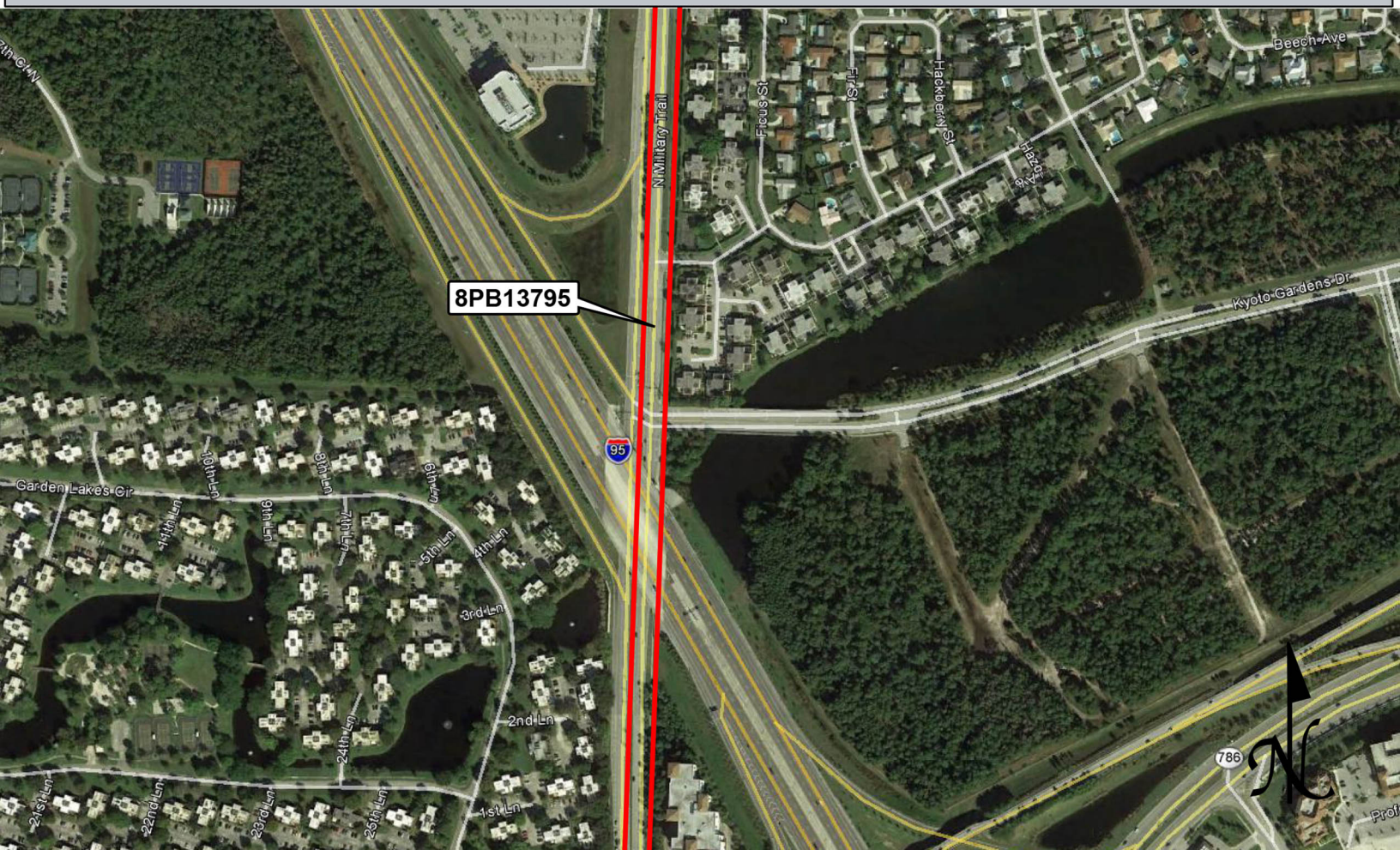


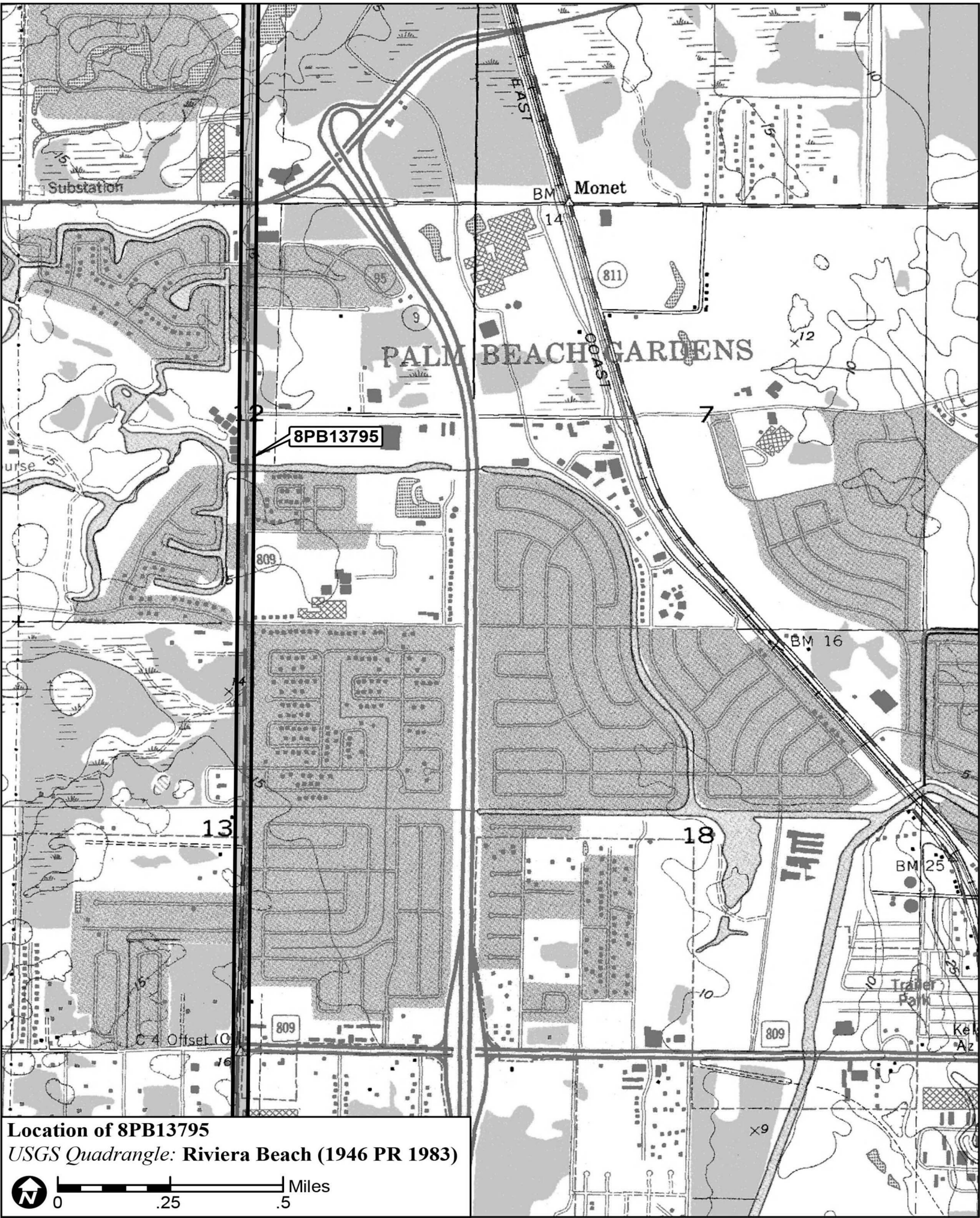
Figure 4: Modern Aerial Photograph of Military Trail (Road) (8PB13795) within Historic Resources APE

PHOTOGRAPH

SKETCH MAP



USGS QUADRANGLE MAP



Location of 8PB13795

USGS Quadrangle: **Riviera Beach (1946 PR 1983)**

N

0 .25 .5 Miles

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 PB16283
Field Date 7-30-2015
Form Date 8-6-2015
Recorder # 1

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

Site Name(s) (address if none) Dog Days/4052 Burns Rd Multiple Listing (DHR only) _____
Survey Project Name SR 9 (I-95) PD&E Study at PGA Blvd/Central Blvd Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	4052		Burns	Road	

Cross Streets (nearest / between) SW intersection of I-95 and Burns Rd
USGS 7.5 Map Name RIVIERA BEACH USGS Date 1967 Plat or Other Map _____
City / Town (within 3 miles) Palm Beach Gardens In City Limits? ☒yes ☐no ☐unknown County Palm Beach
Township 42S Range 42E Section 12 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 52-42-42-12-28-000-0000 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☒17 Easting 589609 Northing 2967954
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1962 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Commercial From (year): 1962 To (year): _____
Current Use Commercial From (year): _____ To (year): 2015
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: c. 2000s Nature Windows and doors replaced
Additions: ☒yes ☐no ☐unknown Date: c. 1969 Nature S flat roof garage bay addition
Architect (last name first): Unknown Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.) _____

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

DESCRIPTION

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

Distinguishing Architectural Features (exterior or interior ornaments) The building features a N cantilevered walkway, roof ledge coping, and NH concrete window and door surrounds.

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) None

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

HISTORICAL STRUCTURE FORM

Site # PB16283

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Concrete block 2. _____ 3. _____
Foundation Type(s): 1. Continuous 2. _____
Foundation Material(s): 1. Concrete Block 2. _____
Main Entrance (stylistic details) At the N facade are replacement glass and metal double-doors.

Porch Descriptions (types, locations, roof types, etc.) There is a N cantilevered ledge walkway above the main entrance doors.

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource This MV style commercial building is irregular in form with 3 distinct multi-level roof portions. At the N is a cantilevered walkway above the main entrance. There are 3 garage bay doors at the west elevation of the building.
Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

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

☒other methods (describe) Historic aerial and aerial photographs
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (**required**, whether significant or not; use separate sheet if needed) This building does not possess sufficient significance for individual listing in the National Register. It is not located within an area of contiguous historic resources which would comprise a National Register-eligible historic district.
Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

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

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

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

RECORDER INFORMATION

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

Required Attachments

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

PHOTOGRAPH

SKETCH MAP

USGS QUADRANGLE MAP

Location of 8PB16283

USGS Quadrangle: **Riviera Beach (1946 PR 1983)**

N

0 .25 .5 Miles

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 PB16284
Field Date 7-30-2015
Form Date 8-6-2015
Recorder # 2

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

Site Name(s) (address if none) Anspach Building/4500 Riverside Dr Multiple Listing (DHR only) _____
Survey Project Name SR 9 (I-95) PD&E Study at PGA Blvd/Central Blvd Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	4500		Riverside		

Cross Streets (nearest / between) SW intersection of Riverside Dr and Northcorp Pkwy
USGS 7.5 Map Name _____ USGS Date 1967 Plat or Other Map _____
City / Town (within 3 miles) Palm Beach Gardens In City Limits? ☒yes ☐no ☐unknown County _____
Township _____ Range _____ Section 7 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 52-42-42-12-27-000-0020 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone ☐16 ☐17 Easting 589756 Northing 2968336
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1966 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Storage building From (year): 1966 To (year): _____
Current Use Storage building From (year): _____ To (year): 2015
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: c. 1990s Nature Please see continuation sheet
Additions: ☒yes ☐no ☐unknown Date: c. 1990s Nature Please see continuation sheet
Architect (last name first): Unknown Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.) _____

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

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.) Pigmented structural glass windows are present, as well as clerestory windows and 1-light fixed windows.
Distinguishing Architectural Features (exterior or interior ornaments) The building features pilasters, metal roof coping, and wide overhanging eaves.
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.) There is a south non historic building appended via a breezeway.

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

HISTORICAL STRUCTURE FORM

Site # 8 PB16284

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Metal skeleton 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Poured Concrete Footing 2. _____
Main Entrance (stylistic details) Within the N addition entrance are replacement glass and metal double-doors.

Porch Descriptions (types, locations, roof types, etc.) There is a walkway/bridge to the entrance at the N addition which includes zig-zag concrete walls and simple metal balustrade.

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource Please see continuation sheet

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

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

☒other methods (describe) Historic aerial and aerial photographs
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) _____

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (**required**, whether significant or not; use separate sheet if needed) Please see continuation sheet

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

DOCUMENTATION

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

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

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

RECORDER INFORMATION

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

Required Attachments

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

SITE NAME: ANSPACH BUILDING/4500 RIVERSIDE DRIVE

A. NARRATIVE DESCRIPTION OF SITE

This circa–1966 Industrial Vernacular style building is located at 4500 Riverside Drive, at the southwest intersection of Riverside Drive and Northcorp Parkway, in Township 42 South, Range 43 East, Section 7 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida. The building is constructed of metal curtain wall framing, and portions are clad in non-historic stucco. It rests on a poured concrete slab footing. The building is comprised of several flat roof portions clad in built-up materials. The original flat roof portion is located closest to the southwest intersection of Riverside Drive and Northcorp Parkway. This building portion is illustrated in Figure 1, a 1968 aerial photograph.

Aerial photographs from 1969 and 1995 reveal that the curvilinear flat roof entrance at the northwest corner of the building was an addition which took place between these years. This entrance incorporates pigmented structural glass windows and stucco panels. The glass and metal double doors within this entrance are accessed by a non-historic concrete bridge with zig-zag pattern concrete walls with metal balustrade. This bridge carries pedestrian traffic over a non-historic fountain, which mimics the curvilinear entrance in form. A flat roof addition was also constructed at the south elevation of the building around this time period.

A large flat roof addition was appended at the west elevation of the building between 1995 and 1999, and can be seen in Figure 2, a current aerial photograph. This addition included a curvilinear portion which resembles the northwest corner non-historic entrance addition. A covered carport is appended at the east elevation and a breezeway connecting the current building to a non-historic ancillary building has been constructed at the south elevation of 4500 Riverside Drive. Aside from the structural windows at the entrance, metal fixed-light and clerestory windows are present. Exterior ornamentation includes pilasters, metal roof coping, and a wide overhanging eaves. The building is sited in an industrial park and remains in good condition.

SITE NAME: ANSPACH BUILDING/4500 RIVERSIDE DRIVE

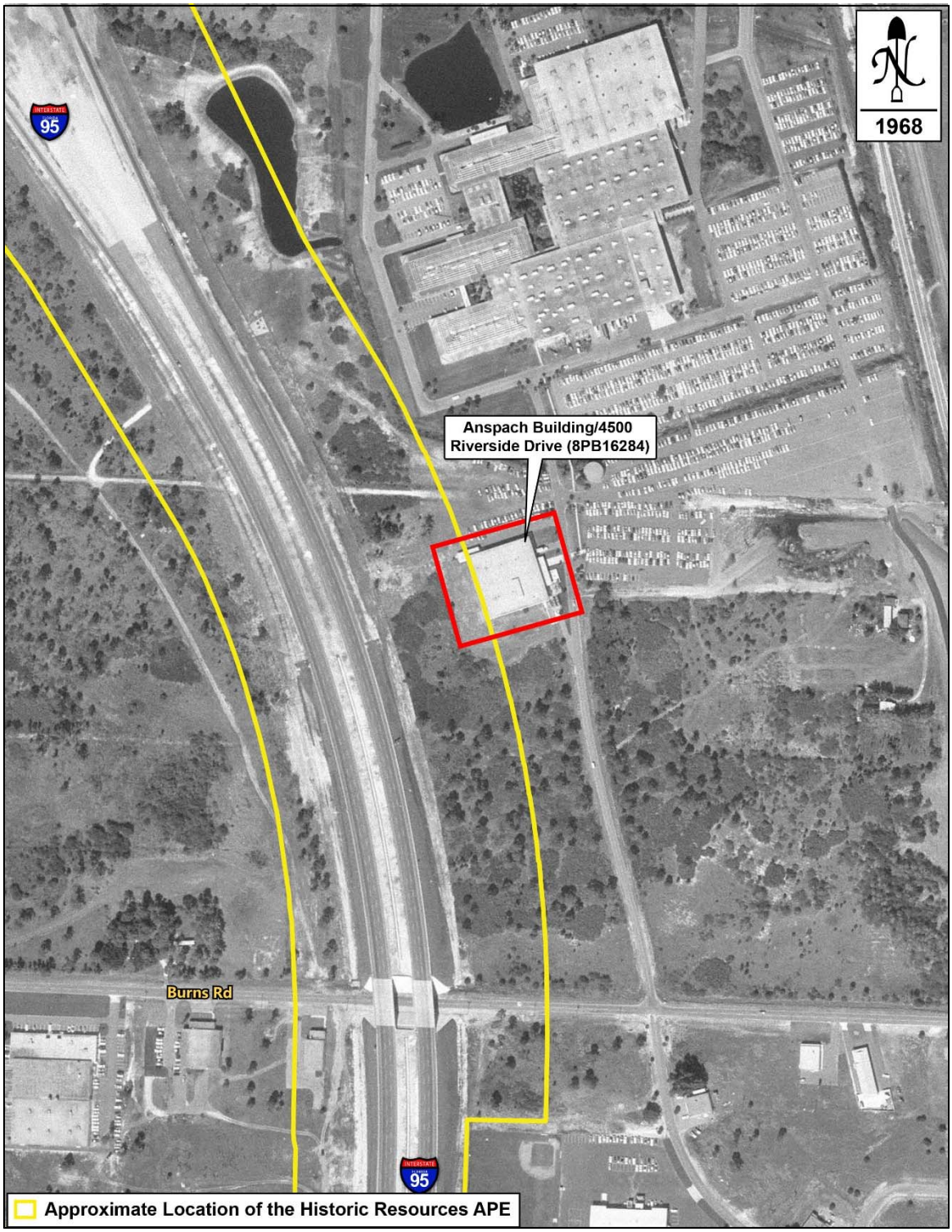


Figure 1: A 1968 Aerial Photograph of the Anspach Building/4500 Riverside Drive (8PB16284)

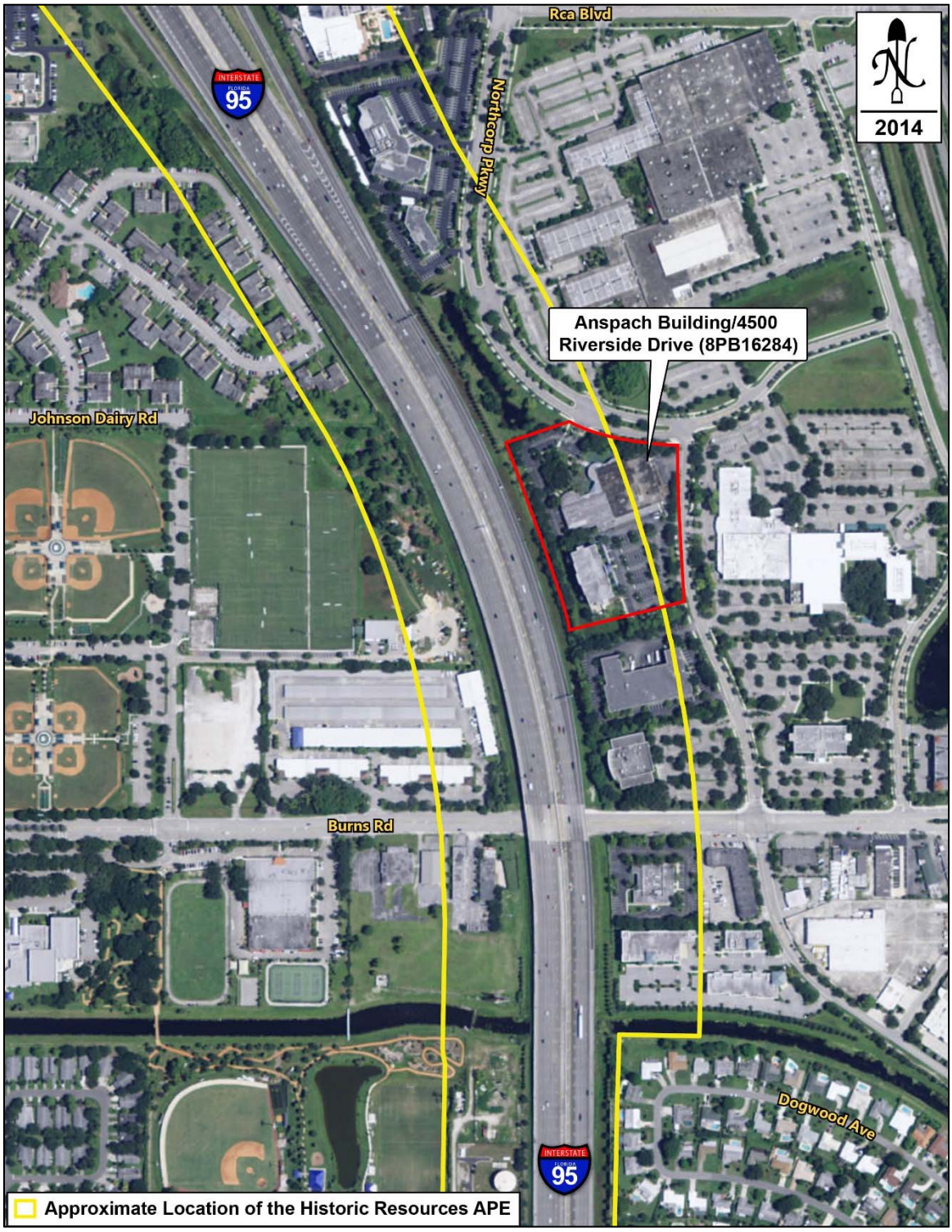


Figure 2: A Current Aerial Photograph of the Anspach Building/4500 Riverside Drive (8PB16284)

SITE NAME: ANSPACH BUILDING/4500 RIVERSIDE DRIVE

B. DISCUSSION OF SIGNIFICANCE

The Anspach Building/4500 Riverside Drive exhibits substantial exterior modifications, which affect its historic integrity and it does not possess sufficient historic or architectural significance for individual listing in the National Register. Further, the building is not located in an area which would comprise a National Register–eligible historic district. This building does not meet National Register Criteria A, B, C, or D.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida Department of Transportation (FDOT), Surveying and Mapping Office
2015 Aerial Photography Archive. Electronic documents, https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/, accessed March 2, 2015.

PHOTOGRAPH

SKETCH MAP

USGS QUADRANGLE MAP

Location of 8PB16284

USGS Quadrangle: **Riviera Beach (1946 PR 1983)**

N

0 .25 .5 Miles

☒ Original
☐ Update

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

Site #8 PB16285
Field Date 7-30-2015
Form Date 8-6-2015
Recorder# 4

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Earman River Relief Canal Multiple Listing [DHR only] _____
Project Name SR 9 (I-95) PD&E Study at PGA Blvd/Central Blvd FMSF Survey # _____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☒canal ☐railway ☐road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☒county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:					

City/Town (within 3 miles) Palm Beach Gardens In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Palm Beach
Name of Public Tract (e.g., park) _____

1) Township 42S Range 42E Section 13 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township 42S Range 43E Section 18 ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE

USGS 7.5' Map(s) 1) Name RIVIERA BEACH USGS Date 1967
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map) Within the APE, the canal extends east/west at either side of I-95 for a distance of approximately 645 feet in Township 42 South, Range 42 East, Section 13 and Township 42 South, Range 43 East, Section 18 on the Riviera Beach (1946 PR 1967)USGS quad.

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

RESOURCE GROUP FORM

Site #8 PB16285

HISTORY & DESCRIPTION

Construction Year: 1964 ☐approximately ☒year listed or earlier ☐year listed or later

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

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

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

1. Modern (Post 1950)
2. Twentieth C American
3.
4.

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

RESEARCH METHODS (check all that apply)

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

☒other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant) Please see continuation sheet

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information

Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information

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

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

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

DOCUMENTATION

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

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

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

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

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

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED

❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED

❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)

❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS **(Optional: aerial photos, views of typical resources)**
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: EARMAN RIVER RELIEF CANAL

A. NARRATIVE DESCRIPTION OF SITE

Within the historic resources APE, the Earman River Relief Canal is oriented east-west at either side of the SR 9/I-95, in Township 42 South, Range 42 East, Section 13 and Township 42 South, Range 43 East, Section 18 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida. Outside of the APE, this canal flows south and connects to the newly recorded Earman River Canal (8PB16285). According to aerial photographs of the area, this canal was constructed between 1953 and 1964, in connection with the mid-century residential development of Palm Beach Gardens. The canal within the APE is approximately 645 feet in length, with an approximate width of 64 feet. It features grassy embankments and is primarily sited in a combined residential and commercial area. At the south bank of the canal to the west of SR 9/I-95 is a City of Palm Beach Gardens owned recreational park area.

According to the FMSF data and aerial photographs, the current canal appears to be a relief canal associated with the main Earman River Canal (C-17). The main Earman River Canal (C-17), located west of the APE, was connected to the late 19th century settlement of Prosperity. Located in the northern portion of current Palm Beach County, this settlement was promoted by Elisha N. Dimick. The land company associated with the settlement of Prosperity dug what was known as “Dimick’s Ditch” (Historical Society of Palm Beach County 2009a). “Dimick’s Ditch” became the Earman Canal, and then the Earman River, or C-17 Canal (Historical Society of Palm Beach County 2009a).

B. DISCUSSION OF SIGNIFICANCE

This relief canal within the APE was constructed mid-century, and connected to the late 19th century main Earman River Canal (C-17). The relief canal does not meet National Register Criteria A, B, C, or D. The relief canal exhibits common canal engineering techniques and is an example of one of thousands of similar canals in South Florida.

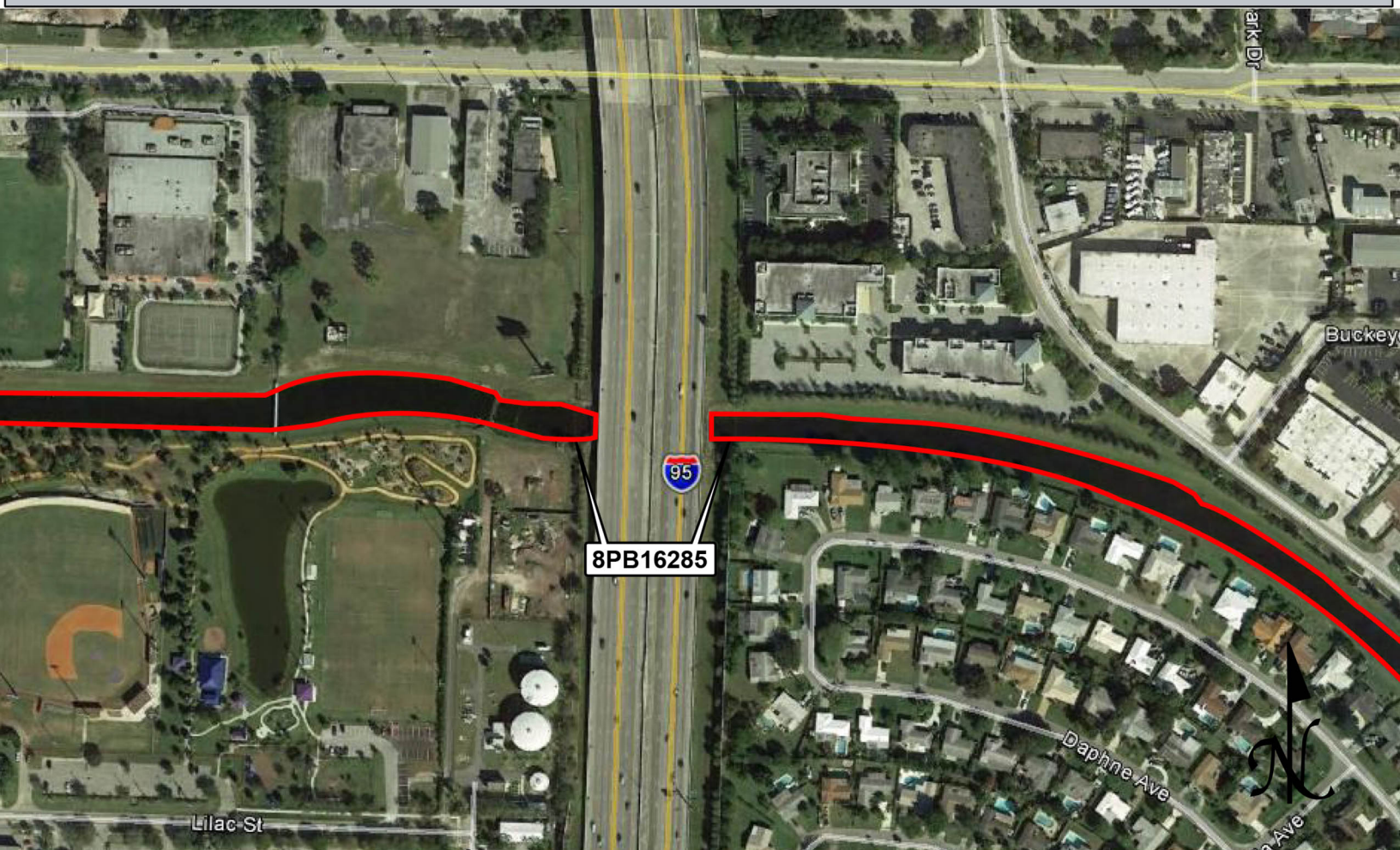
C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida Department of Transportation (FDOT), Surveying and Mapping Office
2015 Aerial Photography Archive. Electronic documents, https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/, accessed March 2, 2015.

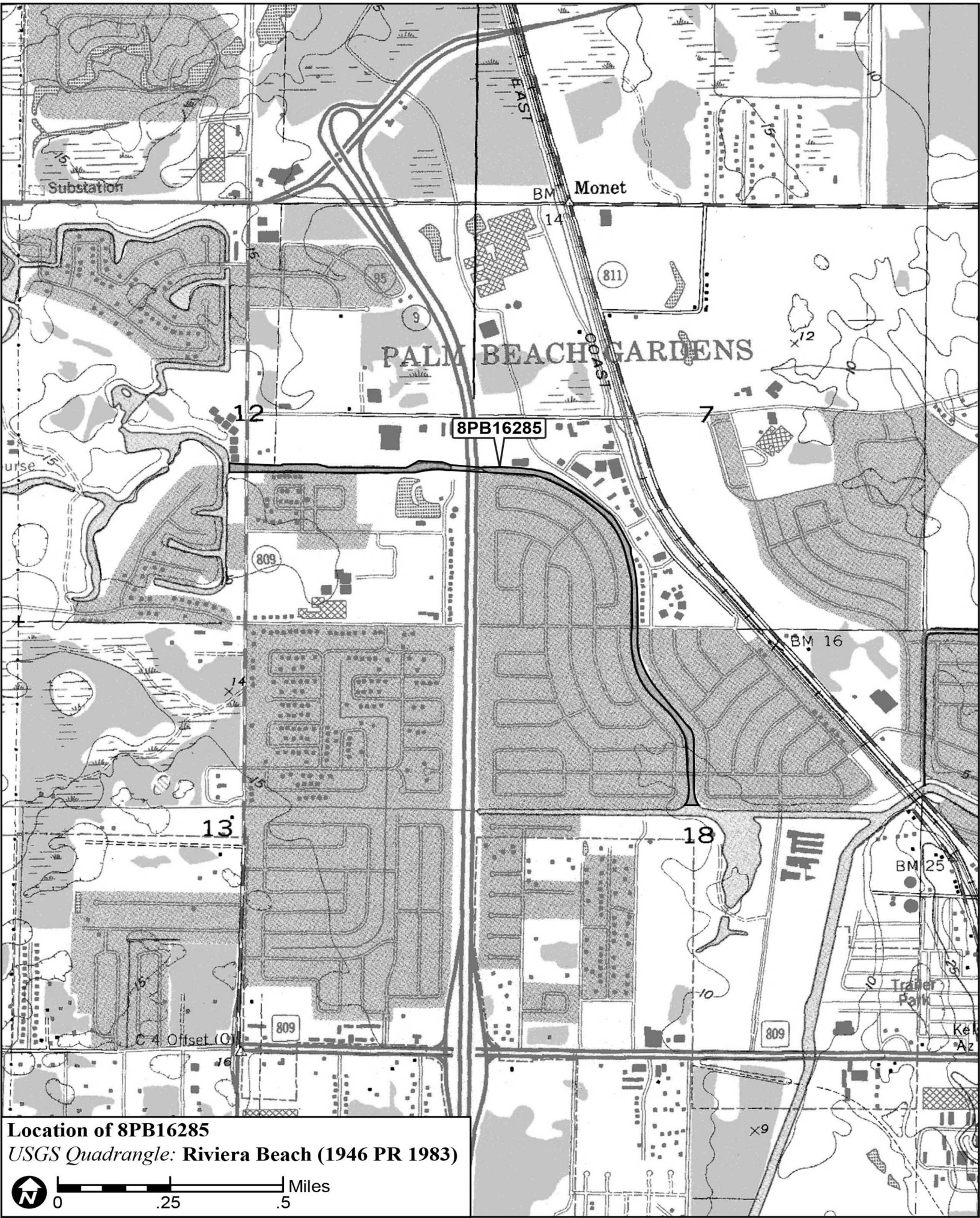
Historical Society of Palm Beach County
2009 North County’s Prosperity. Accessed online at http://www.pbchistoryonline.org/page/north-countys-prosperity on September 20, 2015.

PHOTOGRAPH

SKETCH MAP



USGS QUADRANGLE MAP



Location of 8PB16285

USGS Quadrangle: **Riviera Beach (1946 PR 1983)**

N

0 .25 .5 Miles

☒ Original
☐ Update

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

Site #8 PB16286
Field Date 7-30-2015
Form Date 8-6-2015
Recorder# 5

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

Check ONE box that best describes the Resource Group:

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

Resource Group Name Earman River Canal Branch Multiple Listing [DHR only] _____
Project Name SR 9 (I-95) PD&E Study at PGA Blvd/Central Blvd FMSF Survey # _____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☒canal ☐railway ☐road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☒county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:					

City/Town (within 3 miles) Palm Beach Gardens In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Palm Beach County
Name of Public Tract (e.g., park) _____
1) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name _____ USGS Date _____
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map) Within the APE, the canal extends at either side of I-95 to the east/west for a distance of approximately 560 feet in Township 42 South, Range 42 East, Section 13 and Township 42 South, Range 43 East, Section 18 on the Riviera Beach (1946 PR 1967) USGS.

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

RESOURCE GROUP FORM

Site #8 PB16286

HISTORY & DESCRIPTION

Construction Year: 1964 ☐approximately ☒year listed or earlier ☐year listed or later

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

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

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

1. Modern (Post 1950) 3. _____
2. Twentieth C American 4. _____

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

RESEARCH METHODS (check all that apply)

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

☒other methods (specify) Historic aerial and aerial photographs

Bibliographic References (give FMSF Manuscript # if relevant) _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information

Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information

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

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

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

DOCUMENTATION

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

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

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

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research

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

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED

❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED

❸ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)

❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS **(Optional: aerial photos, views of typical resources)**
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: EARMAN RIVER CANAL BRANCH

A. NARRATIVE DESCRIPTION OF SITE

Within the historic resources APE, the Earman River Canal Branch is oriented east-west at either side of the SR 9/I-95, in Township 42 South, Range 42 East, Section 13 and Township 42 South, Range 43 East, Section 18 of the Riviera Beach (1946 PR 1967) USGS quadrangle map, in the City of Palm Beach Gardens, Palm Beach County, Florida (Figure 20, Map 1 of Appendix C). According to aerial photographs of the area, this canal was constructed between 1953 and 1964, in connection with the mid-century residential development of Palm Beach Gardens. The canal within the APE is approximately 560 feet in length, with an approximate width of 47 feet. It features grassy embankments and is sited in a residential area. This portion of the Earman River Canal Branch is separated from the rear elevations of the residences by wooden fencing.

B. DISCUSSION OF SIGNIFICANCE

According to the GIS data and aerial photographs, the current canal appears to be associated with the main Earman River Canal (C-17).The Earman River Canal Branch does not meet National Register Criteria A, B, C, or D. It exhibits common canal engineering techniques and is an example of one of thousands of similar canals in South Florida.

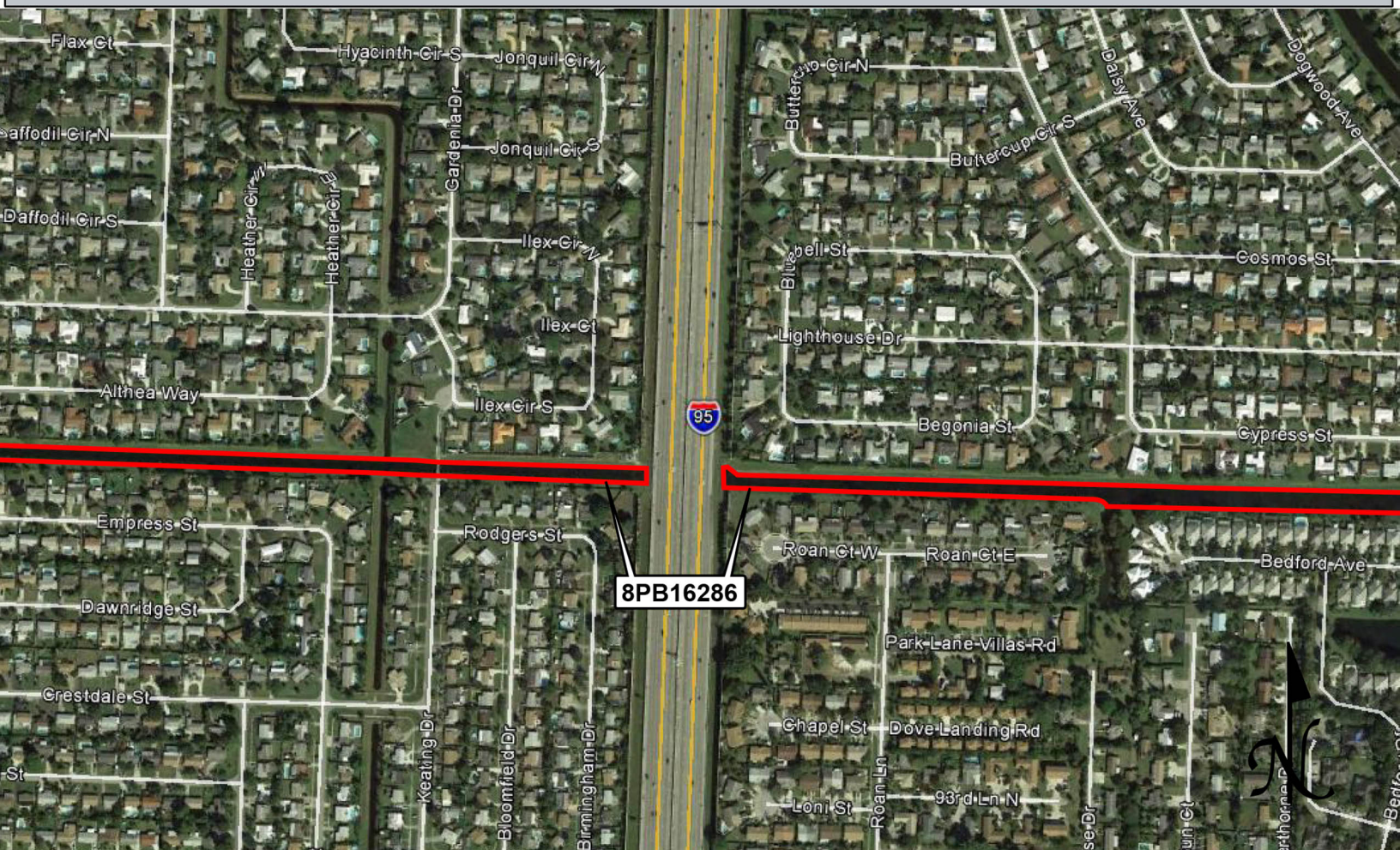
C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida Department of Transportation (FDOT), Surveying and Mapping Office
2015 Aerial Photography Archive. Electronic documents, https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/, accessed March 2, 2015.

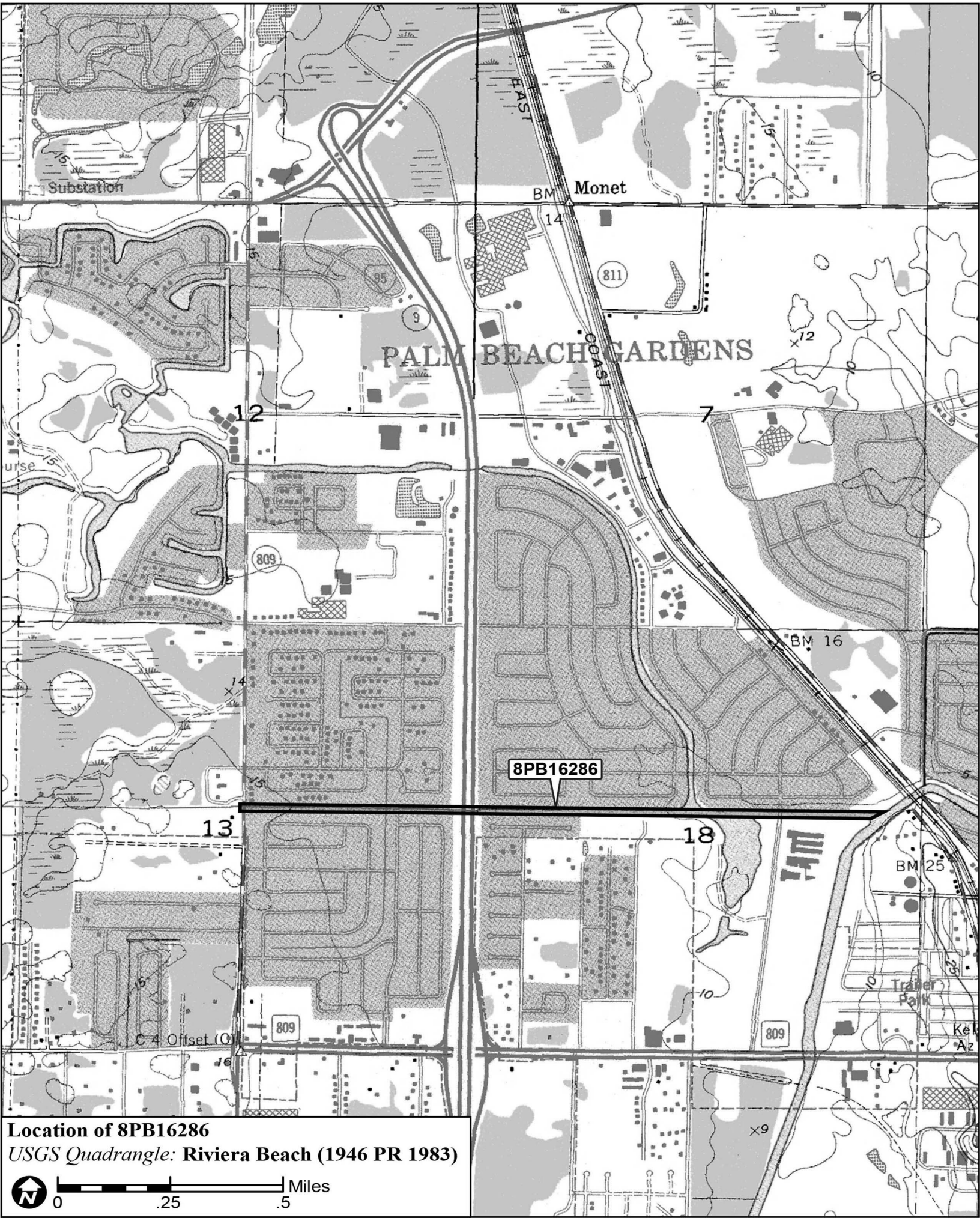
Historical Society of Palm Beach County
2009 North County’s Prosperity. Accessed online at http://www.pbchistoryonline.org/page/north-countys-prosperity on September 20, 2015.

PHOTOGRAPH

SKETCH MAP



USGS QUADRANGLE MAP



Location of 8PB16286

USGS Quadrangle: **Riviera Beach (1946 PR 1983)**

N

0 .25 .5 Miles

APPENDIX E

SURVEY LOG

Ent D (FMSF only)_____

Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS for SR 9/I-95 PD&E Study at PGA Boulevard/Central Boulevard

Report Title (exactly as on title page) Cultural Resource Assessment Survey (CRAS) for State Road(SR) 9/I-95 Project Development & Environment (PD&E) Study at PGA Boulevard/Central Boulevard

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

Publication Date (year) 2016 **Total Number of Pages in Report** (count text, figures, tables, not site forms) 80

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

Supervisors of Fieldwork (even if same as author) Names Kate Hoffman and Amy Streelman

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

1. SR 9 3. PGA Boulevard 5. _____ 7. _____
2. I-95 4. Central Boulevard 6. _____ 8. _____

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

Name FDOT 4 Organization Florida Dept of Transportation - District 4

Address/Phone/E-mail 3400 West Commercial Blvd., Fort Lauderdale, FL 33309-3421

Recorder of Log Sheet Janus Research **Date Log Sheet Completed** _____

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

Mapping

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

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

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

1. Name RIVIERA BEACH Year 1983 4. Name _____ Year _____
2. Name ROOD Year 1983 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 7-30-2015 End 10-19-2015 **Total Area Surveyed** (fill in one) _____ hectares 516 acres

Number of Distinct Tracts or Areas Surveyed 1

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

Survey Log Sheet

Survey #_____

Research and Field Methods

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

Scope/Intensity/Procedures Pedestrian survey, one shovel test was excavated, no archeological material was identified, five historic resources were recorded.

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

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

☒other (describe): Janus Library

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

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled	☐shovel test-other screen size	☐block excavation (at least 2x2 m)
☐surface collection, **un**controlled	☐water screen	☐soil resistivity
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar
☐shovel test 1/16"screen	☐coring	☒pedestrian survey
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐unknown

☐other (describe): _____

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

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☐exposed ground inspected	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☒other (describe): Visual inspection of the APE

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Sites 1 **Count of Newly Recorded Sites** 4

Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) PB13795

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) PB16283, PB16284, PB16285, PB16286

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

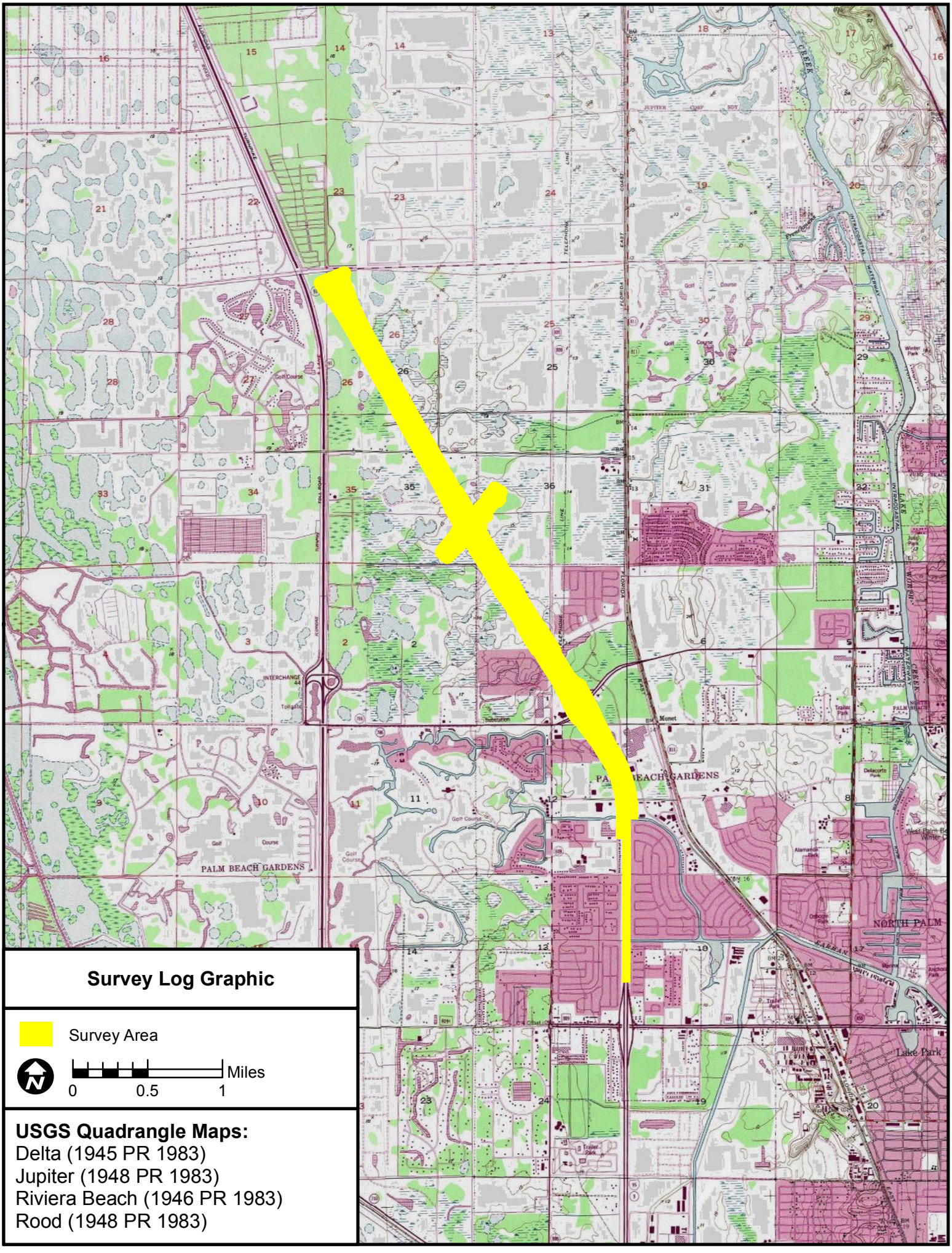
*****REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)*****

SHPO USE ONLY	SHPO USE ONLY	SHPO USE ONLY

Origin of Report: ☐872 ☐CARL ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational ☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report ☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: _____ **Plotability:** _____


PALM BEACH GARDENS
NORTH PALM
Lake Park
INTERCHANGE 44
Tollgate
Golf Course
Survey Log Graphic
Survey Area
Miles
0
0.5
1
USGS Quadrangle Maps:
Delta (1945 PR 1983)
Jupiter (1948 PR 1983)
Riviera Beach (1946 PR 1983)
Rood (1948 PR 1983)