

Cultural Resource Assessment Survey

SR 7 Extension Project Development and Environment (PD&E) Study
From SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard)
MP 0.000 to MP 8.536
Palm Beach County, Florida
Financial Project ID No. 229664-2-22-01
Federal Aid Project No. 4752-030-P
ETDM No. 8127



Florida Department of Transportation
District 4

October 2011

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District 4, is conducting a Project Development and Environment (PD&E) Study that proposes to extend State Road (SR) 7 from Okeechobee Boulevard (SR 704) to Northlake Boulevard in Palm Beach County, Florida. The project length is 8.5 miles. The purpose of the PD&E Study is to evaluate engineering and environmental data and document information that will assist in determining the type, preliminary design, and location of the proposed extension. The study will meet the requirements of the National Environmental Policy Act (NEPA) which will allow the project to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

This cultural resource assessment survey (CRAS) of the SR 7 Corridor Extension from SR 704 (Okeechobee Boulevard) to County Road (CR) 809A (Northlake Boulevard) was undertaken at the request of the FDOT, District 4, by Janus Research. 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*, effective January 2001); Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Historic Preservation Compliance Review Program* (November 1990), *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 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).

The purpose of the CRAS of the SR 7 Corridor Extension was to locate and evaluate archaeological and historic resources within the Area of Potential Effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

Principal investigators meet the minimum qualifications for archaeology, history, architecture, architectural history, or historic architecture contained in 36 CFR 61 (*Procedures for Approved State and Local Historic Preservation Programs*, Appendix A, Professional Qualifications Standards). Archaeological investigations were conducted under the direction of Kathleen Hoffman, Ph.D. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

As noted by the Department of State (DOS) in the Project Effect – Agency Comments obtained from the Efficient Transportation Decision Making (ETDM) website (FDOT 2004), the project corridor and eight alternate routes were previously subjected to a CRAS in 2000 (DHR Survey #6137). No archaeological or historic resources were identified during the 2000 survey, and the SHPO determined that the undertaking would have no effect on any historic properties. The SHPO concurrence letter for the survey conducted in 2000 is included in Appendix A. In the ETDM project effects, the DOS noted that no survey was necessary if the alternatives presented

in the EST are the same alternatives surveyed as part of this earlier study. The current project confirmed that the four current alternatives are located within the area surveyed in 2000 and an updated Florida Master Site File (FMSF) search identified no National Register–eligible sites located within the archaeological APE. Based on this, no archaeological survey was conducted.

The land use associated with the corridor consists of both residential and recreational. Single family units border most of the western side of the corridor with a golf course near its northern terminus. Grassy Waters Preserve and Pond Cypress Natural Area are located to the east of the corridor. Associated soils are either poorly drained or very poorly drained. Vegetation outside of the developed areas consists predominantly of pine flatwoods and freshwater marshes. The initial CRAS report for the project corridor conducted in 2000 (DHR Survey #6137) included extensive background research regarding the prehistory of the project corridor and its environmental setting, as well as a detailed discussion of archaeological site potential. Consequently, this information is not repeated within the current CRAS report.

The historic resources survey was conducted to ensure that there were no additional resources within the project APE that became historic since the previous survey was conducted in 2000. The historic resources survey resulted in the identification of one historic resource within the APE. The one identified historic resource, the M-Canal (8PB14880), does not have any distinguishing engineering features and is considered ineligible for listing in the National Register either individually or as part of an historic district. An FMSF form was prepared for the M-Canal and can be found in Appendix B.

TABLE OF CONTENTS

Section	Page
EXECUTIVE SUMMARY	i
TABLE OF CONTENTS.....	iii
LIST OF FIGURES	iii
LIST OF TABLES.....	iv
LIST OF APPENDICES.....	iv
1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION.....	3
3.0 AREA OF POTENTIAL EFFECT	6
4.0 HISTORICAL OVERVIEW	8
4.1 European Contact and Colonial Period (ca. 1513–1821)	8
4.2 The Territorial and Statehood Period (1821–1860).....	8
4.3 Civil War and Post War Period (1861–1897).....	9
4.4 Spanish-American War Period/Turn-of-the-Century (1898–1916)	12
4.5 World War I and Aftermath Period (1916–1919)	13
4.6 Florida Boom Period (1920–1930).....	13
4.7 Depression and New Deal Period (1930–1940)	16
4.8 World War II and the Post-War Period (1940–1950).....	17
4.9 Modern Period (1950–Present).....	18
5.0 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW	22
6.0 METHODS	24
6.1 Archaeological Field Methods.....	24
6.2 Historic Resources Field Methods.....	24
6.3 Local Informants and Certified Local Government Coordination	24
7.0 RESULTS	26
7.1 Archaeological Resources Survey Results	26
7.2 Historic Resources Survey Results.....	26
8.0 CONCLUSIONS.....	30
8.1 Curation	30
9.0 REFERENCES CITED.....	31

List of Figures

Figure	Page
Figure 1: Land Use/Land Cover	2
Figure 2: Project Area Map.....	4
Figure 3: Project Location Map	5
Figure 4: Project APE.....	7
Figure 5: Communities Adjacent to the Project APE	21
Figure 6: Location of the M-Canal in Project APE	27
Figure 7: M-Canal (8PB14880), Facing West	28

List of Tables

Table	Page
Table 1: Land Apportionment in Project APE.....	11
Table 2: Previous Cultural Resources Surveys Conducted within One Mile of the Project Corridor.....	22

List of Appendices

Appendix
Appendix A: SHPO Concurrence Letter for DHR Survey #6173
Appendix B: Florida Master Site File Forms
Appendix C: Correspondence with Friederike Mittner from the City of West Palm Beach
Appendix D: Survey Log Sheet
Appendix E: SHPO Concurrence Letter

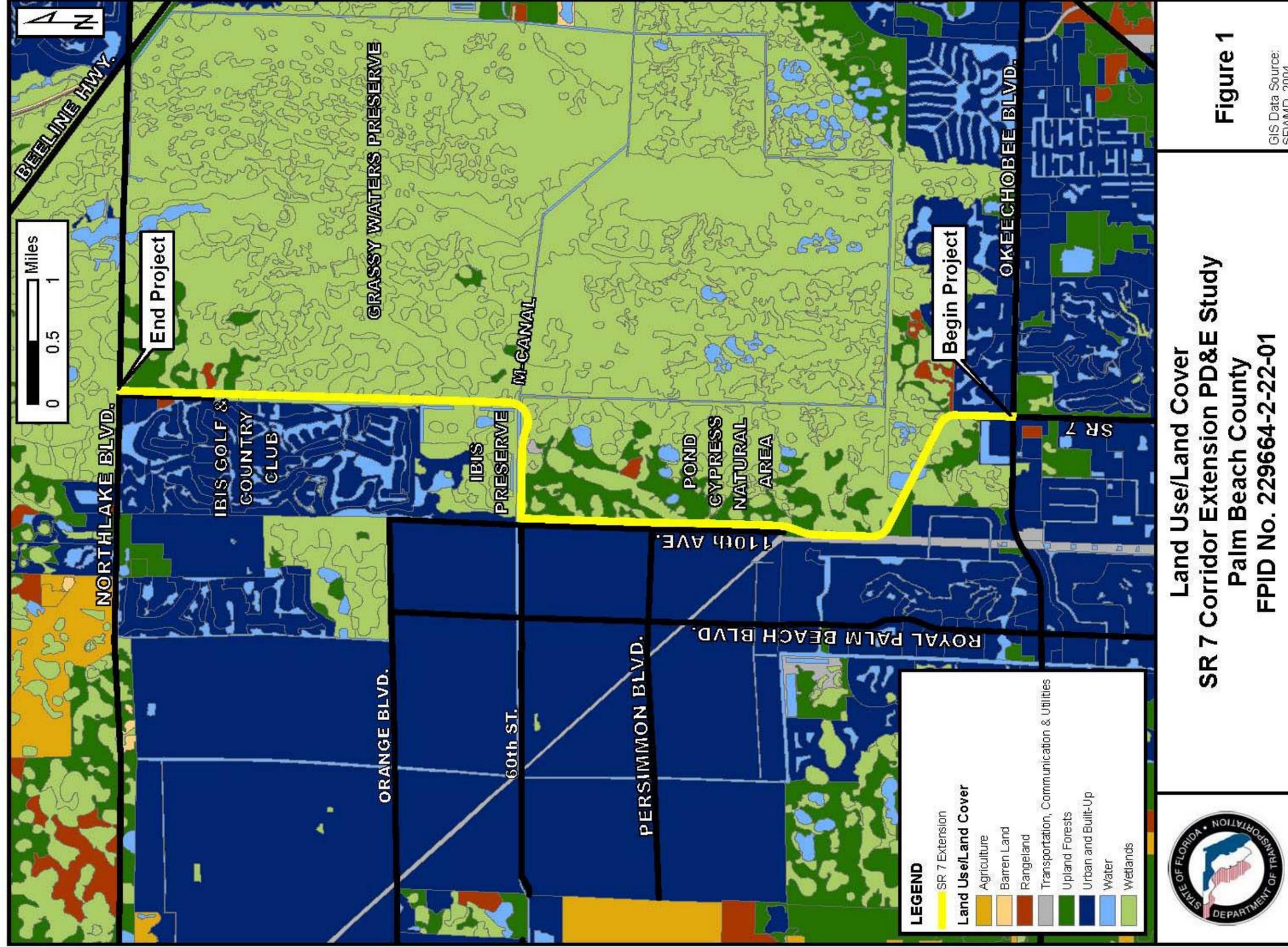
1.0 INTRODUCTION

This CRAS of the SR 7 Corridor Extension from SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard) was undertaken at the request of the FDOT, District 4, by Janus Research. This assessment was designed and implemented to comply with Section 106 of the *NHPA of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective January 2001); Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); and the minimum field methods, data analysis, and reporting standards embodied in the FDHR's *Historic Preservation Compliance Review Program* (November 1990), *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 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). The purpose of the CRAS of the SR 7 Corridor Extension was to locate and evaluate archaeological and historic resources within the APE and to assess eligibility for inclusion in the National Register according to the criteria set forth in 36 CFR Section 60.4.

Principal investigators meet the minimum qualifications for archaeology, history, architecture, architectural history, or historic architecture contained in 36 CFR 61 (*Procedures for Approved State and Local Historic Preservation Programs*, Appendix A, Professional Qualifications Standards). Archaeological investigations were conducted under the direction of Kathleen Hoffman, Ph.D. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

The existing topography is generally level terrain with elevations varying from 17 feet to approximately 21 feet. The most prevalent land use/land cover type, within and adjacent to the project right of way, is wetlands consisting of hydric pine flatwoods, freshwater marshes, and mixed wetland hardwoods. Other land uses within and adjacent to the project corridor include forested uplands, urban development (low-rise multiple dwelling units, retail sales and services, fixed single-family homes, and golf courses), transportation, communication, utilities, and water (canals and reservoirs). A more detailed map explaining the land use and land cover around the project area is shown on Figure 1.

The land use associated with the corridor consists of both residential and recreational. Single family units border most of the western side of the corridor with a golf course near its northern terminus. Grassy Waters Preserve and Pond Cypress Natural Area are located to the east of the corridor. Associated soils are either poorly drained or very poorly drained. Vegetation outside of the developed areas consists predominantly of pine flatwoods and freshwater marshes.



2.0 PROJECT DESCRIPTION

This project proposes to extend SR 7 from its current termination point at SR 704 (Okeechobee Boulevard) to County Road 809A (Northlake Boulevard) in Palm Beach County, Florida for a distance of 8.5 miles. The project is located west of the Florida's Turnpike between the Village of Royal Palm Beach and the City of West Palm Beach. A project location map is provided in Figure 1. The project corridor is located in Sections 13, 24, 25, 35, and 38 of Township 42 South, Range 41 East; Sections 18, 19, 30, and 31 of Township 42 South, Range 42 East; Sections 1, 12, 13, 14, and 24 of Township 43 South, Range 41 East; and Sections 6 and 19 of Township 43 South, Range 42 East on the (Delta USGS Quadrangle 1945, Photorevised 1983; Palm Beach Farms USGS Quadrangle 1946, Photorevised 1983).

In 2009, the Palm Beach County completed a two lane extension of SR 7 from Okeechobee Boulevard to Persimmon Boulevard, for a distance of 3.5 miles. Plans are now under way by Palm Beach County for extending this two lane facility by one mile up to 60th Street. The SR 7 extension project would follow the County alignment and continue beyond 60th Street to ultimately reach Northlake Boulevard (Figures 2 and 3). Proposed improvements under this project include the widening of the County's roadway from two to four lanes from Okeechobee Boulevard to 60th Street and construction of a new 4-lane facility from 60th Street to Northlake Boulevard. Proposed roadway features would include a 42-ft wide raised median, 4-ft wide bike lanes, standard curb and gutter, and 6-ft wide sidewalk. The project would be constructed within FDOT or County-owned right-of-way (ROW). There is one proposed bridge structure for the crossing over the M-Canal. Northlake Boulevard is classified as an Urban Minor Arterial that transverses across the County in an east-west direction while providing connectivity to SR 710 (Beeline Highway) and Interstate 95 (I-95).

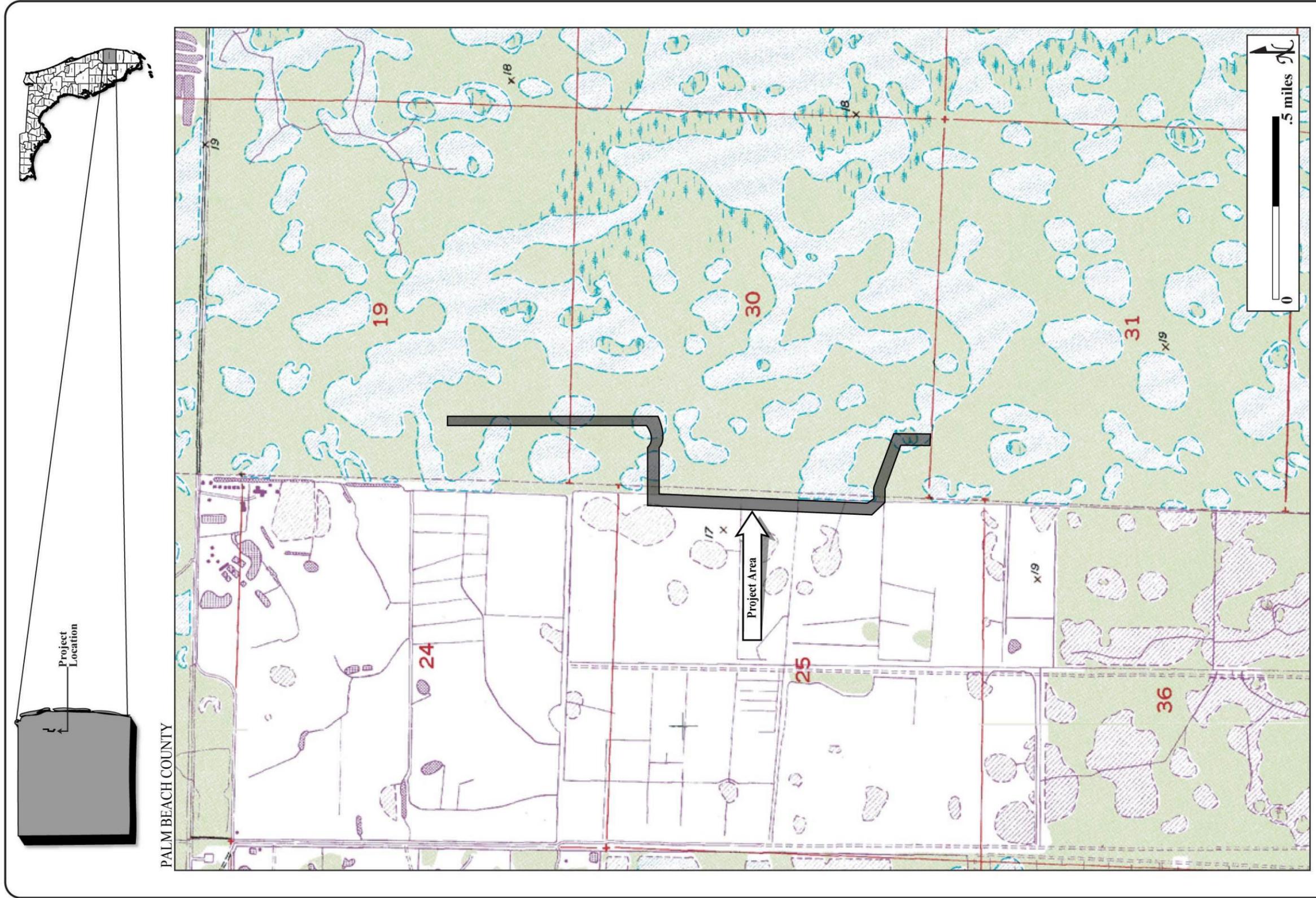
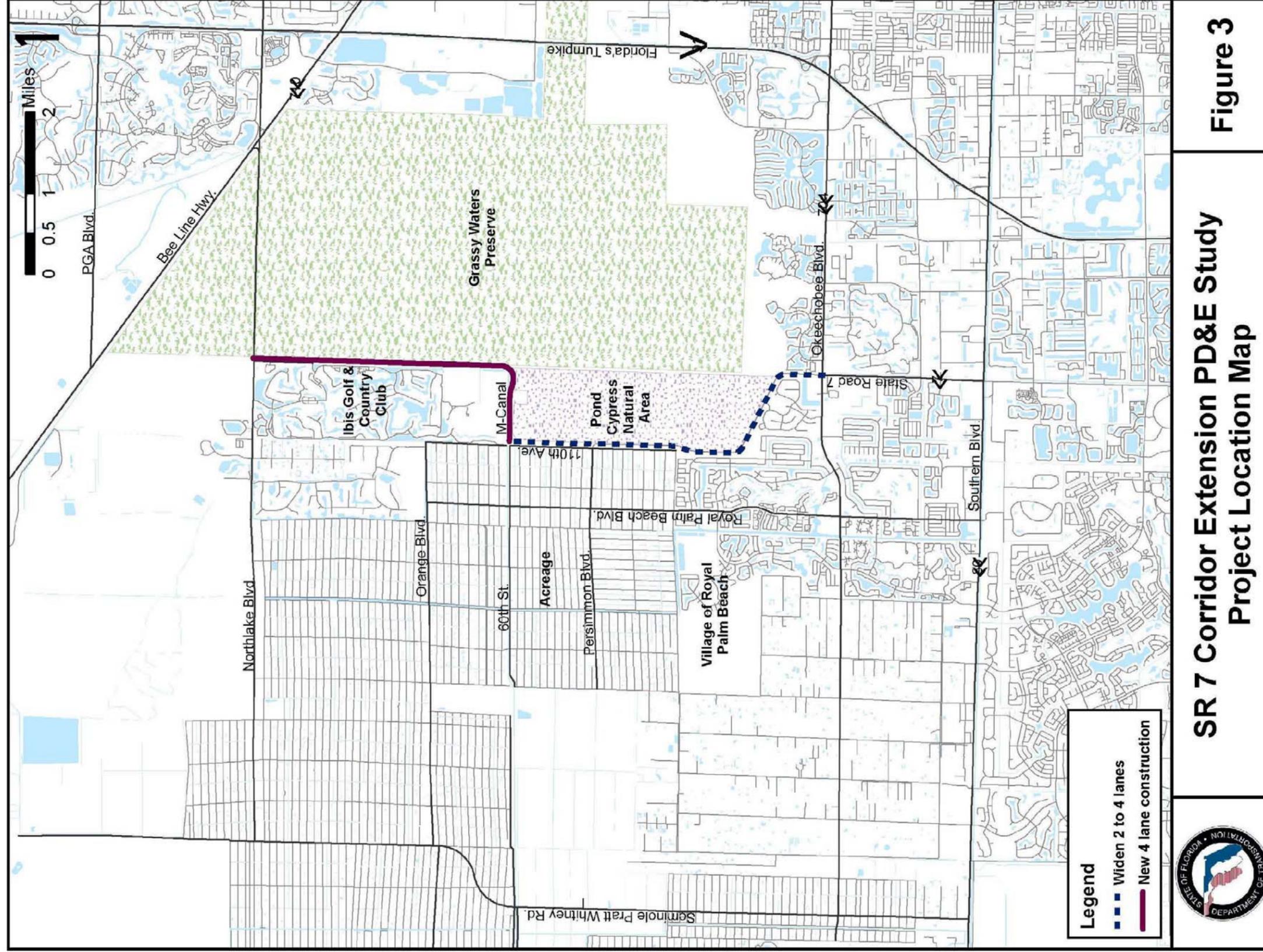


Figure 2: Project Area Map

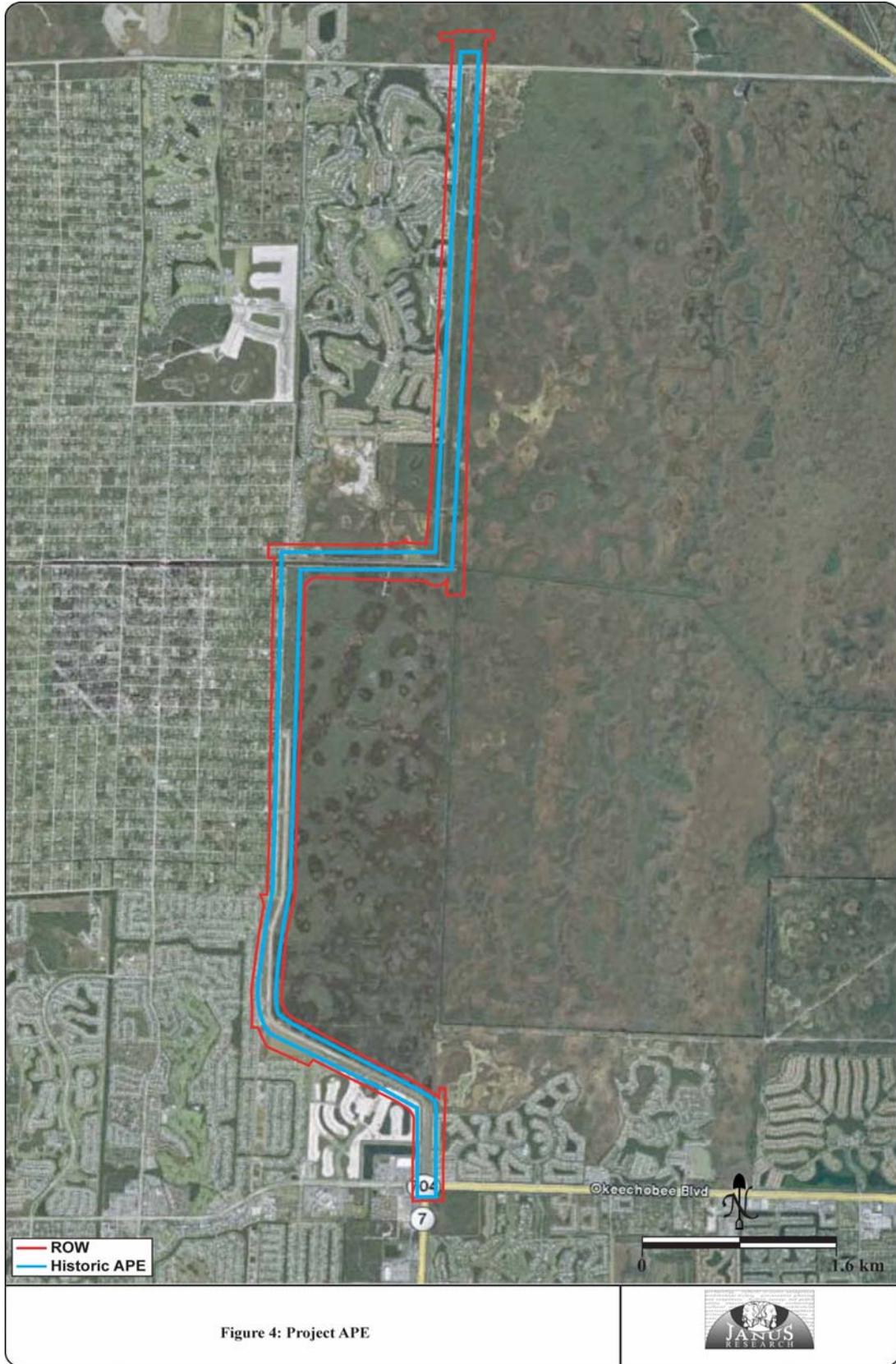


3.0 AREA OF POTENTIAL EFFECT

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. The APE must include measures to identify and evaluate historical resources. Structural resources and other above ground sites are often impacted by those activities as well as alterations to setting, access and appearance.

The identification and evaluation for structural resources generally includes a visual examination of proposed right of way as well as the geographic areas alongside it in order to include concerns such as visual and auditory impacts. The APE for historic resources typically includes the area of the proposed improvements as well as the area within which potential visual effects for the improvements could be observed. Also considered are noise, traffic, light, and vibration.

The proposed APE for SR 7 corridor extension project, therefore, considers the improvements that will be implemented as part of the proposed project and the extent of potential ground disturbance as well as the urban setting to the west and natural wetland setting to the east of the corridor. The proposed improvements shown for the alternatives take place within the existing FDOT or County owned ROW. The APE for historic resources consists of a distance of 200 feet from the proposed construction limits (Figure 4).



4.0 HISTORICAL OVERVIEW

The following overview traces the historical development of the general study area from the European settlement through the twentieth century. The intent of this overview is to serve as a guide to field investigations by identifying the possible locations of any historic cultural resources within the project corridor and to provide expectations regarding the potential historic significance of any such sites. It also provides a context with which to interpret any resources encountered during the study.

4.1 European Contact and Colonial Period (ca. 1513–1821)

Official credit for the European 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). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at Biscayne Bay. The expedition then continued southward; following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. 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.

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). The Seminoles had become the dominant Native American group in the state by the end of the eighteenth century.

Groups of fugitive African American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). During the early eighteenth century, Indiantown was the site of a Seminole encampment as it was high and dry land with access to plenty of fish and game (Almy 1991:3). 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 harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

4.2 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. By 1830, the New River Settlement included approximately 60 to 70 inhabitants. The leader of the settlement was William Cooley. Richard Fitzpatrick established plantation practices on his property (Historic Property Associates 1995:29–30). His assistant was Stephen Russell Mallory, who traveled from Key West to the New River area in 1830 and established a plantation in the Fort Lauderdale vicinity. Only there

12 months, he spent his time fishing, hunting, and learning woodcraft from the Seminoles, who fished around the coast (Kemper 1981:4–6). In 1840, a skirmish occurred between the Seminoles and a small group of soldiers near the West Lake tract (Kemper 1981:4). Apparently, the Indians fired on two boats under the command of Lieutenant Rankin. The Indians were pursued inland but were not apprehended.

At the beginning of the Second Seminole War, the conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219–220). Powell's detachment had several skirmishes with Seminole people near Jupiter Inlet. Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

By 1840, a series of forts were located to the east of Lake Okeechobee and a military depot was established on the west bank of the south fork of the St. Lucie River (Historic Property Associates, Inc.1997:4). One of the forts was built near Indiantown in order to protect the military trail known as “old wire road,” the only road which linked Indiantown to the coast (Almy 1991: 3). After the war, some Seminoles returned to the area near Indiantown where they had the land to themselves for the next fifty years (Almy 1991: 4).

4.3 Civil War and Post War Period (1861–1897)

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. From the Jupiter Lighthouse to Boynton Beach was called Lake Worth after the waterway, which was then named for major General William Jenkins Worth, a commander of the Federal forces in Florida during the Second Seminole War. Settlement within present-day Palm Beach and West Palm Beach was extremely sparse. As late as 1867, the wife of the Jupiter Inlet Lighthouse keeper was thought to be the only woman within a hundred miles of there, and their child, born in 1868, was the first recorded birth within the boundaries of present-day Palm Beach County (Curl 1986: 13).

The area remained untamed until the 1870s, when settlements of Europeans began to be established. H. F. Hammon was one of the first to file a homestead on present day Palm Beach, followed by H. D Pierce, who settled on Hypoluxo Island. Other significant early pioneers to the area included L. W. Burkhardt, George Lanehart, and George and Richard Potter. Dr. Richard Potter was the area's first known physician (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. 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 established his 131 acre homestead in 1876, which included most of the current location of the City of West Palm Beach, and was one of the areas' early pineapple growers (Curl 1986:13–17, 26–27).

In the 1880s, interest in the resources of South Florida increased, in large part due to people like Henry Flagler as well as Hamilton Disston and Henry B. Plant. 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.

In 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 \$.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 (A.C.L.), 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 was formed to help fulfill the drainage contract (Hetherington 1980:6).

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 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 five-foot-deep, 50-foot-wide, intracoastal channel connecting coastal bays, rivers, and lakes, including Lake Worth (Buker 1975:117). Although the canal company 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). Table 1 shows that nearly all of the early land purchases within the project area were by the Florida Coast Line Canal and Transportation Company.

TABLE 1: LAND APPORTIONMENT IN PROJECT APE			
Township 42 South, Range 41 East			
Section	Portion Owned	Owner	Date of Deed or Sale
13	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
24	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
25	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
35	All	Jacksonville, Tampa & Keywest Railway Co.	February 15, 1889
36	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
Township 42 South, Range 42 East			
Section	Portion Owned	Owner	Date of Deed or Sale
18	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
19	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906

Township 42 South, Range 42 East			
Section	Portion Owned	Owner	Date of Deed or Sale
30	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
31	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
Township 43 South, Range 41 East			
Section	Portion Owned	Owner	Date of Deed or Sale
1	All	The Disston Land Co.	March 21, 1895
12	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
13	All	The Disston Land Co.	March 21, 1895
14	All	Jacksonville, Tampa & Keywest Railway Co.	July 10, 1886
24	E $\frac{3}{4}$	Florida Coast Line Canal and Trans. Co.	December 1, 1906
	W $\frac{1}{4}$	Jacksonville, Tampa & Keywest Railway Co.	July 10, 1886
Township 43 South, Range 42 East			
Section	Portion Owned	Owner	Date of Deed or Sale
6	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906
19	All	Florida Coast Line Canal and Trans. Co.	December 1, 1906

4.4 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 (J. Miller 1990).

Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics in 1904. 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 (J. Miller 1990). As various products 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. At this time, St. Lucie and Palm Beach counties were established, indicative of the increasing numbers of people moving to the east coast of the state.

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 (Curl 1986:48). The Town of Palm Beach was officially incorporated in 1911. By the time of its incorporation, the area was already quite well known as a winter resort for the wealthy, and had such essentials as a post office, a daily newspaper, and several churches (Day 2004:n.p.).

4.5 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's industrialization and agriculture flourished, immigration and housing development slowed during the war. Domestic tourism increased as a result of the war in Europe. The hotels and railroads built by tycoons such as Henry Plant and Henry Flagler accommodated 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 (J. Miller 1990). Increased settlement and large-scale agricultural production proliferated in Palm Beach County (Historic Property Associates, Inc. 1991:8). In 1917, the completion of the West Palm Beach Canal provided access to inland farming areas and made West Palm Beach the shipping point for the county's agricultural products both by rail and by water. By 1920, the population in West Palm Beach had risen to 8,659 residents and West Palm Beach was now well established as Palm Beach County's commercial hub, as well as popular tourist spot for the middle class (Curl 1986:90).

4.6 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, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3). People looking to cash in on the real estate craze flocked to Florida from the North, filling hotel rooms to capacity and feverishly working the sidewalks. These opportunists, known as "Binder Boys," made small fortunes by purchasing and selling property they never even visited by putting down a only a ten percent deposit, known as a "binder." As parcels began to sell again and again, property values skyrocketed (n.a., 2005).

Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. On a daily basis, up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state. The mild winters, growing number of tourists, increased use of the automobile, and better roads prompted the boom. It is difficult to exaggerate the speculative proportions of the Florida Land Boom. Between 1920 and 1930, the state's population rose from 968,470 to 1,468,211. Expanded railways and highways made travel easier both to and within the state. By 1927, approximately 6,000 miles of railroad track had been constructed. The State Road Department had paved 1,600 miles of roadway by 1928. Although the land boom had its genesis in South Florida, particularly Miami, no part of the state escaped its effects. In virtually every city and town, new subdivisions were platted and lots sold and resold for quick profits (Tebeau 1971: 378-92; Florida Department of State 1928: 104, 266, 317).

During the 1920s, Palm Beach County experienced widespread development and growth. The boom transformed the predominantly agricultural area into a resort destination. Indicative of the phenomenal growth of this era, the population in West Palm Beach alone doubled during the decade. From 1920 to 1925, West Palm Beach's property value increased fivefold, from \$13.6 million to \$61 million. By 1929, it reached a Boom-era high of \$89 million (n.a., 2005). A growing number of neighborhoods were platted outside of the downtown during these years, including the Estates of South Palm Beach neighborhood, which is known today as the Central Park Historic District (Peck, Groover and Shiver 1999: 21). Still, the land in the project area remained undeveloped.

After the creation of Kelsey City, in 1923, the Drake Lumber Company constructed a railway which cut off the northern quarter of the Water Catchment Area (currently Grassy Waters Preserve within the APE for the project). After Drake Lumber Company went out of business in 1928, the rails were removed and a roadway created on the former rail bed (Trefry 2008:4). The roadway, located at the north end of the APE for the project, was originally called West Lake Park Road or Lake Park West Road but was renamed Northlake Boulevard in 1991 (Trefry 2008:5).

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 ready in late 1925; the final list was approved on November 11, 1926.

In the mid 1920s, however, the land boom began to decline steeply. Several factors contributed to the failure of the Florida real estate market. In the spring of 1925, many investors began to cancel all Florida real estate transactions as they became panicked by news of bogus Florida real estate ventures. By August of 1925, the FEC Railway placed an embargo on freight shipments due to ports and terminals overflowing with unused building materials, and refused to ship anything but perishable goods, halting building construction throughout South Florida. Subdivisions platted several years earlier remained empty and buildings stood on lots partially-finished and vacant (Weaver et al. 1996).

The collapse of the 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 of 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 right-of-way 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 (Baker 1975:117, 120-121).

In 1926 and 1928, two hurricanes hit southeastern Florida, killing hundreds of people and destroying thousands of buildings. The September 1928 hurricane swept through Palm Beach County destroying nearly 8,000 homes and hundreds of commercial buildings. Property damage from Fort Pierce to Boca Raton was estimated to be around \$33 million, and the loss of life topped over 2,000. A vast amount of water washed over the five-foot high earthen dike on the south end of Lake Okeechobee inundating the surrounding populated areas. A mass grave of 1,600 bodies was buried on high ground at Port Mayaca and 69 more bodies were taken by barge to Woodlawn Cemetery. Six hundred and seventy-four African-Americans were buried in a mass grave that was forgotten then rediscovered behind a Tamarind Avenue home in West Palm Beach in 1991 (n.a., 2005). The Port of Palm Beach was severely damaged and the wooden bridge to Singer Island was destroyed. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996). When the Stock Market crashed in October of 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.). Palm Beach County residents were left with damaged houses and businesses, and little money to rebuild.

4.7 Depression and New Deal Period (1930–1940)

This era of Florida's history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. 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 (J. Miller 1990).

As a result of economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal-era programs in Florida were the Works Progress Administration (WPA), the Public Works Administration (PWA), and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (J. Miller 1990). Between 1932 and 1935, the PWA provided emergency relief funds for improvements to the Intracoastal Waterway, creating more than 500 jobs in Florida (Baker 1975:123).

The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. 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. Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable and more middle-class families were able to vacation in the "Sunshine State" (J. Miller 1990).

The FEC Railway, which had been steadily losing profits since 1926, began retiring obsolete equipment and decreasing the number of trips to certain destinations or eliminating less traveled ones altogether. On September 1, 1931, the FEC, unable to generate enough revenue to support itself any longer, was placed under the control of W. R. Kenan, Jr. and former U.S. Senator Scott M. Loftin, as receivers of the bankrupt company. Under the new receivership the FEC would struggle for a couple of years before finally seeing a turnaround in 1934 as the country's economy began to stabilize and improve (Bramson 1984: 107, 117).

Just as things seemed to be improving for the FEC, on Labor Day weekend in 1935, a hurricane devastated the FEC Key West Extension and killed over 577 people, including many war Veterans who had been working on the Overseas Highway. Flagler's engineering masterpiece was almost completely obliterated, with over 40 miles of track lost. The Key West Extension would never again be traversed by a locomotive. In 1936, the receivers sold the FEC right-of-way and remaining embankments and bridge structures from south of Florida City to the Overseas Road and Toll Bridge District, Monroe County, the State Road Department of Florida and the City of Key West for \$640,000, a mere fraction of the cost to construct Flagler's crowning engineering achievement (Bramson 1984: 107, 117-118, 121).

Still, in the early to mid-1930s the Flagler Water System determined that the existing water supply from Clear Lake and Lake Mangonia was not adequate to meet the needs of the growth in West Palm Beach and Palm Beach (Trefry 2008:5). They decided to build a canal from the lakes

to the Water Catchment Area which was also owned by the Flagler Water System (currently Grassy Waters Preserve within the APE for the project). This canal was originally called the M-3 canal, and was shortened to M-Canal (Trefry 2008:5). It stopped in the eastern third of the Water Catchment Area, east of its current termination, outside of the APE for the project (Trefry 2008:6). The land within the project area continued to remain undeveloped during this period. Accounts state that a man named Ike Lee took up residence in the Water Catchment Area during this period, and hunted, trapped, and grew citrus trees (Trefry 2008:6).

4.8 World War II and the Post-War Period (1940–1950)

From the end of the Great Depression until after the close of the post-war era, Florida's history was inextricably bound with World War II and its aftermath. It became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Military bases increased statewide from eight in 1940 to 172 by 1943 (n.a., 2005). Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen 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 once again profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new 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 era (J. Miller 1990).

War agencies tripled the income of the entire state and added about 25 percent to the population. After the war, there was a huge influx of cash from federal agencies. The Federal Security Administration built roads, bridges and public improvements. The Veterans Administration began to disburse millions of dollars in benefits to ex-GIs. The Federal Housing Authority guaranteed the financing of 15,000 new homes each year (*Barrons National Business and Financial Weekly* 1950: 15).

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 Boca Raton Army Air Field was established as an Army Air Corps training site and radar training base, which today is the site of Florida Atlantic University. Beach side hotels in Palm Beach were commandeered by the military with The Breakers Hotel becoming Ream General Hospital and the Biltmore Hotel housing the U. S. Coast Guard (n.a., 2005).

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 (J. 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.

From the end of World War II to the 1960s, Palm Beach County grew steadily. 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. However, the western portion of the county, where the proposed improvements are located, remained undeveloped.

4.9 Modern Period (1950–Present)

The Water Catchment Area (Grassy Waters Preserve)

In the early 1950s, the Flagler Water System continued to make improvements to ensure water flow. By the mid-1950s, the City of West Palm Beach determined the need to control the water system in order to control future growth, and in October of 1955 purchased the Flagler Water System for \$8,500,000 (Trefry 2008:7). This sale included the Water Catchment Area (currently Grassy Waters Preserve) within the APE for the project. After purchasing the land, the City tore down and burnt out many of the hunting camps, including Ike Lee's from the area (Trefry 2008:7).

At the time of the takeover of the water system, the City determined the existing water supply was not adequate, and extended the M-Canal west through the APE for the project, to the L-8 Tie Back Canal (Trefry 2008:7). The City obtained easements from Froehlich's Dairy, the Alligator Farm (which became the Ibis Golf and Country Club), Callery Judge Groves, Royal Palm Cultivation and Indian Trail Ranch (later the Royal Palm Beach colony), Royal Palm Beach and The Acreage to construct the M-Canal. The agreement to put the canal through these areas also meant that the City allowed certain activities to take place, such as allowing for water extraction from, and stormwater runoff into, the canal (Trefry 2008:7,8).

In the early 1960s, the City constructed a pump station to lift water from the L-8 Tie Back Canal to the M-Canal and it is located where they intersect. At the same time as this was taking place, the Southern Flood Control District was constructing the southern portion of the C-18 Canal and the Beeline Highway was completed from Martin County to Military Trail (Trefry 2008:9). In 1964 a Special Act of the Florida Legislature officially created the Water Catchment Area, giving it special protection, limiting the use of the water supply and defining the boundaries. The Act also protected land around the Water Catchment Area. It encompassed 12,221 acres and, except for when the City had the Act changed to sell some City property to the Rooney family, the area remains largely unchanged (Trefry 2008:9). The only other exceptions are the construction of the wetlands and uplands centers and adjacent trails, and the Florida Fish and Wildlife Conservation Commission Regional Headquarters (Trefry 2008:9).

By the late 1970s, the Water Catchment Area was increasingly being used for recreation by air boaters and half trackers. Finally the City decided to close the area to all users except by special permit, which could only be obtained for educational purposes (Trefry 2008:10). Over the next

few years, the City initiated a large vegetation removal project in an attempt to reduce the infestation of invasive plant species in the area (Trefry 2008:12).

Beginning in 1995 and continuing through the present, many construction projects have been undertaken in the Water Catchment Area. The Visitor's Center was completed in 1995, as was the half mile boardwalk (Trefry 2008:14). More land was purchased that same year and in 2000. Numerous trails and several other structures were built, including the Everglades Pavilion (the first building of the Woodlands Center), the Florida Fish and Wildlife Conservation Commission buildings, and the first phase of the Never Ending Boardwalk (Trefry 2008:14, 15). In 2007, the Grassy Waters Preserve was named as part of the Florida Birding Trail (Trefry 2008:15).

The Florida East Coast Railway

The FEC, from 1950 to 1962, had only one profitable year out of twelve, losing \$29 million during this time. In late-1958, the A.C.L. Railroad, after many years of contentious litigation to purchase the FEC, backed down and allowed reorganization of the company to proceed. On February 21, 1961, the Board of Directors of the FEC, not in receivership or reorganization, convened for the first time since 1931. The FEC management was immediately faced with a looming crisis as 11 non-operating unions presented wage demands on all U.S. railroads with negotiations being scheduled on a national level. The FEC management refused to join in the negotiations, and as a consequence once the national negotiations were finished the unions would not listen to any offers from the management that did not measure up to those that had been settled upon at the national level. As a result a strike ensued, which lasted for over eight years until 1971. By this time the number of employees had dropped from 2,000 to just over 700, most of which were non-union workers. Passenger service between Jacksonville and Miami was not reinstated until mid-July 1965, with North Miami being the southernmost terminal. This was in part due to the fact that the downtown Miami passenger station had been demolished in November 1963, to make way for a new proposed station, which was never built. Passenger service continued for a few short years and was finally discontinued in 1968 (Bramson 1984: 145-147, 149-153).

Village of Royal Palm Beach, The Acreage, and Ibis Golf and Country Club

Just southwest of the project APE, the Village of Royal Palm Beach (Figure 4) was the vision of Miami developer Arthur Desser. After a massive drainage project in 1959, the state legislature granted a charter that named the development Royal Palm Beach. On June 30, 1959 a groundbreaking ceremony was held. Seminole tribe officials were on hand for the festivities and to renounce all former claims to the land. Engineering began for the village's numerous waterways and a basic system of roads. A sales/recreational center was built with a motel facility in the area now occupied by the Royal Inn. In addition, two-bedroom, one-bath model homes were erected starting at \$8,250. In 1961, Sam Friedland, who had originally sold the land to Desser, bought out all his interest and continued to expand village development. Over the following decades, the village experienced vast growth and was the fastest growing community in the country in the 1980s (Palms West Chamber of Commerce n.d.). It is currently home to almost 32,000 residents (Village of Royal Palm Beach n.d.). Today the entire area within the village limits is also designated as a bird sanctuary (Village of Royal Palm Beach n.d.).

Just north of Royal Palm Beach along the east side of the project APE is The Acreage (Figure 4). This unincorporated community was originally developed by Samuel Friedland and his development company, and was originally called Royal Palm Beach Colony. It was established as a community to house workers that were employed by the nearby Callery Judge and Mecca Citrus Groves. Workers were given one-acre lots, and coupled with few land restrictions. The Acreage experienced rapid growth in the late 1980s and early 1990s (The Town of Loxahatchee Groves, n.d.).

The Ibis Golf and Country Club is a 2,000 acre master-planned community adjacent to the Grassy Waters Preserve (Figure 5). The land on which the Ibis Golf and Country Club is located used to be an alligator farm for many years (Ibis: A Golf and Country Club 2008). Construction on the Ibis Golf and Country Club began in the early 1990s (Trefry 2008; 13). It is a gated community of several neighborhoods with high end homes and three golf courses with a variety of amenities (Ibis: A Golf and Country Club 2008).



5.0 FLORIDA MASTER SITE FILE SEARCH AND LITERATURE REVIEW

Evaluations of archaeological or historic resources' significance cannot be made without proper attention to the resources' placement within the context of other resources in the area. The work of previous investigators was reviewed in order to gather information about types of precontact, early historic archaeological sites, and historic resources that could be expected to occur within the project corridor. In addition, a search of pertinent literature and records of the surrounding region was conducted, including archaeological and historical assessments of other tracts of land near the project corridor. Table 2 lists the nine surveys that have been conducted within one mile of the project corridor.

TABLE 2: PREVIOUS CULTURAL RESOURCES SURVEYS CONDUCTED WITHIN ONE MILE OF THE PROJECT CORRIDOR		
Report Title	Survey #	Author and Date
An Archaeological and Historical Survey of the Royal Palm Homes Property	1682	Williams, J. Raymond (1988)
Cultural Resources Assessment Survey of SR-7 (US-441) from SR-808 (Glades Road) to SR-704 (Okeechobee Boulevard) in Palm Beach County, Florida.	2704	McMurray, Carl (1991)
A Cultural Resource Assessment Survey of Eight Alternative Routes for State Road 7 from Okeechobee Boulevard (SR 704) to the Beeline Highway (SR 710) Palm Beach County, Florida.	6173	Ambrosino, James N., Richard W. Estabrook (2000)
Cultural Resources Assessment Survey Report, Stonewall/Bayhill Estates, Palm Beach County, Florida	11397	Archaeological Consultants, Inc. (2005)
A Phase One Archaeological Assessment of the Minto Parcel, Palm Beach County, Florida	11409	Beriault, John G., Victor Longo (2005)
[DRAFT] Cultural Resource Assessment Report Okeechobee Boulevard PD&E Study from West of State Road 7 to Florida's Turnpike Entrance, Palm Beach County, Florida.	11435	Estabrook, Richard W. (1995)
A Phase I and Partial Phase II Cultural Resource Survey of the PBC Central Regional Reclaimed Water Pipeline, Palm Beach County, Florida.	16549	Beriault, John G., Robert S. Carr, Joseph S. Mankowski (2009)
A Cultural Resource Assessment Survey of the FPL Ranch-Riviera Transmission Line Right of Way, Palm Beach County, Florida.	16741	Arbuthnot, Michael, A., Marissa Gordon, Brian S. Marks (2009)
An Archaeological and Historical Survey of the Royal Palm WIRK Tower in Palm Beach County, Florida, FFC Form 621	17425	Ambrosino, Meghan (2007)

The entire archaeological APE was subjected to previous survey in 2000 during DHR Survey #6173 and no archaeological sites or historic resources were identified within the project corridor. The SHPO concurred with the results of this survey report in a letter dated December 13, 2000 (Appendix A).

In addition, the updated FMSF search confirmed that no archaeological sites or historic cultural resources have been recorded within one mile of the project corridor since the initial 2000 survey.

6.0 METHODS

6.1 Archaeological Field Methods

As discussed previously, the entire archaeological APE was previously surveyed in 2000 and resulted in the identification of no archaeological sites within the project corridor. An updated FMSF search was conducted to determine whether or not any archaeological sites had been recorded within one mile of the APE since the initial survey in 2000 and to determine whether or not there were any National Register-listed, eligible, or potentially eligible archaeological sites, or sites with confirmed or potential human remains within the archaeological APE. As the previous survey did not identify any archaeological sites within the corridor, and no sites had been newly identified within the archaeological APE since 2000, no subsurface testing was conducted during the current survey.

6.2 Historic Resources Field Methods

An architectural historian and a technical assistant conducted a historic resources survey in order to ensure that each resource built during or before 1962 within the project corridor was identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. All resources within the APE received a preliminary visual reconnaissance. 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 each resource identified in the preliminary assessment, 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 (if applicable) were noted. The information contained on any FMSF form completed for this project was recorded in a database at Janus Research. Photographs were taken with a high resolution digital camera. A log was kept to record the building'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. Property tax records and historic aerial photographs were consulted to assist in the research for known historical significance.

6.3 Local Informants and Certified Local Government Coordination

In accordance with Chapter 1A-46, every attempt was made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections.

Palm Beach County and the City of West Palm Beach are included on the October 2010 list of Certified Local Governments (CLG) posted on the FDHR website (2010). As no archaeological fieldwork was necessary for this survey, Mr. Christian Davenport, the Palm Beach County archaeologist, was not contacted. Ms. Friederike Mittner, the Historic Preservation Planner for the City of West Palm Beach, was contacted regarding any local cultural resource concerns or

historic districts in the vicinity of the project corridor. Only the eastern half of the project APE extends into the City of West Palm Beach. In an email dated December 27, 2010, Ms. Mittner confirmed that there were no local cultural resource issues within this stretch of the APE. A copy of this email correspondence between Ms. Mittner and Jason Newton of Janus Research is included in Appendix C. The Village of Royal Palm Beach is not included on the October 2010 list of CLGs.

7.0 RESULTS

7.1 Archaeological Resources Survey Results

As requested by the DOS, research was conducted to determine whether the four current project alternatives were located within the area surveyed previously in 2000 during DHR Survey #6173. The current survey confirmed the location of these alternatives within the area previously surveyed. No archaeological sites or historic resources were identified during the 2000 DHR survey (see Appendix A for the 2000 SHPO Concurrence Letter) and an updated FMSF search confirmed that no additional archaeological sites were recorded within one mile of the archaeological APE since 2000.

7.2 Historic Resources Survey Results

The historic resources survey resulted in the identification of one historic resource within the APE. The one identified historic resource is the M-Canal (8PB14880). The remnants of a smaller branch canal can also be seen heading north from the M-Canal near the access road that runs along the eastern edge of the Ibis Golf and Country Club. This former branch canal has been filled in, sectioned off, and reshaped in sections. Around the Ibis Golf and Country Club in particular, it has been reshaped to form ponds along the golf course and residences. Therefore, this former branch canal was not included as a historic resource, as the actual canal is no longer existent. A FMSF form was prepared for the M-Canal and may be found in Appendix B. It should also be noted that portions of the proposed roadway extension surrounding the M-Canal and within Grassy Waters Preserve were not accessible during the survey.

The M-Canal extends through Palm Beach County from the L-8 Tie Back Canal in the west through the Grassy Waters Preserve and into Lake Mangonia in West Palm Beach to the east. The segment within the APE extends from roughly 110th Avenue North to the west to the access road that continues south of SR 7 from the Ibis Golf and Country Club to the east, a distance of approximately one mile. The M-Canal is considered ineligible for inclusion in the National Register either individually or as part of a historic district.

This results section includes a map with the location of the historic resource within the project APE (Figure 6). The physical description and evaluation of National Register eligibility are included in the narrative for this resource.

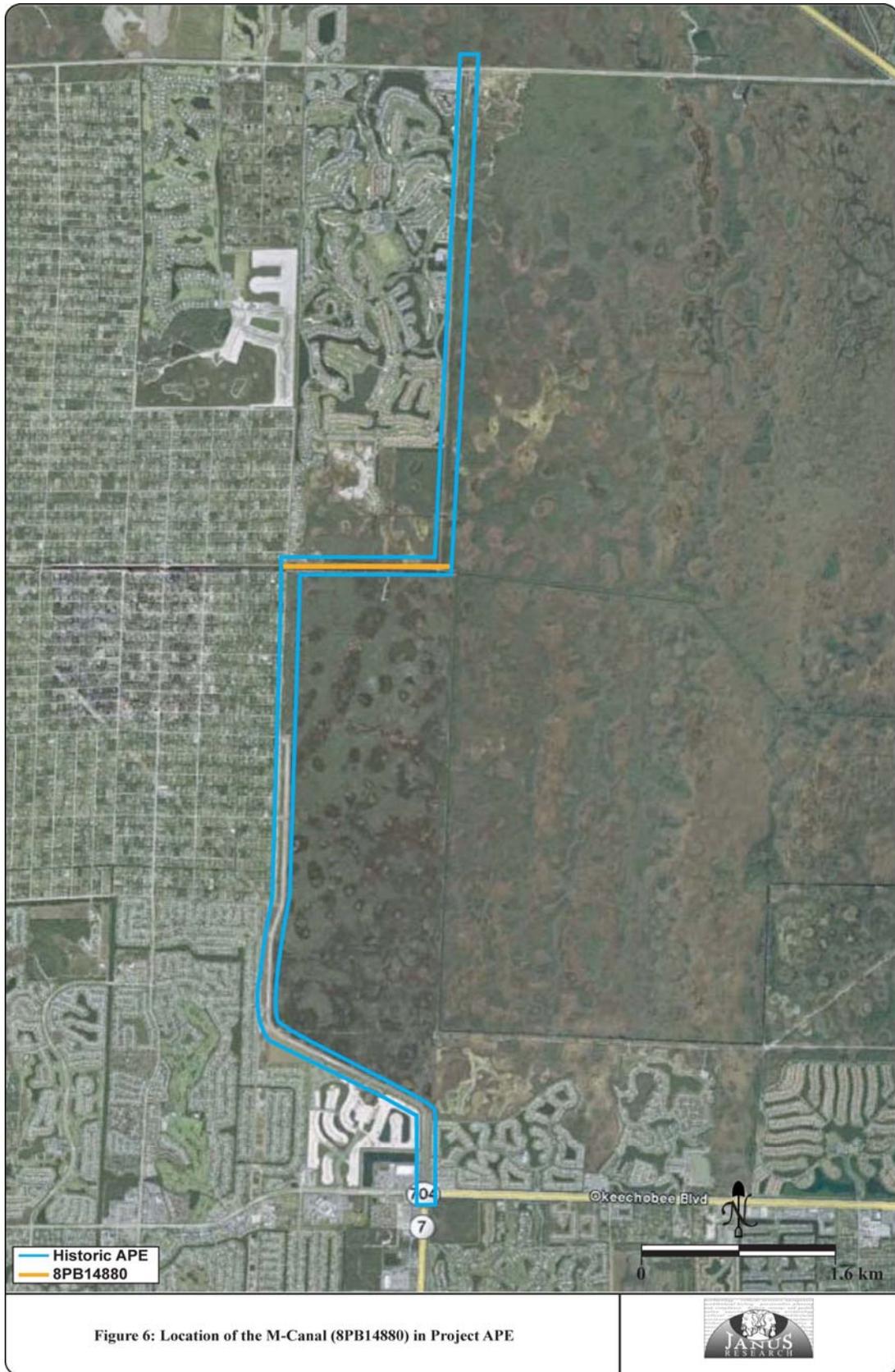




Figure 7: M-Canal (8PB14880), Facing West

8PB14880 M-Canal

The M-Canal (Figure 7) extends through Palm Beach County from the L-8 Tie Back Canal to the west through the Grassy Waters Preserve (City of West Palm Beach Water Catchment Area) and over to Lake Mangonia to the east. For the purpose of this survey, only the portion located within the project APE between 110th Avenue North and the access road that continues south of SR 7 from the Ibis Golf and Country Club in Township 42 South, Range 41 East, Section 36 and Township 43S, Range 41E, Section 1 (Delta USGS Quadrangle 1945, Photorevised 1983) in Palm Beach County, Florida, was surveyed. This encompasses approximately one mile of the canal. Presently, the portion of the M-Canal within and near the project area is bordered by wetlands and developed land.

Construction of the western leg of the M-Canal began in the 1950s to help increase the drinking water supply to West Palm Beach. It was completed around 1960. The eastern leg of the canal connecting the Water Catchment Area to Lake Mangonia had been completed years earlier, in the 1930s (Department of Environmental Protection 2004). Water from Lake Okeechobee is channeled to the M-Canal via the L-8 Tie Back Canal, which connects the M-Canal with the L-8 Canal (Department of Environmental Protection 1999). In order to construct the M-Canal, the City of West Palm Beach had to obtain easements from Froehlich's Dairy, the Alligator Farm (which became the Ibis Golf and Country Club), Callery Judge Groves, Royal Palm Cultivation,

Indian Trail Ranch, (later the Royal Palm Beach colony), Royal Palm Beach and The Acreage to construct the M-Canal (Trefry 2008). As part of the agreement to construct the canal through these areas, the City allowed certain activities to take place. Some of these activities included allowing for water extraction from, and stormwater runoff into, the canal. As a result of these activities, heavy nutrient flow into the Grassy Waters Preserve from the M-Canal caused environmental issues within the preserve that are still evident today (Trefry 2008).

As the M-Canal flows eastwards from the L-8 Tie Back Canal, many rural citrus farms use water from the canal for irrigation. It then passes through residential areas and into the Grassy Waters preserve in the project APE. Water can either flow into or out of the Grassy Waters Preserve through the M-Canal. The canal's major function is still to provide drinking water to West Palm Beach, Palm Beach, and South Palm Beach (Department of Environmental Protection 1999).

Only a limited portion (approximately one mile) of the western leg of the M-Canal was surveyed as part of this project. The eastern portion of the M-Canal, which connects the Grassy Waters Preserve to Lake Mangonia and Clear Lake, was dug in the late 1930s. This earlier portion of the M-Canal to the east of the Grassy Waters Preserve is of greater historical significance than the western leg, which is a much later extension of the original canal. In addition, the portion of the M-Canal within the current project APE does not have any distinguishing engineering features and it was constructed during a period in which many canals were dug to accommodate new development and meet the expanding need for water supply. Therefore, the M-Canal is considered ineligible for inclusion in the National Register either individually or as part of a historic district.

8.0 CONCLUSIONS

The purpose of the CRAS of the SR 7 Corridor Extension from SR 704 (Okeechobee Boulevard) to CR 809A (Northlake Boulevard) was to locate and evaluate archaeological and historic resources within the APE and to assess eligibility for inclusion in the National Register.

The current survey confirmed that the archaeological APE falls within an area previously surveyed in 2000 (DHR Survey #6137). The 2000 CRAS survey resulted in the identification of no archaeological or historic resources within the project corridor and SHPO concurred with these findings (Appendix A). As requested by the DOS, the current survey confirmed that the four current alternatives are located within this previously surveyed area. An updated FMSF search confirmed that no archaeological sites have been recorded within one mile of the archaeological APE since the initial survey in 2000, and that no National Register-eligible archaeological sites are located within or adjacent to the archaeological APE.

The historic resources survey resulted in the identification of one historic resource within the APE, the M-Canal (8PB14880). An FMSF form was prepared for the M-Canal and can be found in Appendix B. The M-Canal extends through Palm Beach County from the L-8 Tie Back Canal in the west through the Grassy Waters Preserve and into Lake Mangonia in West Palm Beach to the east. The segment within the APE extends from roughly 110th Avenue North to the west to the access road that continues south of SR 7 from the Ibis Golf and Country Club to the east, a distance of approximately one mile. The M-Canal does not have any distinguishing engineering features and is considered ineligible for inclusion in the National Register either individually or as part of a historic district.

In the event that human remains are found during construction or maintenance activities, the provisions of Chapter 872 of the Florida Statutes (872.05) will apply. Chapter 872 of the Florida Statutes 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 (if the remains are less than 75 years old) or the State Archaeologist (if the remains are more than 75 years old). If human remains that are less than 75 years old are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are determined to be more than 75 years in age, then the State Archaeologist overtakes jurisdiction in determining appropriate treatment and options for the remains.

8.1 Curation

Original forms (Appendix B) and photographs are curated at the FMSF, along with a copy of this report and Survey Log Sheet (Appendix D). Recovered materials are temporarily stored at Janus Research during the investigation, and returned to the property owner or client upon completion of the project, as appropriate. Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to the FDOT storage facilities.

9.0 REFERENCES CITED

Almy, Marion

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

Barrons National Business and Financial Weekly

1950 Once Bankrupt Miami Now on Solid Ground. *Barrons National Business and Financial Weekly*, 29 May 1950.

Bramson, Seth H.

1984 *Speedway to Sunshine: The Story of the Florida East Coast Railway*. The Boston Mill Press, Ontario, Canada.

Brown, Canter, Jr.

1991 *Florida's Peace River Frontier*. University of Central Florida Press, Orlando.

Buker, George S.

1975 *Sun, Sand and Water: A History of the Jacksonville District, U.S. Army Corps of Engineers, 1821–1975*. Found online at: <http://www.saj.usace.army.mil/history/>.

City of West Palm Beach

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

Curl, Donald W.

1986 *Palm Beach County: An Illustrated History*. Windsor Publications, Inc., Northbridge, California.

Davis, T. Fredrick

1938 The Disston Land Purchase. *The Florida Historical Quarterly* 17(3):200–210.

Day, Jane S.

2004 Town of Palm Beach Historic Sites Survey Grant #F0310. Manuscript on file, Florida Division of Historical Resources, Tallahassee, Florida.

Department of Environmental Protection

1999 Ecosummary: M-Canal. Accessed online at: www.dep.state.fl.us/southeast/ecosum/ecosums/m-canal.pdf

Department of Environmental Protection

2004 Ecosummary: Grassy Waters Preserve/City of West Palm Beach Water Catchment Area.
Accessed online at: www.dep.state.fl.us/southeast/ecosum/.../Grassy%20Waters.pdf

Gaby, Donald C.

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

Harner, Charles E.

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

Hetherington, Alma

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

Historic Property Associates

1991 Historic Architectural Resource Survey, Melbourne, Florida. Copies available from the Florida Department of State, Division of Historical Resources, Tallahassee.

1995 Architectural & Historical Survey of Fort Lauderdale: Original Town Limits. November, 1995. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Kemper, Marilyn

1981 Broward County Comprehensive Survey: Phase I: Historic Broward County Preservation Board. On file Division of Historical Resources, 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.

Mar-a-Lago Club

n.d. "History of the Mar-a-Lago Club." Located online at <http://www.maralagoclub.com>.

Miller, James J. (compiler)

1990 State of Florida Draft Comprehensive Historic Preservation Plan. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

n.a.

2005 "West Palm Beach." The Columbia Electronic Encyclopedia, Columbia University Press. Accessed online at <http://www.reference.com/search?q=west%20palm%20beach>.

n.a.

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

Palms West Chamber of Commerce

n.d. Village of Royal Palm Beach. Accessed online at: http://www.palmswest.com/index.php?submenu=community_royalpalm&src=gendocs&ref=VillageofRoyalPalmBeach&category=community.

Proesch, Bill

2000 Untitled manuscript concerning the Celestial Railroad, Jupiter History Web.

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* 33(2):120–129.

Town of Loxahatchee Groves

n.d. About Our Town. Accessed online at: <http://www.loxahatcheegroves.org/index.php?go=pages.page&pageId=2>.

Trefry, Allen

2008 History of the Water Catchment Area. Received from Sam Dorfman, Nature Center Program Coordinator, Grassy Waters Preserve. Copy on file at Janus Research, Tampa, Florida.

U.S. Highways from US 1 to US 830

n.d. US Highways in 1927. Found online at: <http://www.us-highways.com/1927us.htm>.

Village of Royal Palm Beach

n.d. About the Village. Found online at: http://www.royalpalmbeach.com/Pages/RoyalPalmBeachFL_WebDocs/about.

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.

Wright, Leitch J.

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

Appendix A
SHPO Concurrence Letter
for DHR Survey #6173

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



MEMBER OF THE FLORIDA CABINET

State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Palm Beach
DOTI

December 13, 2000

Mr. Ken Campbell, Ph. D.
Florida Department of Transportation
District Environmental Management Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

RE: DHR Project File No. 2000-08298
A Cultural Resource Assessment Survey of Eight Alternative Routes for State Road 7 from Okeechobee Boulevard (SR 704) to the Beeline Highway (SR 710), Palm Beach County, Florida. By Panamerican Consultants, Inc. September 2000.
Financial Project Number: 229664-12101

Dear Mr. Campbell:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, implemented through 1A-46, *Florida Administrative Code*, we have reviewed the results of the field survey for the referenced project and find them to be complete and sufficient.

Based on the information provided in the report, we note that no archaeological sites or historic buildings or structures were located and assessed as a result of this survey. We concur with the consultants findings and conclusions in the report. It is the opinion of this office that it is unlikely that historic properties eligible for listing in the *National Register of Historic Places* or otherwise of archaeological or historical significance are located within the proposed project area of potential effect.

If you have any questions concerning our comments, please contact Ms. Leigh A. Rosborough, Historic Sites Specialist at (850) 487-2333 or (800) 847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Matthews, Deputy SHPO

for Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Rlr

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 488-1480 • FAX: 488-3355
- Archaeological Research (850) 487-2299 • FAX: 414-2207
- Historic Preservation (850) 487-2333 • FAX: 922-0496
- Historical Museums (850) 488-1484 • FAX: 921-2503
- Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989
- Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
- St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
- Tampa Regional Office (813) 272-3843 • FAX: 272-2340

Appendix B
Florida Master Site File Form



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

Site #8 PB14880
Recorder# 1
Field Date 10 /6 /10
Form Date 10 /14 /10

- Original
Update

NOTE: Use this form to document districts, landscapes and building complexes 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).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
FMSF building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name M-Canal
Project Name CRAS of the SR 7 Corridor Extension
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

Address
City/Town West Palm Beach
County or Counties Palm Beach
Name of Public Tract
Township Range Section 1/4 section
USGS 7.5' Map Name(s) & Date(s)
Plat, Aerial, or Other Map
Verbal Description of Boundaries

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO criteria, and evaluation options.

HISTORY & DESCRIPTION

Construction date: Exactly (year) Approximately 1960 (year) Earlier than (year) Later than (year)

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

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

Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925) 1955-1960

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

RESEARCH METHODS (check all that apply)

- Checkboxes for research methods: FMSF record search, FL State Archives/photo collection, property appraiser / tax records, cultural resource survey, other methods (specify) Pedestrian Survey; Historic Aerial Photographs, library research, city directory, newspaper files, historic photos, building permits, occupant/owner interview, neighbor interview, interior inspection, Sanborn maps, plat maps, Public Lands Survey (DEP), HABS/HAER record search.

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant) See continuation sheet.

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? Potentially eligible as contributor to a National Register district?

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.) 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.) Community Planning and Development

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s),* (2) maintaining organization,* (3) file or accession nos., and (4) descriptive information. Field notes on file at Janus Resarch office.

RECORDER INFORMATION

Recorder Name Janus Research Recorder Contact Information (Address / Phone / Fax / Email) 1107 N. Ward St., Tampa FL 33607 (813) 636-8200 / (813)636-8212/ janus@janus-research.com Recorder Affiliation Janus Research

Required Attachments: 1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED 2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED 3 TABULATION OF ALL INLCUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address) 4 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: M-Canal

A. NARRATIVE DESCRIPTION

The M-Canal (8PB14880) extends through Palm Beach County from the L-8 Tieback Canal to the west through the Grassy Waters Preserve (City of West Palm Beach Water Catchment Area) and over to Lake Mangonia to the east. For the purpose of this survey, only the portion located within the project APE between 110th Avenue North and the access road that continues south of SR 7 from the Ibis Golf and Country Club in Township 42 South, Range 41 East, Section 36 and Township 43S, Range 41E, Section 1 (Delta USGS Quadrangle 1945, Photorevised 1983) in Palm Beach County, Florida, was surveyed. This encompasses approximately one mile of the canal. Presently, the portion of the M-Canal within and near the project area is bordered by wetlands and developed land.

B. SUMMARY OF SIGNIFICANCE

Construction of the western leg of the M-Canal began in the 1950s to help increase the drinking water supply to West Palm Beach. It was completed around 1960. The eastern leg of the canal connecting the Water Catchment Area to Lake Mangonia had been completed years earlier, in the 1930s (Department of Environmental Protection 2004). Water from Lake Okeechobee is channeled to the M-Canal via the L-8 Tie Back Canal, which connects the M-Canal with the L-8 Canal (Department of Environmental Protection 1999). In order to construct the M-Canal, the City of West Palm Beach had to obtain easements from Froehlich's Dairy, the Alligator Farm (which became the Ibis Golf and Country Club), Callery Judge Groves, Royal Palm Cultivation, Indian Trail Ranch, (later the Royal Palm Beach colony), Royal Palm Beach and The Acreage to construct the M-Canal (Trefry 2008). As part of the agreement to construct the canal through these areas, the City allowed certain activities to take place. Some of these activities included allowing for water extraction from, and stormwater runoff into, the canal. As a result of these activities, heavy nutrient flow into the Grassy Waters Preserve from the M-Canal caused environmental issues within the preserve that are still evident today (Trefry 2008).

As the M-Canal flows eastwards from the L-8 Tie Back Canal, many rural citrus farms use water from the canal for irrigation. It then passes through residential areas and into the Grassy Waters preserve in the project APE. Water can either flow into or out of the Grassy Waters Preserve through the M-Canal. The canal's major function is still to provide drinking water to West Palm Beach, Palm Beach, and South Palm Beach (Department of Environmental Protection 1999).

Only a limited portion (approximately one mile) of the western leg of the M-Canal was surveyed as part of this project. The eastern portion of the M-Canal, which connects the Grassy Waters Preserve to Lake Mangonia and Clear Lake, was dug in the late 1930s. This earlier portion of the M-Canal to the east of the Grassy Waters Preserve is of greater historical significance than the western leg, which is a much later extension of the original canal. In addition, the portion of the M-Canal within the current project APE

SITE NAME: M-Canal

does not have any distinguishing engineering features and it was constructed during a period in which many canals were dug to accommodate new development and meet the expanding need for water supply. Therefore, the M-Canal is considered ineligible for inclusion in the National Register either individually or as part of an historic district.

C. HISTORY AND REFERENCES CITED OF PAST WORK AT SITE

Department of Environmental Protection

1999 Ecosummary: M-Canal. Accessed online at: www.dep.state.fl.us/southeast/ecosum/ecosums/m-canal.pdf

Department of Environmental Protection

2004 Ecosummary: Grassy Waters Preserve/City of West Palm Beach Water Catchment Area. Accessed online at: www.dep.state.fl.us/southeast/ecosum/.../Grassy%20Waters.pdf

Trefry, Allen

2008 History of the Water Catchment Area. Received from Sam Dorfman, Nature Center Program Coordinator, Grassy Waters Preserve. Copy on file at Janus Research, Tampa, FL.

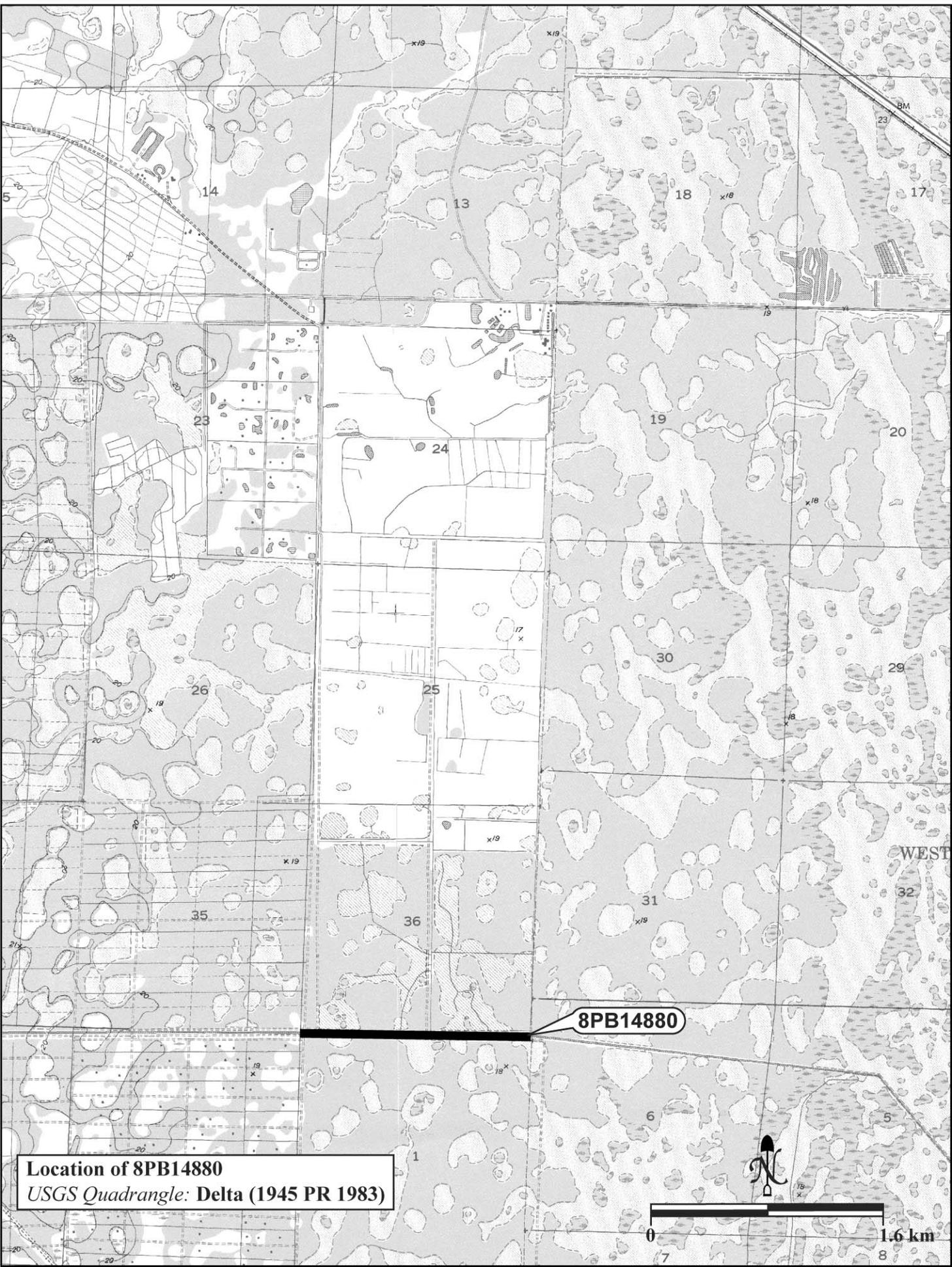
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



Location of 8PB14880
USGS Quadrangle: Delta (1945 PR 1983)



Appendix C
Correspondence with Friederike Mittner
from the City of West Palm Beach

Jason Newton

From: FMittner@wpb.org
Sent: Monday, December 27, 2010 11:03 AM
To: Jason Newton
Subject: RE: SR 7 Corridor Extension
Attachments: Survey 6173 SHPO letter.pdf

Jason,

Thanks! That solves that issue. I appreciate you letting me know about the survey and wish you a very Happy New Year too.

Friederike Mittner, AICP
City Historic Preservation Planner
City of West Palm Beach Planning & Zoning Department
401 Clematis Street . PO Box 3366
West Palm Beach, FL 33402
P: 561.822.1435 F: 561.822.1460
www.cityofwpb.org

Jason Newton
<jason_newton@jan
us-research.com> To
"FMittner@wpb.org"
12/27/2010 10:59 <FMittner@wpb.org>
AM cc

Subject
RE: SR 7 Corridor Extension

Hi Friederike,

Thank you so much. So you know, this area was previously surveyed (#6173) in 2000 by Panamerican Consultants, Inc. No historic or archaeological sites were identified during that survey. The SHPO concurrence letter from that survey is attached.

Thanks again and best wishes for the New Year,

Jason Newton

-----Original Message-----

From: FMittner@wpb.org [mailto:FMittner@wpb.org]

Sent: Monday, December 27, 2010 10:22 AM

To: Jason Newton

Subject: Re: SR 7 Corridor Extension

Dear Jason,

Thanks for contacting me. There are no known archeological sites or historic districts in the area. However, it has potential for archeological resources and a survey would be helpful.

Friederike Mittner, AICP
City Historic Preservation Planner
City of West Palm Beach Planning & Zoning Department
401 Clematis Street . PO Box 3366
West Palm Beach, FL 33402
P: 561.822.1435 F: 561.822.1460
www.cityofwpb.org

Jason Newton
<jason_newton@jan
us-research.com> To
"FMittner@wpb.org"
12/21/2010 04:35 <FMittner@wpb.org>
PM cc
Subject
SR 7 Corridor Extension

Good Afternoon Friederike,

We are currently working on a cultural resource assessment survey (CRAS) of the SR 7 Corridor Extension for the Florida Department of Transportation (FDOT), District 4 and wanted to get your input regarding any possible cultural resource concerns.

This project proposes to extend SR 7 from its current termination point at SR 704 (Okeechobee Boulevard) to County Road 809A (Northlake Boulevard) in Palm Beach County, Florida for a distance of 8.5 miles. The project is located west of the Florida's Turnpike between the Village of Royal Palm Beach and the City of West Palm Beach. A project location map is attached.

Only the eastern half of the project corridor appears to be within the boundaries of the City of West Palm Beach.

Please let me know if you are aware of any historic districts or any other possible cultural resource concerns in the vicinity of the project corridor. Thanks so much and just let me know if you need any additional information.

Hope all is going well with you,

Jason Newton, M.A.

Historic Technician

Janus Research

1107 N. Ward Street

Tampa, Florida 33607

Phone: (813) 636-8200

Fax: (813) 636-8212

(See attached file: Project Location Map.jpg) (See attached file: Survey 6173 SHPO letter.pdf)

Appendix D
Survey Log Sheet

Ent D (FMSF only) ___/___/___



Survey Log Sheet

Florida Master Site File
Version 2.0 9/97

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (Name and project phase)

Report Title (exactly as on title page)

Report Author(s) (as on title page— individual or corporate; last names first)

Publication Date (year) _____ Total Number of Pages in Report (Count text, figures, tables, not site forms) _____

Publication Information (If relevant, series and no. in series, publisher, and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*; see *Guide to the Survey Log Sheet*.)

Supervisor(s) of Fieldwork (whether or not the same as author[s]; last name first) _____

Affiliation of Fieldworkers (organization, city) _____

Key Words/Phrases (Don't use the county, or common words like *archaeology*, *structure*, *survey*, *architecture*. Put the most important first. Limit each word or phrase to 25 characters.)

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)

Name _____

Address/Phone _____

Recorder of *Log Sheet* _____ 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 - do not abbreviate; use supplement sheet if necessary)

USGS 1:24,000 Map(s) : Map Name/Date of Latest Revision (use supplement sheet if necessary):

Description of Survey Area

Dates for Fieldwork: Start _____ End _____ Total Area Surveyed (fill in one) _____ hectares _____ acres

Number of Distinct Tracts or Areas Surveyed _____

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

Research and Field Methods

Types of Survey (check all that apply): archaeological architectural historical/archival underwater other: _____

Preliminary Methods (✓Check as many as apply to the project as a whole. If needed write others at bottom).

- Florida Archives (Gray Building) library research- local public local property or tax records windshield
 Florida Photo Archives (Gray Building) library-special collection - nonlocal newspaper files aerial photography
 FMSF site property search Public Lands Survey (maps at DEP) literature search
 FMSF survey search local informant(s) Sanborn Insurance maps
 other (describe) _____

Archaeological Methods (Describe the proportion of properties at which method was used by writing in the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%), S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

Check here if NO archaeological methods were used.

- ___ surface collection, controlled ___ other screen shovel test (size: ___) ___ block excavation (at least 2x2 M)
___ surface collection, uncontrolled ___ water screen (finest size: ___) ___ soil resistivity
___ shovel test-1/4"screen ___ posthole tests ___ magnetometer
___ shovel test-1/8" screen ___ auger (size:___) ___ side scan sonar
___ shovel test 1/16"screen ___ coring ___ unknown
___ shovel test-unscreened ___ test excavation (at least 1x2 M)
___ other (describe): _____

Historical/Architectural Methods (Describe the proportion of properties at which method was used by writing in the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%), S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

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): _____

Scope/Intensity/Procedures

Survey Results (cultural resources recorded)

Site Significance Evaluated? Yes No If Yes, circle NR-eligible/significant site numbers below.

Site Counts: Previously Recorded Sites _____ Newly Recorded Sites _____

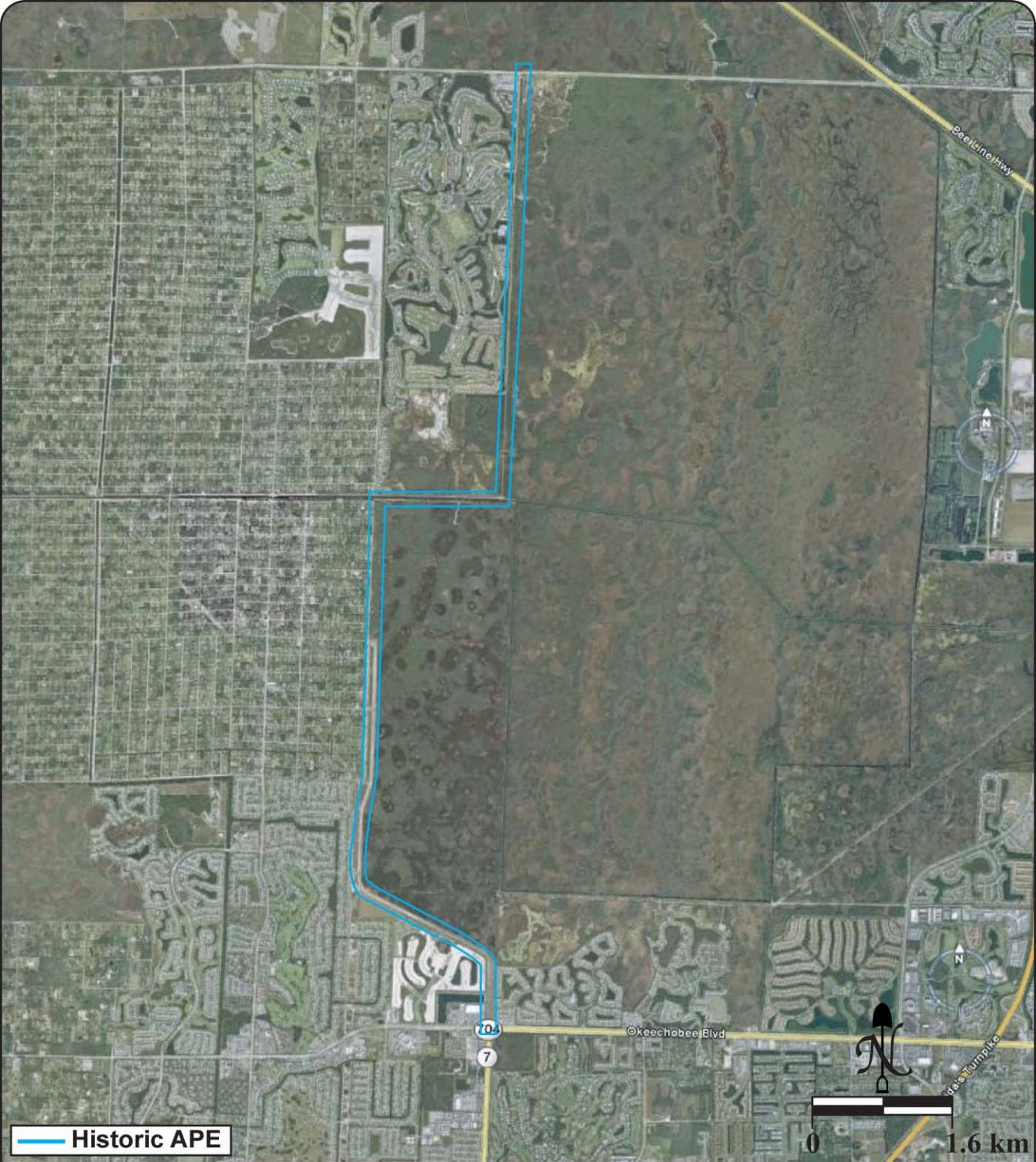
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8." Attach supplementary pages if necessary)

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, ie, researched the FMSF records. List site #'s without "8." Attach supplementary pages if necessary.)

Site Form Used: SmartForm FMSF Paper Form Approved Custom Form: Attach copies of written approval from FMSF Supervisor.

DO NOT USE SITE FILE USE ONLY DO NOT USE
Table with 2 columns: BAR Related (872, 1A32, CARL, UW) and BHP Related (State Historic Preservation Grant, Compliance Review: CRAT #)

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



— Historic APE

Project APE



Appendix E
SHPO Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

June 15, 2011

PLANNING & ENVIRONMENTAL
MANAGEMENT

AUG 01 2011

DISTRICT FOUR
RECEIVED

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2011 JUL 27 A 12:56

Ms. Linda Anderson
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Subject: **Request for Review**
Cultural Resources Assessment Survey (CRAS)
State Road (SR) 7 Corridor Extension PD&E Study
Financial Management #: 229664-2-22-01
ETDM # 8127
Palm Beach County, Florida

Dear Ms. Anderson:

The Florida Department of Transportation (FDOT), District 4, is conducting a PD&E Study that proposes to extend State Road (SR) 7 from Okeechobee Boulevard (SR 704) to Northlake Boulevard in Palm Beach County, Florida. The project length is 8.5 miles. The proposed improvements include widening the existing two-lane roadway (from Okeechobee Boulevard to 60th Street) to four lanes, and continuing with a new four-lane road to Northlake Boulevard. The roadway would feature a 42-foot wide median, 4-foot wide bike lanes, standard curb and gutter, and 6-foot sidewalks. In addition, there is one proposed bridge structure for the crossing over the M-canal. All improvements will be done within FDOT or Palm Beach County right-of-way (ROW).

This cultural resource assessment survey (CRAS) of the SR7 Corridor Extension PD&E was undertaken at the request of the FDOT, District 4 by Janus Research. 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*, effective January 2001); Chapter 267, *Florida Statutes*; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); and the minimum field methods data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Historic Preservation Compliance Review Program* (November 1990), *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historic 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 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).

The purpose of the CRAS was to locate and evaluate archeological and historic resources within the Area of Potential Effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4.

A CRAS was completed for this project in 2000 (DHR Survey # 6137), which included extensive research regarding the prehistory of the project corridor as well as a detailed discussion of the archaeological site potential. Therefore, this information is not repeated within the attached CRAS. A concurrence letter from the State Historic Preservation Office (SHPO) for the 2000 CRAS is included in **Appendix A**. This historic resources survey was conducted to ensure that there were no additional resources within the project APE that have become historic since the 2000 survey. One historic resource was identified; the M-canal (8PB14880). This resource does not have any distinguishing engineering features and is considered ineligible for listing in the National Register either individually or as part of an historic district. Therefore, based on the results of this survey, FDOT has determined that the proposed improvements will not have an adverse effect on any sites or properties that have historical, cultural or sacred significance or that otherwise meet the minimum criteria for listing in the NRHP. FDOT requests concurrence with this determination.

Please complete the signature block below and forward the additional report copy to SHPO. If you have questions regarding the subject project, please contact me at 954-777-4325, or Lynn Kelley at 954-777-4334.

Sincerely,



Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures

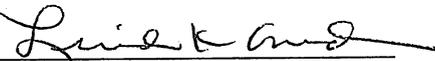
Cc: Ray Holzweiss – District Four
Roy Jackson – CEMO

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

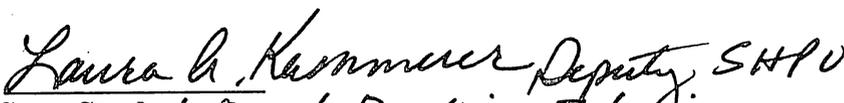
FHWA Comments:

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA. P: 850-553-2226. E: linda.anderson@dot.gov. PLEASE CC: LYNN KELLEY, FOOT D4; MARK CLASGENS, FHWA; AND ROY JACKSON, FOOT CEMO.

15/ 
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

7/21/11
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2011-2997.

 
Scott Stroh
State Historic Preservation Officer
Florida Division of Historical Resources

7.29.2011
Date