

**FEC AMTRAK PASSENGER RAIL PROJECT VOLUME II:
A CULTURAL RESOURCE ASSESSMENT SURVEY OF THE
NORTHWOOD CONNECTION IN WEST PALM BEACH,
PALM BEACH COUNTY, FLORIDA**



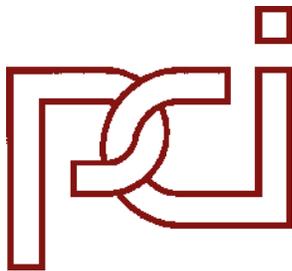
Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
District Four, 3400 West Commercial Boulevard
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TABLE OF CONTENTS

LIST OF FIGURES.....	iv
LIST OF TABLES.....	vi
INTRODUCTION.....	1
ENVIRONMENTAL SETTING.....	5
Soils.....	6
CULTURE HISTORY.....	7
Historic Context.....	7
ARCHIVAL RESEARCH.....	11
Historic Maps.....	11
Land Use History.....	12
Historic Aerial Photography.....	17
Previous Investigations.....	19
RESEARCH DESIGN.....	23
Objectives.....	23
Expected Results.....	24
Procedures to Deal with Unexpected Discoveries.....	24
Criteria for NRHP Eligibility.....	25
Field Methods.....	25
Laboratory Methods.....	28
SURVEY RESULTS.....	29
GPR Survey.....	29
Archaeological Survey.....	35
Historic Cemeteries.....	40
Architectural Survey.....	48
Historic Resources.....	66
Historic Context for Quonset Huts.....	80
SUMMARY AND RECOMMENDATIONS.....	93
Potential Impacts to Significant Cultural Resources.....	94
REFERENCES CITED.....	101
Appendix A: DHR Field Methods Coordination Meeting Minutes	
Appendix B: Materials Recovered	
Appendix C: GPR Time Slice Figures	
Appendix D: Florida Master Site File Forms	

LIST OF FIGURES

Cover: Hurricane of 1928 Mass Burial Site Memorial site, facing south

Figure	Page
1 Location of the Florida East Coast Railway.....	1
2 Location of the Northwood Connection project corridor in the City of West Palm Beach, Florida.....	2
3 Northwood Connection project area.....	3
4 1858 Plat map of Township 43 South, Range 43 East, with the Northwood Connection project corridor approximated in blue.....	11
5 Portion of map entitled “Pauper Cemetery, City of West Palm Beach”.....	13
6 1939 plat of Pauper’s Cemetery (see 5) overlain with the modern-day alignment of 25 th Street and 25 th Court.....	14
7 Inset from “Pauper Cemetery, City of West Palm Beach”.....	15
8 Undated plat (ca. 1960s) showing features in vicinity of Northwood Connection project area.....	16
9 The project corridor delineated (in blue) on March 9, 1940 aerial photograph.....	17
10 The project corridor delineated (in blue) on the February 1, 1953 aerial photograph.....	18
11 The project corridor delineated (in blue) on the December 5, 1968 aerial photograph.....	18
12 Location of previously recorded cultural resources as shown on the Palm Beach, Fla. 1946 (PR 1983) USGS 7.5’ map.....	20
13 GPS-derived map showing GPR survey transects.....	30
14 View from intersection of 25th Street and Tamarind Avenue showing the elevation difference between 25th Street and the enclosed cemetery, facing west-southwest.....	31
15 GPR time slice over aerial imagery showing one to two feet below ground surface.....	32
16 GPR time slice over aerial imagery showing two to three feet below surface.....	33
17 Area at intersection of 25th Street and 25 th Court showing multiple surface types, facing west.....	34
18 View from the intersection of 25th Street and Windsor Avenue, facing east.....	35
19 Central portion of PB14830, facing west.....	36
20 Historical development of the area south of 25 th Street.....	37
21 Site PB14830, TU 1, East Wall Profile.....	38
22 Site PB14830, TU 1 East Wall Profile.....	39
23 PB218 Evergreen Cemetery, facing north.....	41
24 Fenced-off portion of PB11548 on south side of 25 th Street, facing east.....	44
25 PB12102, FEC railway at the east site of Evergreen Cemetery.....	45
26 PB12917, SAL railway at the intersection with 25 th Street.....	46
27 Substation PB14831, facing southeast.....	47
28 Main façade of PB14832, facing east.....	48
29 Main façade of PB14833, facing east.....	49

30	Main façade of PB14834, facing southwest	50
31	Main façade of PB14835, facing northeast.....	51
32	Rear façade of PB14836, facing southeast.....	52
33	Main façade of PB14837, facing northwest.....	53
34	PB14838 main façade, facing east.....	54
35	Main façade of PB14839, facing west	55
36	PB14840, facing northwest	56
37	Main façade PB14841, facing west	57
38	PB14842, facing northwest	58
39	PB14856, facing northeast.....	59
40	PB14857, facing northeast.....	60
41	PB14858, facing southwest.....	61
42	PB14859, facing southwest.....	62
43	PB14860, facing south	63
44	PB14861, facing southwest.....	64
45	PB9907, Quonset Hut Row, facing southeast from Windsor Avenue.....	65
46	Aerial photograph showing each structure along Quonset Hut Row, identified by their current postal address.....	66
47	PB14843, Miotto 2000 Sales Fabrication and Installation Building, east building at 939 25 th Court (937 25 th Street), facing northeast.....	67
48	PB14844, Miotto 2000 Tile and Marble Works Building, west building at 939 25 th Court (939 25 th Street), facing northeast.....	68
49	PB14845, Miotto 2000 at 951 25 th Court (951 25 th Street), facing northwest	69
50	PB14846, 955 25 th Court (955 25 th Street), facing north	70
51	PB14847, 957 25 th Court (957 25 th Street), facing northeast.....	71
52	PB14848, O'Hara Landscape & Maintenance, east building at 1001 25 th Court (1001 25 th Street), facing northwest.....	72
53	PB1489, O'Hara Landscape & Maintenance/West Building at 1001 25 th Court (1005 25 th Street), facing northwest.....	73
54	PB14850, Bernard Auto Storage, east building at 1009 25 th Court (1009 25 th Street), facing northwest	74
55	PB14851, Delisca Auto Repairs and Sales, west building at 1009 25 th Court (1013 25 th Street), facing northwest	75
56	PB14852, Damas Auto Repair and Body Shop Building at 1017 25 th Court (1015 25 th Street), facing northwest	76
57	PB14853, 1021 25 th Court (1021 25 th Street), facing northwest.....	77
58	PB14854, 1025 25 th Court, facing north	78
59	PB14855, Allen Cabinetry at 1029 25 th Court, facing northwest.....	79
60	Undated historic photograph of the Quonset hut at 502 Kanuga Drive	82
61	Undated advertisement for Alexander and Williams Inc. showing the Arc-Rib Truss	83
62	Photographs illustrating the Arc-Rib construction process	83
63	Photographs illustrating the Arc-Rib construction process	84
64	Photographs illustrating the Arc-Rib construction process	84
65	Photographs of one of the Quonset huts along Quonset Hut Row (PB9907) under construction.....	86

66	1968 aerial photograph showing Quonset Hut Row	89
67	Current aerial photograph showing Quonset Hut Row	89
68	Aerial photograph of Advance Base Receiving Barracks Camp Rousseau (California) housing and training area, October 1945.....	90
69	Ca. 1954 photograph of Quonset huts at Camp Canol, Yukon Territory (Alaska).....	90
70	Northwood Connection project area with resources recorded and evaluated in this study	99

LIST OF TABLES

Figure		Page
1	Soil Types within the Northwood Project Corridor	6
2	Summary of the Land Records for the Northwood Project Corridor	12
3	Resource Groups Located within One-Half Mile of the Project Corridor	12
4	Historic Cemeteries Located within One-Half Mile of the Project Corridor	19
5	NRHP-listed Resources Located within One-Half Mile of the Project Corridor.....	19
6	Previous Surveys Located within One-Half Mile of the Project Corridor.....	21
7	Summary of findings, recommendations, and potential affects to resources.....	97

INTRODUCTION

The Federal Railroad Administration (FRA) and Amtrak are proposing to restore intercity passenger rail service along nearly 350 miles of Florida's east coast. The proposed restoration will be accomplished by using the existing Florida East Coast (FEC) Railway and expanding Amtrak's long-distance passenger rail service from Jacksonville to West Palm Beach, with continuation to Miami on the existing South Florida Rail Corridor (SFRC) (Figure 1). Panamerican Consultants, Inc. (PCI), Brandon, Florida, was contracted by the Florida Department of Transportation (FDOT), District 4, to conduct a cultural resources assessment survey of the proposed Northwood Connection project corridor in the City of West Palm Beach, Palm Beach County, Florida in support of this effort. This report presents the results of that cultural resource assessment survey.

The corridor will link the FEC rail line to the existing Seaboard Air Line (SAL) (now owned and operated by CSX) for continuation of service into Miami. The proposed Northwood Connection project is being considered for FRA High Speed Intercity Passenger Rail (HSIPR) Program Track 2 funding as part of the American Reinvestment and Recovery Act (ARRA) and is part of a phased approach to develop intercity passenger rail service. FDOT, District 4, is providing support for the completion of a National Environmental Policy Act (NEPA) Environmental Assessment (EA) document. The purpose of this investigation was to document cultural resources within the Northwood Connection project limits and assess their potential eligibility for listing in the National Register of Historic Places (NRHP). This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (Protection of Historic Properties), and Executive Order 11593. This project was designed to be consistent with both federal and state standards and guidelines as promulgated in Chapter 12 of the FDOT *Project Development and Environmental Manual*, as well as the Florida Division of Historic Resources (FDHR) Management Handbook and *The Historic Preservation Compliance Review Program* (Tesar 1990).



Figure 1. Location of the Florida East Coast Railway.

Fieldwork was conducted by PCI's geophysical specialist Lee Harrison, M.A., field director Jelane Wallace, and staff archaeologists Katherine Baar, Bradley Mueller, M.A., and Jorge Provenzali, M.A., RPA. Work was carried out under the supervision of Ramie A. Gougeon, Ph.D., RPA, Senior Archaeologist, and Kelly Mahar, M.H.P., Architectural Historian, on March 30-31, April 5-9, and May 3-6, 2010. Janus Research, Inc. had previously conducted historical research of this area in 1998, 2006, and 2009. Janus Research Senior Architectural

Historian Amy Strelman, M.H.P., and Architectural Historian Emily Ahouse, M.A., updated their findings with interviews and new research in the spring of 2010.

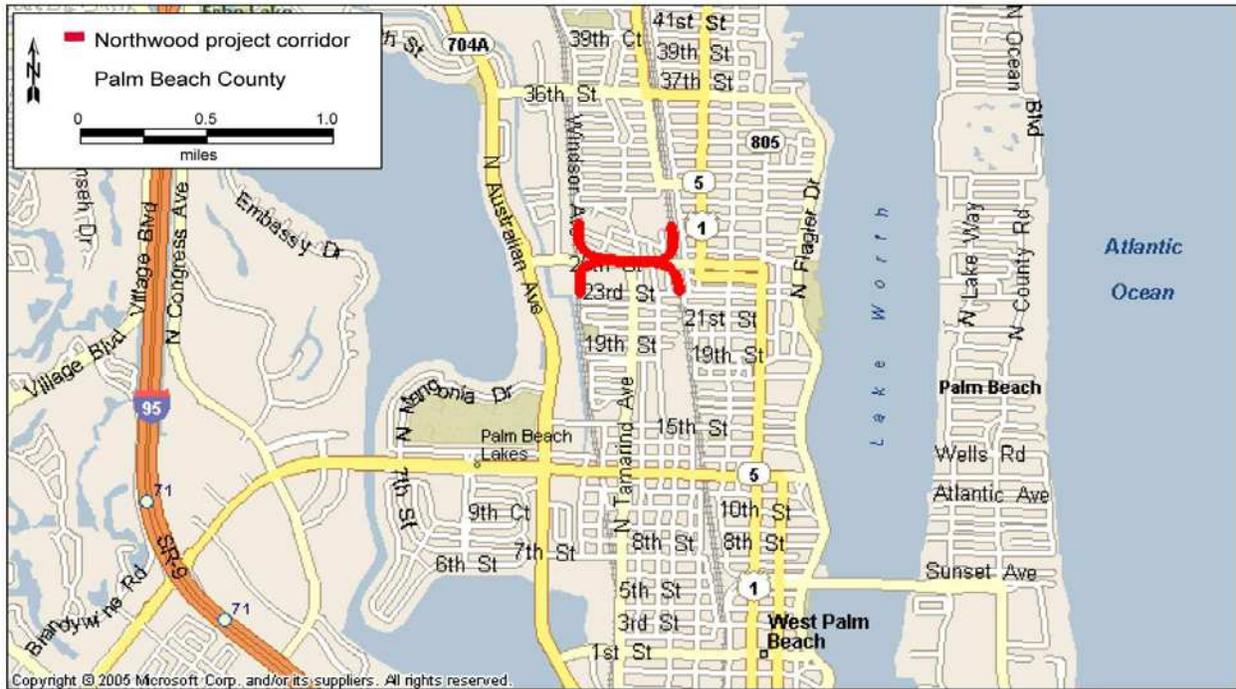


Figure 2. Location of the Northwood Connection project corridor in the City of West Palm Beach, Florida (Microsoft Streets and Trips 2006).

The Northwood Connection project corridor is located in the City of West Palm Beach, Palm Beach County, Florida, along 25th Street between the FEC Railroad corridor on the east and the SAL (CSX) railroad corridor on the west (Figures 2 and 3). This corridor is approximately one-half mile in length and includes a 50-foot (15-meter) right-of-way (ROW). It is contained within in Sections 9 and 16 of Township 43 South, Range 43 East. The proposed railway connection diverges from the SAL (CSX) railroad corridor at 23rd Street, curving to the northeast, and at the western terminus of 25th Court, curving to the southeast (see Figure 3). Additionally, the connection diverges from the FEC railroad corridor outside the southeastern corner of the Evergreen Cemetery, curving to the southwest, and north of 23rd Street, curving to the northwest. The proposed alignment parallels the north side of 25th Street between Division Avenue and the approximate eastern limits of a present-day scrap yard.

Effects of this proposed Northwood Connection alignment include the realignment of 25th Court and the removal of several buildings located along the corridor between 25th Street and 25th Court, and along Rosemary Avenue north and south of 25th Street. The previously recorded “Quonset Hut Row” (PB9907) along 26th Court would front a section of the Northwood Connection line but remain intact. South of the Evergreen Cemetery and well west of the former Pauper’s Cemetery (PB14864) and the Hurricane of 1928 African American Mass Burial site (PB11548), the route crosses currently undeveloped lots. The Area of Potential Effect (APE) for this survey was designed to include these proposed construction and demolition activities for the Northwood Connection.

Figure 3. Northwood Connection project area.

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ENVIRONMENTAL SETTING

The project area lies in the Distal Zone within the Atlantic Coastal Ridge of the Eastern Valley physiographic province (White 1970:Map 1-C). The Eastern Valley region is described as a scarp that lies along the eastern edge of Peninsular Florida, stretching from St. Johns County in the north to Palm Beach County in the south. The valley topography becomes less defined as one travels south, eventually becoming almost flat. This topographical change is reflected in the St. Johns River valley as it becomes the St. Johns marsh (White 1970). The Eastern Valley has low, sandy, poorly drained soils and consists of mostly Pineland, with prairies and cypress sloughs. One of these sloughs is the Loxahatchee Slough, which drains into the Atlantic Ocean. Within the Eastern Valley lies the Atlantic Coastal Ridge. The Atlantic Coastal Ridge extends from the southern Georgia border to an area southwest of Miami in Homestead. The ridge is composed of relic beach dunes and sandbars. The Atlantic Coastal Ridge is a product of the Pamlico Sea and represents a relict shoreline of this sea, which was likely 30 ft. (9 m.) higher than the present sea level.

The surface lithology of Palm Beach County is composed of the Anastasia formation. The Anastasia formation is the underlying layer of lithified coquina deposits, shell, and quartz sand (White 1970). This deposit dates from the Pleistocene epoch, when sea level was approximately 66 ft. (20 m.) above its current level. Formed from a concreted layer of shell, shell fragments, and quartz sand, the Anastasia formation is the lithified layer of what were once coastal beaches, and comprises the majority of the Atlantic Coastal Ridge from Anastasia Island in the north to Boca Raton at its southern terminus, stretching approximately 250 miles along the coast (White 1970). There are few limestone outcrops for the production of stone tools located in southeastern Florida.

Palm Beach County is fed by the Shallow Aquifer, which is the main source of groundwater in the county. This non-artesian aquifer is an important source of water since groundwater from other nearby artesian aquifers is highly mineralized (Hyde 1975). The nearest source of freshwater to the project area is the Lake Worth to the east and Lake Mangonia to the west. Numerous small wetlands and ponds also dot the area.

The vicinity of the project corridor is mostly paved urban complex and is sparsely vegetated with grasses, oaks, pines, palm trees and ornamental plants. Common birds were the only type of fauna observed during the field investigation. The topography within the project area is fairly level, except on the south side of 25th Street between Tamarind Avenue and Windsor Avenue. At this location the ground is elevated from historic trash and fill dumping, but flat from terraforming activities. The elevation within the project area ranges from 15 to 30 ft. (4.6 to 9.1 m.) above mean sea level (amsl).

Palm Beach County's average annual temperature is 75° Fahrenheit (F). The average annual precipitation is approximately 62 inches (157.5 centimeters), with most of the rainfall occurring between May and November. Proximity to the ocean helps to cool the region in the summer and keep the winter temperatures mild (McCollum et al. 1978).

SOILS

The project area contains two different soil associations, both of which are grouped under the heading “nearly level to sloping, excessively drained to somewhat poorly drained soils of the coastal ridges” (McCollum et al. 1978). The two soil associations are the St. Lucie-Urban Land Paola association and the Quartzipsammets-Urban Land association.

The majority of the project area is characterized by Urban Land that has been altered to such an extent that the original soils are not easily recognized. The eastern extent of the project area has well drained, nearly level sandy soils with some Paola and Pomello soils mixed in. Fill over former marshland can be found in the section of the project area near Lake Mangonia (McCollum et al. 1978). Four specific soil types are also mapped for the project area and are listed below in Table 1.

Table 1. Soil Types within the Northwood Connection Project Corridor.

Soil	Slope	Drainage	Location
Arents-Urban land complex, organic substratum	Nearly level	Poorly drained	Former organic marshes and swamps filled for urban use, mostly located near bodies of water.
Myakka-Urban land complex	Nearly level to sloping	Poorly drained	Developed and fallow areas. Paved areas.
St. Lucie-Urban land complex	Nearly level to sloping	Excessively drained	Mostly empty lots, lawns and playgrounds, with some paved and developed areas.
Urban Land	n/a	n/a	Paved, developed areas.

CULTURE HISTORY

HISTORIC CONTEXT

Although the Spanish began to colonize Florida in the sixteenth century, their primary presence in southeastern Florida was the result of shipwrecks along the Atlantic coast. After Britain gained control over Florida in 1763, no significant European settlements were located in south Florida. At the time, the only inhabitants of the area were Tequesta Indians. Under pressure from Native American groups who were being forced into south Florida from their homes in Alabama, Georgia and north Florida, many of the remaining Tequesta Indians in the area went to Cuba along with the Spanish soldiers. Spain regained Florida after the American Revolution, but again, no concerted efforts were made to settle south Florida (McIver 1983).

As the eighteenth century turned into the nineteenth century, the Seminole Indians were increasingly forced into Florida by the United States from the north. At the same time, Spain made its first land grants in what would become Palm Beach County. In the early nineteenth century, Spain's control over Florida was weak, and after the First Seminole War Spain sold Florida to the United States (McIver 1983).

In 1821, Florida became a United States territory and settlement of south Florida began. Although widely scattered and sparsely settled, these early settlements pushed the Seminole Indians farther into southwest Florida. During the Second Seminole War (1835-1842), many of the early settlers left the east coast of Florida following an attack by the Seminoles. Several battles were fought in southeast Florida as the U.S. Army pushed the Seminoles into the Everglades and established posts including Fort Lauderdale in Broward County, Fort Jupiter in Palm Beach County, and Fort Dallas—now Miami (Kennedy et al. 1994).

In 1836, Dade County was created, which encompassed present-day Miami-Dade, Broward, and Palm Beach counties. When Florida became a state in 1845, the U.S. policy of Indian removal continued to press on native groups in south Florida. The area that would become Palm Beach County had earlier been known as Lake County, a reference to the 22-mile long coastal lake discovered by soldiers during the Second Seminole War. In 1841, this long lake was named Lake Worth after Colonel William Jenkins Worth, the last U.S. commander during the Second Seminole War. With few roads in the area, and water as the best means of transportation, many of the county's early settlements arose along Lake Worth (Curl 1998). The Third Seminole War of the mid-1850s had little impact on southeast Florida, although a military road was built connecting the Fort Lauderdale area with Fort Dallas (now Miami). Known today as Military Trail (State Road 809), the road runs in a north-south direction through Palm Beach County (Kennedy et al. 1994).

It was not until the late nineteenth century that interest was renewed in settling south Florida. The 1870 census counted only 85 white settlers and no Seminole Indians in all of Dade County. During the 1870s, settlers began to arrive in significant numbers. Captain Elisha Newton Dimick arrived in 1876 and is known as the founder and first mayor of Palm Beach. One of the earliest settlers, a German horticulturist named A. O. Lang, planted limes, oranges, mangos, pineapples, and other fruit. When the Spanish Ship *La Providencia* wrecked on the coast in 1878,

the survivors salvaged the ship's cargo of wine and coconuts and planted the coconuts along the beach. Legend has it that this is literally the reason for the area's later name of Palm Beach (Pandula 1989). In 1880, only a few settlers made their way from the coast through the Florida wilderness to settle around Lake Worth. One of them, Irving R. Henry, homesteaded 130 acres of land where West Palm Beach is today. By the end of the decade, wealthy northerners, who had been winter tourists, began building seasonal houses on the lake front (Curl 1998).

Meanwhile, development farther to the north on Florida's east coast was thriving after the construction of the Flagler system of railroads. In the mid-1890s, Henry M. Flagler's railroad reached as far south as Palm Beach. The railroad spurred the development of many small towns along its route as living quarters for railroad workers or as farm towns supplying fresh fruits and vegetables for trains and hotels (McIver 1976). When Flagler constructed the Royal Poinciana and Breakers hotels in Palm Beach, he made the area a resort community for the elite of American society. Passengers came by rail and were ferried across Lake Worth to the island hotels, or they came in their own yachts. In 1895, Flagler built a railroad bridge across Lake Worth and an adjacent pedestrian bridge to be more convenient for the patrons of his hotels. He also purchased property on the west shore of Lake Worth and called this area Styx, a commercial city to care for the tourists' needs. Today this area is part of the City of West Palm Beach (Curl 1986).

By 1898, the population of Dade County was growing, albeit slowly. After Napoleon Bonaparte Broward became governor of Florida in 1905, he championed efforts to drain the Everglades to create more arable land in south Florida. The first major drainage canal was constructed from the south fork of the New River to Lake Okeechobee (McCally 1998). The population of Dade County grew to such an extent that the county was split into new counties. In 1909, Palm Beach County was created and covered an area of 7,200 square miles, which included Lake Okeechobee on the north and extended as far south as the Florida Keys (Curl 1998). In 1915, Broward County was created out of portions of Dade and Palm Beach counties, with the Hillsboro Canal as the county line between Palm Beach and Broward counties (McIver 1983). South Florida was experiencing its first land boom, and thousands of new residents arrived each week. Since boats were the primary means of transportation, settlement had originally focused on the coast and waterways, but the newer arrivals began to settle in the interior of the county where agricultural land had been made available as a result of the drainage projects. The Florida East Coast (FEC) Railroad was extended into Miami in 1896 (Rodriguez 1989).

The year 1915 saw the first national highway system in Florida, as the state became a founding member of the Dixie Highway Association. The highway stretched from Quebec, Canada, to Miami, and paralleled the FEC Railroad (Brink 1976). In 1917, the completion of the West Palm Beach Canal provided access from the east coast inland. West Palm Beach became the shipping point for Palm Beach County's agricultural products, making it an important business and banking center (Curl 1998). In 1918, the Lake Worth Inlet was dredged to serve as the entrance to the Port of Palm Beach.

The 1920s were boom times all over the United States, but particularly in Florida. New developments sprang up all over the county. The population of West Palm Beach doubled during the 1920s. Two influential individuals were Paris Singer, a developer, and Addison Mizner, an architect. Singer, heir to the Singer sewing machine fortune, decided to build a hospital for veterans of World

War I. He hired his friend Mizner to design the hospital. After construction of the building was complete, Singer changed his mind about the hospital and the building became the Everglades Club, the most socially elite club in Palm Beach (Brink 1976). The design for the club transformed the prevailing architecture of the area to Mediterranean Revival (Knott 1987). Singer later expanded his plans to include development on what is now known as Singer Island.

Hurricanes and a banking crisis ended the boom times for Palm Beach County in the late 1920s. On September 16, 1928, the “Okeechobee” hurricane came ashore in Palm Beach County and passed over eastern Lake Okeechobee, raising lake levels and causing breaches in the dyke, flooding towns around its rim (Pfof 2003). This hurricane was particularly devastating to non-white communities along its path. Of an estimated 2,500 dead, approximately three-quarters of the victims were poor minorities. In West Palm Beach alone, 674 of the estimated 743 dead who were buried in two largely segregated mass graves were black (Florida Heritage Landmark 2001; Pfof 2003). The white mass grave is located in the Woodlawn Cemetery, while the nonwhite victims were placed in a mass grave in the town’s Pauper’s Cemetery southwest of the corner of 25th Street and Tamarind Avenue.

The economic dislocations caused by the stock-market crash and the Great Depression were also detrimental to Palm Beach County. Financially ruined people left the county during the 1930s, and very little new development occurred during the period. Barter became the main economic activity, with people trading vegetables and fish for services (Simon 1999). In the early 1930s, the Public Works Administration and the Works Progress Administration provided funds for improvements to the Intracoastal Waterway, creating jobs and easing economic hardship in the area (Buker 1975).

World War II brought jobs as two air bases were constructed in the area, one in Boca Raton, and the other in West Palm Beach. In addition, naval training schools and gunnery ranges were also established in the county, and resort hotels were converted to military housing or hospitals. Although the construction of these airfields stimulated the need for housing and service-oriented businesses, much of Palm Beach County was sparsely populated until the mid-1950s when thousands of men who had served at various bases in Florida returned after the war. At the end of the war, the West Palm Beach Air Force Base became the International Airport and the one in Boca Raton became Florida Atlantic University. This postwar period brought yet another surge in development to Palm Beach County with the creation of new subdivisions and towns. The prevalence of the automobile also encouraged American tourism, which benefited Florida and aided in the economic renewal of the area. New industries supported the quickly growing population and improved flood control opened up more land in the western portions of the county for real estate development (Curl 1998).

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ARCHIVAL RESEARCH

HISTORIC MAPS

The southern boundary for Township 43 South, Range 43 East, was originally surveyed by Deputy Surveyor A.H. Jones in 1845. Subdivisions were surveyed and the southern boundary was retraced by Deputy Surveyor William J. Reyes in 1858. The survey for the subdivisions began on October 28, 1858 and finished November 3, 1858. Paul Sabata and Gaspar Corranis were the chainmen for this survey crew. The Surveyor General's office in St. Augustine examined and approved the map on October 22, 1859. Both Lake Worth and the Atlantic Ocean were depicted on this map (Figure 4). The map also illustrated the original size of Lake Mangonia, before dredging and wetland reclamation activities filled in the eastern shore of the lake for development. No settlements, roads or features were noted within Section 9 where the Northwood Connection project corridor is located.

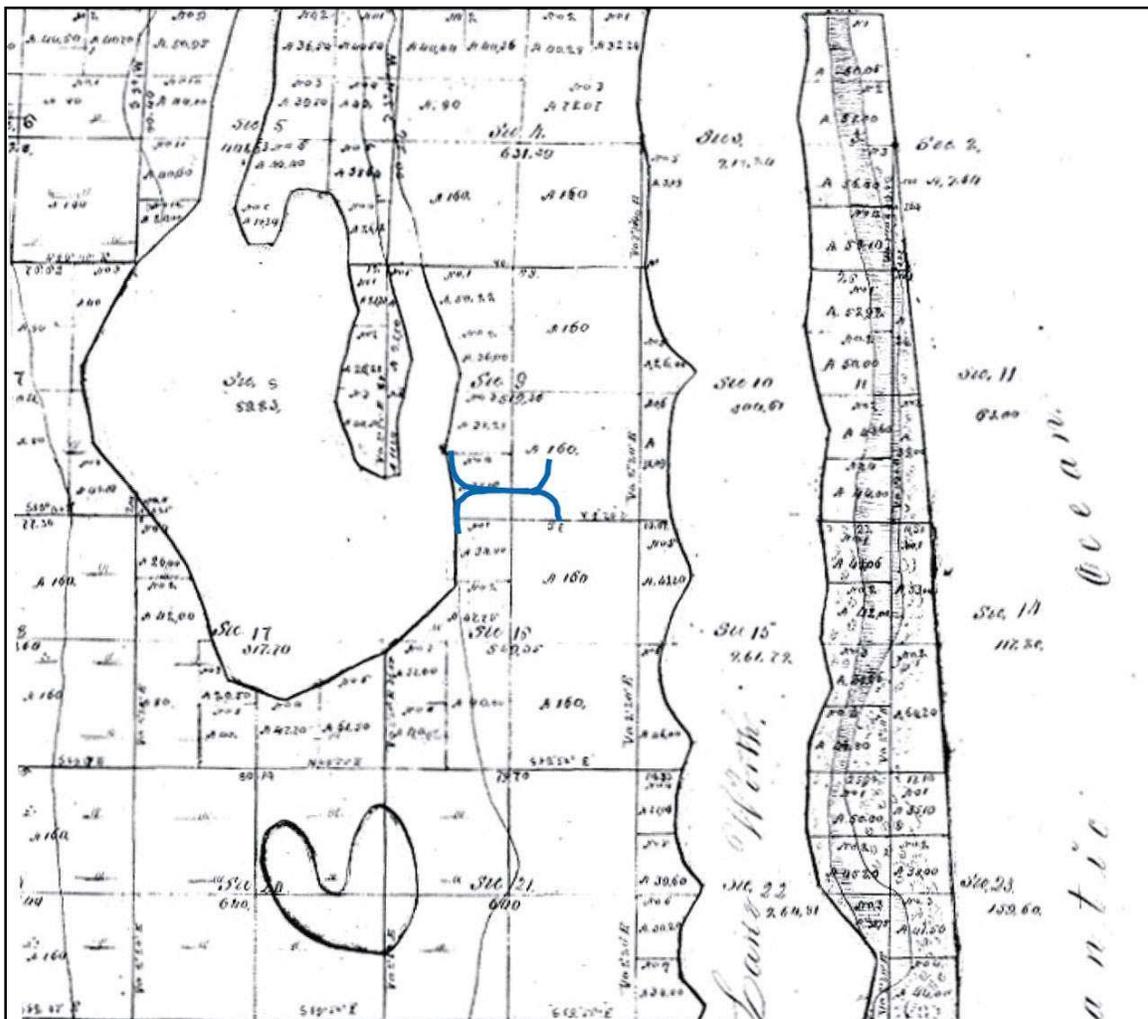


Figure 4. 1858 Plat map of Township 43 South, Range 43 East, with the Northwood Connection project corridor approximated in blue (Department of Environmental Protection).

LAND USE HISTORY

Land document records were examined for Sections 9 and 16 of Township 43 South, Range 43 East. This search revealed that 14 land deeds had been recorded (Table 2). During the survey of lands for the government, sections were further subdivided into fractional sections, blocks or lots (in the case of uneven parcels). These subdivisions are known as aliquots. In addition, the land patent records of the General Land Office of the Bureau of Land Management were searched for land patents recorded within Sections 9 and 16 of Township 43 South, Range 43 East (State of Florida 2010). A subsequent search was completed for the names of these land owners, but nothing significant to the current project was learned.

Table 2. Summary of the Land Records for the Northwood Connection Project Corridor.

Township	Range	Section	Aliquot	To Whom Deeded / Sold	Date
43 S	43 E	9	E ½ of NE ¼	Charles Moore	October 5, 1883
			W ½ of NE ¼ and Lots 1 and 2	Jacob T. Earnest	July 11, 1892
			Lots 3 and 4	Fred S. Dewey	April 17, 1891
			Lot 5	Mattie A. Spencer	June 30, 1884
			Lot 6	John F. Highsmith	May 4, 1891
			SE ¼	Elbridge Gale	February 13, 1891
43 S	43 E	16	NE ¼ of NE ¼	Martin V. Warden	June 25, 1884
			SE ¼ of NE ¼ and NE ¼ of SE ¼	John W. Malone	August 17, 1885
			NW ¼ of NE ¼ and Lot 1	Robert H. Young	April 20, 1880
			SW ¼ of NE ¼ and Lot 2	William P. Horton	April 22, 1880
			E ½ of SW ¼ and Lots 3 and 4	William P. Horton	April 22, 1880
			W ½ of SE ¼	William P. Horton	April 22, 1880
			SE ¼ of SE ¼	Andrew Routh	June 25, 1884
			Lot	West Palm Beach Development Company	December 7, 1943

Several historic plats also were examined for information regarding land-use patterns along the Northwood Connection corridor. A City Engineer’s map from 1939 depicted the approximate boundaries of the Pauper’s Cemetery site and Hurricane of 1928 African American Mass Burial site (Figure 5). Another plat (undated) displayed the 1939 layout of the cemeteries relative to the planned or constructed present-day 25th Street alignment (Figure 6). These maps were particularly useful for identifying the known northern limits of the cemeteries, even if it is not known which, if any, of the numbered plots in the vicinity of the Northwood Connection route were actually used. Three “blocks” of 8-ft.-by-4-ft. and 9-ft.-by-4-ft. individual plots appear to have been established and enclosed with a fence prior to the mass burial in 1928. A fourth block was established to the west and outside of the fence in December 1929. In total, 877 individually numbered lots were identified on the plat. It is not known if a ledger exists that recorded the names of those individual who may have been buried in the lots or which lots were used. No formal gate or entrance was depicted. Instead, it appears that entry was gained directly from 25th Street. A small tool shed was

located at the northeast corner of the cemetery. It appears as though the Pauper's Cemetery ended at the southern edge of the then-25th Street (now 25th Court) once it was formalized by the city. The mass burial site was situated within the Pauper's Cemetery, and the northeast corner of the mass burial appears to be approximately 10-12 ft. from the southern edge of present-day 25th Court.

Other features identified in the 1939 plat (Figure 7) included an abattoir located at the southwest corner of present-day Windsor Avenue and 23rd Street. A Florida Power and Light (FP&L) substation is currently at this location. A 300-ft.-by-300-ft. lot on 23rd Street was labeled "City of West Palm Beach and Town of Palm Beach Incinerator." No specific buildings or features were noted within this lot. The entire city block, including the Pauper's Cemetery and mass burial site, was owned by the City of West Palm Beach.

A final plat included with the original Florida Master Site File (FMSF) site form for the Evergreen Cemetery covered the entirety of the Northwood Connection project area and illustrated a number of features present by the middle of the twentieth century (Figure 8). Most notable was the absence of any indication of the Pauper's Cemetery or mass burial site. Instead, the center of the city block was occupied by a sewage treatment plant (no sign of the former incinerator was noted). Two large water storage tanks were located along Tamarind Avenue Extension, as were five unlabeled buildings at the corner of Tamarind Avenue and 23rd Street. The FP&L substation was depicted on the plat at its present location. The plat also depicted numerous rail spurs that connected the many industries in the project area to the SAL rail line. One line was shown bisecting 25th Court. Several of these spurs were depicted on the 1946 (photorevised 1983) Palm Beach topographic quadrangle (Figure 12, below). Remnants of these spurs are present in the project area today, although many are obscured by concrete and asphalt.

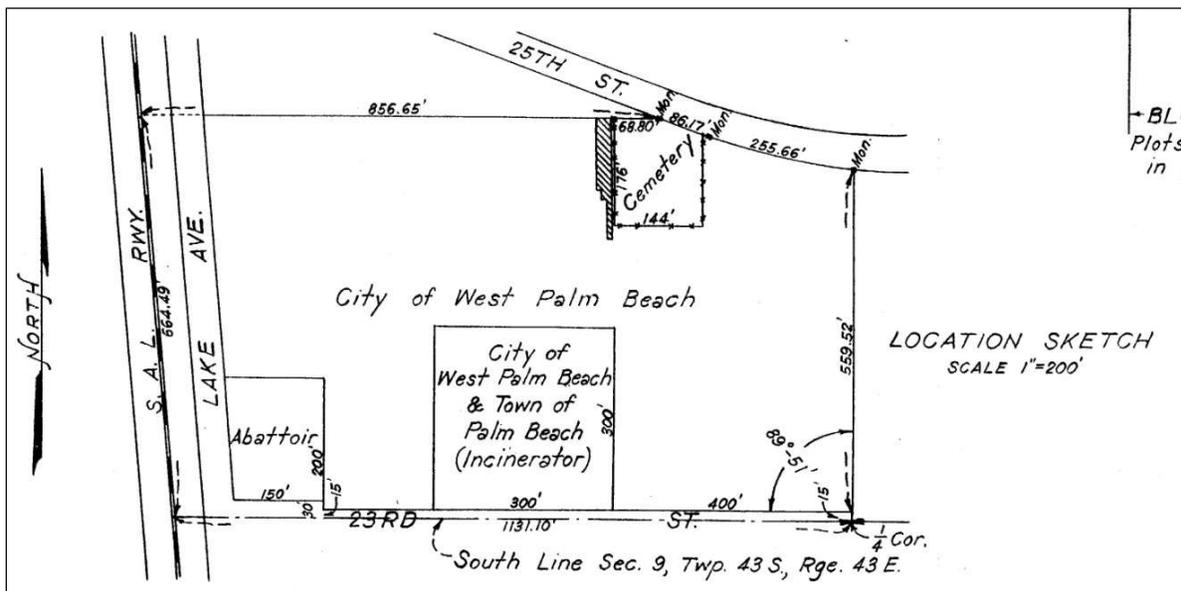


Figure 7. Inset from "Pauper Cemetery, City of West Palm Beach" (Office of City Engineer, West Palm Beach, December 1939).

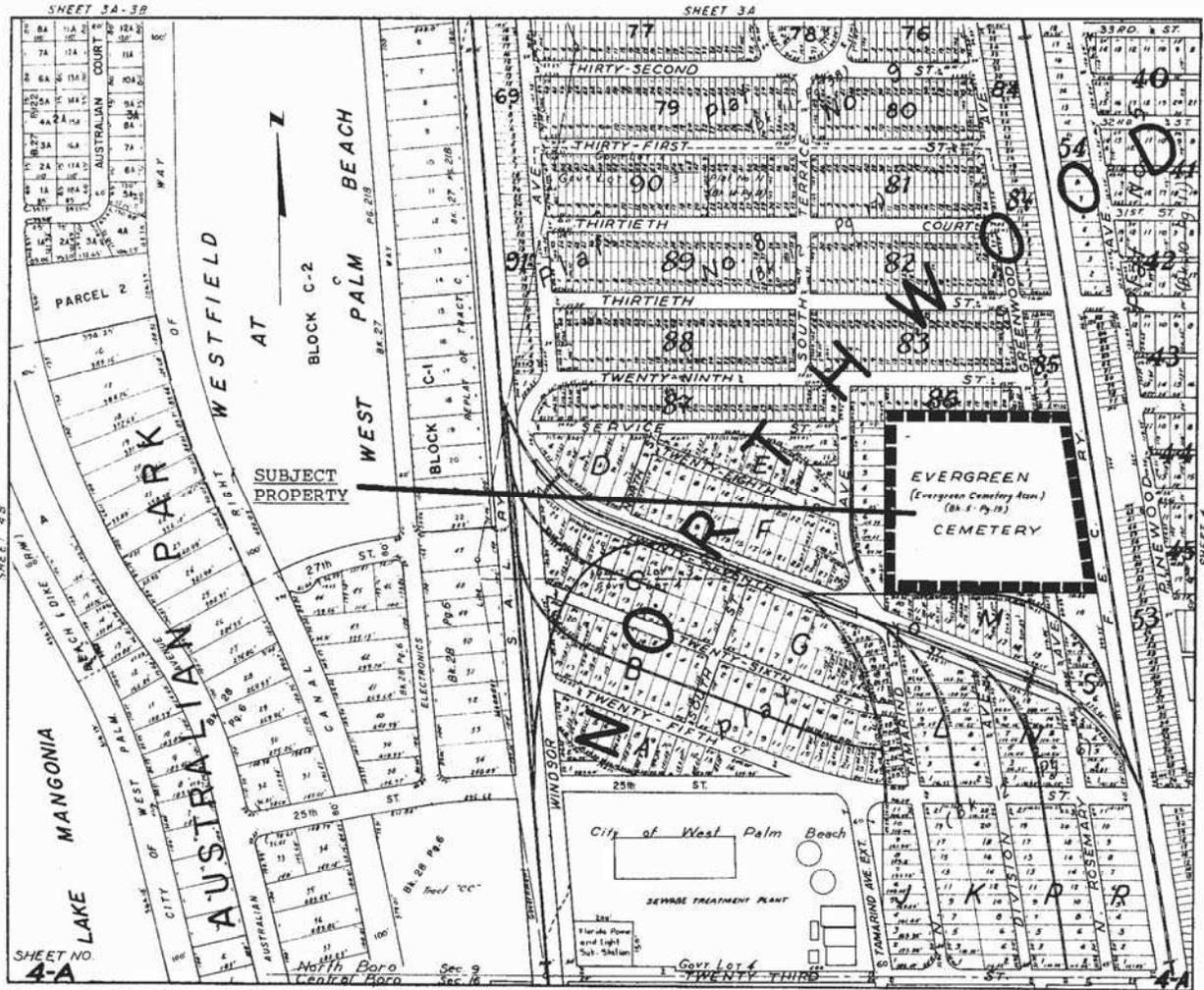


Figure 8. Undated plat (ca. 1960s) showing features in vicinity of Northwood Connection project area. Note rail line spurs running throughout commercial area to SAL (CSX) railway, and the location of a sewage treatment plant in the large city block south of 25th Street (from FMSF record for PB218).

HISTORIC AERIAL PHOTOGRAPHY

A review of the historic aerial photographs on file at the University of Florida digital archives revealed the progression of development along the Northwood Connection project corridor (University of Florida PALMM 2006). The March 9, 1940 aerial showed that many streets had already been laid out, the FEC and SAL railroad corridors extended north-south, and several structures were in the vicinity of the project corridor (Figure 9). The aerial photograph taken over a decade later on February 1, 1953 documented extensive development. Many large buildings had been erected in the area along what was at the time called 25th Street (now 25th Court) (Figure 10). Additionally, the shoreline of Lake Mangonia to the west showed evidence of infilling and drainage efforts. By December 5, 1968 the modern alignment of 25th Street was visible and a row of Quonset huts were located along 25th Court (Figure 11). Further, buildings related to the City of West Palm Beach's water treatment facility had been erected northwest of the intersection of Tamarind Avenue and 23rd Street. A power substation was visible in the southwest corner of the FP&L field. The sewage treatment building was atop the in-filled, mounded area paralleling 25th Street. The Lake Mangonia shoreline had been pushed farther west through fill and drainage activities and there was construction on the newly created land.



Figure 9. The project corridor delineated (in blue) on March 9, 1940 aerial photograph (University of Florida PALMM 2006).

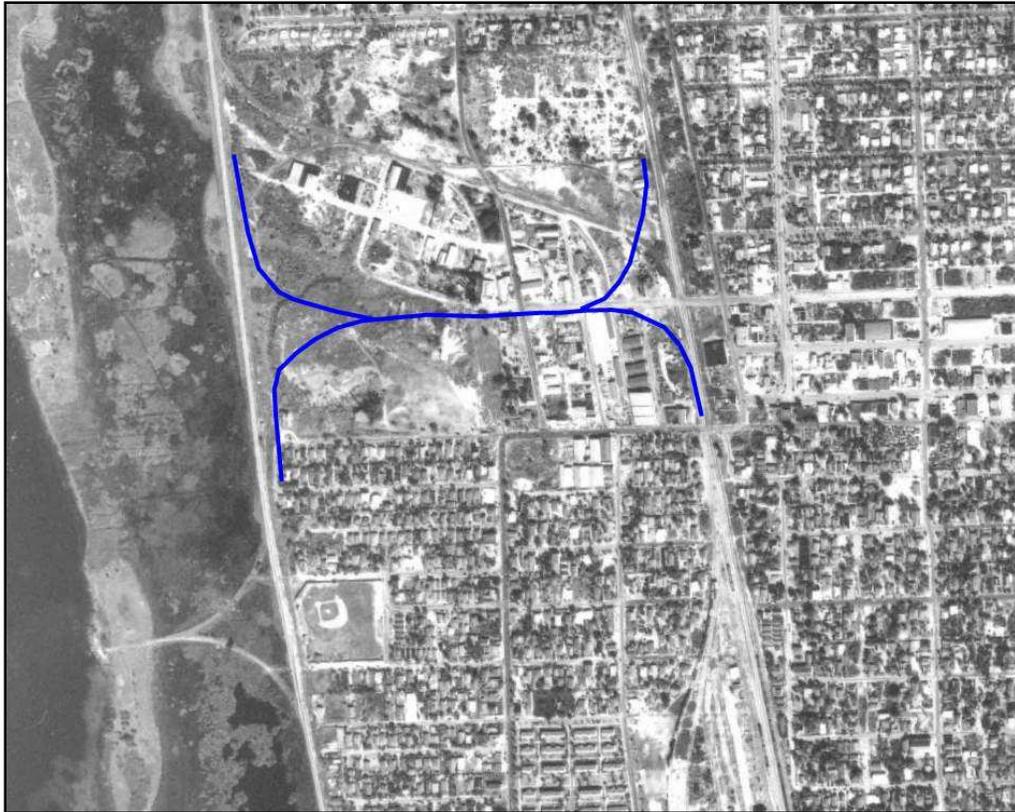


Figure 10. The project corridor delineated (in blue) on the February 1, 1953 aerial photograph (University of Florida PALMM 2006).



Figure 11. The project corridor delineated (in blue) on the December 5, 1968 aerial photograph (University of Florida PALMM 2006).

PREVIOUS INVESTIGATIONS

A search of the records of the FMSF in GIS format, dated January 2010, showed that six previously recorded historic resource groups (Table 3), two historic cemeteries (Table 4), two NRHP-listed resources (Table 5), and 894 historic structures were located within one-half mile of the project corridor (Figure 12). No previously recorded archaeological sites or historic bridges were located within a one-half-mile radius of the project corridor. Of the previously recorded resources, three of the resource groups, both of the cemeteries, and one of the NRHP-listed resources were located within or along the project corridor. A total of eight surveys have been previously conducted, four of which include or overlap portions of the Northwood Connection project corridor (Table 6).

Table 3. Resource Groups Located within One-Half Mile of the Project Corridor.

FMSF Number	Site Name	Resource Type	Time Period	Survey Number	SHPO Evaluation
PB07972	Old Northwood Historic District	Historic District	1921-1944	16795	NRHP-listed
PB09906	Northwood Hills Historic District	Historic District	1920+	5844	Potentially Eligible for NRHP
*PB09907	Quonset Hut Row	Historic District	World War II 1940-1945		Not Evaluated by State Historic Preservation Office (SHPO)
*PB12102	Florida East Coast Railway	Linear Resource	Nineteenth-century American, 1821-1899	14832	Insufficient Information
PB12192	Broadway (US 1), Riviera Beach	Linear Resource	Twentieth-century American, 1900-present	12041	Ineligible for NRHP
*PB12917	Seaboard Air Line Railroad	Linear Resource	Twentieth-century American	14772	Insufficient Information

*within the APE for the Northwood Connection project corridor

Table 4. Historic Cemeteries Located within One-Half Mile of the Project Corridor.

FMSF Number	Site Name	Year Established	Survey Number	SHPO Evaluation
*PB00218	Evergreen Cemetery	1916	-	Not Evaluated by SHPO
*PB11548	Hurricane of 1928 African American Mass Burial Site	1928	-	NRHP-Listed

*within the APE for the Northwood Connection project corridor

Table 5. NRHP-listed Resources Located within One-Half Mile of the Project Corridor.

FMSF Number	Site Name	Resource Type	Survey Number	Certification Date
PB07972	Old Northwood Historic District	Historic District	16795	April 14, 1994
*PB11548	Hurricane of 1928 African American Mass Burial Site	Cemetery	-	September 12, 2002

*within the APE for the Northwood Connection project corridor

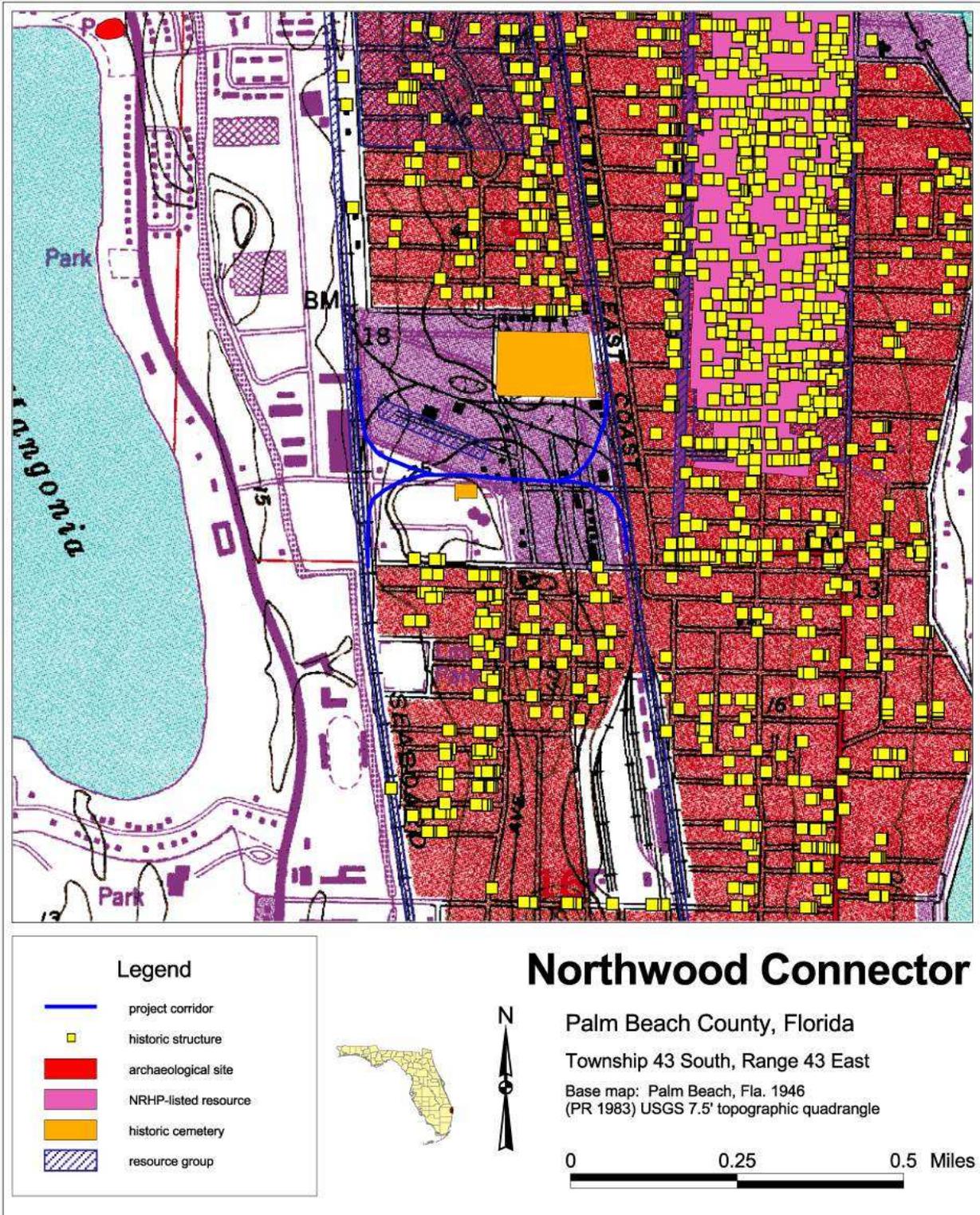


Figure 12. Location of previously recorded cultural resources as shown on the Palm Beach, Fla. 1946 (PR 1983) USGS 7.5' map.

Table 6. Previous Surveys Located within One-Half Mile of the Project Corridor.

Survey Number	Survey Title	Date	Report Authors
*2035	West Palm Beach survey: first year final report	1989	Elizabeth L. Miller
2535	Northwood survey: final report	1990	Elizabeth L. Miller
5072	Cultural Resource Assessment: A Proposed Roadway Resurfacing, Re-striping, and Traffic Signalization to Northwood Road, 24th Street, 25th Street, 58th Street, and 59th Street, from Dixie Highway to SR 5, US 1/Broadway Ave, West Palm Beach, Florida	1995	Karen Webster Milano
*5844	Tri-County Commuter Rail Authority Double Track Corridor Improvement Program for Segment 5	1999	Janus Research, Inc.
*5928	A Preliminary Archaeological survey of the City of West Palm Beach, Florida	2000	Robert J. Austin
9310	Cultural Resources Survey and Inventory of the Seafarer U.S. Pipeline System, Inc.'s Proposed 26-Inch Gas Pipeline, Florida State Waters Boundary to the Florida Mainland	2004	David Duncan, Christopher Goodwin, & Harley Meier
*14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	2006	Janus Research, Inc.
16795	Old Northwood Historic (8PB7972) Resurvey	2009	Janus Research, Inc.

*includes portions of the Northwood Connection project corridor

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RESEARCH DESIGN

A research design is a plan to coordinate the investigation from the inception of a project to its completion. The plan should minimally account for three things: it should make explicit the goals and intentions of the research, define the sequence of events to be undertaken in pursuit of the research goals, and provide a basis for evaluating the findings and conclusions drawn from the investigation.

OBJECTIVES

The goal of this cultural resource assessment survey is to locate and document the existence of any evidence of potentially important historic occupations or uses within the project area and to evaluate any possible viewshed issues. These activities typically manifest as archaeological or historic sites, historic structures, or archaeological occurrences (single artifact finds). Assessment surveys attempt to locate evidence of any past human activities that are archaeologically discernable with current investigative techniques. The techniques employed must be able to identify the kinds of sites expected in the region, yet be cost effective.

The research strategy consists of four interrelated and roughly sequential components: a background investigation, a historic document search, the formulation of an aboriginal site location predictive model, and the field survey. A review of the relevant archaeological literature produced a summary of previous archaeological work in southeast Florida and a discussion of previous survey work undertaken near the project area. The FMSF was checked for previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. All current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part.

The historic document search involved a review of both primary and secondary historic sources. Relevant historical sources were checked for any information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within the project limits. A prehistoric site location predictive model for the survey tract was formulated based on the variables of soil drainage characteristics, distance to permanent sources of potable water, and topography (relative elevation).

Cultural resource assessment surveys in Florida have demonstrated that prehistoric and early historic people preferred certain environmental locales. Predictive models enable the researcher to stratify the project area into zones of site potential based on the co-occurrence of relevant environmental variables. The relative importance of each of these variables depends upon the composite environmental setting. In a sand hills environment, for example, a majority of the known sites are located near a water source on a ridge slope. If a water source is not located in the vicinity, the probability of site occurrence decreases dramatically. Water will not be the determining factor, however, if another resource with more limited distribution, such as stone for tool manufacture, is available. In areas of relatively low relief and abundant wetlands, areas of higher elevation relative to the surrounding terrain would be considered more likely to contain sites. In areas of high relief,

relatively flat, level areas adjacent to wetlands seemed to be the preferred locations for prehistoric settlements.

Freshwater was an important resource for prehistoric aboriginals, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic stages (12,000 to 7500 BC), when the perched water system was much more restricted. Access to water during these early periods would have been from sinkholes and aquifer-fed rivers. By the Late Archaic between 5,000 and 2,500 years ago, the climate and vegetation of Florida approached modern conditions (Miller 1998).

EXPECTED RESULTS

Although predictions can be made about where both prehistoric and historic sites are most frequently discovered, sites have been found in just about every environment that is defined in Florida. Judgmental testing is used to check locations where sites may be found, regardless of probability zone.

The most common inland prehistoric sites recorded in east-central Palm Beach County are typically dark, earthen middens found on tree islands or in oak hammocks. Coastal, riverine, and estuarine sites are generally larger sites representing areas of higher population density in the region, the most common type being shell middens, although site types range from small middens to village complexes. Since the current project area is already highly disturbed, the discovery of prehistoric artifacts was not expected and none were found. However, expectations were higher for the discovery of historic sites given the documented development of this area in the mid-twentieth century as discussed in the analysis of historic maps and photographs outlined above.

PROCEDURES TO DEAL WITH UNEXPECTED DISCOVERIES

Every reasonable effort was made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites. Nevertheless, the possibility exists that evidence of historic resources may yet be encountered within the project limits. A separate Unanticipated Discoveries Plan is being developed for this project and should be consulted should any evidence of historic resources be discovered during construction activities. Generally speaking, unexpected discoveries occur all work in that portion of the project site should stop. Evidence of historic resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, coffin hardware, and historic building foundations. Should questionable materials be uncovered during the development of the project area, representatives of PCI will assist in the identification and preliminary assessment of the materials.

In the event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. PCI should be contacted immediately and can determine whether the discovery must be reported to local law enforcement, which will in turn contact the medical examiner. The medical examiner will determine whether the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

CRITERIA FOR NRHP ELIGIBILITY

Cultural resources are evaluated for potential NRHP eligibility based on several criteria. “The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting materials, workmanship, feeling, and association” (U.S. Department of the Interior [USDOI] 1998:2). To be considered significant, the historic property must meet one or more of the four National Register of Historic Places criteria *in addition* to possessing integrity:

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

Criterion D is most commonly applied to archaeological sites, while criteria A, B, and C are most often used to evaluate buildings and structures (USDOI 1998). In some instances, cultural resources may be considered significant even if they are not yet 50 years old under Criteria Consideration G: Properties that Have Achieved Significance within the Past Fifty Years; however, they typically must be of “exceptional importance” or be part of a district that is NRHP eligible. The 50-year mark was put in place not to exclude significant buildings, but to ensure that structures placed in the NRHP are actually historic. In addition, this arbitrary number of years in an easily understood time span that allows the property’s significance to be assessed with the perspective of time (USDOI 1996, 1998).

FIELD METHODS

A professional archaeological and historical survey was conducted of the Northwood Connection project corridor. Consultation with DHR staff in April 2010 helped guide and refine field methods for each aspect of the larger FEC Amtrak Passenger Rail project, including the Northwood Connection (Appendix A). Since the entire corridor is heavily developed, surface inspection was conducted throughout the project corridor to identify resources and sites. Surface collection, shovel testing, and limited testing were conducted within sites identified through a pedestrian survey. All structures or cultural resources at least 45 years old or older located along the project corridor were photographed and documented. All field measurements were taken in metric units. Additionally, a ground penetrating radar (GPR) survey was conducted in the vicinity of the recorded location of the NRHP-listed Hurricane of 1928 Mass Burial Site and

surrounding Pauper's Cemetery. Whenever available, local informants were consulted about the project corridor and the structures located along it. The field notes, copies of the project maps, and photographs will be kept on file at the offices of Panamerican Consultants, Inc., Brandon, Florida, under accession number 30003.002 and Janus Research, Inc., Tampa, Florida.

GPR Field Methods. A GPR investigation was conducted to assess areas beneath 25th Street north of the City of West Palm Beach Pauper's Cemetery (including the Hurricane of 1928 Mass Burial Site) for indications of potential unknown human burials. The objective of the GPR survey was to examine any radar anomalies observed for characteristics of human burial. These included depth, size, orientation, known materials (e.g., ferrous metals), anomaly patterning, breaks in natural soil stratigraphy, and subsurface voids. GPR functions by sending high-frequency electromagnetic waves into the ground from a transmitter antenna. Some of these waves are reflected back to the surface as they encounter changes in the dielectric permittivity of the matrix through which they are traveling, and are detected by a receiver antenna. The amplitude and two-way travel time of these reflections are recorded and used to construct a two-dimensional plot of horizontal distance versus travel time. Three-dimensional volumetric analysis of anomalies is also possible.

Near-surface geophysical techniques, including GPR, have become primary tools in the detection of unmarked human interments. Geophysical methods offer an alternative to stripping, excavation, or other invasive tests, which are often not acceptable to agencies, landowners, Native American tribes, and other stakeholders in areas where burials may exist. The primary advantages of these techniques are that, unlike archaeological excavation, they are relatively rapid and do not involve ground disturbance. Disadvantages are that most surveys do not offer foolproof detection of all graves, and the absolute identification of these anomalies as interments is rarely positive and often requires additional invasive archeological fieldwork. The surveys do effectively narrow the search area and may reveal patterns, as well as size and depth of anomalies, the understanding of which may contribute to the decision-making process where burials are believed to exist.

The GPR survey equipment consisted of a Sensors & Software, Inc. NogginPlus Smart Cart GPR System. A 250MHz center frequency antenna with 3dB bandwidth from 125MHz-375MHz was chosen for the survey based on site conditions and required depth coverage to approximately 10 ft. (~3.05 m). A Sensors & Software, Inc. Digital Video Logger III (DVL) control unit/data logger was used for control, real-time data display and data recording. The DVL was configured to record data from the surface to approximately 5 m (16.4 ft.). In general, sandy, homogeneous soils favor the use of GPR, and in these conditions it is often the preferred geophysical method. The project area was well suited to GPR survey. Stratigraphic layering of the subsurface was easily detected and observed on the DVL during field survey. Post-processing utilized raw data with only a slight addition of gain in order to provide balance and to better visualize deep (>8 ft. [~2.5 m] below surface) soils.

GPR station interval (a fixed distance at which data is collected along transects) was set to "short," or 2.5 cm (1 inch). GPR data was recorded to a flash memory card for subsequent download, computer processing, and analysis. A NavCom SF-2050 StarFire™ Global Satellite-Based Augmentation System (GSBAS) real-time differential Global Positioning System (dGPS)

receiver and antenna connected to the GPR data logger provided position recording at decimeter-level accuracy throughout the survey area. The dGPS positions were recorded at 100 cm (39 in.) intervals along survey transects. GPS data were filtered during post-processing to remove errant locations caused by GPS fall-out (locations where data collection fails as a result of technical or environmental factors). Field notes were created as necessary in order to record visual observations and other factors potentially affecting data quality.

GPR Data Analysis. GPR data is traditionally examined as profile maps of individual transects. Time slicing is a technique for constructing plan-view maps of an area with specific depth ranges isolated. This makes interpretation of the data in the horizontal plane much more intuitive and allows the user to isolate specific depths for examination or, more properly, the two-way travel times of reflected waves. GPR can detect features in several ways. It may detect disturbed soil or breaks in the natural stratigraphy or soil profile. It may also detect subsurface materials differing from the surrounding matrix. Reflections may also be caused by voids, such as those created by the open spaces within caskets. Changes in soil chemistry, which alter the electrical properties of soils, are detectable to GPR, although upon excavation these areas may visually appear the same as surrounding soils.

GPS fall-out was minimal throughout the survey area and adequate for survey-grade (<10 cm [4 in.]) positioning along transects. Some data points within and around the fenced cemetery boundary contained significant position errors because of GPS fall-out and high horizontal dilution of precision (HDOP) values. This temporary loss of signal was caused by the tree canopy in this area, which temporarily blocked reception of GPS satellites and/or real-time GPS correction signals broadcast by additional satellites. A threshold value was set during processing to isolate these errors. As a result, a number of points along lines of GPR data were automatically removed from consideration. The removal of these data did not adversely affect the resolution of the remaining data points.

Collected GPR data was post-processed using GPR-SLICE software. Individual radar profiles were reviewed prior to any advanced processing being performed. Planimetric time-slice maps were then created from processed radar profile data. Twenty individual planimetric time-slice maps were created. Each time slice represents approximately 1 ft. (30.5 cm) of soil thickness, with an approximate 50 percent overlap between time slices continuing from the surface to approximately 11 ft. (~3.4 m) below surface. All time-slice maps were processed with a GPR-SLICE linear transformation and two standard deviations. Individual radar profiles were re-examined where unknown anomalies occurred in the time slices. All time-slice maps were used throughout the analysis and interpretation process. Four images containing all 20 time slices are included in Appendix B of this volume.

The first portion of GPR survey began April 6, 2010 and concluded April 8, 2010. Based on the results of the first study, additional areas near the intersection of 25th Street and 25th Court and at the northwest corner of the FP&L lot were requested by FDOT. This secondary GPR survey began May 3, 2010 and concluded May 6, 2010.

LABORATORY METHODS

Following collection or excavation, artifacts are returned to the laboratory at Panamerican Consultants, Inc. Field specimen (FS) numbers are assigned to each recovery provenance in the field. All artifacts that appear sufficiently stable are washed and allowed to air-dry. Once dry, the artifacts are separated into material types for analysis. Once the analysis is complete, the materials are bagged in standard curation 4-mil polyvinyl bags.

Historic Artifacts. All historic artifacts are recorded according to material, count, and weight. Materials are sorted into the following categories: building materials, metals, ceramics, and glass. When the artifact assemblage is sufficiently large, historic artifacts are sorted and analyzed according to functional groups, following South (1977), e.g., architectural, kitchen, arms, clothing, furniture, personal, tobacco, etc. Any distinguishing maker's marks are recorded and researched when present on historical materials. A table of all materials recovered and analyzed during this project is found in Appendix B.

Laboratory Documentation. Standardized forms are used to record data concerning recovered cultural materials. This effort is geared toward the compilation of tabular summaries of recovery (i.e., Excel spreadsheets). All pertinent information including sample type, catalog numbers assigned, date of analysis, and initials of analysts are recorded on these forms. As analysis proceeds, summary tables are generated to provide data on diagnostic and other pertinent material recovered. This provides rapid access to cultural, temporal, and, in particular cases, functional information, thus aiding in interpretations. Eventually, all material recovered is tabulated by specific provenience. The data are presented by site, intrasite provenience, and analytical class.

During laboratory analysis, materials are catalogued in the following manner. Materials are grouped into lots by artifact type and provenience. Thus, materials from a single unit and level are grouped together into lots based on size, material, and other key classification distinctions and are assigned to sequential lot numbers within that particular provenience. Lot numbers are recorded in catalog records and on bags and bag labels.

Materials are bagged by lot number in appropriately sized, polyvinyl bags with ziplock closures. Labels that list the provenience information, FS numbers, and lot numbers are printed on acid-free, archival quality paper and placed within each bag. In addition, the same provenience information, FS numbers, and lot numbers are written on the bags themselves using permanent ink markers. The individual lot bags are placed in larger, 4-mil, polyvinyl "cover bags" with ziplock closures, organized by individual provenience. The FS number, provenience information, and the lot numbers included within the bag (e.g., lots 1-4 for a bag containing four individual lot bags) are written in permanent marker on the outside of each cover bag.

SURVEY RESULTS

The proposed Northwood Connection project corridor is located between the SAL railroad on the west and FEC railroad on the east, paralleling 25th Street on the north. This corridor was surveyed in March and April of 2010 by Panamerican Consultants, Inc. Portions of the corridor were previously surveyed by Janus Research in 1998, 2006, and 2009, with additional research conducted in the spring of 2010. During the course of the survey, two archaeological sites, one historic cemetery, and 31 historic structures were identified, recorded, and evaluated for potential listing in the NRHP. In addition, two previously recorded historic resource groups, a previously recorded historic district, and two previously recorded cemeteries were revisited, documented, and evaluated. A surface collection, shovel testing, and limited testing were conducted to evaluate the newly recorded 25th Street Scatter Site, PB14830. GPR survey was conducted within the vicinity of the NRHP-listed cemetery, the Hurricane of 1928 African American Mass Burial Site (PB11548), the newly recorded Pauper's Cemetery (PB14864), in which the mass grave is located, and an area of the FP&L property at the western end of the Northwood Connection corridor that is part of PB14830. This section presents the results of all three forms of survey: GPR, archaeological, and architectural. All resources discussed below can be seen in Figure 70 at the end of this volume.

GPR SURVEY

All portions of the total survey area, including the cemetery, road surface, and landfill, were established on the ground using survey tapes and visual aiming points. A GPS-based survey design was chosen. This method utilizes GPS technology to record the position of the GPR system as it progresses along survey transects. Using straight survey paths within the large study area, this method, when implemented with visual aiming points, provides survey results typical of the Cartesian grid survey method while allowing accurate GPS relocation of anomalies and georeferencing of survey imagery. The survey was conducted using evenly-spaced, 50 cm (~20 in.) transect intervals. In total, 13,239.00 m (43,435.04 ft., or 8.23 miles) were surveyed along transects during the GPR investigation (Figure 13) (Appendix C).

During the initial survey of April 6-8, 2010, 100 lines of data were collected. Initially, GPR survey transects were oriented to cross portions of the Pauper's Cemetery and the Hurricane of 1928 Mass Burial site to provide radar signatures and depth-to-target information for known burial areas. This data was recorded for subsequent comparison with GPR data collected beneath 25th Street. Sampled areas included 17 north-south oriented lines within the Hurricane of 1928 Mass Burial fenced area, 28 north-south oriented lines within the larger Pauper's Cemetery area outside the fenced boundary of the mass burial, 34 east-west oriented lines along 25th Street, seven east-west oriented lines within the right-of-way along 25th Street immediately north of the Mass Burial location, and 14 additional north-south oriented lines within the Pauper's Cemetery to the west of the mass burial plot. The secondary investigation of May 3-6, 2010, consisted of 35 lines of data. These included 20 east-west oriented lines within an unpaved and undeveloped triangular portion of land at the intersection of 25th Street and 25th Court, four east-west oriented lines immediately south of this area between 25th Street and the pedestrian sidewalk, and 11 lines of continuous GPR data collected over the northwest landfill area located southeast of the intersection of 25th Street and Windsor Avenue.

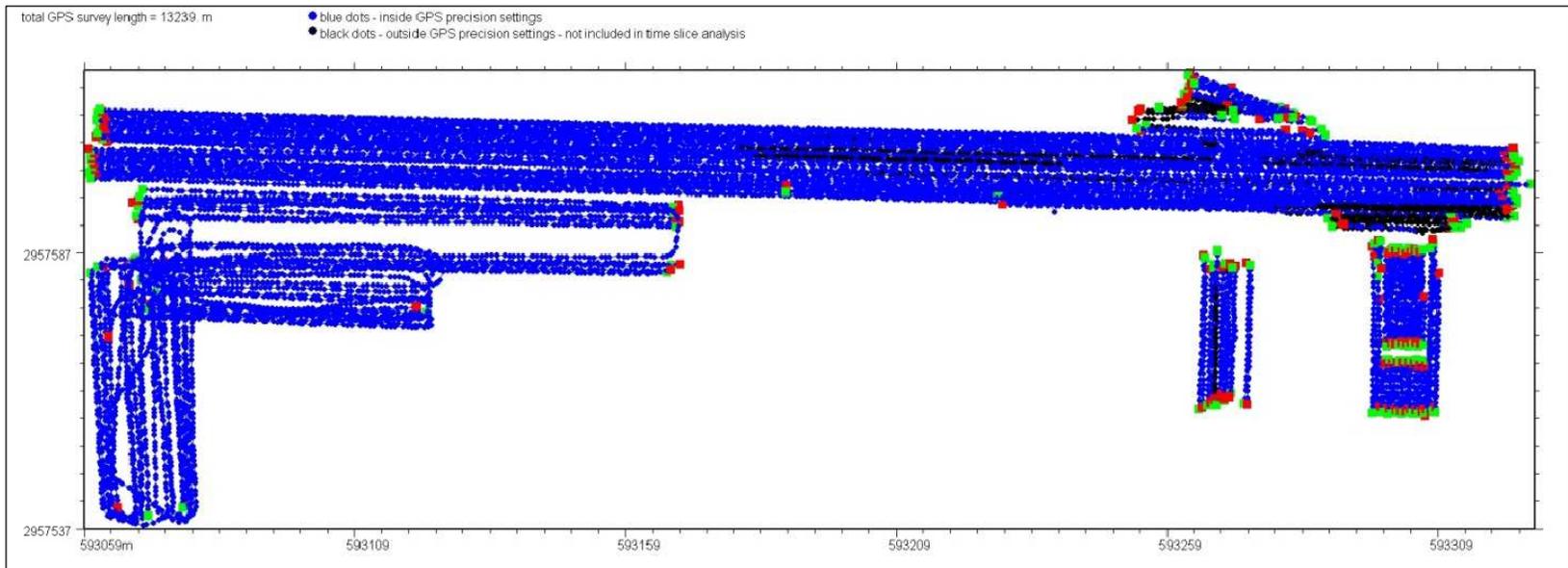


Figure 13. GPS-derived map showing GPR survey transects (green dots represent transect beginning points; red points are transect end points).

Typically, human interments are evident in GPR data through patterning and orientation. This usually includes a series of east-west oriented anomalies measuring approximately 2-x-1 m. In the case of a mass burial, however, the anomalies typically do not reveal this distinctive patterning; rather a large area of soil disturbance containing multiple moderate anomalies would exist. Because of the high likelihood of previous soil removal and grading during the construction of 25th Street in the 1950s, GPR anomalies of burials beneath the road surface would likely be revealed at shallower levels than those in the undisturbed portions of the cemetery (south of 25th Street), which are at a higher elevation (Figure 14).



Figure 14. View from intersection of 25th Street and Tamarind Avenue showing the elevation difference between 25th Street and the enclosed cemetery, facing west-southwest (March 2010).

Anomalies were detected south of 25th Street at deep time-slice levels. Beneath the surface of 25th Street several moderate shallow anomalies were noted north of the cemetery. Given the difference in elevation between the road surface and the cemetery, it is possible that these anomalies are related. The anomalies beneath the road surface from approximately 1.5 - 2.0 ft. (0.45 – 0.61 m) appear to have been elongated east-west (Figure 15). At deeper levels, these anomalies became more aligned with the mass burial plot to the south (Figure 16). Analysis of the GPR data at the shallowest levels was inconclusive as to whether the observed elongation was caused by a historical disturbance of the mass burial during construction of 25th Street, or if these are individual, intact burials related to the Pauper's Cemetery. Deeper levels, however, showed GPR anomaly consistencies and relative alignment with the mass-burial plot. Anomalies potentially related to the Pauper's Cemetery (including the mass burial) were apparent from the eastern extent of the GPR survey at the intersection of 25th Street, 25th Court, and Tamarind Avenue to a position 90 m (295 ft.) west of this location.

Additional anomalies existed along the southern and northern edges of 25th Street throughout the length of the survey. These likely anomalies were caused by the interface of the compacted/non-compacted soils along the street's edge and radar reflectance and scattering from curbing along the roadside.

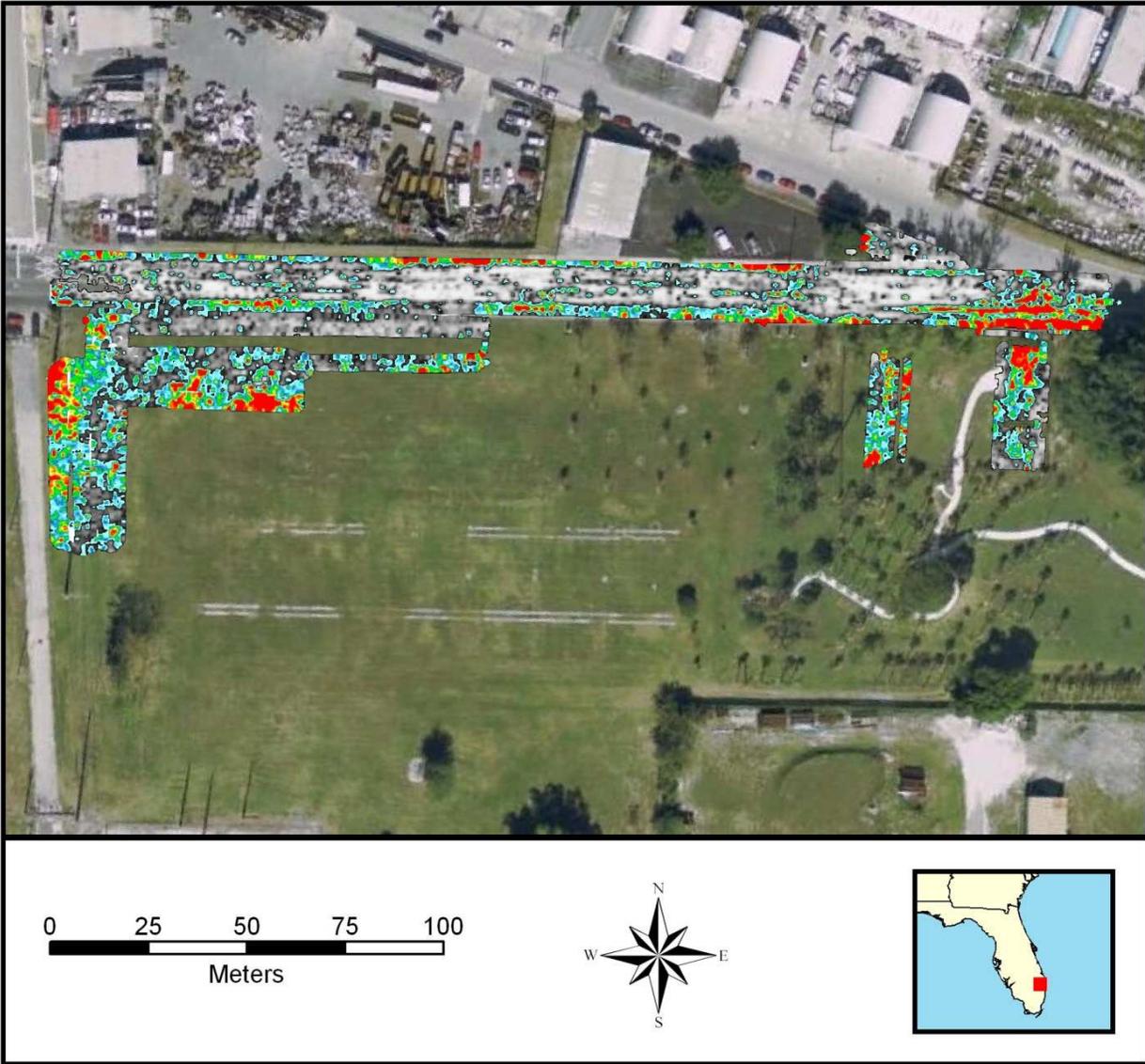


Figure 15. GPR time slice over aerial imagery showing one to two feet below ground surface.

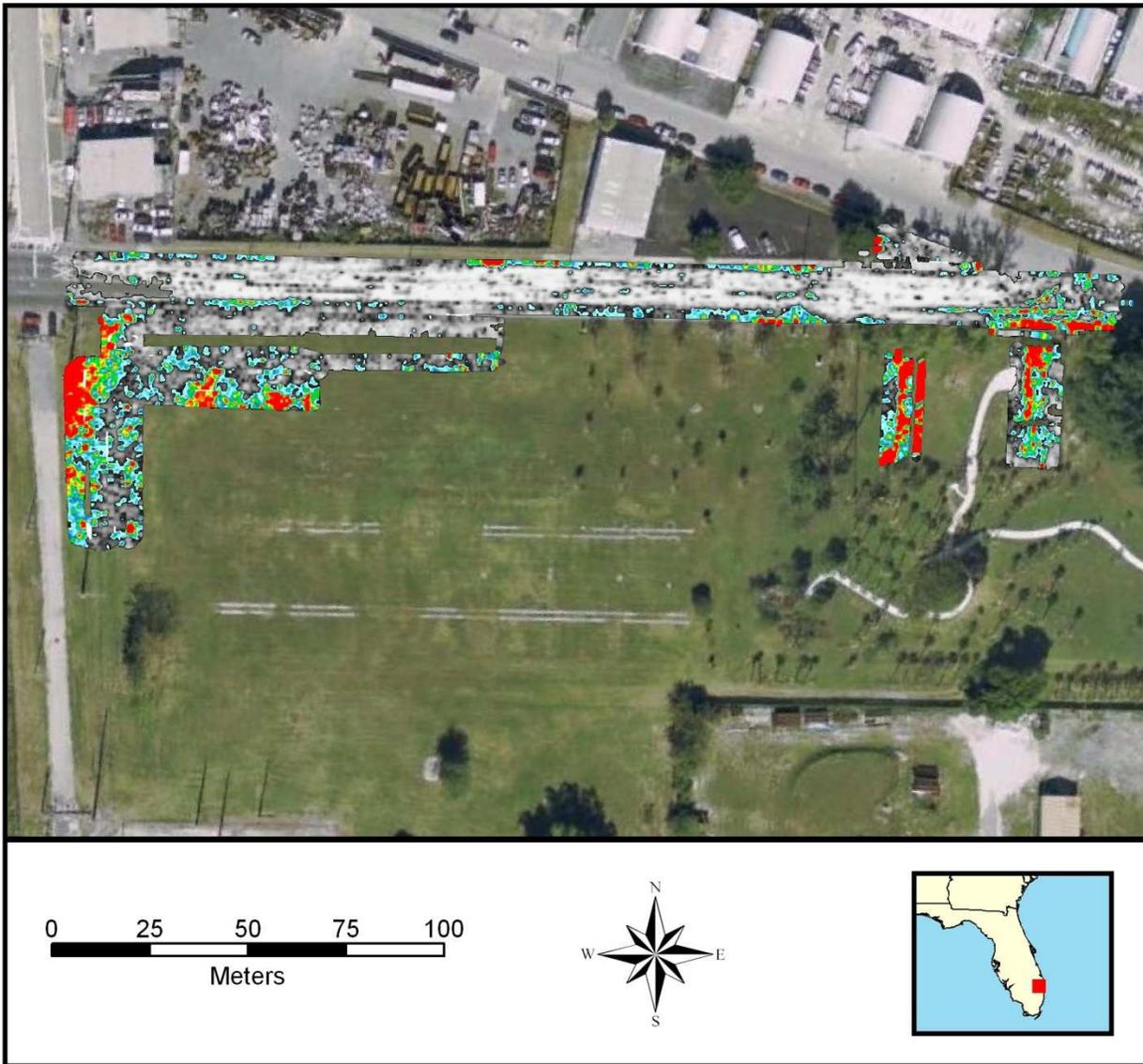


Figure 16. GPR time slice over aerial imagery showing two to three feet below surface.

The small triangle of land at the intersection of 25th Street and 25th Court contained anomalies that were inconclusive in origin following analysis. Multiple surface types including asphalt, concrete, grass, and compacted soils exist here, creating differences in subsurface GPR data resolution by differing levels of radar attenuation (Figure 17). In addition, a metal signpost and several small discrete metallic anomalies slightly beneath the surface affected the quality of the data. These factors complicated analysis and interpretation of the anomalies in this location.

A survey of a portion of PB14830 (discussed below) southeast of the intersection of 25th Street and Windsor Avenue revealed heterogeneous soils consistent with those expected within a landfill or in-filled (i.e., materials brought into an area for terraforming and not for sanitary disposal) area. This area marked the highest elevation within the survey area (Figure 18). Several large anomalies existed here and discrete metallic signatures were scattered throughout the area at various depths. Due to the unconsolidated condition of the subsurface in this area, no

conclusion can be made as to the presence of human burials within or below it, although it is highly unlikely here given the historic land use patterns described in this report.

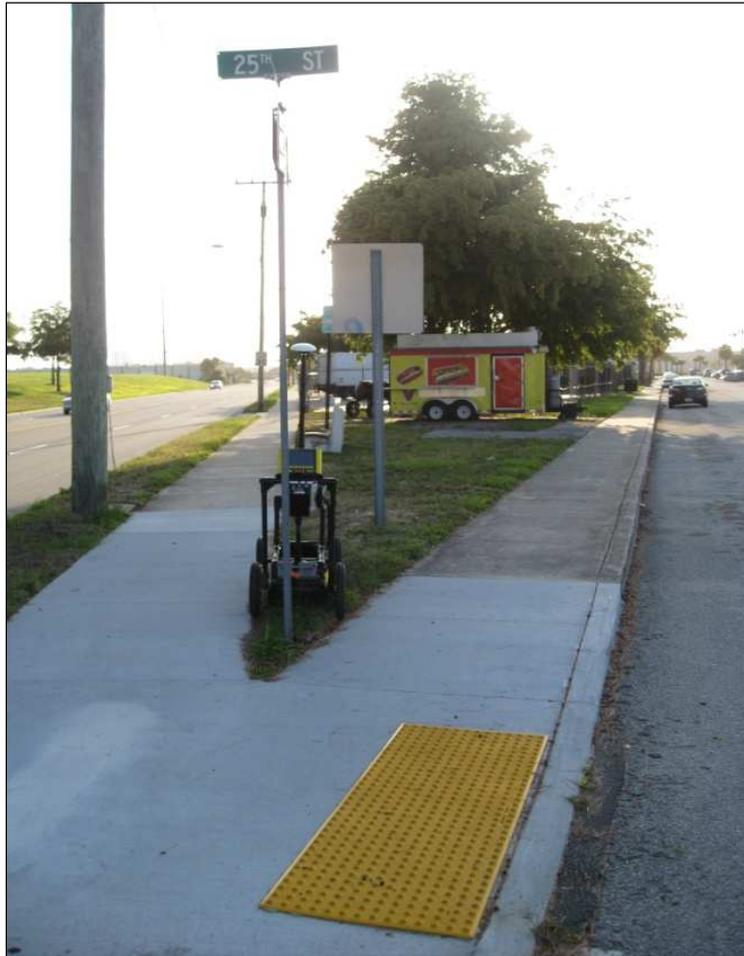


Figure 17. Area at intersection of 25th Street and 25th Court showing multiple surface types, facing west (March 2010).



Figure 18. View from the intersection of 25th Street and Windsor Avenue, facing east (March 2010). Note the elevation difference between street level and that of the artificial landform at Site PB14830.

ARCHAEOLOGICAL SURVEY

8PB14830 25th Street Scatter Site

Overview. The 25th Street Scatter site (PB14830) is a historic artifact scatter on an artificially constructed landform (note previous elevation contours at the northwest corner of the lot in Figure 12; see also Figures 10 and 11 for changes in the landform that occurred between 1953 and 1968) (Figure 19). The landform is located on what is primarily an empty lot bounded by Windsor Avenue to the west, the modern alignment of 25th Street to the north, 23rd Street to the south, and Tamarind Avenue to the east. The northeast corner of the lot is not included. The 25th Street Scatter is approximately 32,600 square meters (8.06 acres) in size. The site is located at UTM Zone 17, 593089E, 2957547N (NAD 83 datum). The vegetation present on the site consisted of grass, ornamental shrubbery, palm, banyan, and oak trees. Elevation at the site is between approximately 20 ft (6.1 m) and 30 ft (9.1 m) above mean sea level (amsl).

This area has a use history likely dating to the initial development of West Palm Beach in the late 1800s. Included in this large, multi-component site is a documented municipal trash dump established in 1913 (*Tropical Sun* 1913), a wastewater treatment facility from the mid-twentieth century, and, under an FP&L substation, the former location of an abattoir dating to the 1930s and 1940s (Figure 20). The 25th Street Scatter potentially overlaps the Pauper's Cemetery (PB14864) to an unknown extent, given the latter's imprecise boundaries and earlier use-history.



Figure 19. Central portion of PB14830, facing west (March 2010). Running east-west across the artificial landform, these two-track cement remnants of the former municipal sewage treatment plant are the only parts of the superstructure evident at the site.

Fieldwork. A pedestrian survey with an uncontrolled, representative surface collection alerted the field crew to the presence of PB14830, and shovel testing and excavation of a test unit were used to refine the nature of the scatter in the northwest corner of the landform. A preliminary, single shovel test was excavated where the proposed Northwood Connection will clip the western edge of the landform. This shovel test revealed a highly disturbed stratigraphy consistent with the area's development as a building site of a wastewater treatment facility. The soil profile of this shovel test consisted of two strata. Stratum I was mottled light gray and brown fine sand with building material, historic artifacts, rock and shell fill to about 40 cm below surface (cmbs). Stratum II was dark gray fine sand from about 40 cmbs to 60 cmbs, at which point a metal pipe was encountered. (Ventilation pipes are commonly placed throughout dumps to allow methane gas to escape, though it was not determined if this pipe was part of a methane venting system.) Additional archaeological testing was performed by PCI on June 14 through 16, 2010. Six shovel tests (ST 2 through 7) were conducted at approximately 10- to 30-m (~33- to ~98 ft.) intervals across the northwestern corner of the landform, directly south of and parallel to 25th Street. A test unit (TU) was also excavated at this northwestern corner of the landform to further document soil stratigraphy and test for the presence or absence of early twentieth-century deposits.

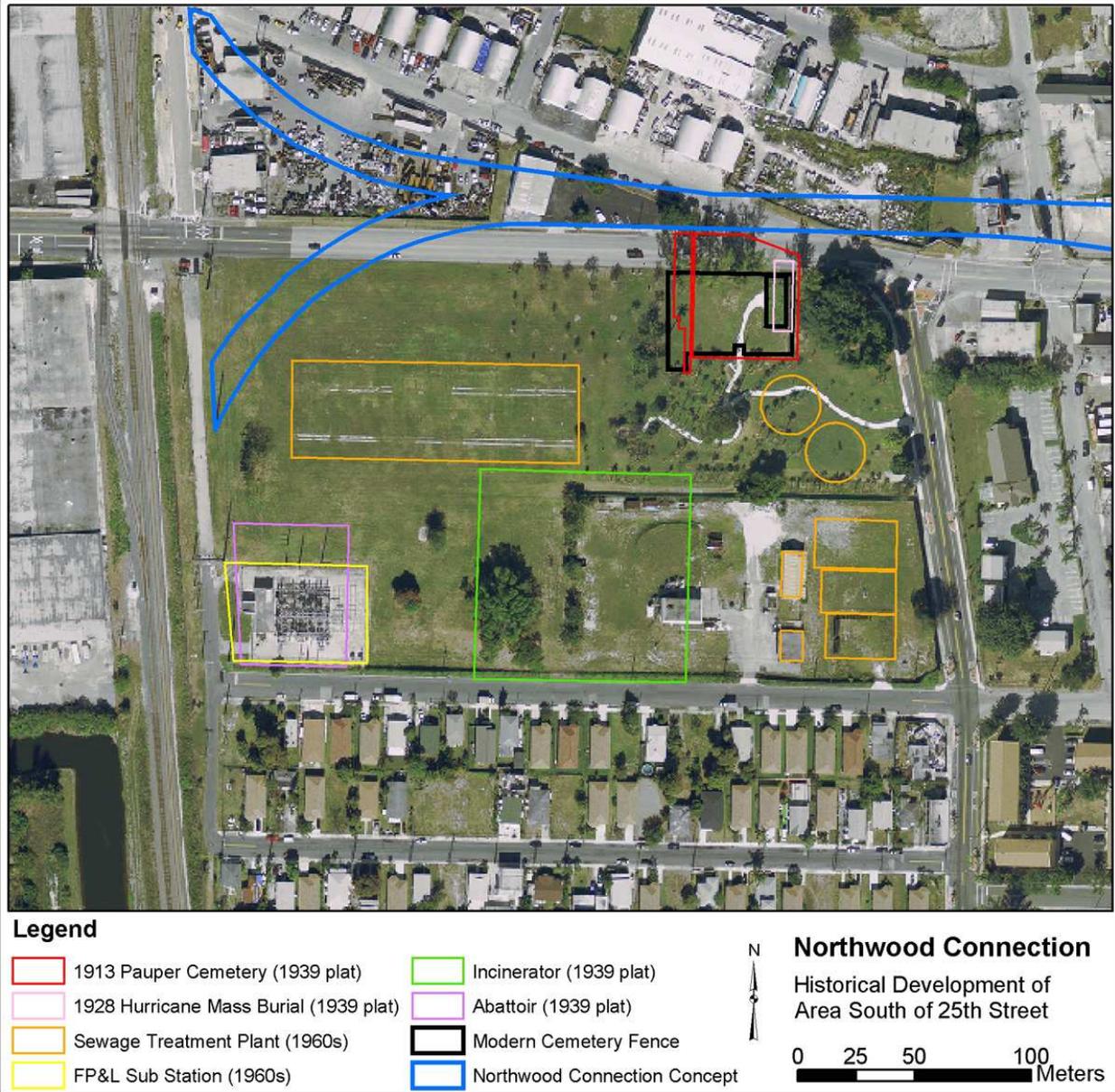


Figure 20. Historical development of the area south of 25th Street.

The additional six shovel tests were placed from west to east, beginning just east of the SAL railroad corridor. ST 2 was on the west side of the blocked off Windsor Avenue and ST 3 on the east. These shovel tests were placed below the raised landform to attempt to discern the pre-landform surface and subsurface soil stratigraphy. ST 2 and 3 revealed a complex and heterogeneous mixed fill stratigraphy to the base of excavation at 110 and 120 centimeters below surface (cmbs; 43 and 47 in.) respectively. Building rubble and road debris, as well as bottle glass fragments, nails and whiteware fragments were noted throughout the shovel tests. Shovel tests 4 through 7 were spaced at 30 m intervals across the raised area of the landform, from the northwest corner towards the planted arbor which marks the Pauper and Hurricane of 1928 African American Mass Burial cemeteries. These shovel tests also revealed a complex stratigraphy with building rubble, glass bottle fragments, and other modern trash, but no definitive artifacts dating to the reported early twentieth century dump

site. In short, no evidence was recovered of any component of the site extending into the APE at the northwest corner of the landform apart from incidental artifacts included as fill material.

TU 1 measured 1-x-2 m, was oriented north-south and was placed approximately 5 m (16 ft.) north of ST 4. This location was chosen since it was near the top of the raised landform but close enough to the slope to hopefully determine discrete dumping activities, if present. Directly to the north and west of the test unit the ground sloped steeply down towards 25th Street and the now blocked off Windsor Avenue. To the south, the artificial landform continues. Approximately 150 m (492 ft.) to the east are the Pauper Cemetery (PB14864) and the Hurricane of 1928 African American Mass Burial Site (PB11548). The datum for this test unit was located in the southeast corner. It was excavated to 120 cm (47 in.) below datum (cmbd) in arbitrary 20 cm (8 in.) levels (Figure 21). Soil was not screened, and artifacts were not collected beyond a representative collection. However, artifact types were noted as they were uncovered. For example, a Clorox bleach bottle, manufactured in the late 1940s to mid-1950s, was noted at 120 cmbs (47 in.).

The excavation of TU 1 revealed the presence of five soil strata (Figure 22). Stratum I, which did not extend across the entire test unit but was confined to the southern portion, consisted of a very dark gray sand (7.5YR 3/1) containing dense deposits of bottle glass. Stratum II, which also did not extend across the entire unit but was confined to the northern portion, was characterized by dark brown sand (7.5YR 3/2). There were significantly fewer artifacts noted in this stratum. Stratum III, which was bisected by Stratum IV, consisted of light gray sand (7.5YR 7/1) which was mottled with orange/rust ferrous metal stains throughout. Ferrous metal and glass were noted within this stratum. Stratum IV extended across the entire unit and consisted of black sand (7.5YR 2.5/1) with a considerable quantity of charcoal and artifacts noted. Stratum V, which covered the whole unit and extended from 90 cmbd (35 in.) to the base of excavation at 120 cmbd (47 in.), was characterized by dark brown sand (7.5YR 3/2) with dense artifact-as-fill material inclusions.



Figure 21. Site PB14830, TU 1, East Wall Profile (March 2010).

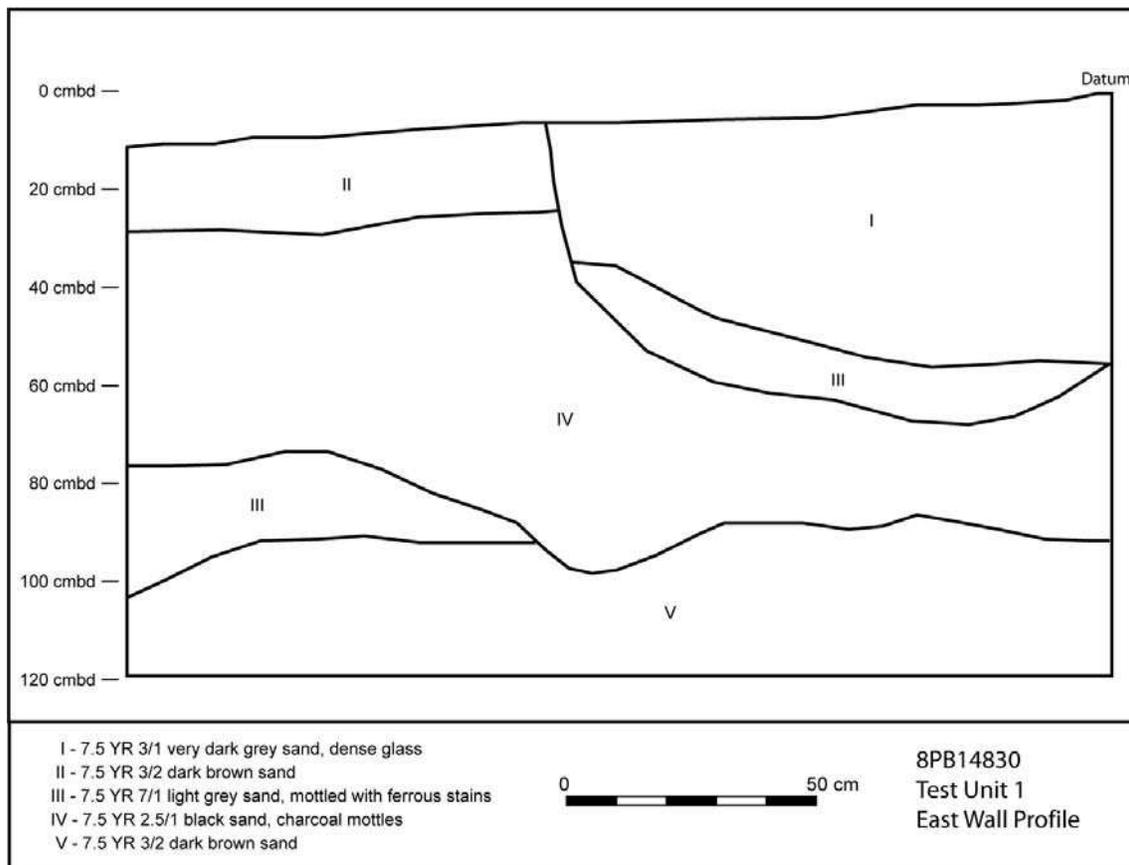


Figure 22. Site PB14830, TU 1 East Wall Profile.

Analysis. Artifact types noted in the field during the additional shovel testing and test unit excavation of the northwest corner of the site included clear, amber, green, milk, and aqua glass bottle fragments, window glass, concrete, terracotta pipe and tile fragments, asphalt, ferrous metal fragments, an electric stove burner, whiteware and porcelain fragments, plastic screw top bottle caps, bathroom fixture fragments, rubber and plastic tubing, copper wire, and brick fragments. The artifacts noted were consistent with more modern (i.e., mid-twentieth century) in-filling activities. No artifacts were noted that would have been consistent with the earliest reported dump activities at the site, which would have dated to the 1910s.

Artifacts recovered from the PB14830 surface collection included amethyst, olive, cobalt, aqua, green, amber, milk, and clear glass bottle fragments, whiteware, Albany glazed stoneware, ferrous metal fragments, mammal bone fragments, and terracotta pipe fragments. The material generally appeared to be consistent with a late nineteenth-century through twentieth-century use date. Interestingly, these materials are most notable near the small arbor immediately west of the Pauper’s Cemetery. It is possible that no fill materials were needed to cap this area to make it level with the rest of the landform, or the landfill was re-shaped to bring this area to the desired grade. A third and not mutually-exclusive possibility is that excavation of holes for the trees brought up cultural material that was then spread across the top of the site.

Referencing the historical maps and aerial photographs analysis (see Figures 5 - 11), the area now defined by Windsor and Tamarind avenues between 23rd and 25th streets was formerly an irregular, roughly flat landform cut off from Lake Mangonia by the SAL railway. The eastern end of the site was evidently dry and available and became a Pauper's Cemetery through informal use. A formal layout to the cemetery was established by 1928. In 1913, an unspecified portion of this block was to be set aside for a municipal dump. Materials dating to this period are evident on the surface around recently planted trees near the cemetery and mass burial site, likely brought to the surface during installation of the arbor. No evidence of early twentieth century artifacts were recovered in shovel tests approaching the arbor, suggesting the dump, if present, abuts the Pauper's Cemetery but does not likely extend into the APE. Undoubtedly debris, wastes, and other materials from the later development of an abattoir, incinerator, and other facilities along 23rd Street in the 1930s and 1940s led to materials being spread northward toward the original alignment of 25th Street (now 25th Court) (see Figure 10, noting apparent paths or trails extending from 23rd Street into the center of the landform). By the late 1950s and into the 1960s, the surrounding area was developed and construction of present-day 25th Street was initiated. Considerable and deliberate in-filling of the area along the new 25th Street alignment began after the mid-1960s, particularly at the northwest corner of the lot. The sewage treatment plant and water storage tanks were in place by 1968. This same facility was later removed and represented the last active use of the landform. FP&L obtained the west half of the block in 1994 (Nikolits 2010).

Growing interest in twentieth-century suburban and industrial archaeology in recent decades has generated a robust research program for some site types. For example, PCI excavated an informal local dump in Memphis, Tennessee, that yielded information about the effects of modernization on a suburban neighborhood (Buchner et al. 2007; Panamerican Consultants, Inc. 2010). While discrete, intact portions of the early twentieth-century sanitary landfill within PB14830 may yet remain in the center of the landform near the Pauper's Cemetery, the specific area of the site to be impacted by the Northwood Connection project corridor does not contain evidence of those deposits or any other use. The northwestern edge of the landform was quickly built up at mid-century, constructed upon, and nearly as quickly razed and abandoned. Aerial photographs from the mid-twentieth century suggest the sewage treatment plant was a steel-frame and steel-clad building that, once removed, left little to no archaeological evidence apart from the two cement track remnants. A GPR survey of the portion of the site that will be altered by the Northwood Connection project supports documentary and archaeological evidence that no archaeological deposits will be adversely affected. At present, considerably more information about this site was gleaned through documentary research than from the meager archaeological materials present on the surface of the site. Further excavations and investigations are not warranted in the areas of the site outside the APE for the Northwood Connection project. Given the tremendous potential for the recovery of information important to our understanding of the early development of West Palm Beach, particularly regarding the lives of poorer residents outside of Henry Flagler's commercial and residential developments to the south, we recommend that PB14830 be considered potentially eligible for listing on the NRHP. As the specific area to be impacted by the Northwood Connection project corridor contains only mid-twentieth-century fill materials which lack integrity, disturbance of this portion of the site does not constitute an adverse effect to the site.

HISTORIC CEMETERIES

8PB218 Evergreen Cemetery

An important piece of the development history of West Palm Beach, Evergreen Cemetery is an example of the extent of segregation in Florida in the early twentieth century (Figure 23). In 1916, the municipal Woodlawn Cemetery began denying burial to black residents, who had formerly been allowed to purchase plots in a section separate from the white burial plots. In response to this loss of access to the burying ground, the Evergreen Cemetery Association was formed with eleven trustees and members. Seven of these individuals had been part of an effort to establish a black cemetery since 1913, when they had purchased the land and had it laid out for what would become the Evergreen Cemetery. Burials were conducted in the cemetery from 1916 until 1966, when Woodlawn again allowed the purchase of plots by black citizens. Evergreen is the final resting place of many of the city's earliest black doctors, preachers, entrepreneurs, and pioneer families, and as such was recognized in 1981 as being of local importance by the City of West Palm Beach. Evergreen Cemetery was acquired by the city in 1987, which is now responsible for its maintenance. Though recorded in 1984, it has never been evaluated by the SHPO. While it shows some signs of past neglect and vandalism, it still retains its historic significance as an intact African American cemetery from the early 1900s. For these reasons it is being recommended as potentially eligible for the NRHP under Criterion A. The cemetery has fronted the FEC railroad tracks since it was originally laid out, so the construction of the proposed Northwood Connection corridor along its southeastern corner would not present an adverse impact to this historic cemetery.



Figure 23. PB218 Evergreen Cemetery, facing north (March 2010).

8PB14864 Pauper's Cemetery

Site PB14864 is the location of the historic West Palm Beach Pauper's Cemetery, where the poor, indigent, and unidentified people of the city were buried in the first quarter of the twentieth century (see Figures 5, 7, and 20). By 1900, the area was reportedly unofficially the burial place for the local African American community. In 1913, the area was to be divided into three-acre parcels for use as a county's pauper's cemetery, a city's pauper's cemetery, pest house, a poorhouse, and a dump (*Tropical Sun* 1913). It is unknown whether and where the pest house and poorhouse were constructed. In 1927, the city acquired the entire block between Tamarind Avenue on the east, Lake (now Windsor) Avenue on the west, 25th Street (now 26th Court) on the north, and 23rd Street on the south. The Pauper's Cemetery was formalized in the northeast corner of this piece of property, with the city incinerator located in the south central portion, and an abattoir, or slaughterhouse, in the southwest corner. No official boundaries for the Pauper's Cemetery were established until the city's purchase in 1927, so the true extent of burial activities in this broad area is uncertain. For example, construction between 25th and 26th streets in 1925 reportedly uncovered at least 30 "recent" burials, all of which were relocated farther into the Pauper's Cemetery. In addition, a portion of the cemetery was used for a mass burial of African American and other minority victims of the 1928 hurricane (see discussion of PB11548 below). A year later, in 1929, an area on the western edge of the cemetery's original plotted boundaries was added. A 1939 City Engineer's map shows the individual plots as they were laid out within the cemetery when it was first designated by the city (see Figures 5 - 7).

The Pauper's Cemetery had fallen out of use and even memory by the 1950s (Scheiber 2001). A portion of the block that contained the cemetery was sold by the city to the West Palm Beach Sewage Disposal Plant. In 1964, 25th Street was extended, reputedly exposing more human remains and paving over portions of the Pauper's Cemetery and the mass burial site. Then, in 1983, Union Missionary Baptist Church acquired property which contained portions of the cemetery. The only suggestion that burials were known to exist there was found in the deed restriction "for church use only," which the city removed in 1985. A local pest-exterminating company held the deed for the property from 1987 until December 2000, when the City of West Palm Beach, through the encouragement of local historians and memorial groups, purchased it for the purposes of preserving the mass burial site.

Site PB14864 was previously included under FMSF number PB11548. However, as this cemetery predates the Hurricane of 1928 African American Mass Burial Site and is considerably larger in extent, PCI requested a separate site number for the cultural resource. At this time, the boundary of the site has been determined by geo-referencing the 1939 City Engineer's map of the cemetery as "planned" after the city purchased the area. Management of this site, the mass burial site, and the adjoining/overlapping 25th Street Scatter site (PB14830) may require different treatments or approaches in the future, and having separate site numbers should facilitate discussions of the resources along the Northwood Connection project corridor. Further, when refinements to the site boundary are made they will not change the boundaries of the archaeologically unrelated but spatially overlapping Hurricane of 1928 African American Mass Burial and 25th Street Scatter sites.

Regarding the NRHP eligibility of the Pauper's Cemetery, a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events or if it has the potential to yield important information if that information is not available in extant documentary evidence. The historic integrity (location, design, setting, materials, workmanship, feeling and association) must be also be considered in determining whether a burial place retains enough of its characteristic features to represent the associations, function and appearance it had during its period of significance. The Pauper's Cemetery does not meet these requirements and is, therefore, not recommended as eligible for listing in the NRHP. However, human burials, cemeteries, and other internments are afforded many protections under Florida Statutes Section 872.

While construction activities related to the Northwood Connection corridor are not expected to include extensive ground disturbances south of the northern limits of 25th Street near the intersection of 25th Street and 25th Court, considerable caution should be exercised during any surface-preparation activities along the route. Our archival research and GPR survey results indicate that clusters and individual burials are very likely present below the 25th Street, Tamarind Avenue, and surrounding city blocks. However, it is less likely that burials are present at the northwestern corner of the property on 25th Street for the following reasons. First, given that the historic access to the site was at the present-day corner of 25th Street, 25th Court, and Tamarind Avenue, it is unlikely that an individual would be carted or carried 200 to 250 m (656 to 820 ft.) into the site for internment. Second, after the city purchased and formalized the layout of the cemetery, internments after 1927 were centralized at the opposite corner of the property. Again, the long history of undocumented, unorganized, and informal use of the area for burials makes it nearly impossible to guarantee the presence or absence of burials in a specific area. Whether or not archaeological monitors are consulted during initial ground-clearing stages, construction crews should be made aware of the potential of uncovering human remains and the proper actions for handling unanticipated discoveries.

8PB11548 Hurricane of 1928 African American Mass Burial Site

On September 16, 1928, the "Okeechobee" hurricane came ashore in Palm Beach County and passed over eastern Lake Okeechobee, raising lake levels, causing breaches in the dyke, and flooding towns around its rim (Pfof 2003). This hurricane was particularly devastating to non-white communities along its route. Of an estimated 2,500 dead, approximately three-quarters of the victims were poor minorities. In West Palm Beach alone, 674 of the approximate 743 dead buried in two largely segregated mass graves were black (Florida Heritage Landmark 2001; Pfof 2003). The white mass grave is located in Woodlawn Cemetery, while the non-white victims were placed in a mass grave in the Pauper's Cemetery (PB14864) at the southwest corner of 25th Street and Tamarind Avenue (Figure 24). Several recent newspaper articles and informal blogs have cited the depth of the burial as 20 ft. (6 m). A GPR survey undertaken in 2000 seemed to reveal two layers of deposits at the center of the burial pit. However, this could not be confirmed through PCI's GPR survey across the site.



Figure 24. Fenced-off portion of PB11548 on south side of 25th Street, facing east (March 2010).

Like the Pauper's Cemetery that surrounds it, the site was largely forgotten by the mid-twentieth century and inadvertently impacted by construction of 25th Street in 1964. Results of the GPR survey discussed above support the idea that upper levels of the mass burial were certainly impacted and that it is likely that lower levels of the burial pit and its contents remain under the roadbed. Through the work of local historians and activists, memorials were held at the site in 1991, 1998, 1999, and 2000, with formal memorials, a fence, and other monuments erected in 2001 and 2003. The site was recommended for eligibility for listing in the NRHP for its local and statewide significance by the Florida DHR in 2002.

Construction activities related to the development of the Northwood Connection corridor are not expected to include extensive ground disturbances south of the northern limits of 25th Street in the vicinity of the mass burial site. Archival research and the results of the GPR survey (above) strongly suggest that the mass burial is south of the southern edge of 25th Court. Regardless, considerable caution should be exercised during any surface-preparation activities along the route. Whether or not archaeological monitors are utilized during initial ground-clearing stages, construction crews should be made aware of the potential of uncovering human remains and the proper actions for handling unanticipated discoveries.

8PB12102 Florida East Coast (FEC) Railway

In March of 1894 the tracks for Henry Flagler's East Coast Railroad were completed through the City of West Palm Beach. The railroad brought with it cold-weary buyers from the north looking for a piece of paradise, and real-estate tycoons hoping to take advantage of the

thriving south Florida land boom. Flagler's railroad line became incorporated as the Florida East Coast Railway Company in 1895 and soon reached farther than its original planned end point of Palm Beach (Henry Morrison Flagler Museum 2006). The railroad carried people and supplies to the state, helping to fuel the land boom of the early twentieth century. Hurricanes and a banking crisis put an end to the rapid development of Florida and the FEC began to carry more freight than passengers (see Volume I of this report for a more complete history of the FEC railway).

The FEC railway is still in operation today (Figure 25). Though the railroad corridor itself has undergone safety updates, track replacements, repairs and other construction activities, it retains its historic integrity through the only remaining historic aspect of the railroad, which is its original alignment. The SHPO has stated that returning passenger rail on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (see April 2010 coordination meeting minutes, Appendix A). It is our conclusion that the proposed Northwood Connection also would not have an adverse effect upon this resource as no alteration to the original alignment is proposed.



Figure 25. PB12102, FEC railway at the east site of Evergreen Cemetery (March 2010).

8PB12917 Seaboard Air Line (SAL) CSX Railway

The Seaboard Air Line (SAL) CSX Railway has its corporate roots in the Portsmouth & Roanoke Railroad, founded in 1832 (Prince 1966). Through acquisitions and new construction, the SAL reached the lucrative Tampa Bay market via Jacksonville in 1894. The SAL was incorporated in 1900. Further acquisitions and a very expensive construction project in the 1920s brought the SAL to West Palm Beach, Miami, and its Homestead terminus just before the Great

Depression. The SAL went into bankruptcy in 1930 and was in court-appointed receivership until it was reorganized as the Seaboard Air Line Railroad in 1946. Amtrak took over remaining passenger services from the SAL in 1971.

The SAL railway is still in operation today as a part of CSX Transportation (Figure 26). Though the railroad corridor itself has undergone safety updates, track replacements, repairs and other construction activities, it retains its historic integrity through the only remaining historic aspect of the railroad, which is its original alignment. The SHPO has previously determined that there is insufficient information to determine the NRHP eligibility of this resource. Because evaluation of this section of the SAL railway is beyond the scope of this project, no recommendation for its NRHP eligibility is offered. However, the proposed Northwood Connection would not have an adverse effect upon this resource as no alteration to the original alignment is proposed.



Figure 26. PB12917, SAL (CSX) railway at the intersection with 25th Street (March 2010).

8PB14869 FEC-SAL Railway Connectors

An easily overlooked feature of the industrial area north of 25th Street is the network of rail spurs that linked the many mid-twentieth-century small manufacturing and retail ventures with the SAL and FEC rail lines. These are well documented in several plats and figures presented above (see Figures 8, 11, 12, and the foreground of Figure 34). They were apparently constructed in the late 1950s to mid-1960s, as determined through the analysis of historic aerial photographs of the area. Remnants of these lines are still present, though not functional, in several areas crossing the Northwood Connection project corridor. This resource lacks integrity and historical significance, and all that could be known about their function and location can be gleaned from the historical record. The FEC-SAL Railway Connectors are not recommended for listing in the NRHP. The proposed Northwood Connection would truncate and remove any remnants of the rail spurs that are along the route.

ARCHITECTURAL SURVEY



Figure 27. Substation PB14831, facing southeast (March 2010).

8PB14831 Florida Power & Light Co. Substation

Structure PB14831 is located at 2400 Windsor Avenue (Figure 27). Erected in 1950, this utility substation building is owned and operated by Florida Power and Light (FP&L). As noted in the historical research above, this corner was the location of an abattoir in the first half of the twentieth century. No archaeological investigations were conducted at this property since it will not be directly impacted by the Northwood Connection corridor, but this corner is considered to be a part of PB14830. Entry to the substation is gained by a flush, metal industrial door at a wing on the main façade. In addition, there is a garage bay with rolling metal door. This Industrial Vernacular building has little decorative ornament; it features stucco walls and a flat, built-up roof. The building is enclosed by a chain-link fence and connected to transmission lines.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 28. Main façade of PB14832, facing east (March 2010).

8PB14832 Economy Tire

Structure PB14832 is located 900 25th Street (Figure 28). This Masonry Vernacular structure was erected in 1955. It features an irregular shape, visually divided into office space (gable roof block) and work space (flat roof block). Stylistic elements include stucco walls, gable office block, flat roof garage block, and two rolling metal garage doors. The building maintains many of its original steel sash hopper windows; however the bay doors have been replaced with modern rolling metal doors.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 29. Main façade of PB14833, facing east (March 2010).

8PB14833 820 25th Street

Structure PB14833 is located at 820 25th Street (Figure 29). This Masonry Vernacular commercial structure was erected in 1949, and is currently occupied by Economy Tire Sales. The building is a single-story rectangular block building with stucco walls, parapet, wrought-iron grills on the windows, and a garage bay with rolling metal door. The structure is topped by a flat roof. The main façade features paired windows flanked by a side, flush door entry and a side garage bay. The steel sash, multi-light hopper windows with wrought-iron grill work appear to be historic. There are some fixed sash replacement windows on anterior façades.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 30. Main façade of PB14834, facing southwest (March 2010).

8PB14834 800 25th Street

Structure PB14834 is located at 800 25th Street (Figure 30). This structure is a lightweight prefabricated Quonset hut that was erected in 1960. It is executed with a steel frame and clad in corrugated metal with a round roof and semi-circular cross section. The main and rear façades feature a single-leaf door with flat roof entry portico. A series of window openings run along the side, some have been boarded while others maintain awning windows.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 31. Main façade of PB14835, facing northeast (March 2010).

8PB14835 Lainhart & Potter Building Materials

Structure PB14835 is located at 715 25th Street and serves as the sales office for Lainhart & Potter Building Materials (Figure 31). Directly within the proposed ROW for the Northwood Connection corridor, this building will need to be razed. This Masonry Vernacular structure was constructed ca. 1966 with a second story added ca. 1970. The current building features rectangular block with brick veneer on the first story, vertical board on the second story, elongated double hung sash windows, covered walkway, and mansard roof. The original windows have been replaced with double hung one-over-one sash. Entry is accessed through double-leaf glazed commercial doors on the north façade.

Company founders George W. Lainhart and George W. Potter opened their lumber operation in the West Palm Beach area in 1893 to service construction and development needs spurred by Henry Flagler. In spite of the company's historical association with Flagler and the development of West Palm Beach, this building is not the company's original location and lacks any distinguishing features. Since this building does not meet the eligibility criteria for the NRHP, it is recommended as not eligible for listing in the NRHP.



Figure 32. Rear façade of PB14836, facing southeast (March 2010).

8PB14836 Lainhart & Potter Building Materials Garage

Structure PB14836 is located at 715 25th Street and serves as a garage for Lainhart & Potter Building Materials (Figure 32). It is directly within the proposed ROW for the Northwood Connection corridor and will need to be razed. This Masonry Vernacular structure, erected ca. 1963, is a simple rectangular storage building with gable roof, stucco walls, and garage bay. The original garage door has been replaced with a modern metal rolling bay door. An entry has been constructed in the garage bay and features double-leaf glazed commercial doors.

Company founders George W. Lainhart and George W. Potter opened their lumber operation in the West Palm Beach area in 1893 to service construction and development needs spurred by Henry Flagler. In spite of the company's historical association with Flagler and the development of West Palm Beach, this building is not the company's original location and lacks any distinguishing features. Since this building does not meet the eligibility criteria for the NRHP, it is recommended as not eligible for listing in the NRHP.



Figure 33. Main façade of PB14837, facing northwest (March 2010).

8PB14837 Lainhart & Potter Shed 1 & 2

Structure PB14837 is located at 715 25th Street and serves as Sheds 1& 2 for Lainhart & Potter Building Materials (Figure 33). It is directly within the proposed ROW for the Northwood Connection corridor and will need to be razed. The Frame Vernacular structure was erected ca. 1954, and is a simple rectangular storage building with gable roof with flat roof on an attached wing, corrugated metal wall cladding, and garage bay with sliding doors.

Company founders George W. Lainhart and George W. Potter opened their lumber operation in the West Palm Beach area in 1893 to service construction and development needs spurred by Henry Flagler. In spite of the company's historical association with Flagler and the development of West Palm Beach, this building is not the company's original location and lacks any distinguishing features. Since this building does not meet the eligibility criteria for the NRHP, it is recommended as not eligible for listing in the NRHP.



Figure 34. PB14838 main façade, facing east (March 2010).

8PB14838 Lainhart & Potter Sheds 3 & 4

Structure PB14838 is located at 715 25th Street and serves as Sheds 3 & 4 for Lainhart & Potter Building Materials (Figure 34). Erected ca. 1954, it is a simple rectangular storage building with gable roof, partial front addition with shed roof, clad in metal panels with a rolling bay door. The garage doors have been replaced by modern, rolling metal doors. The building is set along a narrow gauge rail line that connected to the FEC Railroad (see discussion of PB14869 above).

Company founders George W. Lainhart and George W. Potter opened their lumber operation in the West Palm Beach area in 1893 to service construction and development needs spurred by Henry Flagler. In spite of the company's historical association with Flagler and the development of West Palm Beach, this building is not the company's original location and lacks any distinguishing features. Since this building does not meet the eligibility criteria for the NRHP, it is recommended as not eligible for listing in the NRHP.



Figure 35. Main façade of PB14839, facing west (March 2010).

8PB14839 Lainhart & Potter Shed 5

Structure PB14839 is located at 715 25th Street and serves as Shed 5 for Lainhart & Potter Building Materials (Figure 35). It is directly within the proposed ROW for the Northwood Connection corridor and will need to be razed. This Masonry Vernacular structure was erected ca. 1962 and is a simple single-story rectangular storage building with side gable roof, gable lintel on main façade supported by railroad ties, and clad in brick veneer and vertical board. The building features several alterations including replacement doors and windows.

Company founders George W. Lainhart and George W. Potter opened their lumber operation in the West Palm Beach area in 1893 to service construction and development needs spurred by Henry Flagler. In spite of the company's historical association with Flagler and the development of West Palm Beach, this building is not the company's original location and lacks any distinguishing features. Since this building does not meet the eligibility criteria for the NRHP, it is recommended as not eligible for listing in the NRHP.



Figure 36. PB14840, facing northwest (March 2010).

8PB14840 Tropical Recycling Receiving

Structure PB14840 is located at 2617 Division Avenue (Figure 36). The building was erected in 1955 and is currently occupied by Tropical Recycling. Directly within the proposed ROW for the Northwood Connection corridor, this Masonry Vernacular commercial structure will need to be razed. The building is L-shaped with a flat roof, a covered walkway along the 'L' supported by metal poles, and stucco exterior walls. The building has some alterations including replacement doors and windows. Main entry is accessed by double-leaf glazed commercial doors on main façade. It is associated with structure PB14841, which is located directly north of it and houses the same business.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 37. Main façade PB14841, facing west (March 2010).

8PB14841 Tropical Recycling

Structure PB14841 is located at 2617 Division Avenue (Figure 37). It has been included in this survey because it will be directly adjacent to the Northwood Connection corridor after construction activities clear intervening lot(s). The building was erected in 1940 and is currently occupied by Tropical Recycling. This single-story, Masonry Vernacular building features a rectangular exterior plan with a flat roof, covered loading dock, stucco walls, rolling metal doors, a shed roof over the loading dock supported by metal poles, and a corrugated metal roof. The building's alterations include replacement doors and windows as well as a small addition on the loading dock. It is associated with structure PB14840, which houses the same business and is located directly south of it.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 38. PB14842, facing northwest (March 2010).

8PB14842 Prime Time Grocery and Deli

Structure PB14842 is located at 901 25th Street (Figure 38). It is directly within the proposed ROW for the Northwood Connection corridor and will need to be razed. This Masonry Vernacular building was erected in 1955, and is a single-story rectangular building with a flat roof, mansard parapet clad in metal shingles, and varying wall textures of stucco, faux ashlar block, and vertical board. The windows are all fixed sash commercial windows. The main entry is accessed through central double-leaf commercial glazed doors. The building has several alterations.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 39. PB14856, facing northeast (March 2010).

8PB14856 Liberty Scrap Metal

Structure PB14856 is located at 1030 25th Court and is currently occupied by the Liberty Scrap Metal, Inc. facility (Figure 39). Directly within the proposed ROW for the Northwood Connection corridor, the building will need to be razed. A large area to the east of the structure is used for sorting and storing scrap metal. This Masonry Vernacular structure was erected in 1955, and features an irregular exterior plan with multiple garage bays, stucco walls, a flat roof, and exposed rafter tails. Entry is accessed through a steel industrial door and a series of garage bays.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 40. PB14857, facing northeast (March 2010).

8PB14857 Celeste Motors

Structure PB14857 is located at 2550 Windsor Avenue and is currently occupied by Celeste Motors (Figure 40). Constructed in 1940, this Masonry Vernacular commercial structure has a rectangular shape, flat roof, scuppers, stucco exterior walls, rolling garage bay doors, and single-leaf metal doors covered by security bars. The building has some alterations including replacement doors.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 41. PB14858, facing southwest (March 2010).

8PB14858 Wingate General Contractor

Structure PB14858 is located at 900 26th Street (Figure 41). It has been included in this survey because it will be directly adjacent to the Northwood Connection corridor after construction activities clear intervening lot(s). This building was erected in 1955 and currently houses the Wingate General Contractor business. This Masonry Vernacular commercial structure features an irregular shape, garage bays, flat roof, corner entry, and stucco walls. The main entry is obliquely set on the northeast corner of the building and is accessed through a single-leaf, glazed commercial door with fixed sash sidelights. There have been several alterations to the building, including replacement windows and doors and the refurbishment of the exterior.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 42. PB14859, facing southwest (March 2010).

8PB14859 920 26th Street

Structure PB14859 is located at 920 26th Street (Figure 42). This Masonry Vernacular structure was erected in 1950. It has been included in this survey because it will be directly adjacent to the Northwood Connection corridor after construction activities clear intervening lot(s). Its plan features rectangular block with staggered concrete loading docks. The main façade contains a total of eight garage bays with paneled rolling wood doors. Access is provided by a step-up side entry with a single-leaf flush door; the above transom has been boarded. The structure is topped by a flat roof with overhanging eaves on main façade and wood soffits. There are some alterations to the structure including replacement doors.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP.



Figure 43. PB14860, facing south (March 2010).

8PB14860 Body Shop

Structure PB14860 is located at 922 26th Street and currently houses the Discount Body Shop (Figure 43). It has been included in this survey because it will be directly adjacent to the Northwood Connection corridor after construction activities clear intervening lot(s). A Quonset hut, this structure was erected in 1948, predating Quonset Hut Row (8PB9907) by nearly a decade. It is a lightweight, prefabricated building, constructed with a steel frame and clad in corrugated metal with a round roof and semi-circular cross section. The main façade features a single-leaf flush metal door topped by a vinyl awning and side sliding double-bay doors.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP. However, local interest in preserving Quonset huts (see discussion of Quonset Hut Row below) may lead to a recommendation that this resource remain eligible for listing on a local register.



Figure 44. PB14861, facing southwest (March 2010).

8PB14861 924 26th Street

Structure 8PB14861 is located at 924 26th Street and currently houses an auto repair shop (Figure 44). It has been included in this survey because it will be directly adjacent to the Northwood Connection corridor after construction activities clear intervening lot(s). This Quonset hut was erected in 1948, predating Quonset Hut Row (8PB9907) by nearly a decade. It is a lightweight, prefabricated building, constructed with steel-frame members and clad in corrugated metal with a round roof and semi-circular cross section. The main façade features a side, single-leaf flush metal entry door. The central garage bay has been altered to accommodate a rolling metal door.

This building does not meet criteria of eligibility for the NRHP. It is not associated with significant events or significant individuals (Criteria A and B), does not possess any distinguishing features (Criterion C), and will not likely yield additional information important in prehistory or history (Criterion D). Therefore, this building is recommended as not eligible for listing in the NRHP. However, local interest in preserving Quonset huts (see discussion of Quonset Hut Row below) may lead to a recommendation that this resource remain eligible for listing on a local register.

HISTORIC RESOURCES

8PB9907 Quonset Hut Row



Figure 45. PB9907, Quonset Hut Row, facing southeast from Windsor Avenue (March 2010).

Quonset Hut Row is located on the north side of 25th Court between 25th Street and Windsor Avenue in the City of West Palm Beach (Figures 45 and 46). This section of 25th Court contains 13 structures: 11 Quonset huts and two metal front gable warehouses. The building permits date the period of construction of the structures between 1956 and 1963. Two of the building permits were dated in 1956, four in 1958, five in 1959, and two in 1963. The structures are sited in a linear row, have identical setbacks, and are similar in appearance. Each structure features metal exteriors and sliding or overhead doors. The Quonset huts have undergone minor alterations but all appear to retain their basic historic forms. They represent a concentrated group of utilitarian industrial buildings from the post-World War II period. Quonset huts were a prevalent building type following World War II, and this building type was adapted for many uses including residences, churches, and commercial and industrial enterprises. According to city directories, the early uses of the buildings along Quonset Hut Row were ware houses, contracting companies, manufacturing, service and product repair, and construction supply.

Individual Building Physical Descriptions and Histories. Photographs and descriptions of each structure within Quonset Hut Row are presented below, and Figure 46 shows their locations. Analysis and comparison of available City of West Palm Beach property record cards, ledger book entries, city directories, original building permits, and current property appraiser data, as well as historic aerial photographs was conducted to determine the historic addresses, construction dates, and occupants of the structures. The addresses of many of the structures along

Quonset Hut Row have changed over time, and the street has been renamed 25th Court from 25th Street. The addresses used to locate the individual structures detailed below are those listed by the West Palm Beach Property Appraiser or visible on the buildings. Today, multiple buildings are contained within a single parcel and identified with a single address. Research, however, has revealed that each structure historically had its own address. In some cases addresses listed in the various research tools did not correspond. Historic addresses were determined by comparing the legal descriptions with those found in the ledger books, building permits, and property record cards. If a structure's historic address is different from its current address, the most commonly used historic address was listed in parentheses after the current address in the figure caption, and an explanation of the address changes is included within the narrative. Given the potential for confusion over the dual addresses, individual FMSF numbers have been issued by PCI to each structure within this resource group to facilitate discussion of specific properties.



Figure 46. Aerial photograph showing each structure along Quonset Hut Row, identified by their current postal address.



Figure 47. PB14843, Miotto 2000 Sales Fabrication and Installation Building, east building at 939 25th Court (937 25th Street), facing northeast (March 2010).

8PB14843 Miotto 2000 Sales Fabrication and Installation

The Miotto 2000 Sales Fabrication and Installation Building, east building at 939 25th Court is a Quonset hut in good condition (Figure 47). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal doors. The Quonset hut has undergone no significant alterations and would be considered a contributing element to the potential historic district. This structure was originally constructed as 937 25th Street, and City of West Palm Beach ledger books indicate that the original building permit was issued on April 30, 1956. David E. Horne was the original owner and Arc-Rib was the contractor. A building was first identified at 937 25th Court in West Palm Beach city directories in 1960, occupied by the Pan Am Window Corporation with Peter T. Chase as manager. Pan Am Window Corporation occupied the building through at least 1964.



Figure 48. PB14844, Miotto 2000 Tile and Marble Works Building, west building at 939 25th Court (939 25th Street), facing northeast (March 2010).

8PB14844 Miotto 2000 Tile and Marble Works

The Miotto 2000 Tile and Marble Works Building, west building at 939 25th Court is a Quonset hut in good condition (Figure 48). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal door at the west end of the façade and there is a smaller metal door to its east. The Quonset hut has undergone no significant alterations and would be considered a contributing element to the potential historic district. Analysis of city directories, historic aerials, and West Palm Beach ledger books indicate that the structure was likely constructed with an address of 941 25th Street, and the address soon changed to 939 25th Street. No original building permits were located for 939 25th Court or 939 25th Street, and there are no early entries in the West Palm Beach city directories for 941 25th Court or 941 25th Street. According to the West Palm Beach ledger books the original building permit for 941 25th Street was issued on August 29, 1956. David E. Horne was the original owner and Arc-Rib was the contractor. A structure at 939 25th Court first appeared in West Palm Beach city directories in 1960, occupied by Carter Construction of Palm Beach, building contractors. William L. Warshauer is listed as the company's president, Louis Warshauer the vice president, and Mrs. Lee Warshauer was the secretary/treasurer. Carter Construction occupied the building through at least 1964.



Figure 49. PB14845, Miotto 2000 at 951 25th Court (951 25th Street), facing northwest (March 2010).

8PM14845 Miotto 2000

The Miotto 2000 Building at 951 25th Court is a Quonset hut in good condition (Figure 49). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal door, central to the façade. The Quonset hut has undergone no significant alterations and would be considered a contributing element to the potential historic district. This structure was originally constructed as 951 25th Street, and City of West Palm Beach ledger books indicate that the original building permit was issued on February 3, 1959. David E. Horne was the original owner and Arc-Rib was the contractor. The structure at 951 25th Court first appeared in West Palm Beach city directories in 1960, occupied by the Pan Am Window Corporation warehouse. Pan Am Window Corporation is also listed as occupying the eastern Quonset hut at 939 25th Court at this time. The company occupied both structures through at least 1964.



Figure 50. PB14846, 955 25th Court (955 25th Street), facing north (March 2010).

8PB14846 955 25th Court

The Quonset hut at 955 25th Court is in good condition (Figure 50). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal door, central to the façade. A wall-mounted air-conditioning unit has been added to the structure, which has been connected to the building at 957 25th Court along the south side. The structure's historic physical appearance is still evident, and the connection of the two structures exhibits the intended adaptability and expandability of the Quonset-hut design. The Quonset hut would be considered a contributing element to the potential historic district. This structure was originally constructed as 955 25th Street, and the original building permit is dated March 5, 1959. David E. Horne was the original owner and Dale Alexander for Arc-Rib Buildings is listed as the contractor. The structure at 955 25th Court first appeared in West Palm Beach city directories in 1962, occupied by the Wallrich Carpets Inc. warehouse. Wallrich Carpets Inc. occupied the structure until 1964, when it was occupied by the Pan Am Window Corporation warehouse. Pan Am Window Corporation also occupied the eastern Quonset hut at 939 25th Court and 951 25th Court at this time.



Figure 51. PB14847, 957 25th Court (957 25th Street), facing northeast (March 2010).

8PB14847 957 25th Court

The Quonset hut at 957 25th Court is in good condition (Figure 51). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal door, off-center to the west of the façade. A wall-mounted air conditioning unit has been added to the structure, which has been connected to 955 25th Court at the south side. As previously discussed, the connection of the two structures exhibits the intended adaptability and expandability of the Quonset-hut design. The structure's historic physical appearance is still evident. The Quonset hut would be considered a contributing element to the potential historic district. This structure was originally constructed as 957 25th Street, and the original building permit is dated May 18, 1959. David E. Horne was the original owner and Arc-Rib is listed as the contractor. The structure at 957 25th Court first appeared in West Palm Beach city directories in 1960, occupied by Hall Appliance Services, whose owner was Rutherford H. Hall. Hall Appliance Services occupied the structure through 1963, and in 1964 the occupant is listed as the Hicks and Ingle Co., mechanical contractors shop.



Figure 52. PB14848, O’Hara Landscape & Maintenance, east building at 1001 25th Court (1001 25th Street), facing northwest (March 2010).

8PB14848 O’Hara Landscape & Maintenance/East Building

The O’Hara Landscape & Maintenance Building, east building at 1001 25th Court is a Quonset hut in good condition (Figure 52). It exhibits the typical semi-circular form and corrugated metal sheathing. It has an overhead, garage-type door which is located off-center to the east of the façade. A wall-mounted air-conditioning unit has been added to the structure. It is connected to the building to its west, across the front/south side, by a wall. Aerial photographs show tarps creating a roof over this connecting area. The Quonset hut’s historic physical appearance is still evident and it would be considered a contributing element to the potential historic district. This structure was originally constructed at 1001 25th Street, and the original building permit is dated May 25, 1959. David E. Horne was the original owner and Arc-Rib is listed as the contractor. While the building permit for the Quonset hut was issued in 1959, a business was listed in West Palm Beach city directories at this address as early as 1956, Gagnon Auto Parts. It is possible that a previous structure was demolished at the time of the construction of the Quonset huts. Gagnon Auto Parts occupied the site through 1960. The city directory from 1962 lists Robinson Brothers Marine Boat Company as the occupant, and in 1963 and 1964 the occupant is listed as Florida Contractors Supply Company Equipment Sales.



Figure 53. PB1489, O'Hara Landscape & Maintenance/West Building at 1001 25th Court (1005 25th Street), facing northwest (March 2010).

8PB14849 O'Hara Landscape & Maintenance/West Building

The O'Hara Landscape & Maintenance Building, west building at 1001 25th Court is a Quonset hut in good condition (Figure 53). It exhibits the typical semi-circular form and corrugated metal sheathing. It has an overhead, garage-type door which is located off-center to the west of the façade. As previously described, it is connected to the building to its east, across the front/south side, by a wall. The Quonset hut's historic physical appearance is still evident and it would be considered a contributing element to the potential historic district. Property record cards and ledger book entries from the City of West Palm Beach indicate that the structure was referred to as both 1003 and 1005 25th Street at the time of its construction, with a building permit dating from April 28, 1958. The property record card refers to it as 1003, and the ledger book as 1005. David E. Horne was the original owner and Dale Alexander was the contractor. Dale Alexander was the president of Arc-Rib Buildings Inc. at this time, and the property record card lists it as having an Arc-Rib structural system. This structure was listed in West Palm Beach city directories as 1005 25th Street, starting in 1960, with Minneapolis Electric and Construction Company, wire meter manufacturers, as the first occupant of the building. It remained at this location until 1963, when Acme Assoc. Inc. was listed in the West Palm Beach City Directory. Acme Assoc. Inc. occupied the Quonset hut through at least 1964.



Figure 54. PB14850, Bernard Auto Storage, east building at 1009 25th Court (1009 25th Street), facing northwest (March 2010).

8PB14850 Bernard Auto Storage

The Bernard Auto Storage occupies the east building at 1009 25th Court, which is a Quonset hut in good condition (Figure 54). It exhibits the typical semi-circular form and corrugated metal sheathing. It has an overhead, garage-type door which is located off-center to the east of the façade. One sliding security door and the track are still present, and may have been part of an original sliding door system. The Quonset hut’s historic physical appearance is still evident and it would be considered a contributing element to the potential historic district. This structure was originally constructed as 1009 25th Street, and the building permit is dated February 10, 1958. David E. Horne was the original owner and Arc-Rib is listed as the contractor. The structure at 1009 25th Court first appeared in West Palm Beach city directories in 1960, when it was listed as “Peninsular Prod. Co. Inc., rodenticides.” The company occupied the structure through 1963, and Jay R. Rodgers was listed as company president, Mrs. Nancy H. Rodgers the vice president, and Charles M. Carpenter the secretary/treasurer. In 1964, the West Palm Beach city directory listed C + C Machine Shop as the occupant.



Figure 55. PB14851, Delisca Auto Repairs and Sales, west building at 1009 25th Court (1013 25th Street), facing northwest (March 2010).

8PB14851 Delisca Auto Repairs and Sales

The Delisca Auto Repairs and Sales occupies the west building at 1009 25th Court, which is a Quonset hut in good condition (Figure 55). It exhibits the typical semi-circular form and corrugated metal sheathing. It has an overhead, garage-type door which is located at the center of the façade. Sliding security doors and the track are present, and may have been part of an original door system. The Quonset hut's historic physical appearance is still evident and it would be considered contributing to the potential historic district. Property record cards and ledger book entries from the City of West Palm Beach indicate that the structure was referred to as both 1013 and 1015 25th Street at the time of its construction, with a building permit dated June 18, 1958. The property record card refers to it as 1013, and the ledger book as 1015. David E. Horne was the original owner and Arc-Rib was the contractor. West Palm Beach city directories identified structures at this location as 1013 25th Court, with the first appearance of structure at that address in 1959. Henry Stephen Harvey Hardware was listed as the occupant. The company occupied the structure through at least 1964.



Figure 56. PB14852, Damas Auto Repair and Body Shop Building at 1017 25th Court (1015 25th Street), facing northwest (March 2010).

8PB14852 Damas Auto Repair and Body Shop

The Damas Auto Repair and Body Shop Building at 1017 25th Court is a metal warehouse in good condition (Figure 56). It has a front gable roof and corrugated metal sheathing. It has a pair of wooden doors located off center to the west of the facade. The eastern door appears to run on a track, and the western door is hinged. The structure appears to retain its original historic form, but since it is not a Quonset hut it would be considered a non-contributing element to the potential historic district. Property record cards and ledger book entries from the City of West Palm Beach indicate that the structure was referred to as both 1015 and 1017 25th Street at the time of its construction, and a building permit was dated July 7, 1958. The property record card refers to it as 1015, and the ledger book as 1017. According to the ledger book, David E. Horne was the original owner and H. Vaugh is listed as the contractor. The property record card lists it as having an Arc-Rib structural system. West Palm Beach city directories identified structures at this location with the address 1015 25th Street. At building first appeared at this location in 1960, when it was listed as Jack's Jack Repair. Jack's Jack Repair occupied the building until 1963, when Central Machinery and Supply was listed as the occupant. City directory records from 1964 indicate Metal-Dex Co. Inc. was the occupant.



Figure 57. PB14853, 1021 25th Court (1021 25th Street), facing northwest (March 2010).

8PB14853 1021 25th Court

The structure at 1021 25th Court is a metal warehouse in good condition (Figure 57). It has metal sheathing and a front gable roof. The building retains the original sliding metal door, located off-center to the east of the facade. The structure appears to retain its original historic form, but since it is not a Quonset hut it would be considered a non-contributing element to the potential historic district. Property record cards and ledger book entries from the City of West Palm Beach indicate that the structure was referred to as both 1017 and 1021 25th Street at the time of its construction, with a building permit dated November 12, 1958. The property record card refers to it as 1017, and the ledger book as 1021. According to the ledger book, David E. Horne was the original owner and H. Vaughn is listed as the contractor. The property record card lists it as having an Arc-Rib structural system. West Palm Beach city directories identified structures at this location with the address 1021 25th Street. A structure first appeared at this address in 1960, when it was listed as Harris Standard Paint. Harris Standard Paint occupied the building until 1963, when Hetzel Construction Company was listed as the occupant. City directory records from 1964 indicated that it was vacant.



Figure 58. PB14854, 1025 25th Court, facing north (March 2010).

8PB14854 1025 25th Court

The Quonset hut at 1025 25th Court is in good condition (Figure 58). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal doors, off-center to the west of the façade. A wall-mounted air-conditioning unit has been added to the structure. The Quonset hut has undergone no significant alterations and would be considered a contributing element to the potential historic district. According to the property record card from the City of West Palm Beach, the original building permit for the structure was dated February 14, 1963. David E. Horne was the original owner and the property record card lists it as having an Arc-Rib structural system. The structure at 1025 25th Court first appeared in West Palm Beach city directories in 1964, occupied by Hughes Inc. Used Furniture.



Figure 59. PB14855, Allen Cabinetry at 1029 25th Court, facing northwest (March 2010).

8PB14855 Allen Cabinetry

The Allen Cabinetry Building at 1029 25th Court is a Quonset hut in good condition (Figure 59). It exhibits the typical semi-circular form and corrugated metal sheathing. It retains the original sliding metal doors, off-center to the east of the façade. An awning delineating the main entrance to the structure has been added to the façade. The Quonset hut has undergone no significant alterations and would be considered a contributing element to the potential historic district. According to the property record card from the City of West Palm Beach, the original building permit for the structure was dated November 25, 1963. David E. Horne was the original owner and the property record card lists it as having an Arc-Rib structural system. The structure at 1029 25th Court first appeared in West Palm Beach city directories in 1964, occupied as storage for the Spencer Boat Company. The Spencer Boat Company Inc.'s main address was listed in the city directory as 404 N. Dixie Highway in West Palm Beach.

HISTORIC CONTEXT FOR QUONSET HUTS

The use of prefabricated buildings that could be transported and constructed easily became a necessity of the war effort in the early 1940s. On March 30, 1941, the Navy approved initial work on the Temporary Aviation Facilities project that would lead to the design of the Quonset hut (Decker and Chiei 2005:3). The Quonset hut was developed under contract NOy-4175, with the George A. Fuller Company and Merritt-Chapman and Scott Corporation, as part of the construction of the Naval Air Station at Quonset Point, Rhode Island. Otto Brandenberger was the team leader for the design, and Robert McDonnell, Tomasino Secondino, and Dominic Urgo served as design and production support. The team was instructed to use the semicircular British Nissen huts from World War I as the foundation for their design (Decker and Chiei 2005:4). The team had two directives: that the huts be arch shaped and that they were able to be quickly assembled (Decker and Chiei 2005:6). Development of a factory to fabricate the huts occurred in West Davisville, Rhode Island, simultaneous to their design.

The first known submission of construction drawings for the original T-Rib-type Quonset hut was on April 4, 1941, which were described in correspondence accompanying the plans as “Nissen type hut for Temporary Aviation Facilities” (Decker and Chiei 2005:7). The first huts were typically 16 feet by 36 feet or 16 feet by 20 feet in dimension. The designs of the T-Rib Quonset huts were adapted to specialized functions, and a total of 41 variations were initially developed, with production costs ranging from \$800 to \$1,100 (Decker and Chiei 2005:9). The designs were modified to best suit different climates and functions. Although their designs were different, in July of 1941, the huts were still commonly referred to as Nissen huts. On July 18th, Lieutenant Commander E. S. Huntington issued a memo enforcing the use of the name Quonset hut to describe the structures, in order to avoid any issues with patents for the Nissen huts (Decker and Chiei 2005:13). Approximately 8,200 T-Rib Quonset huts had been produced by the end of 1941 (Decker and Chiei 2005:16).

As World War II commenced, the demand for Quonset huts sharply increased. To meet demand, the first factory was expanded and a new factory constructed in West Davisville. The design and construction of the Quonset hut continued to evolve, as did production methods. Perhaps one of the most notable changes was the switch in framing systems, from a T-Rib frame to a Stran-Steel frame in late 1941. The Stran-Steel frame was lighter in weight and easier to construct. It cost just over \$1,300 to produce, and included a larger version of the hut, which was 24 feet wide with varying lengths. Stran-Steel was a subsidiary of the Great Lakes Steel Corporation, whose lightweight steel framing had been introduced at the Chicago World’s Fair of 1933 (Decker and Chiei 2005:17-19). Originally referred to as the “Redesign,” later Stran-Steel designs came to be known as the New Arch Rib Stran-Steel Hut and the SSAR Hut, but all were identified by the broader term of Quonset hut (Decker and Chiei 2005:23). By late 1942, Stran-Steel was awarded the contract to produce the Quonset hut, and the factory space in West Davisville became warehouse space. The Stran-Steel Quonset huts could be constructed in one day (by ten men with hand tools), required no special skills to construct, and occupied less space for shipping than canvas tents with wood floors and frame to house the equivalent number of people (Decker and Chiei 2005:24).

It is estimated that in total, more than 153,000 Quonset huts of the various designs were erected during World War II (Decker and Chiei 2005:24). Although designs evolved and were adapted to use and climate, Quonset huts were typically semi-circular in form with corrugated steel facing. They were designed to require no foundation; however, depending on the site and availability of materials a foundation was sometimes constructed. They were used for many different applications at military installations both inside and outside the United States, and by the conclusion of the war they had been adapted to 86 different forms.

Starting as early as 1943, Stran-Steel was marketing the Quonset hut for postwar use as efficient and modern structures (Decker and Chiei 2005:24). After the conclusion of the war, returning veterans found an enormous shortage of housing in the United States. Quonset huts, which were no longer necessary for military use, filled this need. It was reported that in July 1946 that more than a thousand veterans camped out awaiting the sale of 811 surplus Quonset huts (Decker and Chiei 2005:72). Quonset huts used for residences typically served as a stop-gap to get families through a few years until housing production met the new demand. Articles published in newspapers and art and architecture magazines in the late 1940s advised readers on ways to make their Quonset huts more home-like and improve their appearances. During the post-World War II period the Quonset hut became a ubiquitous building type adapted and utilized for virtually every type of activity.

The Quonset huts along 25th Court in West Palm Beach were not utilized during World War II, but were erected for warehouse/industrial use in the years following the war. The entire row was originally owned and constructed for David E. Horne, president of the David E. Horne Inc. Plumbing Company. City directories revealed that Horne's business was located near Quonset Hut Row at 2409-2411 Division Avenue in West Palm Beach. The directories also indicated that Horne resided at 4200 N. Terrace Drive in West Palm Beach with his wife Ethel. City of West Palm Beach property record cards, building permits, and ledger books identified that each of the structures was manufactured and constructed by Arc-Rib Buildings Inc., a West Palm Beach company.

The history of Arc-Rib Buildings Inc. began with Clark G. Williams' 1941 purchase of a 40-by-100-foot Quonset hut for \$1,000 from the U.S. Army (Maher 2010). Williams was a building contractor who erected this Quonset hut at 502 Kanuga Drive for his company (Figure 60). Williams, impressed with the durable, low-cost construction of the first Quonset hut he constructed at Kanuga Drive, tried to purchase another from the U.S. Army for the site. After failing to acquire another hut from the Army, Williams saw the enormous business potential of operating his own Quonset hut construction business, offering a low-cost, fast-build, flexible building type for the area (Maher 2010). Soon after his purchase and construction of the original Quonset hut, Williams partnered with Dale Alexander to form a Quonset hut construction business known as Alexander and Williams Inc. Arc-Rib Buildings, and shortened to Arc-Rib Buildings, Inc.

As part of the research for this project, Emily Ahouse of Janus Research conducted an interview with Mark Maher on May 18, 2010. Mr. Maher is the current owner of the Arc-Rib building at 502 Kanuga Drive. Possessing several of the Arc-Rib company's scrapbooks, photograph albums, and records, Maher conducted extensive research into the company's history in an effort to get his buildings at 502 Kanuga Drive locally designated by the City of West Palm Beach.



Figure 60. Undated historic photograph of the Quonset hut at 502 Kanuga Drive (from *Arc-Rib Buildings Inc. photograph albums/scrapbooks, on file with the City of West Palm Beach Planning and Zoning Department*).

A review of Arc-Rib Buildings Inc. photograph albums/scrapbooks from the 1940s and 1950s, on file with the City of West Palm Beach Planning and Zoning department identified a 1942 newspaper advertisement for Arc-Rib Buildings, Inc. that summarized the types of products offered by the company and their advantages. The advertisement stated:

These thoroughly efficient buildings, aluminum or steel covered, may be had in a wide variety of shapes and sizes; for Industrial and Commercial uses, Stores, Warehouses, general Utility. They are strong, rugged, metal covered buildings, weather-tight, rot and warp proof, fire resistant; and they are readily adaptable to almost any architectural treatment. The neat clean lines of ARC-RIB BUILDINGS, blend well with existing structures. The interiors can be insulated and finished with standard materials. Low installed cost and low maintenance cost are two of the outstanding advantages of Arc-Rib Buildings. Arc-Rib Buildings are furnished in widths through 20 – 24 – 32 – 40 – 50 – 60 feet and up to 120 feet on special orders. Readers, for quick delivery, or for information call the Arc Rib Buildings, Inc., and have their representatives call on you. Stop at 502 Kanuga Drive, West Palm Beach, or Dial Temple 2-1942. II.

The Arc-Rib Quonset huts were differentiated from those constructed by the military in that Arc-Rib huts had wooden frames (Maher 2010). As Alexander and Williams began to construct the Arc-Rib Quonset huts, they could not purchase the steel-framing systems. Their frames were created by laminating 1-x-4 wood members with creosote, and they patented the truss design. However, their process of laminating the wooden structure with creosote has proved problematic over time both with the structural members de-laminating and problems with termite infestation (Maher 2010). Figure 61 shows the Arc-Rib truss in a company advertisement. Figures 62-64 illustrate the framing and construction process for an Arc-Rib Quonset hut. The company's manufacturing operation was originally based out of 502 Kanuga Drive, and later West Palm Beach area headquarters included 2070 Scott Avenue, 2080 Indian Road, and 324 Royal Palm Way.

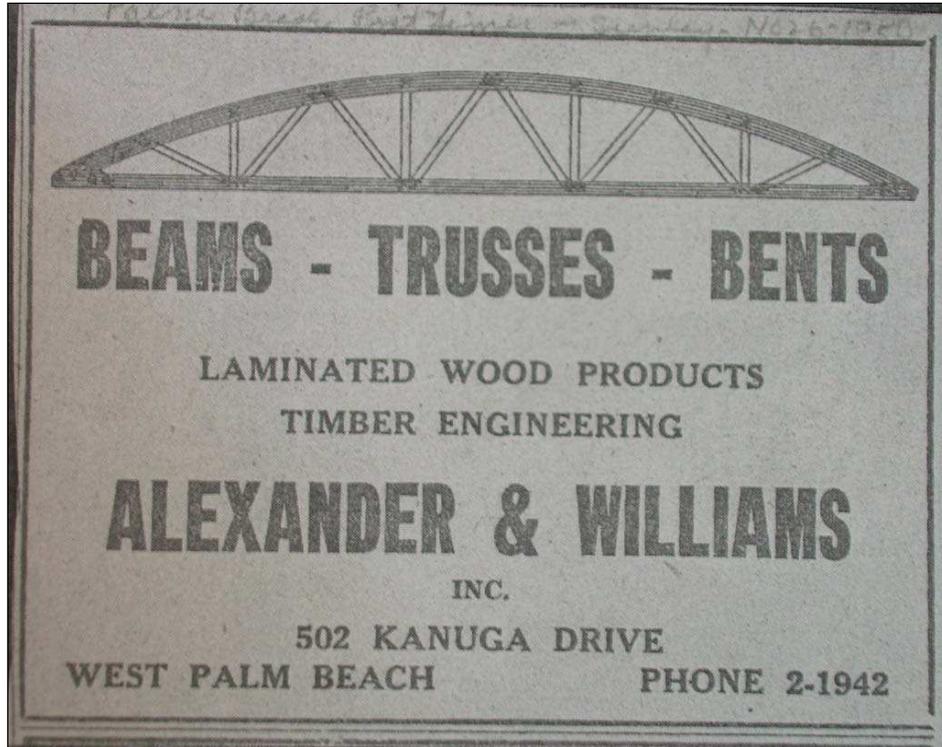


Figure 61. Undated advertisement for Alexander and Williams Inc. showing the Arc-Rib Truss (from Arc-Rib Buildings Inc. photograph albums/scrapbooks).

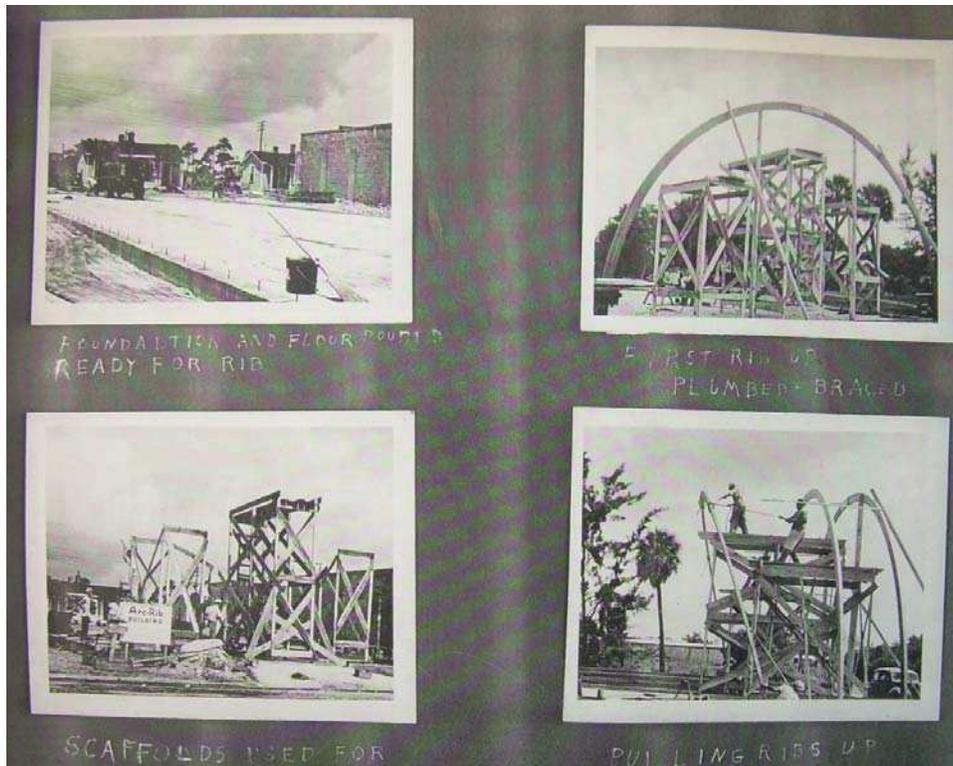


Figure 62. Photographs illustrating the Arc-Rib construction process (from Arc-Rib Buildings Inc. photograph albums/scrapbooks).

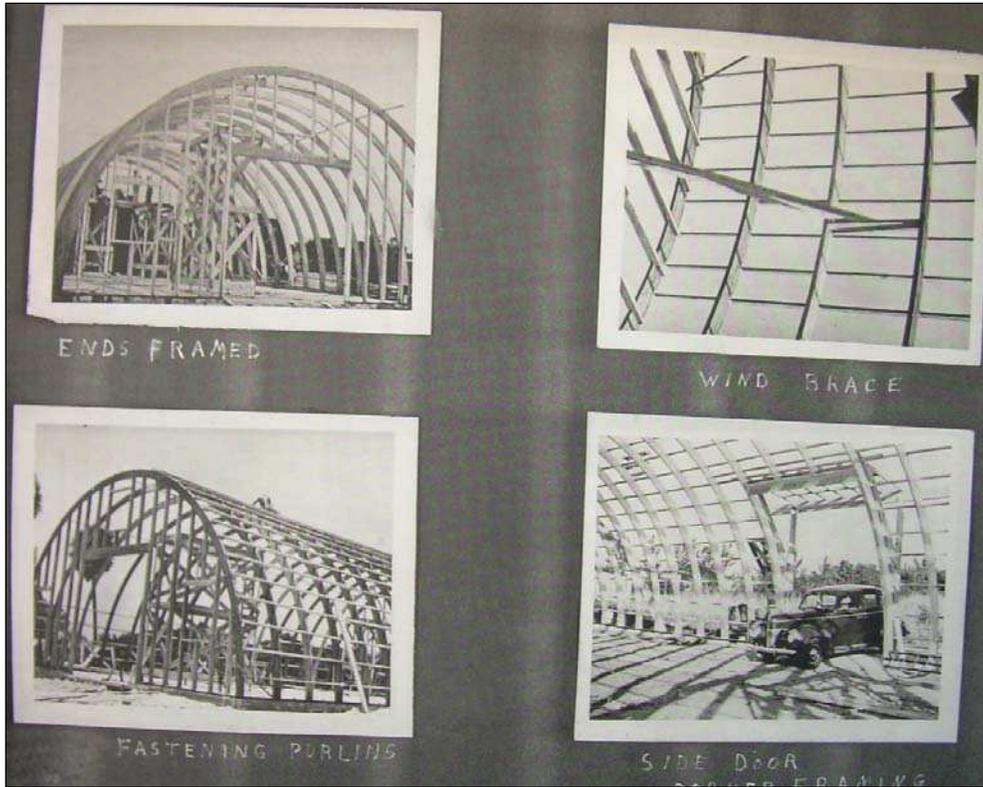


Figure 63. Photographs illustrating the Arc-Rib construction process (from Arc-Rib Buildings Inc. photograph albums/scrapbooks).

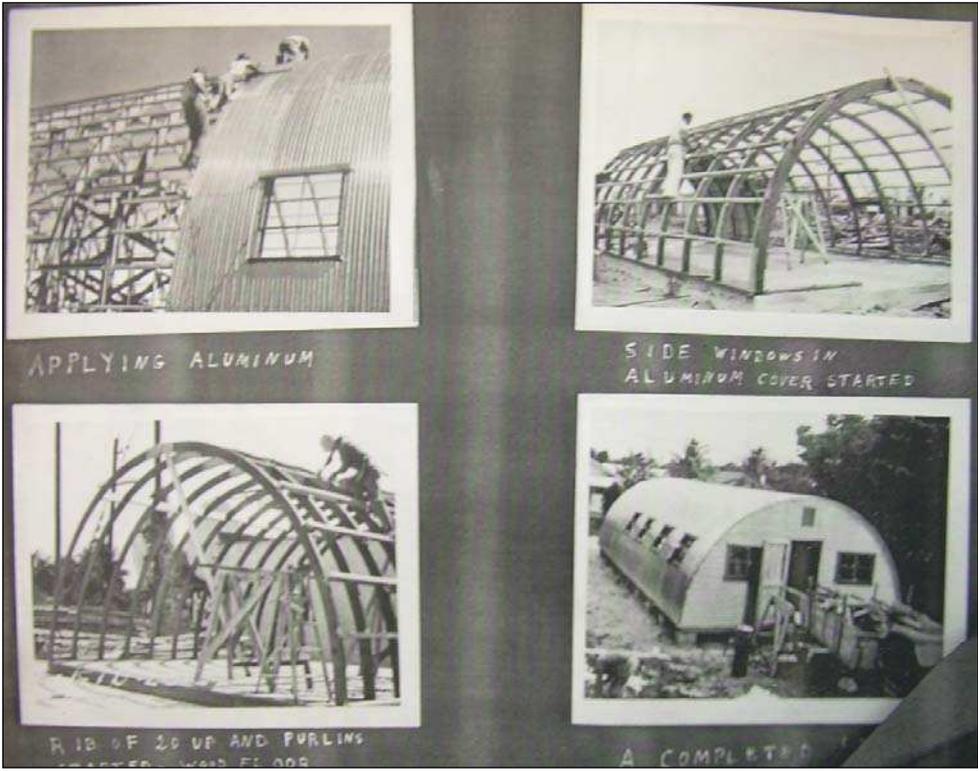


Figure 64. Photographs illustrating the Arc-Rib construction process (from Arc-Rib Buildings Inc. photograph albums/scrapbooks).

The Arc-Rib company also offered financing for the construction of the structures and the purchase of the lots in order to promote construction (Maher 2010). Their products offered many businesses an opportunity to quickly construct a low-cost building. Arc-Rib Quonset huts were used for homes, warehouses, commercial buildings, recreation facilities, school structures, churches, and agriculture. Some of the purchasers of the huts included: the Palm Beach International Airport, Lake Worth Leader, Read Electric, Mac Bros., Stewart Pontiac, Hardin Motor, Florida Awning, Merry Rug Cleaners, Florida Public Utilities (West Palm Beach), Coastal Feed and Supply, Palm Beach Bottling Works, Port of Palm Beach, City of Lake Worth Warehouse, Riviera Beach Catholic Church, St. Matthews Church, Kinloch Park School (Miami), Delray Beach Colored School Shop (moved to Northwood in 1949), Pineapple Canning Plant, Peters Concrete Joist Plant, Plating Plant of West Palm Beach, Lake Worth Casino and Bath House, Alexander Plating Co., Gas Company of West Palm Beach, Briny Breezes, Ideal Machine and Tool, Belle Glade Barns, Glades Appliance Corp., Lake Worth Drainage District, Burge Building, Tropical Films, Carbo Bottlers, Palm Beach County Glade Road Department, Mixits Warehouses, Palm Beach Aero, Goolsby Dairy, Pahokee Camp School, Blatz Pilsner Beer, Westgate School Shop, Coastal Truck and Equipment Company, Fleischer Painting, Culligan Soft Water, Mullins Lumber Co., Lantana Airport, FP&L Power Plant, Pierce Tire Co., Okeelanta Sugar Co., Pratt Whitney, Military Trail Community Hall, Everglades Drainage District, Lake Worth School, Keeter Skating Rink, Union Transfer, Palm Beach Awning, Conkling Hut, Roberts Fur Co., Florida Tank Lines, Belle Glade Corn Storage, Pompano Skating Rink, and Palm Beach County Original Elementary Portable Schools (Maher 2005).

The company solicited business throughout the state of Florida in the 1940s and 1950s with advertisements appearing in newspapers including *The Lake Worth Leader*, *The Belle Glade Herald*, *The Miami Herald*, *The Palm Beach Post*, and *The Fort Pierce Tribune*. Arc-Rib's albums held photographs of Arc-Rib huts in such far-flung places as Cuba and New Jersey, as well as locales throughout Florida, such as Manatee, Martin County, St. Petersburg, Lake Worth, West Palm Beach, Briny Breezes, Riviera Beach, Belle Glade, Delray Beach, Ft. Lauderdale, Jupiter, Ft. Myers, Zomi Bend, Miami, Ft. Pierce, Coral Ridge, and Peanut Island. The albums verify that Arc-Rib Quonset huts were constructed in various sizes with different window and door configurations and features including wood or metal sliding and overhead doors, and stucco, metal or wood exterior cladding. A photograph of the construction of an unidentified Arc-Rib hut on 25th Street was also included in the albums (Figure 65).

The company received much praise for their structures at the time of their construction. After Arc-Rib completed a structure for *The Lake Worth Leader*, the paper published a piece on December 7, 1952 stating, "Congratulations Alexander & Williams Arc-Rib Buildings, 502 Kanuga Drive, West Palm Beach, Construction specialists of the most adaptable buildings for businesses or industries on a low cost basis found in Florida, Inspect the New Leader Building as an example of what this firm can do" (Arc-Rib Buildings Inc. n.d.). State Agriculture Commissioner Nathan Mayo praised the Arc-Rib structure used for the agriculture building at the Manatee County Fair as "one of the finest he had ever seen" (Arc-Rib Buildings Inc. n.d.). Although the building was constructed at a cost of \$23,500, Mayo estimated that it would have cost \$40,000 based on its appearance. Arc-Rib Quonset huts were praised as low-cost, adaptable buildings which were able to meet the needs of the booming post-World War II period.

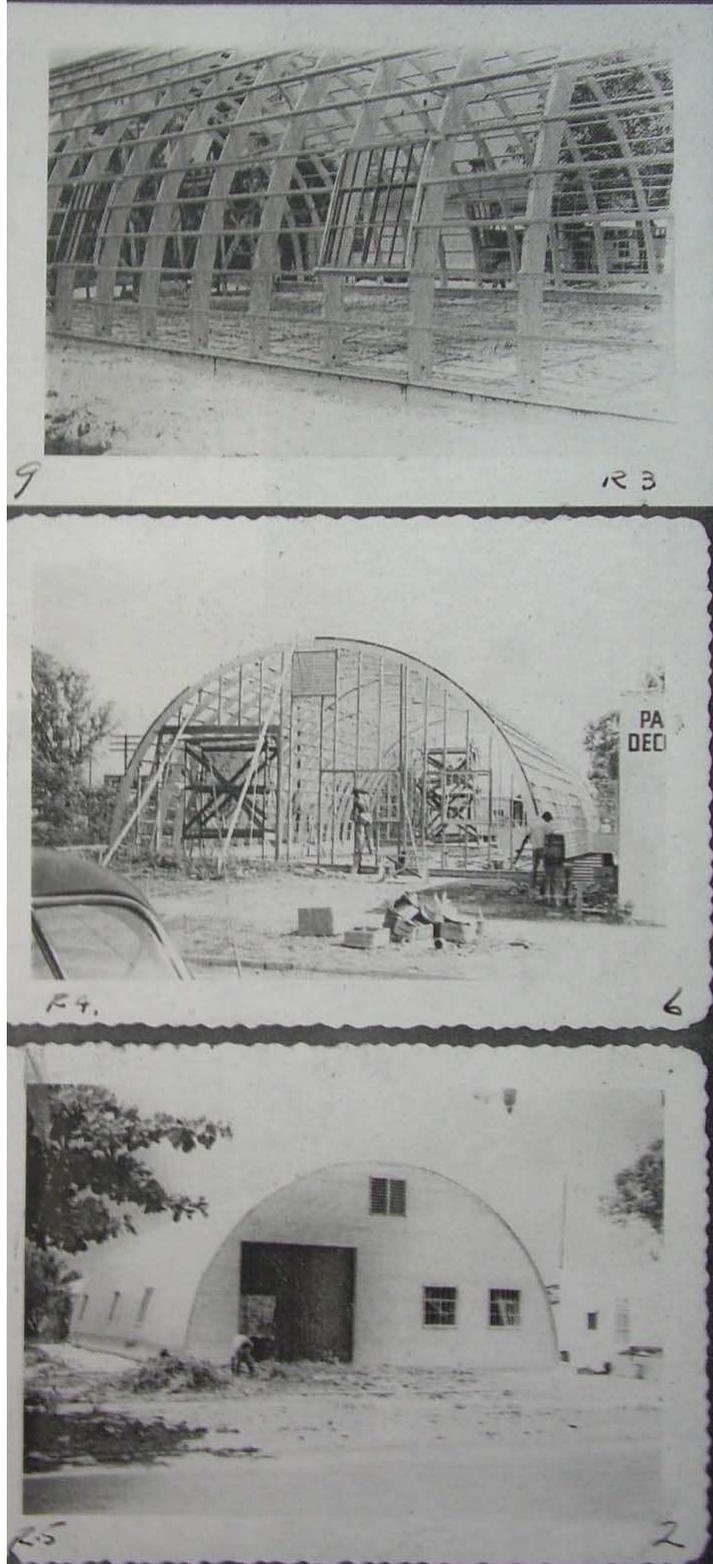


Figure 65. Photographs of one of the Quonset huts along Quonset Hut Row (PB9907) under construction (from Arc-Rib Buildings Inc. photograph albums/scrapbooks).

While the vast majority of the work that Arc-Rib Buildings Inc. completed during the 1940s through the 1960s was the construction of Quonset huts, the company's endeavors were not limited to this building type (Maher 2010). It was also responsible for various renovation and construction projects throughout South Florida including the first renovation of the Lake Worth Casino, the rebuilding of the façade of the West Palm Beach Royal Palm Hotel in 1949, and the construction of the Bal Harbour Church. Although the construction of Arc-Rib Quonset huts was very lucrative for Dale Alexander and Clark G. Williams, the partners parted ways in the 1950s (Maher 2010). The last year that Williams was associated with the company, according to the West Palm Beach City Directory, was 1952. Dale Alexander and his wife Carolyn continued to be associated with the company through 1986, the last year that it appeared in West Palm Beach city directories. It is likely the company went out of business at this time. The Arc-Rib company is no longer in operation (Arc Rib Storage is at the same historical address as Arc-Rib Building Inc.; while Mr. Maher possesses the company's scrapbooks, these companies are not related.)

Evaluation of Significance of Quonset Hut Row. Since the Quonset hut has a modest design and became ubiquitous as a building type and resource during the post-World War II period, the historic preservation community has engaged in much debate about its significance. In 2003, an article appeared in the National Trust for Historic Preservation's *Preservation Online* magazine entitled, "Tin-Can Treasures: Are Quonsets, steel hangar-like huts left over from WWII, worth preserving?" (Vita). The article noted preservation battles occurring throughout the country regarding Quonset huts, and the ongoing debate regarding their significance. As with many resources of the recent past, communities have been slow to recognize the value and significance of the Quonset hut.

While the *Preservation Online* article did not suggest a specific approach to the treatment of Quonset huts, it listed several ways they were being treated in multiple communities. The article discussed a fight that erupted in Bowling Green, Kentucky, at the demolition of the former Quonset Auditorium. It also noted a lawsuit filed by the residents of Parker, Colorado, to prevent the demolition of a 52-year old Quonset hut to accommodate park improvements. After losing the lawsuit, the group petitioned to recall the public officials who approved the demolition. St. Petersburg, Florida, has locally designated the ca. 1948 Royal Theater Quonset, which at the time of the article was undergoing an extensive renovation. Finally, the article noted an effort in Fort Collins, Colorado, to survey the area's Quonset huts as some throughout the community were threatened.

As part of this present study, additional research was conducted to determine how other communities are treating historic Quonset huts. This research revealed that preservation organizations and municipalities throughout the country have acknowledged the diminishing number of Quonset huts remaining and that many have identified Quonset huts in their communities as threatened. Various articles detailed the struggles and differences of opinion over the landmark designation of the Quonset hut at 829 Broadway in Santa Monica, California, after its owners proposed demolition. In the early 2000s, an unsuccessful attempt was waged to save the Gleneida Avenue Quonset hut in Carmel, New York. In early 2009, Preserve Rhode Island formed an ad hoc group rallying to save a Quonset hut in Hamilton, New York. The Fort Dodge, Iowa, Historic Preservation Commission has listed the Quonset Hut Home in Northwest

Fort Dodge as one of the area's significant sites. Research indicates that the only Quonset huts listed in the NRHP were destroyed by a tornado.

The Quonset hut was in widespread use following the conclusion of World War II. Structures that were no longer needed by the military were sold and re-used, and new Quonset huts were constructed throughout the country to meet the huge demand for new buildings. They were simple utilitarian structures, and were typically intended for temporary use until the construction industry could meet the increased demand. As building materials became more readily available in the late 1950s and early 1960s, the Quonset hut fell out of favor. While Quonset huts were often perceived as a temporary solution, Arc-Rib promoted their structures as "permanent" and "long lasting" in city directories and newspaper advertisements. Due to the structural issues Arc-Rib Quonset huts have faced and the changing opinion regarding their appeal, it is rare that such a concentration of buildings as exists on 25th Court would remain over 50 years after their construction. The Quonset hut was an iconic form representing military life, an association many were increasingly eager to move away from in the postwar years.

While other individual Quonset huts are extant throughout West Palm Beach, this area contains the largest concentration that has been identified. On April 14, 2010 a reconnaissance survey was conducted in an attempt to identify other extant Quonset Huts in West Palm Beach. The survey focused on the areas surrounding Quonset Hut Row and Georgia Avenue where multiple Quonset huts had been previously identified. The reconnaissance survey identified 22 additional huts located outside of Quonset Hut Row in West Palm Beach. However, Quonset Hut Row is the only location where more than four huts are located adjacent to each other. Its concentration of 11 Quonset Huts and two similar Arc-Rib warehouses is the only identified concentration of this resource type at this scale within West Palm Beach.

The structures still convey the original intent of their design and construction, and are in similar uses to those which were identified in city directories through the early 1960s. They have undergone some alterations but still retain their historic forms and a sufficient level of historic integrity. Common alterations are the replacement of some of the doors and windows. Some of the huts may have been re-sheathed in corrugated metal potentially enclosing original window or door openings. The ability for the Quonset hut to be reconfigured, adapted, and expanded were essential features of the original designs, and the ability to alter the structures was an inherent part of their design intent. Still, many of the Quonset huts retain their original sliding doors, and each retains its most significant feature: the iconic round form. Comparison of a 1968 aerial photograph with current aerial photographs shows that the structures remain in the same configuration, with just the loss of one of the originally constructed Quonset huts, 945 25th Court (Figures 66 and 67).

The repetition of similar forms with identical setbacks creates a unique visual impression along 25th Court. While these structures have no known associations with the military, they are sited in a similar manner to the rows of Quonset Huts which were used in U.S. military installations during World War II (Figures 68 and 69).

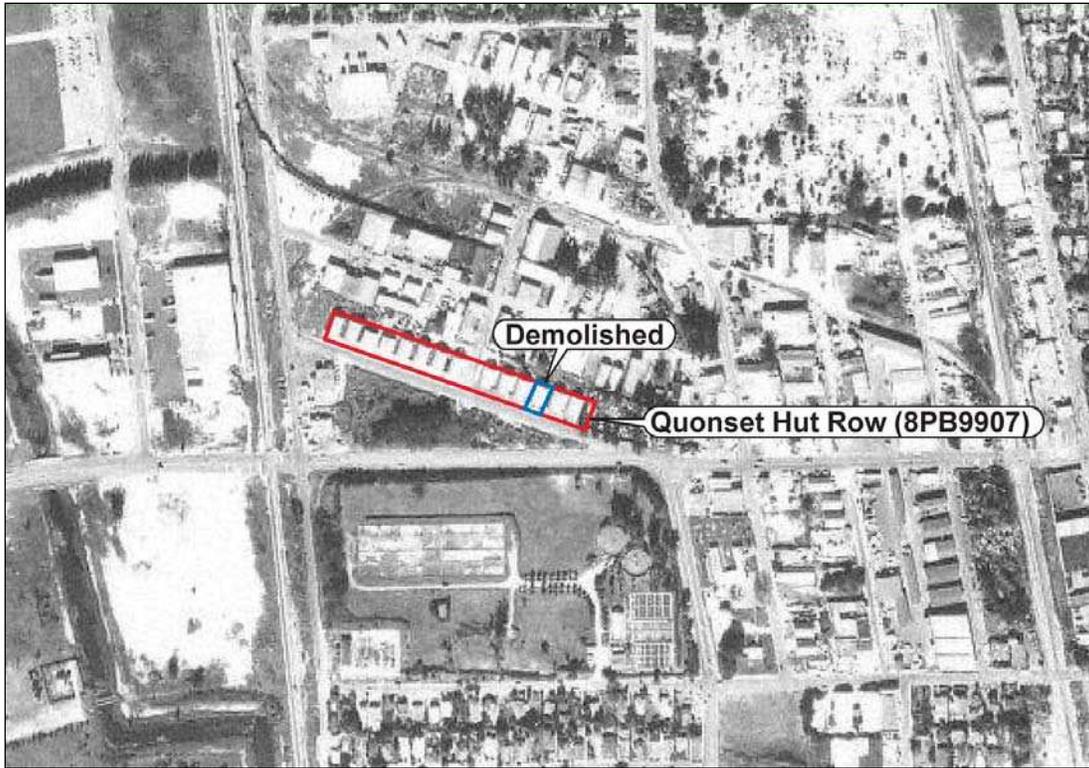


Figure 66. 1968 aerial photograph showing Quonset Hut Row.

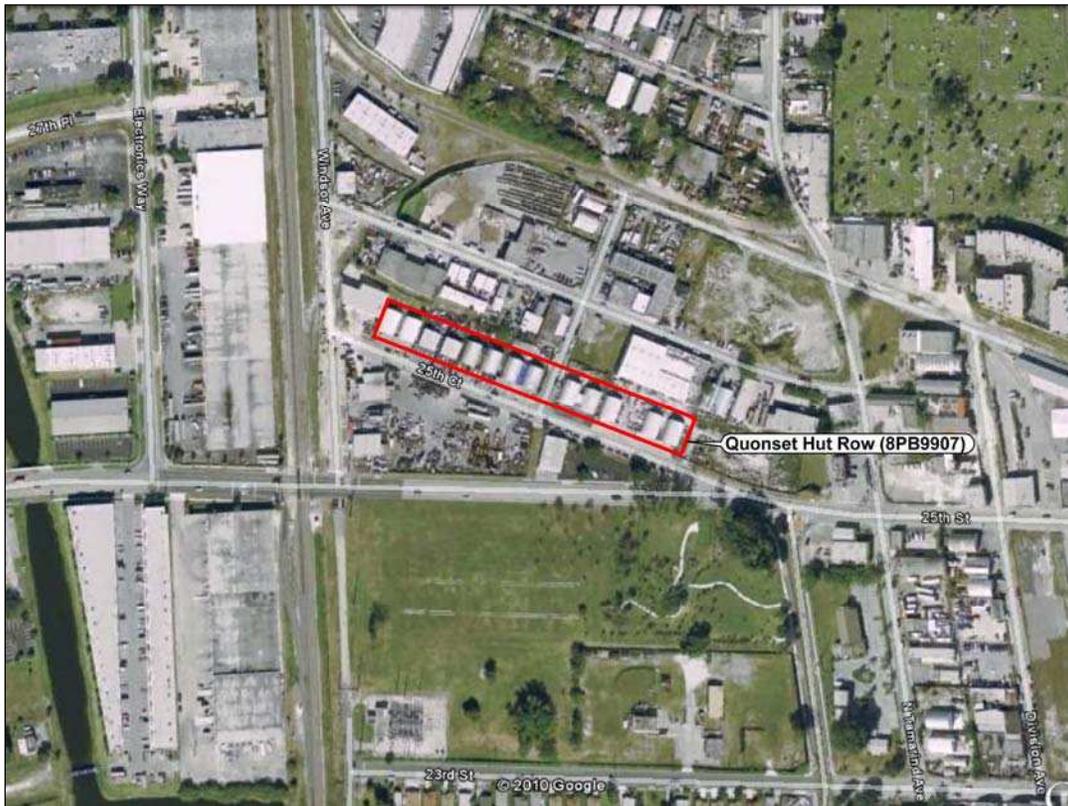


Figure 67. Current aerial photograph showing Quonset Hut Row



Figure 68. Aerial photograph of Advance Base Receiving Barracks Camp Rousseau (California) housing and training area, October 1945 (U.S. Navy Seabee Museum)

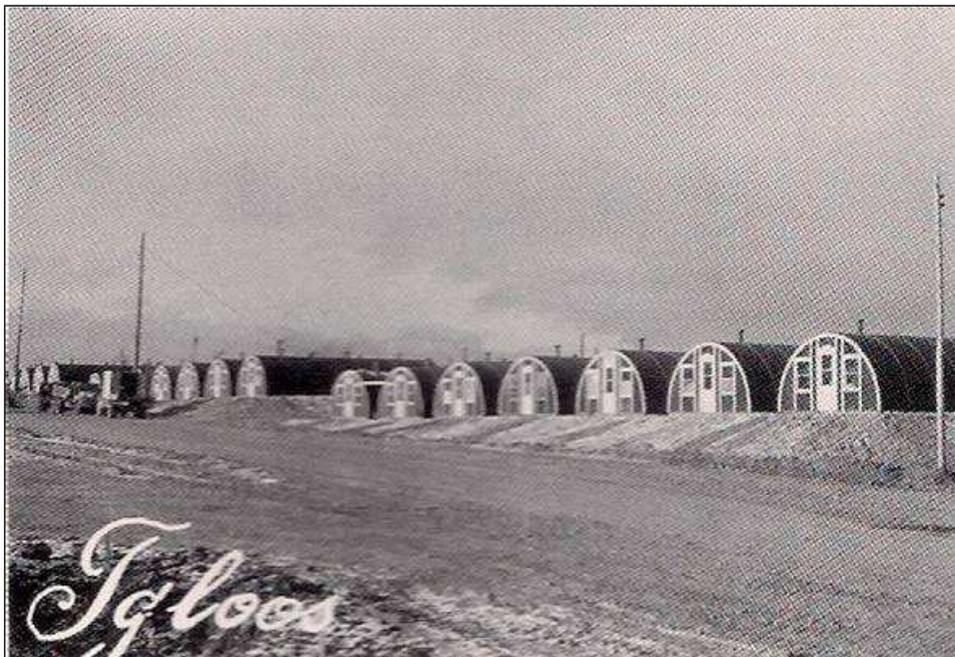


Figure 69. Ca. 1954 photograph of Quonset huts at Camp Canol, Yukon Territory (Alaska) (Decker and Chiei 2005:34).

The Quonset huts along 25th Court in West Palm Beach gain additional local significance for their association with Arc-Rib Builders, Inc. The company developed a new truss system and way of building Quonset huts during the World War II period. It was the sole supplier of Arc-Rib huts and introduced the low-cost, adaptable building form to West Palm Beach during a time when building materials and funding were in short supply. The use of Arc-Rib Quonset huts for their buildings allowed companies to emerge and grow at a low cost. It has been stated that, “the growth promoted by the development of the Quonset by Arc-Rib Building was central to the commercial development history of West Palm Beach and the surrounding counties” during the 1940s and 1950s (Maher ca. 2005). While other individual Arc-Rib Quonset huts remain in West Palm Beach, the huts along 25th Court are the largest extant concentration. Eleven Arc-Rib Quonset huts are present in the potential Quonset Hut Row historic district. In addition, the two front gabled metal warehouses along Quonset Hut Row were also constructed by Arc-Rib Builders.

In an effort to gain a better understanding of the local significance of the Quonset huts along 25th Court, Janus Research’s architectural historians, Amy Streeleman and Emily Ahouse, spoke with Friederike Mittner, City of West Palm Beach Historic Preservation Planner on October 28, 2009 and April 15, 2010. Ms. Mittner believes that the Quonset huts have a strong visual presence. It is her evaluation that the Quonset huts are significant primarily for their architectural value, and they convey a unique visual impact due to the concentration of the resources. In addition, Dr. Sherry Piland, previous Historic Preservation Planner for West Palm Beach, had expressed an interest in locally designating the street of Quonset huts as early as 2002 (Stark 2002).

Janus Research initially documented Quonset Hut Row (8PB9907) in 1998 as part of the *Report of Preliminary Investigations for High Speed Rail*. At that time, it was the determination of Janus Research that the structures were potentially eligible for listing in the National Register. PCI has subsequently documented them as part of the 2006 *Cultural Resource Reconnaissance Survey of the South Florida East Coast Corridor Transit Analysis*, and the 2009 *Tier 2 Cultural Resource Reconnaissance Survey of the South Florida East Coast Corridor Transit Analysis*. We found them to be potentially National Register-eligible during the reconnaissance process for both projects. Based on the additional research conducted for this project, it is still the evaluation of Janus Research that Quonset Hut Row is potentially eligible for listing in the NRHP.

Quonset Hut Row is considered potentially eligible for listing in the National Register as a historic district for its local significance under Criterion C in the category of Architecture. The structures along the north side of 25th Court are the largest remaining concentration of Quonset huts in West Palm Beach and possess a unique visual impact. Further, they are associated with Arc-Rib Builders, Inc., a company which developed a unique Quonset hut design that was first introduced in West Palm Beach and promoted the area’s commercial development during the World War II and postwar period. The structures retain historic integrity, continuing to convey their original, historic appearances, and have remained in continual industrial/warehouse type uses since their construction. As a potential historic district, Quonset Hut Row derives its significance from being a historically and aesthetically united entity, despite the functional design and utilitarian appearance of the individual structures of which it is composed.

SUMMARY AND RECOMMENDATIONS

A total of 39 cultural resources were recorded and evaluated within the APE for the Northwood Connection project corridor (one historic district includes 13 individual resources) (Table 7; Figure 70 [presented at the end of this section]). Five resources were previously recorded—Quonset Hut Row (PB9907), the FEC Railway (PB12102), the SAL Railroad (PB12917), the Evergreen Cemetery (PB218), and the Hurricane of 1928 African American Mass Burial site (PB11548). Of these, only the mass burial site has been formally nominated for listing in the NRHP. While linear resources of this size typically have insufficient information for an eligibility determination by SHPO, the FEC Railway was determined eligible for listing by DHR in December 2009 (Appendix A). The Evergreen Cemetery and Quonset Hut Row have not been formally evaluated by SHPO to date.

There is one potentially eligible or significant cultural resource in the Northwood Connection APE, the 25th Street Scatter. A number of potentially eligible or eligible resources including Quonset Hut Row, Evergreen Cemetery, and the Hurricane of 1928 African American Mass Burial site are adjacent to the proposed corridor and will need to be protected and monitored during construction. The historical structures outside of Quonset Hut Row are of common forms, have no associations with events or people important to our understanding of history, and are unlikely to yield information important to our understanding of history. Five structures related to a company founded by businessmen with ties to Henry Flagler's initial development of West Palm Beach represent the growth of the company in the second half of the twentieth century and are not considered eligible for listing in the NRHP. A linear resource related to the commercial/industrial development of this area of West Palm Beach, the FEC-SAL Rail Connector, has been recorded and evaluated as part of this study. While the remnants of rail spurs exist in the project area, it severely lacks integrity and is better documented and understood through archival research. It is not recommended for listing in the NRHP.

Quonset Hut Row is considered potentially eligible for listing in the National Register as a historic district for its local significance under Criterion C in the category of Architecture. The structures along the north side of 25th Court are the largest remaining concentration of Quonset huts in West Palm Beach and possess a unique visual impact. Further, they are associated with Arc-Rib Builders, Inc., a company which developed a unique Quonset hut design that was first introduced in West Palm Beach and promoted the area's commercial development during the World War II and postwar periods. The structures retain historic integrity, continuing to convey their original, historic appearances, and have remained in continual industrial/warehouse type uses since their construction. As a potential historic district, Quonset Hut Row derives its significance from being a historically and aesthetically united entity, despite the functional design and utilitarian appearance of the individual structures of which it is composed.

The sole archaeological site recorded in this study, the 25th Street Scatter site (PB14830), contains remains of over a century of deposition and site-use. Archival materials, including aerial photographs and plats, adequately document the former location of an abattoir, municipal dump, municipal incinerator, water storage, and sewage treatment plants within the proposed site boundaries. Other past uses of the site are alleged to have included a ca. 1913 poorhouse and a pest house, though no archaeological evidence was found to substantiate either structure. Early

twentieth century historic artifacts are scattered across the surface of the site near the Pauper's Cemetery, while those within the fill materials used to create the large, flat landform that was the former location of the sewage treatment facility appear to date to the second half of the twentieth century. Given the potential for information important to our understanding of the development of West Palm Beach in the twentieth century, PCI recommends the site be considered potentially eligible for listing on the NRHP.

Historic cemeteries in the vicinity of the Northwood Connection project corridor include the previously recorded Evergreen Cemetery (PB218). Evergreen is the final resting place of many of the city's earliest black doctors, preachers, entrepreneurs, and pioneer families, and as such was recognized in 1981 as being of local importance by the City of West Palm Beach. It still retains its historic significance as an intact African American cemetery from the early 1900s. For these reasons it is recommended as potentially eligible for the NRHP under Criterion A. The newly recorded Pauper's Cemetery (PB14864) does not meet the requirements of integrity but is likely important for its local significance; it is therefore recommended as potentially eligible for listing in the NRHP. However, human burials, cemeteries, and other internments are afforded many protections under Florida Statutes Section 872. The previously recorded Hurricane of 1928 African American Mass Burial site (PB11548) was recommended as eligible for listing in the NRHP for its local and statewide significance by the Florida DHR in 2002.

POTENTIAL IMPACTS TO SIGNIFICANT CULTURAL RESOURCES

Table 7 also includes a summary of potential impacts to all of the cultural resources within the Northwood Connection project APE. However, only potentially adverse affects to resources determined eligible or potentially eligible for listing in the NRHP need to be considered. Resources that will be directly adversely affected include PB14830, PB14835, PB14836, PB14837, PB14839, PB14840, PB14842, PB14856, PB14857, and PB14869. All but PB14830 (discussed below) are recommended as not eligible for listing in the NRHP. Resources that may be indirectly affected include any of them within sight of the proposed corridor or that may be in the vicinity of grade-crossings due to the potential for noise impacts. However, since the area north of the Northwood Connection corridor was initially developed as a commercial and industrial zone, complete with rail lines linking the structures to the adjacent FEC and SAL (CSX) rail lines (see discussion of PB14869), any restoration of rail service through this area will represent a restoration of a historic setting and not an adverse affect. Resources located near the industrial zone include the historic cemeteries and the 25th Street Scatter, all of which were originally developed and used after the creation of the bracketing FEC and SAL (CSX) rail lines. As a result, noise affects, although being evaluated as part of the larger environmental assessment of this project, are less than current noise levels generated by freight traffic on these active rail lines. Vibration issues are also likely to be insignificant given the long history of rail activity in the vicinity of these resources without evident negative impacts.

Construction activities related to the development of the Northwood Connection corridor will include ground disturbances within the proposed boundaries of the 25th Street Scatter site. As the specific area to be impacted by the Northwood Connection project corridor contains only mid-century fill material and lacks integrity, construction of the railroad connection in this portion of the site does not constitute an adverse effect to site PB14830.

Archival research and the results of the GPR survey strongly suggest that the mass burial is south of the southern edge of 25th Court. This same research also strongly suggests that internments related to the Pauper's Cemetery are very likely scattered beneath 25th Street and into the intersection of 25th Street, 25th Court, and Tamarind Avenue, and quite possibly beyond. Portions of the 25th Street Scatter site may also be evident under present-day 25th Street. Construction methods using geotechnical fabric or other artificial surfaces and materials to support the railbed above the present ground level or with minimal ground disturbance are being considered to further reduce potential impacts to human remains that may be in the project corridor. Regardless, considerable caution should be exercised during any surface-preparation activities along the route. Archaeological monitors should be utilized during initial ground-clearing stages, any contamination or geophysical testing, and any other ground-disturbing activities. All construction crews should be made aware of the potential of uncovering human remains and the proper actions for handling these and any other unanticipated discoveries. No further archaeological or historical research is recommended for the Northwood Connection project area.

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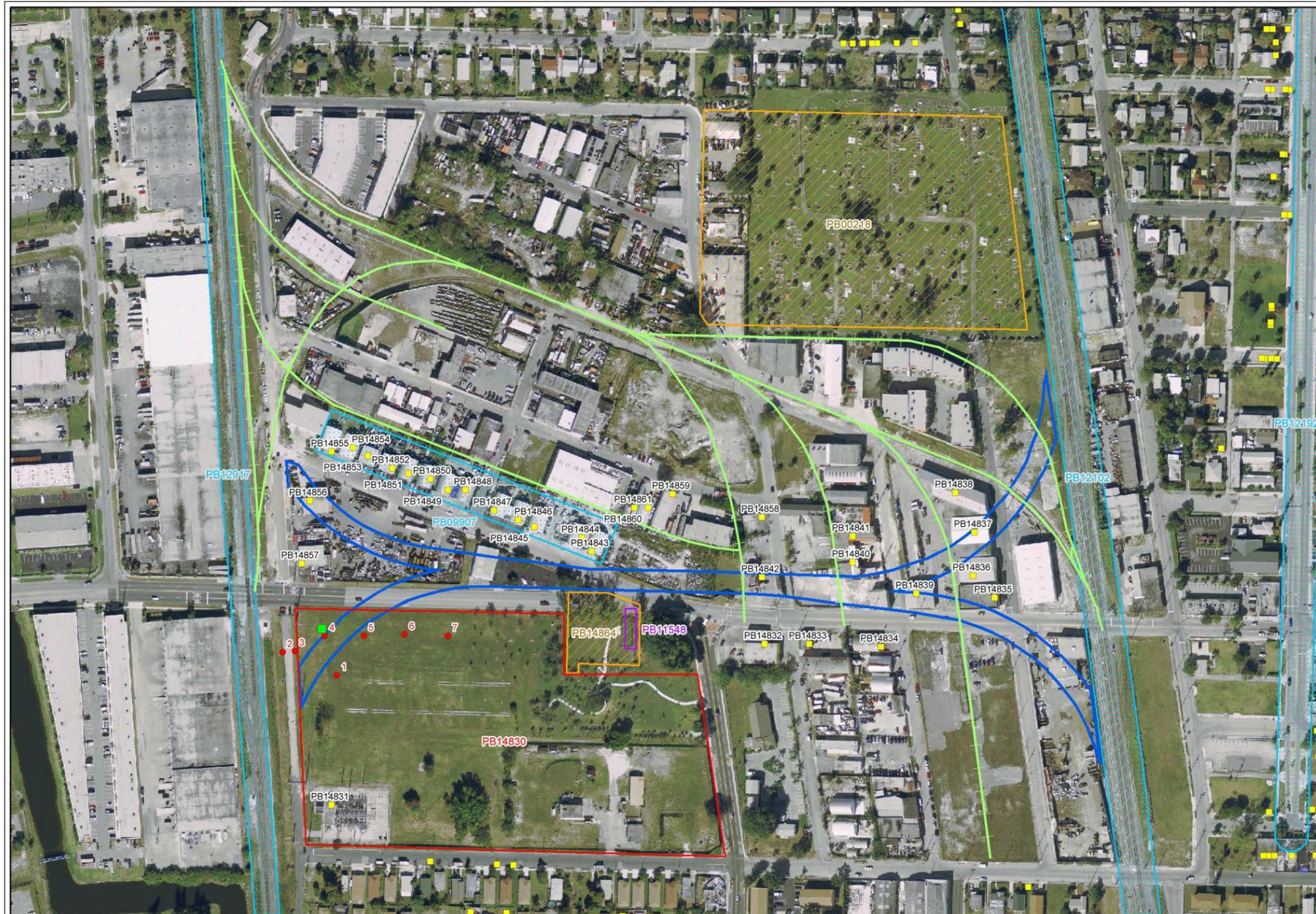
Table 7. Summary of findings, recommendations, and potential affects to resources.

FMSF Number	Site Name	Resource Type	Time Period	Surveyor Evaluation	Prior SHPO Evaluation	Potential Impacts to Resource	Adverse Impacts?
PB09907	Quonset Hut Row	Historical District	American-20th Century	Potentially eligible	Not Evaluated by SHPO	Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB12102	Florida East Coast Railway	Linear Resource	Nineteenth century American, 1821-1899		NRHP Eligible	Restoration of historic connection to SAL	Not likely to represent adverse effects
PB12917	Seaboard Air Line Railroad	Linear Resource	American-20th Century	Insufficient Information	Insufficient Information	None	
PB14869	FEC-SAL Railway Connector	Linear Resource	American-20th Century	Not eligible		Demolition	Removal of tracks in ROW
PB00218	Evergreen Cemetery	Cemetery	1916	Potentially eligible	Not Evaluated by SHPO	Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB11548	Hurricane of 1928 African American Mass Burial Site	Cemetery	1928		NRHP-Listed	Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14864	Pauper's Cemetery	Cemetery	American-20th Century	Potentially eligible		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14830	25th Street Scatter Site	Archaeological Site	American-20th Century	Potentially eligible		Removal of fill materials along northwest corner	Disturbance in this portion of site does not constitute an adverse effect to the site.
PB14831	FP&L Co. Substation	Historical Structure	American-20th Century	Not eligible		None	
PB14832	Economy Tire	Historical Structure	American-20th Century	Not eligible		None	
PB14833	850 25th Street	Historical Structure	American-20th Century	Not eligible		None	
PB14834	800 25th Street	Historical Structure	American-20th Century	Not eligible		None	
PB14835	Lainhart & Potter Building Materials	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14836	Lainhart & Potter Building Materials Garage	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14837	Lainhart & Potter Shed 1 & 2	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14838	Lainhart & Potter Shed 3 & 4	Historical Structure	American-20th Century	Not eligible		None	
PB14839	Lainhart & Potter Shed 5	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14840	Tropical Recycling Receiving	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14841	Tropical Recycling	Historical Structure	American-20th Century	Not eligible		None	
PB14842	Prime Time Grocery and Deli	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14856	Liberty Scrap Metal	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE

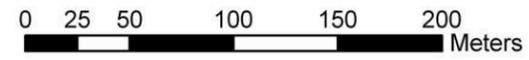
FMSF Number	Site Name	Resource Type	Time Period	Surveyor Evaluation	Prior SHPO Evaluation	Potential Impacts to Resource	Adverse Impacts?
PB14857	Celeste Motors	Historical Structure	American-20th Century	Not eligible		Demolition	Removal of structure from APE
PB14858	Wingate General Contractor	Historical Structure	American-20th Century	Not eligible		None	
PB14859	920 26th Street	Historical Structure	American-20th Century	Not eligible		None	
PB14860	Body Shop	Historical Structure	American-20th Century	Not eligible		None	
PB14861	924 26th Street	Historical Structure	American-20th Century	Not eligible		None	
PB14843	Miotto 2000 Sales Fabrication and Installation	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14844	Miotto 2000 Tile and Marble Works	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14845	Miotto 2000	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14846	955 25th Court	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14847	957 25th Court	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14848	O'Hara Landscape & Maintenance/East Building	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14849	O'Hara Landscape & Maintenance/West Building	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14850	Bernard Auto Storage	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14851	Delisca Auto Repairs and Sales	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14852	Damas Auto Repair and Body Shop	Historical Structure	American-20th Century	Not eligible		None	
PB14853	1021 25th Court	Historical Structure	American-20th Century	Not eligible		None	

FMSF Number	Site Name	Resource Type	Time Period	Surveyor Evaluation	Prior SHPO Evaluation	Potential Impacts to Resource	Adverse Impacts?
PB14854	1025 25th Court	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects
PB14855	Allen Cabinetry	Historical Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	Not likely to represent adverse effects; Noise – no adverse effects

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- Legend**
- positive shovel test
 - test unit
 - historic structure
 - ▭ archaeological site
 - ▭ resource group
 - ▭ NR-listed resource
 - historic railroad segments (PB14869)
 - ▭ Northwood Connection ROW
 - ▭ historic cemetery



Northwood Connection
 Palm Beach County
 Township 43 South, Range 43 East
 Base map: hi-resolution true color
 aerial, 2009 digital orthophoto

Figure 70. Northwood Connection project area with resources recorded and evaluated in this study.

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APPENDIX A: SHPO/FDOT Meeting Minutes

**SFECC Phase 2 - Meeting Summary Memorandum Cultural
Resources Meeting (December 14, 2009)**

**FDOT District 4 - FEC Amtrak Passenger Rail Study SHPO
Coordination Meeting Minutes (April 29, 2010)**

APPENDIX B:
Material Recovered

SITE #	ST#	FS	Lot	STRAT	cmbs	(n)	(g)	CLASS	MATERIAL	DESCRIPTION
PB14830	1	1	1	I	0-50	1	1.39	faunal	bone	large mammal bone
PB14830	1	2	1	I	0-50	1(2)	0.16	kitchen	metal	foil
PB14830	1	3	1	I	0-50	26	83.00	kitchen	glass	clear glass, curved, textured, labeled/stamped
PB14830	1	4	1	I	0-50	6	14.47	kitchen	glass	green glass, curved
PB14830	1	5	1	I	0-50	3	9.00	architectural	asbestos	tiles (asbestos?)
PB14830	1	6	1	I	0-50	1	34.71	kitchen	stoneware	stoneware jug lug, Albany glaze
PB14830	1	7	1	I	0-50	1	1.86	kitchen	glass	blue milk glass
PB14830	1	8	1	I	0-50	1	24.36	kitchen	glass	olive glass
PB14830	1	9	1	I	0-50	3	18.87	kitchen	glass	aqua glass, curved
PB14830	1	10	1	I	0-50	5	63.08	architectural	glass	window glass 6.5mm-3.3mm thickness
PB14830	1	11	1	I	0-50	8	20.33	kitchen	glass	amber glass
PB14830	1	12	1	I	0-50	3	5.85	kitchen	glass	milk glass
PB14830	1	13	1	I	0-50	5	3.97	kitchen	ceramic	whiteware
PB14830	1	14	1	I	0-50	1	1.79	kitchen	plastic	brown plastic clorox bottle cap
PB14830	1	15	1	I	0-50	2	58.34	architectural	ceramic	terracotta tile/pipe, curved
PB14830	1	16	1	I	0-50	1	91.83	architectural	ceramic	glazed ceramic pipe
PB14830	1	17	1	I	0-50	11	40.31	architectural	metal	UID ferrous metal
PB14830	1	18	1	I	0-50	1	0.44	kitchen	plastic	blue plastic
PB14830	1	19	1	I	0-50	3	0.90	kitchen	glass	cobalt blue glass, melted
PB14830	1	20	1	I	0-50	1	0.09	faunal	bone	UID bone
PB14830	2	1			surface	1	26.33	architectural	glass	flat blue glass 5.4mm thickness
PB14830	2	2			surface	2	6.02	kitchen	glass	green glass, curved
PB14830	2	3			surface	1	58.25	kitchen	glass	amber glass bottle neck

SITE #	ST#	FS	Lot	STRAT	cmbs	(n)	(g)	CLASS	MATERIAL	DESCRIPTION
PB14830	2	4			surface	1	8.53	kitchen	ceramic	whiteware with gold strip and green and red decoration
PB14830	2	5			surface	1	30.00	kitchen	ceramic	whiteware with green striping
PB14830	2	6			surface	3	55.04	kitchen	glass	aqua glass, curved
PB14830	2	7			surface	5	30.30	kitchen	glass	amethyst glass, scalloped edge, base, curved
PB14830	2	8			surface	1	9.49	kitchen	glass	amber glass, curved
PB14830	2	9			surface	1	35.20	kitchen	ceramic	ceramic bud vase painted?
PB14830	2	10			surface	1	54.83	architectural	ceramic	terracotta tile/pipe, curved
PB14830	2	11			surface	4	11.17	kitchen	glass	milk glass

APPENDIX C:

Ground Penetrating Radar Time Slice Maps

APPENDIX D:
Florida Master Site File Forms