



Jupiter Historic Resources Board Agenda
Rescheduled Meeting
January 30, 2017
6:00 P.M.

CALL TO ORDER:

ROLL CALL:

Chairperson Jamie Stuve	<input type="checkbox"/>	Town Attorney, Thomas J. Baird	<input type="checkbox"/>
Vice-Chairperson Debi Murray	<input type="checkbox"/>	Asst. Director of Planning and Zoning,	
Board Member Carlos Bonilla	<input type="checkbox"/>	Stephanie Thoburn	<input type="checkbox"/>
Board Member Chris Edwards	<input type="checkbox"/>	Principal Planner and Staff Liaison,	
Board Member Patricia Walsh	<input type="checkbox"/>	David Kemp	<input type="checkbox"/>
Board Member Patricia Estabrook	<input type="checkbox"/>	Planner, Garret Watson	<input type="checkbox"/>
Board Member Brett Leone	<input type="checkbox"/>	Secretary, Catherine Baglia	<input type="checkbox"/>

ORDER OF BUSINESS:

1. Approval of Agenda
2. Approval of Minutes: July 18, 2016 (Exhibit 1)
3. Prioritization of Projects for 2016 – **Board Action Required:** Staff recommends the Board prioritize the historic projects to be completed in 2017 (Exhibit 2).
4. Loxahatchee River (1000 North Restaurant) proposed interpretive signage – **Board Action Required:** Provide comments for final layout for the Loxahatchee River interpretive signage (Exhibit 3), to be located at the 1000 North restaurant along the Riverwalk (Exhibit 4).
5. Staff updates for the following:
 - a. Suni Sands – Bender & Associates 2011 Sperry Boathouse Evaluation Report (Exhibit 5), Archaeological Management Plan (Exhibit 6) and Historical Association of Southern Florida (HASF) Celestial Railroad Article (Exhibit 7)
 - b. Jupiter FEC Train Depot
 - c. Celestial Railroad Florida Historical Marker Dedication Ceremony
 - d. US-1 Bridge Project Development and Environment (PD& E) Study (Exhibit 8)
 - e. Requirements for historic districts (Center Street area) (Exhibit 9)
6. Board Comments
7. Public Comments

8. Adjourn

Next Meeting: April 17, 2017

Exhibits

- Exhibit 1 – July 18, 2016 HRB Draft Meeting Minutes
- Exhibit 2 – Staff Recommended 2017 HRB Project Prioritizations
- Exhibit 3 – Loxahatchee River (1000 North Restaurant) Interpretive Sign
- Exhibit 4 – 1000 North Restaurant Site Plan denoting general location of signage
- Exhibit 5 – Bender & Associates 2011 Sperry Boathouse Evaluation Report
- Exhibit 6 – Suni Sands Archaeological Management Plan
- Exhibit 7 – HASF Celestial Railroad Article Celestial Railroad Article (1984)
- Exhibit 8 – Florida Department of Transportation US-1 Bridge PD&E Study Newsletter
- Exhibit 9 – Potential Area for a historic district on Center Street

cc: JHRB Members
Mr. M. Chris Edwards
Ms. Debi Murray
Ms. Patricia C. Walsh
Mr. Carlos Bonilla
Ms. Jamie Stuve
Ms. Patricia Estabrook
Mr. Brett Leone

Other Recipients
Thomas Baird, Town Attorney
John Sickler, Director, Planning & Zoning
Stephanie Thoburn, Asst. Director, Planning & Zoning
Sally Boylan, Town Clerk
Richard Procyk, Palm Beach County HRRB Member
Chris Davenport, PBC Archaeologist
Michael Zimny, DOS/Division of Historical Resources
Bonnie Dearborn, DOS/BHP
Joe Mankowski, Town Archaeological & Historical Consultant

**HISTORIC RESOURCES BOARD (JHRB)
MEETING MINUTES
July 18, 2016**

EXHIBIT 1

The meeting was called to order by Chairperson Jamie Stuve at 6:01 P.M.

Present were: Chair Jamie Stuve, Vice-Chair Debi Murray, Board Members Trisha Estabrook, Brett Leone, Patricia Walsh; Mr. Thomas Baird, Town Attorney; Ms. Stephanie Thoburn, Assistant Director of Planning and Zoning; Mr. Dave Kemp, Principal Planner and Staff Liaison; Ms. Catherine Baglia, Secretary.

ORDER OF BUSINESS:

1. Approval of Agenda:

Vice-Chair Debi Murray moved to approve the revised agenda; seconded by Board Member Brett Leone; motion passed unanimously (5-0).

2. Approval of Minutes: April 26, 2016:

Vice-Chair Debi Murray asked that on page one, in the first paragraph of the discussion on Sawfish Bay Park proposed interpretive signage, that the name Ken Moore be changed to Theodore Morris.

Chairperson Jamie Stuve asked that the incorrect word "cafeteria" be replaced by the word "auditorium" in the Approval of Minutes for the February 22, 2016 meeting.

Board Member Brett Leone moved to approve the minutes as amended; seconded by Board Member Trisha Estabrook; motion passed unanimously (5-0).

3. Recognition of former Board Member Don Youatt:

Mr. Kemp thanked former Board Member Don Youatt for his dedication and knowledge while serving on the Historic Resources Board. He presented him with a framed picture of the Jupiter Inlet Lighthouse in gratitude.

4. Sawfish Bay Park proposed interpretive signage:

Mr. Kemp shared with the Board the large posters of the two Sawfish Bay Park proposed interpretive signs (Exhibit 2 of the agenda), which were attached on the side projection screens. He noted the titles of the two signs, "History of Sawfish Bay" and "History of West Jupiter". He stated that he was hoping to have the Board's input and comments on the signs so he could provide the final layout of the signs to the sign manufacturer for production.

Vice-Chair Murray suggested that credit be noted for Theodore Morris' painting of the young Indian girl in the "History of Sawfish Bay" sign. She noted that a comma should be placed after the word "sand" in the last sentence of the first paragraph in the "Early Native Tribes" section. She suggested that the credits that are noted be shortened in text, omitting the "collections" text. She stated that the Loxahatchee River Historical Society credits should be standardized. She gave the example, "Photos courtesy Historical Society of Palm Beach County".

Mr. Kemp replied that Josh Liller, Loxahatchee River Historical Society Historian and Collections Manager, had requested that each specific collection be credited. Vice-Chair Murray suggested stating "Courtesy of the Collection of.....Loxahatchee River Historical Society" to maintain continuity for both signs. Chair Stuve noted that it may be a requirement to credit the specific

collection. Vice-Chair Murray informed Staff that they should ask Josh Liller or Chair Stuve the crediting requirements related to the specific collections.

Vice-Chair Murray stated that the word "circa" should always be in italic due to its Latin origin.

Chair Stuve suggested that in the Jupiter School Boat and the Spanish American War section, the specific directional location of where the School would have been from where you would be standing when reading the sign be added.

Vice-Chair Murray stated that boat titles should always be in italic, though the "U.S.S." would not be. The boat name "Maine" should be italicized.

Board Mem. Leone asked if "Seminole Indian Tribe" was the proper name. Upon the Board researching this on the internet, it was determined that the proper name should be "Seminole Tribe of Florida".

5. Old US-1 Bridge area proposed interpretive signage:

Mr. Kemp informed the Board that the Old US-1 Bridge area proposed interpretive sign would be similar in size to the ones located on the Riverwalk at Harbourside. They would be located along the Riverwalk by the new Florida Department of Transportation (FDOT) fishing pier. Based on previous Board comments, Staff assembled together a collection of pictures (Exhibit 3 of the agenda) related to the area in the approximate timeframe of the 1930s. He noted that Josh Liller had provided many of the pictures and information. He stated that during World War II some of the marines that guarded the secret Station J at the Jupiter Inlet Lighthouse lived in Shuey's Inn Cottages due to the lack of on-base housing. He also noted that Captain Frank McGinnis ran a sightseeing boat to Trapper Nelson's camp and zoo during the 1930s. The Town's Graphics Department would be creating the layout of the sign. He noted that once the layout is complete, the owner of the new Jupiter Inlet Restaurant would be taking care of the production of the sign. He asked the Board for their comments and input on the sign.

Chair Stuve suggested adding some text noting that Trapper Nelson's camp is still in existence in Jonathan Dickinson State Park. She also suggested noting the orientation from which the photos were taken to obtain a clearer interpretation of the photos.

Board Mem. Leone asked if they would be adding a credit to the origin of the photos. Mr. Kemp replied that this was just an initial draft and that credits would be added at a later date.

Vice-Chair Murray noted on the confusion of calling it the bridge across the Jupiter Inlet when in actuality it is the Loxahatchee River. The Board debated the actual location of the divide between the two waters and Staff stated that they would research the matter.

Chair Stuve suggested adding a photo of U.S. Highway 1 by itself. Mr. Kemp noted that the photo of Shuey's Inn and McGinnis Fishing Pier did show a portion of the highway.

Chair Stuve spoke about the marines who were sent here to have time to recover from the war in the Pacific. Once they had recovered, they were shipped back out. She noted that Josh Liller had researched numerous records of marines who were stationed in the area.

Vice-Chair Murray suggested adding more text about Station J and she suggested removing the sentence "This arrangement was due to the lack of on-base housing". She asked Staff where the location of the sign would be.

Mr. Kemp replied that it was yet to be determined, but it would be somewhere on the south side of the inlet along the Riverwalk abutting the FDOT fishing pier. The idea would be to read the sign and then look out over the waterway and imagine the way the area would have looked in the 1930s. Ms. Thoburn added that the signs would potentially be posted on a railing similar to the Harbourside interpretive signs.

Chair Stuve suggested finding more pictures with people in them to make it more interesting. She stated that she would try to locate more pictures that included people in them. Ms. Thoburn suggested trying to locate any military pictures related to the time and area. Chair Stuve added that she did have some group photos of navy personnel during their watches.

Vice-Chair Murray mentioned that she believed that some of the Shuey's family still lived in the County and could probably be researched for more photos through the internet.

6. Jupiter FEC Train Depot Mission Statement:

Mr. Kemp shared photos of the Jupiter FEC Train Depot Open House and pictures of the interior showing the new lighting that was recently installed. He noted that the conduit was painted in three different colors in order to camouflage with the ceiling rafters. He also showed pictures of the lighting outside along the railing. He mentioned that the final electrical inspection should be sometime this week.

Ms. Thoburn informed the Board that at the opening, many people were discussing with Staff items that they had and would like to donate for the Train Depot. Some of the items were appropriate, some were not appropriate, and some would require research. She stated that Staff created a mission statement so donated items would need to fall within the guidelines of the mission statement. She read the mission statement from the agenda to the Board.

Vice-Chair Murray stated that it was unfamiliar to her for a building to have a mission statement. It was more appropriate for an institution to have one for protection. She asked if the museum was an entity as of yet, and who was or would be the owner. Ms. Thoburn replied that it was not yet an entity and that the Town owns the property and the building. She noted that the Planning and Zoning Department had put in a proposal for a capital improvement project for the Jupiter FEC Train Depot and Sawfish Bay Park. This would include improvements to the interior of the building. If the grant is received, the money could potentially include air conditioning, display cases, and more lighting.

Vice-Chair Murray shared her experiences with County and Town owned entities where items are donated but none of the legal documentation had been implemented, such as temporary custody receipts, deed of gifts, etc. She stated that the legal documentation is important for the protection of the entity. She added that a museum would also involve developing educational programs.

Chair Stuve agreed that loan documentation was necessary. She added that traditionally it was called a collection policy.

Board Mem. Estabrook inquired if it were possible for another entity to take over the management of the museum.

Ms. Thoburn acknowledged that Staff did need to research more information about the legal aspects of overseeing a museum. She stated that potentially at some point in the future Staff would look into museum docents. She noted that she did not anticipate obtaining any items that could not withstand basic interior conditions of the Train Depot and that the museum would be open by appointment only. She mentioned that the purpose of the mission statement would be to have some guidelines for the time being until potential grant monies could be obtained.

Chair Stuve suggested having a committee that could oversee any potential items to be donated. The committee could use the mission statement to determine if donation requests fit with the mission statement. She also suggested not limiting it to the "early 1900s" but to 1893 and adding in addition to the history of FEC Railway depots, items relating to the general area of the site.

Vice-Chair Murray asked if Staff would be considering taking any items which are Indian related. Ms. Thoburn replied that they did not wish to compete with the Jupiter Inlet Lighthouse Museum and that nothing of any archaeological significance had been found from the mound that was located on the property.

Mr. Kemp mentioned that in 2005 when Sawfish Bay Park was being developed a significant amount of fill was used over the mound area for its protection.

7. Staff updates for the following:

- a. Board member discussion to include the Pledge of Allegiance at the beginning of HRB meetings;

Mr. Kemp informed the Board that he had inquired with the Town Clerk's office and they informed him that no other Town of Jupiter Board or Committees had included the stating of the Pledge of Allegiance at the beginning of their meetings.

After discussion, the Board voted on the item; the recommendation of stating the Pledge of Allegiance at the beginning of the Jupiter Historic Resources Board meetings was denied (3-2).

Estabrook	Leone	Murray	Stuve	Walsh
Yes	Yes	No	No	No

- b. Demolition of Sperry Boathouse on July 13, 2016:

1) *Explanation of Town demolition permits and process (Exhibit 4).*

Chair Stuve asked why none of the items of historical significance were removed from the Sperry Boathouse until the day of the demolition.

Mr. Donaldson Hearing, spoke as the agent for the Modica Development Team. He explained to the Board that the applicant who had spent over a quarter of a million dollars on trying to save and rebuild the Sperry Boathouse was forced to demolish the Boathouse. He stated that unfortunately it was due to public safety concerns and other political issues. He added that Mr. Modica's preference would have been to continue to stabilize the structure until it could have been rebuilt, at a price estimated to be around three million dollars.

Mr. Baird addressed the Board explaining that there was a Town Code Compliance Magistrate meeting in August of 2013 regarding code violations and public safety concerns related to the Boathouse. The lawyers for the property owner agreed to rehabilitate and repair the structure. Then on September 9, 2015 the lawyers for the property owner entered into a stipulation with the Town agreeing to rehabilitate and repair the structure. He noted that any historical items of significance could have been removed at that time. He mentioned that nothing had been done to the structure until earlier this month when the Town building officials stepped in to require the demolition of the structure due to public safety concerns.

- 2) Photos of initial demolition (Exhibit 5).

Mr. Kemp informed the Board that items were not removed prior to the demolition day due to safety concerns related to the potential collapsing of the structure. He shared some photos (Exhibit 5 of the agenda) with the Board of the demolition and some items had been

saved from the Boathouse. They included a door from the front of the Boathouse, some windows, wood beams. He added that the pilings still remained in place.

Chair Stuve asked Staff if the pilings would remain. Ms. Thoburn replied that they probably would not remain during the reconstruction, but would be utilized in the same locations upon rebuilding.

Vice-Chair Murray asked Staff if the wood was Dade County Pine. Mr. Kemp estimated that it most likely was due to the timeframe of the structure.

Ms. Thoburn informed the Board that she and Staff had entered the Boathouse on the Friday prior to the demolition. She noted that the structure appeared to be strong and was built with steel ivory. She also mentioned that the wall paneling was that of a herring bone pattern similar to the Dubois House. She was hopeful to be able to reuse some of the wall paneling.

Board Mem. Leone asked Staff if the Town, due to its historical significance, had ever considered purchasing the Sperry Boathouse.

Mr. Kemp inquired to Mr. Baird on whether it was appropriate for Board Mem. Leone to be involved in a discussion regarding the Sperry Boathouse due to his work affiliation with Mr. Donaldson Hearing.

Mr. Baird responded that it was appropriate since it was just a presentation and the discussion did not involve a required action from the Board. He brought up the issue on who actually owned the Boathouse. Through title records searches it was concluded that the owner of the Suni Sands property was the owner of the Boathouse because the property is in submerged land and the property rights carry over to the mainland. There were also issues on whether the property owner even wished to sell the Boathouse. He added that after the 2004-2005 hurricanes occurred, the issue became whether the Town could justify the cost of the repairs and rehabilitation of the historical structure verses other needs in the Town.

Chair Stuve asked Staff if they had discussed the idea of writing up a report on the historic significance of the Sperry Boathouse. Ms. Thoburn replied that Staff could create our own report utilizing the information that we currently have available.

Mr. Kemp informed the Board that there are three Florida Master Site files that have significant information about the Suni Sands property. One related to the Celestial Railroad, one on the main archaeological midden, and one on the Sperry stairs that lead to the Sperry estate. He added that there is an archaeological report that the Town had asked the property owner to put together in 2013. The Town is currently waiting to obtain a draft of the report.

Chair Stuve asked that Staff keep the Board informed of any happenings related to the Suni Sands property and its potential to being locally designated historic. Mr. Kemp brought up that Lynn Drake, as a member of the Jupiter History Web Committee, created a PowerPoint on the historic aspects of the property. He also noted that we have more information related to the Celestial Railroad from the research done for the associated Florida Historical Marker.

Ms. Thoburn stated that the information available would be presented to the Board at their next Historic Resources Board meeting. She added that there is also a report, which the

Town had paid for, on the Sperry Boathouse that was created by Mr. Burt Bender, Bender and Associates Architects, about seven or eight years ago.

Chair Stuve mentioned the national historical significance of the popular S&H Green Stamps, for which the "S" stood for Sperry.

- c. Proposed location for Celestial Railroad Florida Historical Marker (see Exhibit 6).
Mr. Kemp informed the Board that the Celestial Railroad Florida Historical Marker has been in storage at the Town's maintenance facility for the last few years waiting on the completion of the A1A road construction. He shared with the Board a slide (Exhibit 6 of the agenda) noting the location where the marker will be installed. The location is on the south side of the sidewalk, along A1A in Jupiter Inlet Village Park, which is east of Guanabana's restaurant. He mentioned that Staff thought that was a good location for viewing and reading.

Ms. Thoburn pointed out that the location lines up with where the right of way for where the Celestial Railroad was located right across the street onto the Suni Sands property.

8. **Board Comments:** There were none.

9. **Public Comments:**

Mr. Ernie Fidanza, addressed the Board stating that he was the property owner of the old Zieman's Furniture building. He mentioned that he had previously restored the building, and with the help of Ms. Stephanie Thoburn, was able to keep the original historic architectural footprint of the structure intact. He also noted that he was the owner of possibly the oldest private home on Center Street, and possibly in Jupiter, which is located next to the old Zieman's Furniture building. He mentioned his acquaintance with the former Jupiter Councilor Wendy Harrison related to the former Beacon Baptist Church. He noted his affiliation with Mr. Modica who was interested in his property being relocated to the Suni Sands project. He informed the Board that he had met and done research with various other historic boards throughout the state and country. He requested to go on record for seeing what the intentions are for Center Street becoming an historic district to help preserve and keep intact its historic footprint. He asked for the Board's support for possibly getting his request on the agenda.

The Board was inquisitive and receptive to Mr. Fidanza's request.

ADJOURN: Chairperson Jamie Stuve adjourned the meeting at 7:35 P.M.

The next Jupiter Historic Resources Board Meeting will be on October 17, 2016.

Catherine Baglia, Secretary

Jamie Stuve, Chairperson

**2016 List of Historic
Resources Board Priorities**

Short Term Priorities

- 1st Sawfish Bay Interpretive Signage
- 2nd Sperry Boathouse FL Marker
- 3rd Suni Sands FL Marker
- 4th Old Town Hall Designation

Long Term Priorities

- 1st Jupiter Inlet Lighthouse (including 360 degrees of light beam emanation from the lamp room)
- 2nd Old Town Hall
- 3rd Jupiter Elementary School
- 4th Riverbend Park

Completed Items

**2017 List of Historic
Resources Board Staff
Recommended Priorities**

Short Term Priorities

- 1st Sperry Boathouse FL Marker
- 2nd Suni Sands FL Marker
- 3rd Old Town Hall Designation

Long Term Priorities

- 1st Jupiter Inlet Lighthouse (including 360 degrees of light beam emanation from the lamp room)
- 2nd Jupiter Presbyterian Church
- 3rd Jupiter Elementary School
- 4th Riverbend Park

EXHIBIT 3

HISTORY OF THE NORTHSHORE OF THE LOXAHATCHEE RIVER

1926-1945



Frank McGinnis at McGinnis Fish Park *circa* 1931
Photo courtesy of the Loxahatchee River Historical Society

Captain Frank McGinnis opened McGinnis Fish Camp in 1930, which was located on the other side of the Loxahatchee River west of the US-1 Bridge (current day Jupiter Cove Condominiums). He ran a sightseeing boat to Trapper Nelson's camp and zoo located on the northwest fork of the Loxahatchee River. The camp is still in existence in the Jonathan Dickinson State Park.



Cottages at Shuey's Inn *circa* 1942

Photo Courtesy of the Loxahatchee River Historical Society



U.S. Navy Top Secret Station J *circa* 1937
Photo courtesy of the Loxahatchee River Historical Society

Shuey's Inn, built in the early 1940s by Otto Shumacher, was located on the other side of the Loxahatchee River adjacent to the McGinnis Fish Camp. The Inn included the cottages in the photo to the left, a restaurant, a trailer park and a Texaco Service Station. Some of the Marines guarding the U.S. Navy's top secret Station J (see photo above) during WWII were housed at Shuey's Inn. These Marines had seen heavy combat in the war's Pacific Theater and were sent to Jupiter to recover before being redeployed.

Station J was a top secret Directional Finding Station built on the current day Jupiter Inlet Lighthouse Federal Reserve property located across the Loxahatchee River on the other side of the US-1 Bridge. In service until 1945, Station J was developed to locate the German submarines torpedoing allied ships off the Florida coast. It also served as a navigational beacon for ships and aircraft, and for communication during the war.



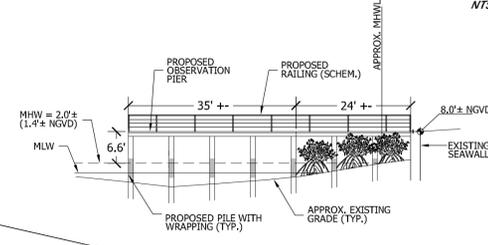
Old US-1 Bridge *circa* 1926
Photo Courtesy of Lynn Lassiter-Drake

The existing nearby fishing pier was built over the pilings of the 1926 US-1 Bridge (see photo above). Portions of this bridge on the shores of the Loxahatchee River remained for sometime after a new US-1 Bridge was built in 1959 and were used as fishing piers.

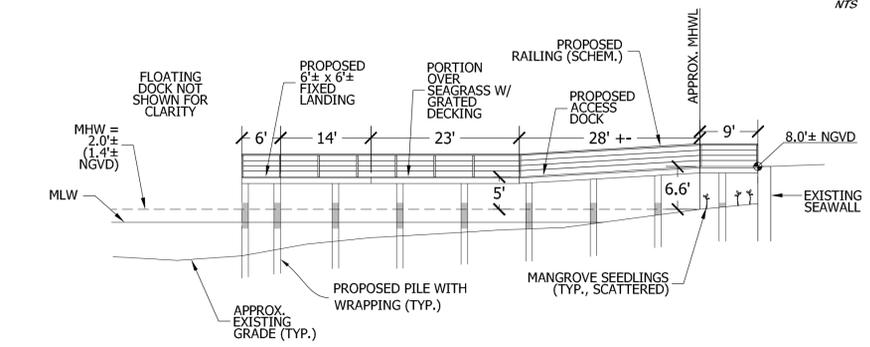


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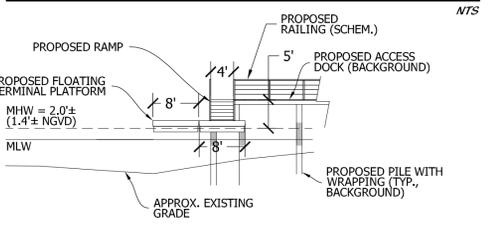
OBSERVATION PIER DETAIL



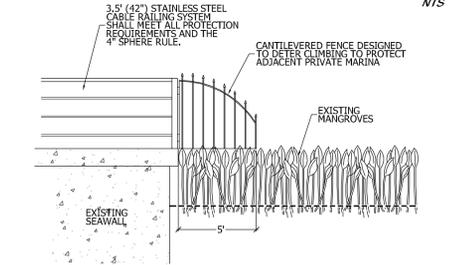
TRANSIENT DOCK DETAIL



RAMP AND LANDING DETAIL



CANTILEVERED FENCE DETAIL



Interpretive Signage location

LEGEND

HC	HANDICAP BUFFER	HC SIGN	PARKING LIGHT
LB	LANDSCAPE BUFFER	STOP SIGN	PEDESTRIAN LIGHT
R	RADIUS	DO NOT ENTER	RIVERWALK LIGHT
SB	SETBACK		
SW	SIDEWALK		
TYP	TYPICAL		

PROJECT TEAM

OWNER/CLIENT:
 JUPITER INLET DEVELOPMENT LLC
 1000 NORTH US HIGHWAY ONE
 JUPITER FL 33477

ENGINEER:
 SIMMONS & WHITE
 6501 CORPORATE WAY, SUITE 200
 WEST PALM BEACH, FL 33407
 561.478.7848

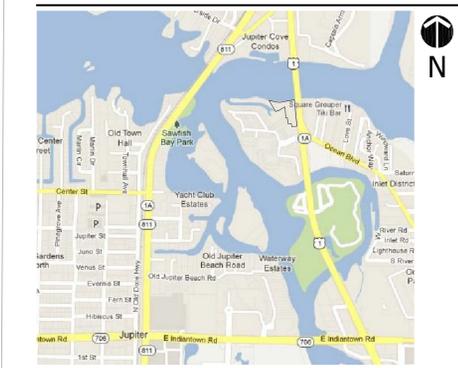
LANDSCAPE ARCHITECT/PLANNER:
 COTLEUR & HEARING, INC.
 1934 COMMERCE LANE, SUITE 1
 JUPITER, FL 33458
 561.747.6336

SURVEYOR:
 COMPASS SURVEYING
 6250 N. MILITARY TRAIL, SUITE 102
 WEST PALM BEACH, FL 33407
 561.640.4800

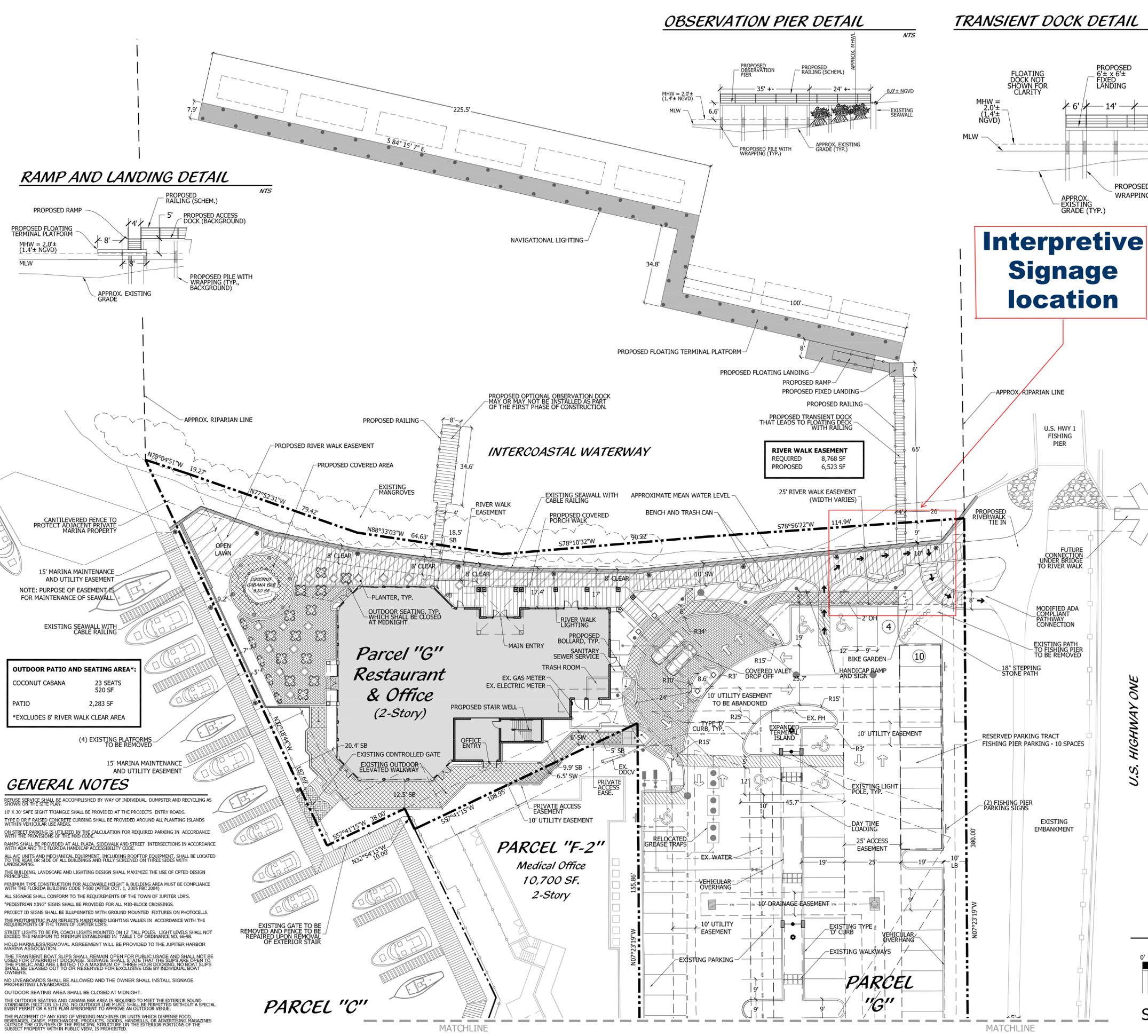
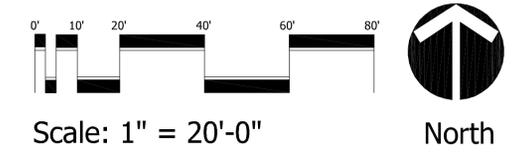
ARCHITECT:
 GLIDDEN-SPINA & PARTNERS
 1101 FORUM WAY, SUITE 100
 WEST PALM BEACH FL, 33401
 561.684.6844

TRAFFIC CONSULTANT:
 SIMMONS & WHITE
 6501 CORPORATE WAY, SUITE 200
 WEST PALM BEACH FL, 33407
 561.478.7848

LOCATION MAP



Site Plan



OUTDOOR PATIO AND SEATING AREA:

COCONUT CABANA	23 SEATS	520 SF
PATIO	2,283 SF	

*EXCLUDES 8' RIVER WALK CLEAR AREA

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING AS SHOWN ON THE SITE PLAN.

10' X 30' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS.

TYPE D OR F RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

ON STREET PARKING IS UTILIZED IN THE CALCULATION FOR REQUIRED PARKING IN ACCORDANCE WITH THE PROVISIONS OF THE MFD CODE.

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL A/C UNITS AND MECHANICAL EQUIPMENT, INCLUDING ROOFTOP EQUIPMENT, SHALL BE LOCATED LANDSCAPING.

THE BUILDING, LANDSCAPE AND LIGHTING DESIGN SHALL MAXIMIZE THE USE OF OPTED DESIGN PRINCIPLES.

MINIMUM TYPE CONSTRUCTION FOR ALLOWABLE HEIGHT & BUILDING AREA MUST BE COMPLIANCE WITH THE FLORIDA BUILDING CODE T-500 (AFTER OCT. 1, 2005 FBC 2004)

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF JUPITER LDRS.

*PEDESTRIAN XING' SIGNS SHALL BE PROVIDED FOR ALL MID-BLOCK CROSSINGS.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS. THE PHOTOCELLIC PLAN REFLECTS MAINTAINED LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE TOWN OF JUPITER LDRS.

STREET LIGHTS TO BE FPL COACH LIGHTS MOUNTED ON 12' TALL POLES. LIGHT LEVELS SHALL NOT EXCEED THE MAXIMUM TO MINIMUM ESTABLISHED IN TABLE 1 OF ORDINANCE NO. 06-98.

HOLD HARMLESS/REMOVAL AGREEMENT WILL BE PROVIDED TO THE JUPITER HARBOR MARINA ASSOCIATION.

THE TRANSIENT BOAT SLIPS SHALL REMAIN OPEN FOR PUBLIC USAGE AND SHALL NOT BE RESERVED FOR OVERNIGHT DOCKINGS. SIGNAGE SHALL STATE THAT THE SLIPS ARE OPEN TO THE PUBLIC AND ARE LIMITED TO A MAXIMUM OF THREE HOUR DOCKINGS. NO BOAT SLIPS SHALL BE LEASED OUT TO OR RESERVED FOR EXCLUSIVE USE BY INDIVIDUAL BOAT OWNERS.

NO LIVEADBOARDS SHALL BE ALLOWED AND THE OWNER SHALL INSTALL SIGNAGE PROHIBITING LIVEADBOARDS.

OUTDOOR SEATING AREA SHALL BE CLOSED AT MIDNIGHT.

THE OUTDOOR SEATING AND CABANA BAR AREA IS REQUIRED TO MEET THE EXTERIOR SOUND STANDARDS (SECTION 13-125). NO OUTDOOR LIVE MUSIC SHALL BE PERMITTED WITHOUT A SPECIAL EVENT PERMIT OR A SITE PLAN AMENDMENT TO APPROVE AN OUTDOOR VENUE.

THE PLACEMENT OF ANY KIND OF VENDING MACHINES OR UNITS WHICH DISPENSE FOOD, BEVERAGES, CANDY, MERCHANDISE, PRODUCTS, GOODS, HANDICAPS OR ADVERTISING MAGAZINES OUTSIDE THE COMPANIES OF THE PRINCIPAL STRUCTURE ON THE EXTERIOR PORTIONS OF THE SUBJECT PROPERTY WITHIN PUBLIC VIEW, IS PROHIBITED.

Jupiter Inlet Restaurant
 Jupiter Harbour PUD
 Jupiter, Florida

DESIGNED	DEH
DRAWN	RW
APPROVED	DEH
JOB NUMBER	13-0109
DATE	03-26-13
REVISIONS	06-24-13
AA 07-03-14	PZ 08-06-13
AA 08-22-14	09-18-13
	FP 01-21-14
	AA 03-21-14

August 22, 2014 8:20:08 a.m.
 Drawing: 13-0109.SP.DWG

SHEET **2** OF 3

© COTLEUR & HEARING, INC.
 These drawings are the property of the architect and are not to be used for alterations or other projects except as approved in writing by the architect. Immediately report any discrepancies to the architect.

May 31, 2011

Mr. David Kemp, Principal Planner
Town of Jupiter
210 Military Trail Nancy 561-741-2225
Jupiter, FL 33458



RE: Sperry Boat House, a/k/a: Suni Sands, a/k/a: 1906 Jupiter Boat House

Dear Dave,

On March 29, 2011, I made a site visit to the Sperry Boat at the Suni Sands Mobile Home Park. The purpose of my visit was to determine if the structural condition of the Boat House posed any immediate hazard or if the structure was in imminent danger of collapse. Prior to my visit, we conducted an informal search on the building's history. My findings, based on this very limited review are summarized as follows.

The Sperry Boat House was constructed in 1906. The building is potentially significant for several reasons: it represents a significant and unique architectural style; the boathouse represents an important building type as water related transportation, fishing and similar activities were critical to the development in and around Jupiter; the building with its open air second floor ballroom was a center of social activity; and the Sperry family, of S&H green stamp fame were important leaders in the community.

The building is structurally stable, although its dilapidated appearance projects the appearance of a building in imminent danger of collapse. My inspection was limited to the first floor as the second floor was locked and barricaded.

The structural system consists of concrete piers with timber framing that established the boat slips. Planks spanned the timbers to establish walkways between the 3 boat house slips. There was an exterior walkway on the east and south sides that connected the slips to the land on the west side. The concrete foundation piers are in place but all of the framing has rotted away. Exterior walls are framed in wood with the second floor supported on steel columns, steel beams, timber beams and wood joists. We have assumed a similar roof framing system although this was not verified. Presumably, since the second floor was a ballroom, the roof is trussed so that interior columns were not necessary.

Site conditions: The building is accessible to vehicles and pedestrians on its west side through the Suni Sands Mobile Home Park. The other three sides are over water, although at low tide all 3 boat slips are dry land. Returning the Boat House to full time use for small boat dockage would require dredging. Analysis of this area is recommended to determine if silting will be an ongoing frequent problem.

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Foundations: Foundations are concrete; small piers supporting docks and walkways and large piers supporting the superstructure. Piers are in various states of disrepair, but for the most part, are repairable as opposed to requiring full replacements. The attached photographs with descriptive captions describe the various conditions and possible repair methods. It is recommended that selective excavation of one or two piers be undertaken to confirm sub-grade foundation conditions. Some deterioration of piers is apparent in the tide line area of the pier and investigation below grade will reveal those conditions, allowing for appropriate recommendations.

Structural systems: The structure consists of a combination of steel and wood timber framing. Steel members are deteriorated but are repairable with combination of methods: splicing new steel, selective replacements and M.I.G. welding. (Welding with a magnesium inert gas will displace the oxygen in the weld.) Repaired and existing steel should be cleaned to bare metal and immediately primed with an inorganic zinc primer. The steel should be painted with a marine epoxy paint system. The wood structural members supporting the second floor appear to be sound, but as stated previously, the second floor was not accessible and therefore this assessment only applies to members that are visible from the first floor.

Siding/sheathing: Exterior walls are framed with 2 x 4 studs sheathed on the interior with spaced diagonal boards and a horizontal lap siding on the exterior. There are areas of extreme deterioration where sections of the walls are missing.

Windows: Original windows were wood sash weighted double hung units with an operable transom above the unit. Several are still intact along the east wall with muntins in place. All three sections; upper sash, lower sash, and transom are 6 lite units creating a unique window pattern. The transom is operable with hardware in place.

Recommendations:

This report is limited in its scope and was performed on a pro bono basis. These opinions are based on a brief site visit and are not intended to be final recommendations. A thorough assessment should be performed, ideally as a full historic structure report. Alternately, if funding for a full study is limited, a condition assessment without the primary source history of a full Historic Structure Report can be utilized. This was the approach that was utilized on the World War II Barracks building report.

The report should be prepared by a qualified historic preservation architect utilizing a structural engineer who is experienced in assessing historic structures.

The Historic Structure Report is the first step in a proper preservation project and will assist in planning the work. Sections will include cost estimates and prioritizing work where phasing is required. A sample table of contents might include the following components. This example was taken from the Southeast Volusia Chamber of Commerce, which was a limited scope Historic Structure Report.

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Descriptive photos of the Boat House with captions follow, along with some articles on the history of the property.

Sincerely,



Bert L. Bender, Architect

BLB/ddk



Views of the Boat House from the north at low tide. Historic photos show the boat house with water on 3 sides. Silting over the years has altered that area with the drastic change occurring during Hurricane Wilma. Dredging this area would return water flow to allow full time docking.





Site conditions on the north side



The south side of the Boat House. Piers from the exterior docks along the east, river side, and south side returning to the land on the west side of the building.





Second Floor Framing: Southeast corner and interior





Foundation conditions vary with the left photograph showing the worst condition. Timber beams were anchored to the piers with iron anchor bolts. As the iron corroded, exfoliating steel cracked the pier. The left photo is a condition that warrants replacement.



Massive piers supported iron columns that carried the second floor. The lower parallel timber beams supported joists and planking between boat slips for access. The upper beams are recent additions intended as a stabilization method. Analysis by a structural engineer is recommended to confirm structural capacity, but these steel components appear to be restorable.



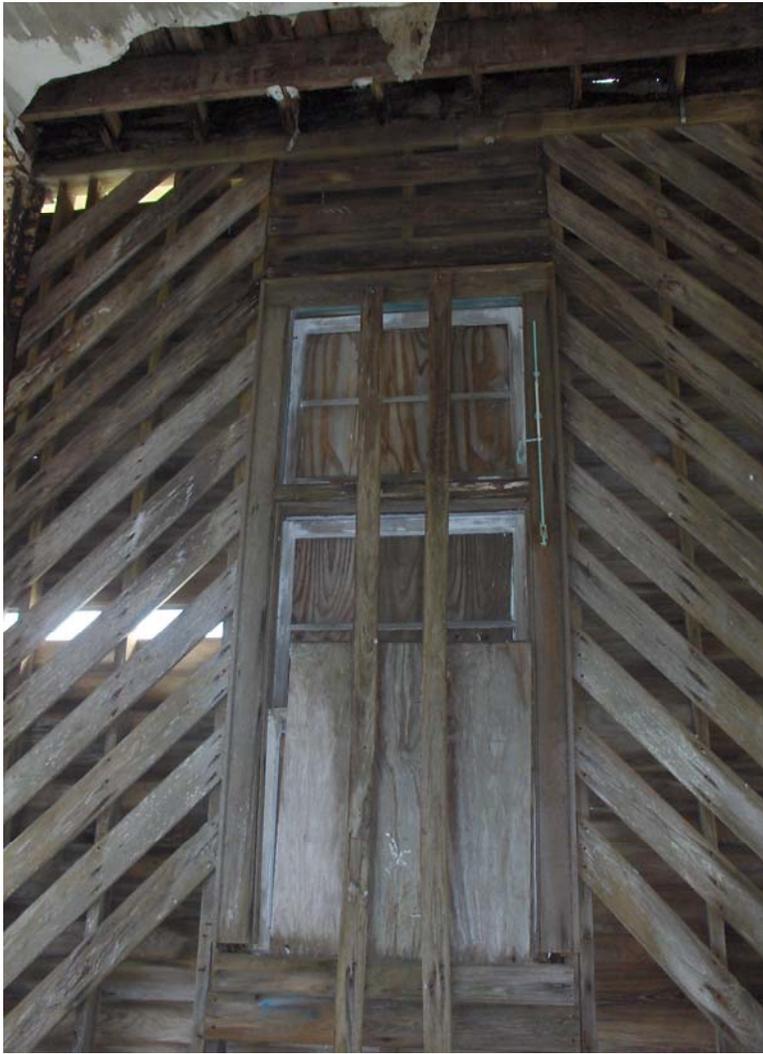
Foundations and wall framing



Foundation conditions



Typical foundation conditions



View of the 3 part historic window.
Note the operation hardware for
the transom.



Northeast corner from interior



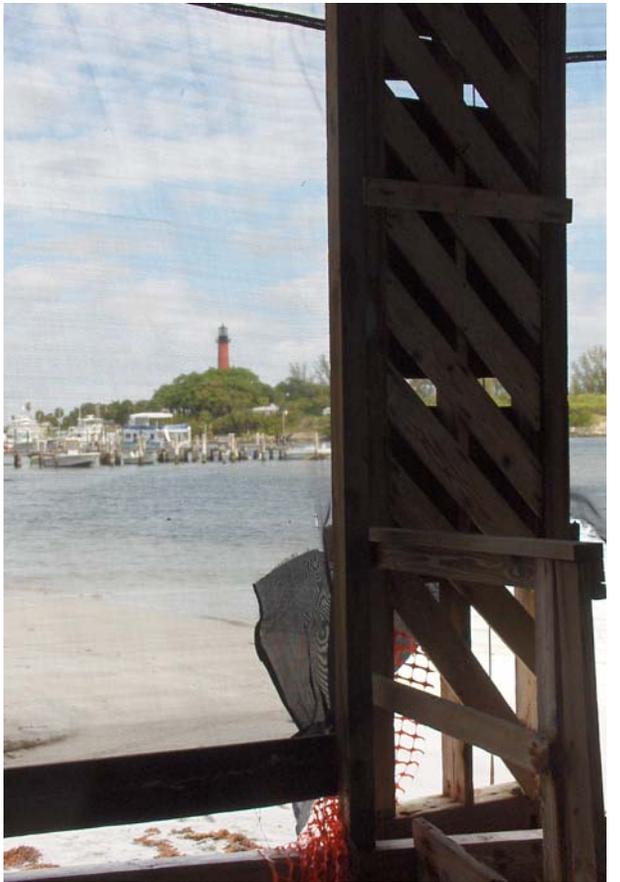
Typical iron column and beam details



Steel column to steel beam condition

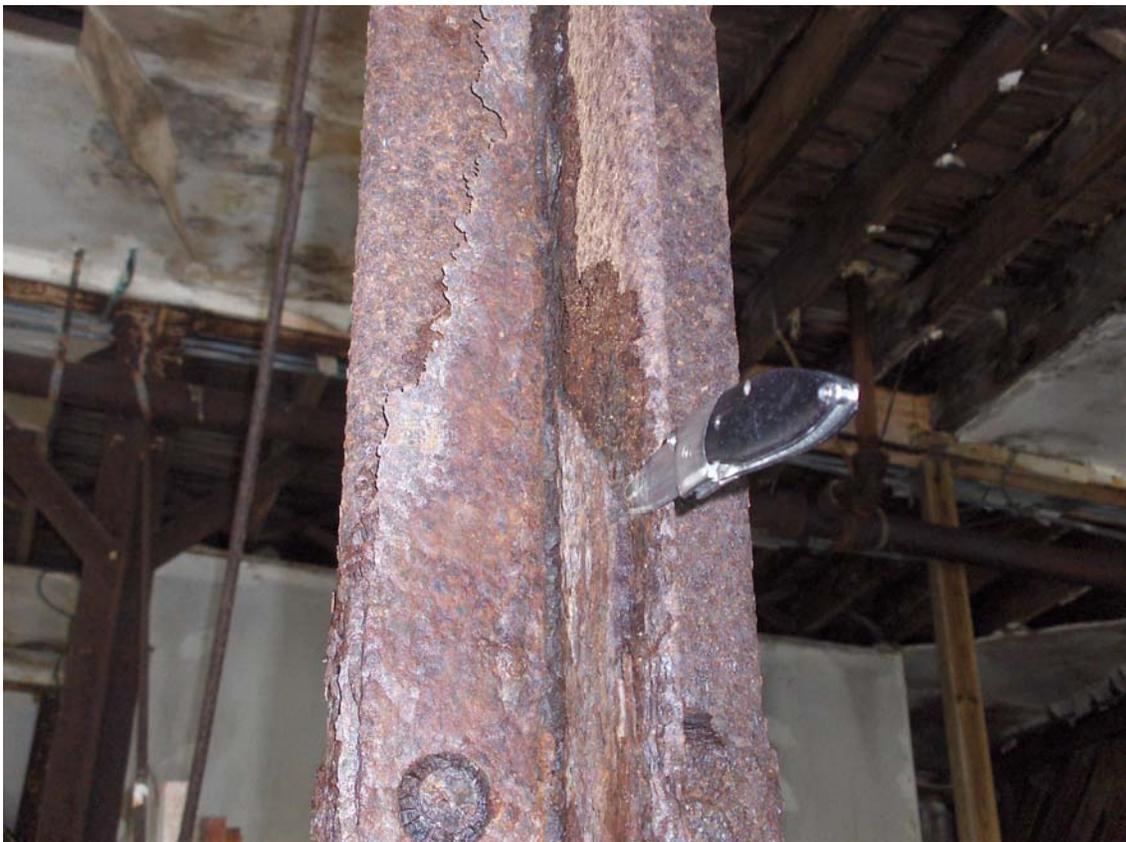


Typical timber to pier condition



Typical interior framing

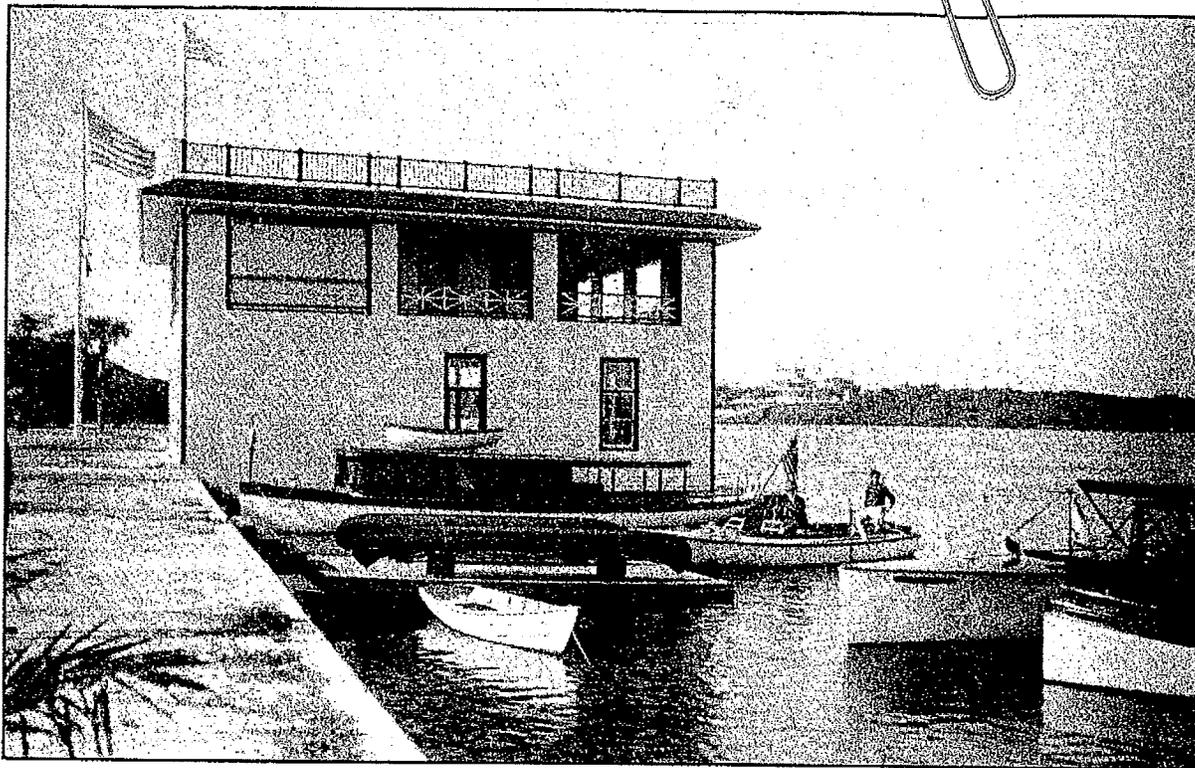
General interior view



Steel has exfoliated and requires attention



Circa 1940's photo after the second floor converted to apartments



The Sperry boat house, constructed in 1906, included an upstairs ballroom for entertaining guests. (Photo courtesy of the Loxahatchee Historical Museum.)

The Sperry family frequented the Carlin House dining room, as did many others during "the season." Mr. Sperry had the reputation of being obsessed with having things done properly. His greatest influence on the Carlin House was in the dining room, which was eventually equipped with the finest dining items and cut flowers with fern backing for each table.

An octagon-shaped building stood near a canal and eventually was purchased and incorporated into the Sperry Estate. The small building was originally used as a schoolhouse for some time and later converted to a meeting place for Episcopal services and Sunday school.

In the summer of 1896 a new building, St. Martin's Episcopal Church, was constructed nearby. It was abandoned in 1910 to unite the people of "east" Jupiter (east of the F. E. C. railroad tracks) with "west" Jupiter.

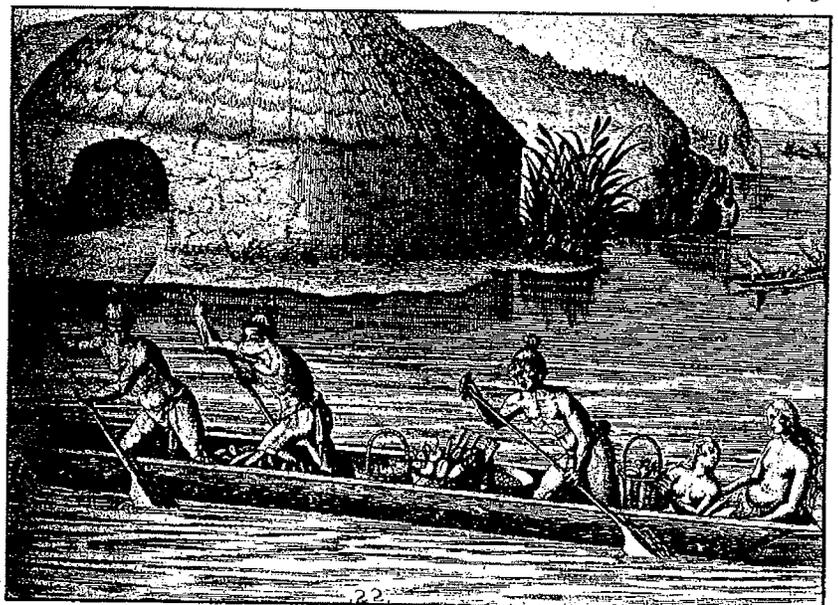
In the summer of 1991, Florida Atlantic University was invited to conduct the first large-scale excavation

in Jupiter's history. Test units were excavated throughout DuBois Park near Suni Sands to recover artifacts which can give us information on the culture of Jupiter's first residents.

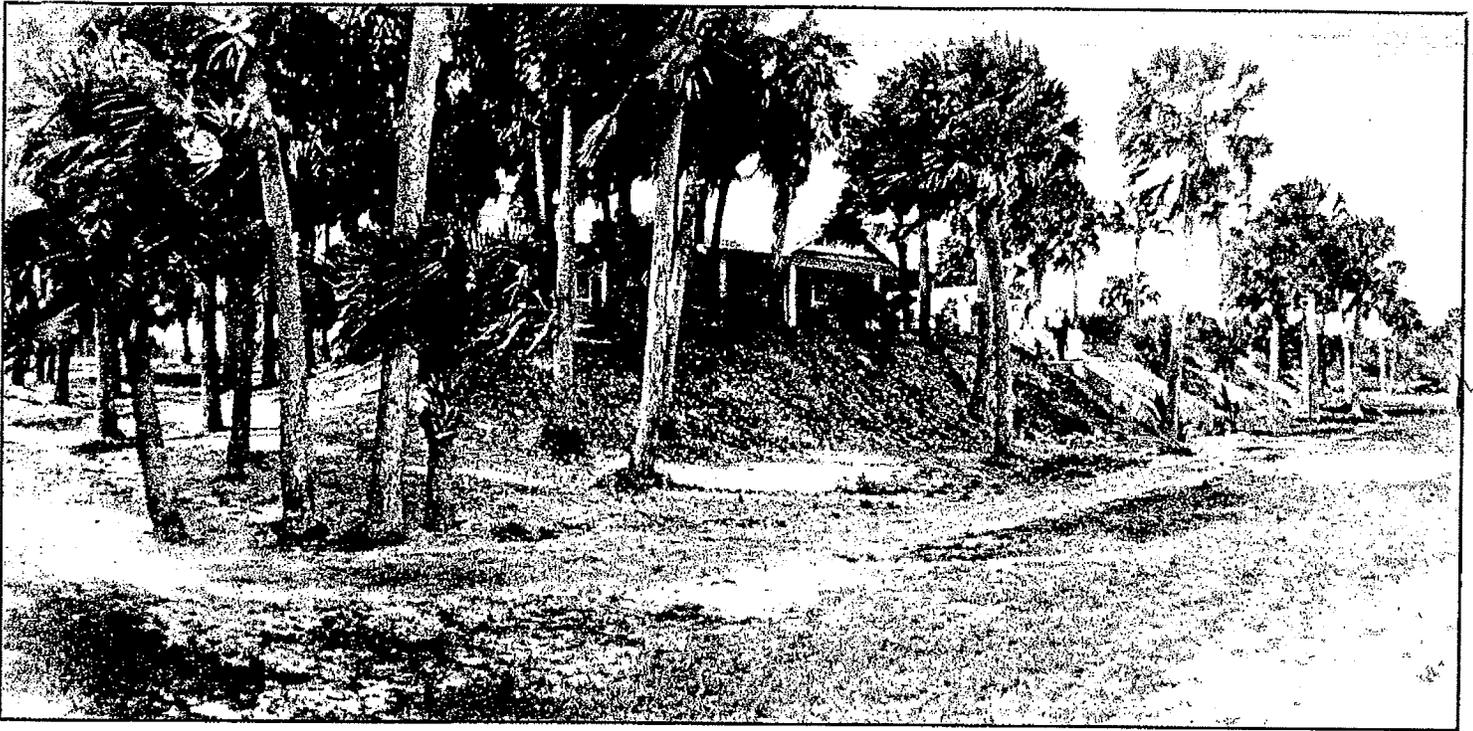
This excavation revealed several hearths and post holes from prehistoric huts. In addition, many shell tools and other artifacts were recovered. From broken pieces of pottery, or "potsherds," we have been able to date the site at least as far back as A.D. 1200.

There is extensive evidence of early occupation of prehistoric Indians along the waterways in the Jupiter area. Ancient spearheads and other artifacts found in and around the Loxahatchee River show that the native peoples of Florida were at least passing through this area before Christ's time.

continued next page



The early inhabitants of this area were of the Jeaga tribal group—a small population of aboriginal people living along the Atlantic coastal lagoons, inlets and inland flats. This depiction of early American Indians is by Jacques Le Moyne, published in 1591 by Theodore de Bry.

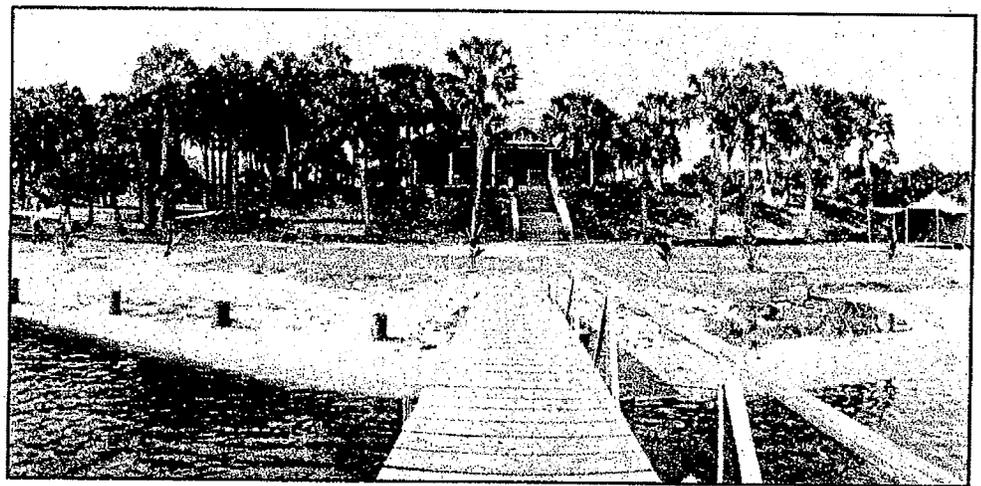


front property and named it "Suni Sands."

Sperry hired a local resident, Dr. F. C. Aicher, to manage the estate. The written correspondence by Dr. Aicher to Sperry between 1904 and 1909 details the surrounding land purchases, maintenance and costs to expand and care for the estate. The records on file at the Loxahatchee Historical Museum reveal some interesting information: September 1904, "There are no slop jars in the bedrooms;" December 1904, "Buying three lots from Gleason, \$50.00 each;" March 1905, "Bought church lot for you;" May 1906, "Taxes \$17.36—we are going to knock out the County Board of Commissioners at the election on the 15th;" July 1906, "Went to see McGill and got him down to \$2,500 for his place and 30 acres. It is cleared, 3 acres of pines (pineapples) but not taken care of;" and May 1909, "We have a new County now. Palm Beach, 40 miles along the Atlantic. I am a Commissioner."

The Suni Sands estate was enlarged and completely remodeled by the Sperry family including electrical wiring and indoor plumbing. A "per-

Above and below: Two early 1900s views of the Sperry main house sitting atop a prehistoric Indian shell midden. The house was located on the south side of the Jupiter Inlet across from the mouth of the Indian River. The steps still remain on the site. (Photos courtesy of the Loxahatchee Historical Museum.)



gola," a vine-covered walkway, was built between the home and the separate dining and kitchen area. A seawall and a boat house were constructed on the property. The boat house contained a cabin cruiser, a speed boat, an electric boat, canoes and dingy. The upstairs of the boat house, which offered a scenic view, was a ballroom used for entertaining guests.

Sperry acquired all the land he could near his main house. There were 21 sweet water wells, two orange

groves, five cottages, a large garden and a nature trail surrounding the property.

In 1925 William Sperry sold Suni Sands to a group of land investors headed by Felix Doubleday of New York for one million dollars. Shortly thereafter the Florida Land Boom deflated prices and the land reverted back to Mrs. Emily Sperry. In 1949 Emily Sperry sold off pieces of the land.

The main house and area of Suni Sands were purchased by W. M.







Hometown News

Like stepping back in time

Excellent!

Rate!

Rating: ★★☆☆☆ 3.5 / 5 (4 votes)

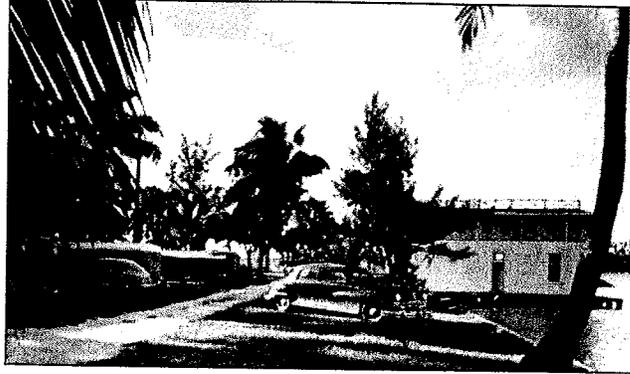
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Posted: 2007 Feb 09 - 01:25

By Linnea
Brown

Staff writer

JUPITER -
Some say
walking into
Suni Sands
is like
stepping
back in time
to Old
Jupiter.



The sunny trailer park on State Road A1A in Jupiter serves as a little slice of heaven to those who live there, primarily retirees and snowbirds on fixed incomes who enjoy being on the water.

And unbeknownst to many, the small mobile home community may have even more rich local history than the Town's more well-known sites, such as the Jupiter Inlet Lighthouse.

Nearly a month after residents of Briny Breezes in southern Palm Beach County voted to sell their 488 mobile home lots to developers for \$510 million, local residents have been buzzing about the value of Suni Sands' pristine, undeveloped land.

But contrary to popular rumor, Suni Sands isn't going anywhere.

History of a haven

Long before Suni Sands even existed, the area is thought to have been inhabited by the Hobe Indians, who lived at the mouth of the Loxahatchee River.

"The property goes back at least 1,000 to 2,000 years," said Miami-based archeologist Bob Carr, co-founder of the Archeological and Historical Conservancy.

An archeological dig in the 1950s revealed that a portion of the property is actually built on a prehistoric Indian village site known as a midden, or mound of cultural artifacts such as pottery shards, animal bones and shell, Mr. Carr said.

Local historian and author Richard Procyk recalled an additional archeological survey of the property, sanctioned by the Loxahatchee River Historical Society in 1993.

"Every time they dug into the ground, all of these historic artifacts would pop up," he said. "They already knew it was a historic place, but we're talking about several square blocks of village."

In 1889, the main entrance to Suni Sands served as the original roadbed of the Jupiter and Lake Worth Railroad, better known as the Celestial Railroad, which transported passengers and freight the 7.5 miles between Jupiter and Juno Beach.

The little railway was quite popular among travelers, frequently bustling with two full passenger coaches and three freight cars, Mr. Procyk said.

However, as oil magnate Henry Flagler arrived in the area and developed his own railway, the route declined in popularity and was sold at public auction in 1896.

Suni Sands was also the first site of St. Martin's Episcopal Church - whose building was later sold to a church in Homestead and moved off the property - as well as the first Jupiter schoolhouse.

"Several major 'firsts' occurred here: the church, railroad and school, all built about 1890," said Lynn Lasseter Drake, archivist for the Loxahatchee River Historical Society.

However, real development of the property began in the late 1890s, when prominent New York businessman Edwin S. Hooley built his winter home on property just west of the Carlin House.

According to research compiled by Mrs. Drake, Mr. Hooley - a banker, part-time financial advisor to President Calvin Coolidge and director of a copper business - entertained many visitors there until 1904, when he sold his home to two of his guests: Emily Sperry and her husband, William.

One week later, Mr. Hooley purchased property on the north side of the Loxahatchee River from the historic Carlin family. This became known as Hooley's Point, and in later years, Anchorage Point, Mrs. Drake said.

The property was christened "Suni Sands" by Mr. Sperry, who earned his fortune developing the supermarket rewards program "Sperry and Hutchinson Green Stamps," and continued to develop the estate.

Mr. Sperry also acquired much surrounding land, expanding Suni Sands and adding electrical wiring and indoor plumbing, Mrs. Drake said.

The property contained several cottages, a two-story house, seawall, dock and a boathouse, estimated to have been constructed around 1907.

Among other things, Mr. Sperry owned a cabin cruiser, a speed boat, an electric boat, several canoes and a dinghy, with an upstairs ballroom area of the boathouse for entertaining guests, Mrs. Drake said.

In 1925, he sold Suni Sands for \$1 million to a group of land investors, headed by Felix Doubleday of New York.

However, due to economic hardships, the land reverted back to Mrs. Sperry several years later.

In 1942, Frank and Lola Haas purchased the section of land bordering U.S. Highway 1, where the Haas office building stands today, and in 1949, Mrs. Sperry sold off pieces of the property, Mrs. Drake said.

The main house and present area of Suni Sands was initially sold to W.M. Clemons of Rome, Ga., who started the mobile home park.

However, it passed through many hands until 1962, when Irving Schechter bought the property and tore down the main house and several cottages to make room for more trailers in 1964, said Mrs. Drake, who grew up in the park during that era.

And one other historical fact: a small worship community that began meeting at Suni Sands in 1957 has since become Tequesta's Episcopal Church of the Good Shepherd on Seabrook Road.

A resilient presence

Owned by developer Angelo Falcone since 1976, the site is currently registered with the department of human resources as a senior citizen's mobile home park, with a minimum age requirement of 50.

The site contains 130 units, including five efficiency apartments.

Average rents range from \$450 to \$600 a month, including water, garbage, sewer, cable and lawns.

The park also includes nine spots for RVs, whose owners generally pay \$750 to \$1,150 a month.

And, as one of the last pristine, underdeveloped pieces of land in the area, Suni Sands has become somewhat of a local legend for its frequent onslot of rumors surrounding a high-end development sale.

However, manager Steve Burns said the community is staying put.

"When I took this job seven years ago, I could never have imagined that the future of this property would be so sound," he said. "I thought long ago that it would have been developed by now, but the offer would have to be (huge) for the owner to sell it. Besides, there are some major hurdles to be addressed before it could be developed."

Jupiter officials have actually safeguarded Suni Sands against large-scale development by placing complex future land development regulations on the property, he said.

Under those regulations, future development cannot exceed three and a half stories and six units per acre.

"The town is really picky about wanting something special here. They want something nice," Mr. Burns said.

Town of Jupiter project manager Brenda Arnold explained that municipal officials like the "old Florida" flavor of Suni Sands, and want to keep it that way.

"The Town decided to create the (restrictions) several years ago after a developer said he wanted to put in eight-story condominiums," she said. "We wanted to make sure that never happened."

And developers who claim they plan to buy the park are a dime a dozen, Ms. Arnold added.

"About the first six years I was here, I believed every person that came in and said, 'I've got a contract on Suni Sands.' Now, after 12 years, I don't pay any attention," she said. "If the owner calls, then I'll believe it. But the Town is not doing anything to encourage Suni Sands to leave. It's part of the 'funky fishing village (concept),' if you will."

Even Suni Sands' residents wave off the rumors, said Suni Sands resident and office employee Carol Cobb.

"Every year I hear it's sold, but each time, it turns out the owner just refinanced," she said. "The park has probably been paid off for years. I'm sure it's a great source of income for the owner."

The park's residents are primarily middle-class, active senior citizens who enjoy living in such a unique place, she said.

"We're right on the water and have a great view of the Lighthouse," she said. "Our residents are very proud of it and very happy here."

And the park survived the hurricanes of 2005 and 2006, with the exception of the forced closure of five housing units and Mr. Sperry's historic 1907 boathouse.

However, Mr. Burns is not giving up on the boathouse, and has been attempting to obtain a permit for its repairs since 2005, he said.

"If it falls down, the state won't replace it. It's a piece of history that's worth saving," he said. "But I don't know how long this can continue."

Also in the past several years, improvements have been made to the seawall west of the boathouse, though an original, 100-year-old historical bronze survey marker was stolen during construction. It has not yet been recovered.

In 2006, the Town of Jupiter bought property on which a historic house presently stands, located just east of Suni Sands and across the street.

Estimated to have been built between 1907 and 1912, it is thought to be the cottage Mr. Sperry had built for his caretaker, John Kern, an engineer who looked after the boats and other issues on the property, Mrs. Drake said.

Scrambling for a future

Mr. Burns is currently conducting major renovations inside the old Suni Sands Diner, next to the trailer park.

Because the land is zoned commercial, he is improving its electrical and structural integrity and plans to ultimately convert it to retail by April.

"We have a lease with Guanabanas (restaurant) for three more years for parking, but after that, who knows what will happen," Mr. Burns said.

Guanabanas is located directly across the street from the park.

The land surrounding Suni Sands will most likely change with the Town's plans for the Riverwalk, a 2.5-mile walkway for outdoor enthusiasts and shoppers along the Intracoastal Waterway and Jupiter Inlet.

The Riverwalk's master plan includes an entertainment district, parks, observation areas, docks, fishing, residences, restaurants and retail, and natural preserved areas.

However, while its first phase is estimated to be complete by 2010, Ms. Arnold said development in the Suni Sands area is expected to be slow and low key, even if Mr. Falcone decided to sell.

"The (components) of Riverwalk will not go in place until either development or redevelopment occurs," she said. "We'd be fine with Suni Sands staying another 50 years, but if it goes, the new developer would have to meet the Town's standards."

While even Mr. Burns admitted that the property might eventually sell, he wondered where his residents would be able to afford to live.

"It's a wonderful piece of property, and I, too, will miss it when it's gone," he said. "I guess if it goes, we're just going to have millionaires living here."

And if it ever does sell, local archeologists will be ready to recover its history.

The property has never been intensively excavated or historically marked because it's private property, Mr. Procyk said.

"It's extremely historic, and whenever anyone talks about Suni Sands, we (historians) light up like a Christmas tree with, 'What are you going to do there?'" he said. "Because if anything is done, we want to be part of preserving what's there."

Brown@hometownnewsol.com.



Boathouse Has A Colorful Hsitory

Q: I live in the old boathouse in the back of Suni Sands Mobile Home Park, which was originally built in the early 1900s by S&H Green Stamp co-founder Thomas Sperry. His estate overlooked the Jupiter Inlet, and the boathouse was built as both a ballroom and, of course, as a house for his boats. I am extremely interested in any information you may know of or any old photos that may exist concerning the boathouse.

- Tom Saunders, Jupiter

A: The mobile home park is on the site of Sperry's winter estate on the inlet. He bought the property in 1904 and enlarged and remodeled the home, building a seawall and boathouse. One historical source suggests the boathouse was already there when Sperry bought the estate, while another says it was built in 1906, according to Michael Zaidman, curator of the Loxahatchee River Historical Society. In any event, the boathouse's upstairs was a ballroom with a scenic view of the Loxahatchee River.

The property was sold in 1925, and William Sperry died two years later. After the boom busted, it was returned to Sperry's widow. The mobile home park was sold to private owners in the late 1940s. Mrs. Sperry died in 1955. Sperry's home was torn down and the boathouse was later converted to apartments.

The current owners have had the property since 1976, manager Steven J. Burns said. He said the park owners may renovate the boathouse. Burt Reynolds filmed part of an episode of his 1980s detective drama B.L. Stryker at the boathouse, and the British Broadcasting Corporation, for a murder-mystery feature, filmed a fight and shootout at the boathouse and a chase through the park.

Loxahatchee River Historical Society: (561) 747-6639. Web: www.lrhs.org

Posted in Eliot Kleinberg January 8, 2003 at 9:43 am.

**Archaeological and Historical Conservancy, Inc.**

4800 S.W. 64th Ave, Suite 107 Davie, FL 33314

Phone: 954-792-9776 Fax: 954-792-9954

Email: archlgcl@bellsouth.net Web: www.flarchaeology.com**SUNI SANDS ARCHAEOLOGICAL MANAGEMENT PLAN****I Project Objectives**

The Suni Sands parcel is proposed for redevelopment, and as part of that plan the applicant intends to document and interpret the parcel's cultural resources. These resources are regarded as assets providing unique historic character and identity to the project.

It is our plan to fully assess the parcel regarding its known and potential cultural resources. Although a Phase I cultural resource assessment was completed in 2004, that assessment focused on prehistoric site PB7718. This proposed assessment will encompass all known and potential cultural resources on the parcel including prehistoric site PB7718, the Celestial Railroad, and historic sites and features associated with the pioneer settlement (i.e. the Sperry House).

All field work, analysis, and reports will be done in accordance with the provisions of Chapter 1A-46 of the Florida Administrative Code and the Town of Jupiter historic preservation ordinance.

II Literature and Archival Review

A review of pertinent records, maps and aerial photographs will be conducted to analyze and summarize information regarding all previously recorded or potential archaeological and/or historical sites that occur on the parcel. Sources to be used for the archival review include, but are not limited to, the Loxahatchee River Historical Society, the Historical Society of Palm Beach County, the Florida Division of Historical Resources, the P.K. Yonge Library of Florida History at the University of Florida, and other relevant collections.

III Field Work

The Phase I field work will be conducted in a minimum of two stages. In the first stage, all accessible areas, particularly those associated with the elevated mound at site PB7718, and along Juno Road will be tested by shovel tests at 10 meter intervals. All sites or features will be delineated by shovel tests placed in cardinal directions from the positive hole, at 5 or 10 meter intervals (or less) depending on the nature of the discovery. Prior to the testing several datum points and a cardinal grid will be created on the property to reference testing and discoveries to the project parcel map. Elevations will be determined

across the parcel relative to any cultural resources. Field finds, features, and sites will be documented by creating a map locating the excavation grid and pertinent historic sites and features. Mapping will use a Trimble Geo XT to record all pertinent spatial site and test locations. The area of site boundaries will be determined and that data will be made available with the project surveyor so that areas of archaeological significance can be depicted as an overlay on the project plan.

Subsurface testing will be systematically conducted across the parcel. All test holes will measure 50 cm in diameter. Soils will be sifted through a 1/4" screen and any cultural samples recovered. Metal detecting will be used to assist in documenting the location of the Celestial Railroad and historic features associated with the Sperry House.

The second stage of testing will be conducted after the trailers are moved off the property. The trailer removal will be subject to monitoring by an archaeologist. After removal, newly accessible areas will be subject to shovel testing. All shovel testing and discoveries will be subject to the same guidelines as described in the previous testing.

Concurrent to the archaeological assessment, an architectural historian will evaluate all extant historic structures. Documentation will include photographs, measurements, and completion/updating of Florida Master Site File forms.

Written notification will be provided within 24 hours to the Town of Jupiter and its consultant archaeologist if any significant discovery is made during field work or subsequent monitoring. If human remains are encountered, then the provisions of Florida Statute 872.05, the unmarked human burials act, will apply.

IV Phase II Assessment

Based on the results of the Phase I assessment specific features and cultural deposits may be identified that will be subject to Phase II assessment. A Phase II assessment will include radiocarbon dating and zooarchaeological analysis. A specific scope of work for the Phase II assessment will be provided to your agency for review after the Phase I assessment is completed, since the extent and locations of Phase II testing cannot be determined until after the Phase I testing and analysis is completed.

V Data Analysis

All archaeological material will be processed and quantified. The results of this analysis will be included in the reports (the Phase II data analysis will include radiocarbon dating and zooarchaeological samples analyzed by Dr. Arlene Fradkin of Florida Atlantic University).

VI Monitoring

An archaeologist(s) will be on site to monitor and document all ground-disturbing activities, including trailer pad removal. The time needed for monitoring will depend, in

part, on the contractor's schedule. Any significant discoveries will be reported according to the guidelines described above.

VII Reports

All Phase I reports and Phase II reports will be provided within 20 business days following completion of the field work and analysis. Each report will include a description of methodology, results, and recommendations. Two bound copies and one CD of each report will be provided to your agency.



Robert S. Carr
Executive Director
October 28, 2013

Retracing the Celestial Railroad

By Geoffrey Lynfield*

Prof. Shappee's memorable article on the "Celestial Railroad" in the April 1961 issue of the *Florida Historical Quarterly*, pulled together for the first time a multitude of stray references and various short newspaper articles.¹ Dr. Shappee gives us an excellent picture of the contemporary scene but ends with the somewhat sad note that with the destruction of the historic marker in Juno the obliteration of the railroad was complete. Dr. Shappee should not have worried.

The writer has spent the last couple of months retracing the railroad and has in the process uncovered a number of items, some not previously recorded. There have been a large number of articles and news items published since 1961. The local historical societies and a number of individuals have respectable clipping collections. The sites of the termini at Jupiter and Juno have been visited and the writer has walked part of the original track. A number of individuals who researched the project from various angles have been interviewed.

It is the purpose of this paper to make an attempt to present this material in an up-dated review.

Prof. Shappee relates that the narrow gauge rolling stock for the line was obtained from the St. Johns and Halifax Railroad which had been converted to broad gauge. This presumably would have included the locomotive "Old No. 3".² When this broke down, according to

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Shappee, all transportation ceased until it could be repaired, the line never having more than one engine.³

It is possible that there is some confusion here. The engine in Shappee's article in the picture facing p. 336 bears the numeral "1" on the circular plate at the front of the engine. The photograph of this "No. 1" engine first appeared in *The Christian Science Monitor* of May 25, 1959.⁴ This was sent in by Mrs. Margaret Noble Pleasant of Shreveport, La. This picture of the "wheezing wood-burning engine" had been unearthed by Mrs. Pleasant as a result of an earlier article in *The Christian Science Monitor* by Lt. Col. Caygill of Miami.⁵

Mrs. Pleasant has confirmed that the little girl standing on the cowcatcher is her mother, Dora Doster.⁶ The two girls in the cab are her aunt and a cousin. Dora Doster Utz has written in detail about *Life on the Loxahatchee*.⁷ Her father, Ben Hill Doster, had a store on the Celestial Railroad dock at Jupiter and later employed the black fireman Milton Messer after the line had been dismantled.

A picture of a second engine was subsequently located by Mrs. DuBois in the Library of Congress.⁸ The front of that engine bears "No. 2." The man alongside the engine holding the oil can has been identified as the engineer Blus Rice (or Reis). In the other hand Rice is holding his hunting dog, of which more later. The man polishing the headlights is Milton Messer. The conductor is Captain Matheson who is standing on the step of the half-passenger half-baggage car.⁹

Pettengill in his chapter on the "Railroads of the East Coast of Florida" relates in some detail the involved development of the Florida railroad system.¹⁰ The St. Johns & Halifax Railway Company was organized early in 1882 by Utley J. White as a three-foot gauge logging road from Palatka to Daytona.¹¹

The date of October 1, 1888 for the conversion of the line to broad gauge matches the date at which the narrow gauge stock was acquired by the new Jupiter & Lake Worth line.¹² The No. 3 engine according to Pettengill ended up in the Yucatan.¹³

Pettengill's very comprehensive survey of the Railroads of Florida includes 174 railroads which were actually built out of a total of 429 railroad companies chartered between 1834 and 1900.¹⁴ But it is curious that Pettengill makes no mention whatever of the Jupiter & Lake Worth RR which was to become the most celebrated of the discontinued lines. Its notoriety has been equated with that of the Barefoot Mailman.

The rolling stock was sold at public auction in Jacksonville in 1896.¹⁵ The eventual fate of engines Nos. 1 and 2 is not known but it seems certain now that the line had at least two engines.

It would be of the greatest interest to the railroad buff if one or both of these engines could be located or their eventual fate determined. This narrow gauge stock was used for logging railways. Some narrow gauge stock was used as a temporary spur track in the construction of the Florida East Coast's Key West Extension. For transporting his guests to a fishing camp on Long Key, Henry M. Flagler built a special half-mile narrow gauge track. Guests were picked up at dockside, seated on straw seats in the little cars, and taken by way of a tunnel to the Atlantic side where cottages awaited them.¹⁶

The rails of the narrow gauge are only three inches high and weigh thirty pounds per yard as compared with regular rail stock which weighs 75-90 pounds a yard. Some of the rails from the "Celestial Railway" were used in the construction of the old Harrell Building in Boynton.¹⁷ The writer as recently as February 1982 located two thirty-three foot lengths of the Celestial's rails in a dump at the back of the old Jupiter Town Hall.

The dock of the old Jupiter terminus has been replaced by a modern dock projecting into the river at the Suni Sands Mobile Home Trailer Park a few yards to the east from Clemons Street off Ocean Boulevard.¹⁸ The stumps of four or five wooden pilings of the old dock are clearly visible at low tide next to the sea wall. This tallies with the account we have from Dora Doster Utz.¹⁹ Mr. Ben Hill Doster had moved to Jupiter in 1894.

"At the base of our hill lay the right-of-way for the Celestial Railroad, which ran out onto the pier upon which Papa had his store, built on pilings over the River."

The photograph of the "Celestial" locomotive No. 1 shows the engine standing in the middle of three tracks.²⁰ This suggests the presence of a shunting yard at the Jupiter terminus and the use of at least two switches so that different cars could be coupled to the engine. This shunting yard must have been located in the parking area of the present trailer park. The lower end of the Indian River lies to the north from this area and enters at this point the Loxahatchee. When the old paddlesteamers rounded the bend on their approach to the Jupiter dock, the engineer, Blus Rice, who played the horn in the local band, would greet the passengers by playing *Dixie* on the whistle.²¹

Mrs. DuBois had located a picture of the Celestial Railroad dock taken in 1891 with three Seminole Indians posing on the edge of the dock.²² The Jupiter Lighthouse is clearly visible in the background. A similar view of the dock shows a black workman standing on the edge. This could be Milton Messer. In the background you see the lighthouse

and buildings of the keeper.²³ There is yet another view dated 1891 taken from a slightly different angle showing a few small boats tied to the dock and the Jupiter Lighthouse in the background.²⁴

In 1974, Alfred Simpson painted a series of six pictures on Palm Beach county history for a local bank. In one of these, the Celestial dock is shown as it supposedly appeared in 1889 looking west. The Indian River Line paddle steamer *Chattahoochee* is shown pulling away from dock and heading upstream into the Indian River. The lighthouse is shown in the right background. The Jupiter dock is shown to the left with the engine, for better effect, facing the wrong way towards the lighthouse. There is a small shed at the end of the T-shaped dock.²⁵

The location of the line itself can be plotted with some accuracy from contemporary maps. A full length map by G.R. Knight was first recorded in October 1890.²⁶ This map was re-published in the *Jupiter Courier*.²⁷

A most detailed view of the Jupiter end of the line can be seen from a 1930 plat on file at the Palm Beach County Court.²⁸ The right of way of the railroad is shown to run along Juno Street, one block east of Clemons Street, this being the area now occupied by the Suni Sands Mobile Trailer Park. The map on file is a reduction of the original and much of the descriptive material is quite illegible.

The line of the railroad as shown in the Knight map first runs due south for about 500 feet and then swings slightly east to parallel the coast line. It then continues in a straight line at an approximate angle of 15° to the north-south line. Part of the roadbed is shown on the Jupiter Quadrangle sheet of the U.S. Geological Survey map.²⁹ A broken red line, normally used to designate footpaths starts at Indian Town Road running due east-west, and continues for about three miles to a point level with Bench Mark 10 on the Federal Highway (Route 1).

The roadbed at this point is more accessible and closer to the Federal Highway than Ocean Boulevard (Route A1A). There is thick shrub and palmetto on the ocean side whilst the vegetation on the other side is not nearly as profuse. In February 1982, the writer visited the area between Federal Highway and Route A1A at the level of the public beach area on Ocean Boulevard just north of the Jupiter line. The ground was then being cleared for another development.

Modern machinery was required to strip the grounds of its dense growth. This gives us some idea of the task faced by the traveller in the 1880's who ventured below Jupiter. It is not surprising that the legendary mailman took the easier route along the beach.³⁰

The ground having been stripped, we did not have much difficulty

in locating the original roadbed roughly half-way between route A1A and the Federal Highway. It formed a slightly raised bank one or two feet above the generally level surrounding area with the suggestion of ditches on either side from which some of the material for the roadbed had evidently been obtained by the workmen in 1888.³¹ As the clearing proceeded, stretches of the roadbed for a couple of hundred yards became clearly visible.

A few scattered palms of mature size stand on either side of the roadbed and help to identify the general direction of the line.

Jupiter Light is not visible at this point. The workmen clearing the site were not aware that this area had at one time been traversed twice a day by a whistle-tooting steam engine. Once alerted, the men using metal detectors, had no trouble in finding a large number of spikes. The wooden sleepers had all but rotted away.

The spikes on the west side of the track, away from the ocean, seemed to be generally in better shape than the spikes found on the near side. The ground closer to the ocean evidently contains more salt which over the years could accelerate the corrosion rate.³²

The roadbed of the "Celestial" is also clearly marked on the large scale county plat maps. These maps are at a scale of one inch to 200 feet. On sheet 7-A for instance the old roadbed intersects the old Jupiter town line (which has since been moved) at a point approximately 800 feet east of the Federal Highway (Route US 1).

On the west side of Ocean Boulevard, one and a half miles north from Juno Beach Town Hall, there is a Historic Marker dated May 1, 1932. The Federal Highway (Route 1) then followed today's route A1A. The marker states "On this spot the Celestial Railroad once connecting Jupiter with Juno is crossed by the Federal Highway."

This portion of Ocean Boulevard runs along the old portage trail travelled by the earliest pioneers.³³ The old hack line must have followed this route, as indicated by Gardner and Kennedy in their *Business Directory*.³⁴

"Previous to the building of the line of the railroad a hack line was operated by Capt. U.D. Henrickson of Lake Worth and managed by his brother Alvin. The route was from Jupiter to a point inside the West Palm Beach City Park, in front where the Park Cottage Hotel formerly stood. The distance was 17 miles and the fare two dollars, one for trunks. The hack was a three-spring, three-seated wagon drawn by two mules, and passengers, baggage and freight used to be carried indiscriminately."

The Historic Marker plaque was originally mounted on an elab-

orate splith surmounted by figures in relief showing Seminole Indians doing the sun dance against a typical Florida background. The figurines and original bronze plate have disappeared. The present marker is less elaborate with the bronze plate mounted on a simple plinth set back a few feet from the highway. The marker inscription is not now correct as the road on which it is located is no longer the Federal Highway but route A1A.

Continuing south on Ocean Boulevard, one soon enters the community of Juno Beach with the Town Hall and Police Station on the right. Quite a number of the street names in this area have galactic associations, as Saturn Lane, Venus Drive, Mars Way, Neptune Road, Starlight Lane and so on. At Neptune Road, Celestial Way branches off to the left and passes between the shore and the east side of little Pelican Lake. This side road then turns at a right angle back towards Ocean Boulevard. There is a "Celestial Building" on Celestial Way with the "Celestial Travel Agency" and the "Celestial Realty." (The Celestial Travel Agency gives away ball pens inscribed "For Service out of this World!")

After continuing along the Federal Highway for about four miles, the old line swings further east in an arc towards the tip of Lake Worth and ends up in the grounds of the Twelve Oaks Condominium.³⁵

The terminal at Juno consisted of a T-shaped pier jutting into the shallow end of Lake Worth in a generally south-easterly direction.³⁶ Railway engineers at the time had the practice of filling in this type of pier with rock and gravel. An embankment type structure is also suggested by the 1892 Burchfiel (or Burchfield) plat.³⁷ The head of the T-shaped pier supported a freight shed. There was no room for the engine to reverse so that as reported by a number of contemporary writers, on its return journey, the train had to back up with the engine pushing the passenger or freight cars.³⁸

As the traffic on the line increased, some of its facilities became inadequate. In March 1891, Guy Metcalf writing in the *Juno Tropical Sun* had this to say about the terminal:

"...The building stuck on the end of the wharf at Juno that has to answer for the purpose of a waiting room for passengers, a storehouse for freight, a distributing room for mail, tickets, express and telephone offices, is one of the most unsightly buildings to be found in this entire country, and the matter appears worse when we think of the progressive spirit manifested by the company in other directions at other places.

“The house is very small, in the first place, being hardly adequate for a freight house, although it might do if used for that purpose exclusively. Persons obliged to wait in its stuffy confines for several hours, with all sorts of ill-smelling fertilizers and other freights, find it a very disagreeable resort, but as it is the only available room in which to spend their time when waiting for boats or train they have to endure and put up with what is furnished them—though it must be confessed they do it with very audible murmurs.”

Very little money was spent on improvements to the road or the equipment and the locals felt that the wood burned in the engine which at that time sold for \$2.25 a cord was the major outlay of the line.³⁹

Juno became the county seat following the celebrated election of 1889 but the Town of Juno was not incorporated until 1953.⁴⁰ In 1890, the settlement consisted of a small two-story courthouse, the office of the *Tropical Sun* newspaper and seven dwellings.

The *Tropical Sun* enjoyed the distinction of being the first and oldest newspaper between Melbourne and Key West.

During its Juno regime, the *Sun* building was located half-way between the courthouse and the dock of the railway. When the “Celestial Railway” had become defunct, the newspaper office was removed to Palm Beach in 1895. Some of the presses were actually taken by barge on Lake Worth as the roads at the time were very inadequate.⁴¹

A Historic Marker on the median of the Federal Highway a little below the Juno Beach town line gives the former location of the old courthouse about 300 feet east of the road. This area is now occupied by the Oakbrook Square Shopping Center, Palm Beach Gardens.

The Juno courthouse was the scene of the famous and only lynching in this part of Florida.⁴² Sam “Sure Shot” Lewis was a bartender in Lemon City and following a quarrel shot and killed two customers. Lewis escaped to Bimini in a small sail boat but returned to Biscayne Bay where he killed a third man. Lewis was eventually taken to the county jail in Juno. On the night of August 17, 1895 a group of twelve men from the Lake Worth area took the steamer *Lake Worth* from Lantana to Juno. They then walked along the road bed of the “Celestial Railroad” for about half a mile to the courthouse yard. The jailer Gustave Kaiser was killed by the mob. Lewis was dragged outside and hanged from the crosspiece of a telegraph pole.⁴³ The Celestial Railroad had installed a telephone line in April 1892 but it is doubtful whether

the eventual use of the telegraph pole had been contemplated by the installers.⁴⁴

There were two wayside stops. The first stop was Venus three miles south of Jupiter. The second stop was at Mars two miles farther south. No photographs of these stations remain. Mrs. Utz who came to Jupiter as a little girl in 1894 left us this account:

“These stations or stops along the Celestial, except Juno, were nothing more or less than a few shacks and pineapple patches, soon to be deserted when the Celestial ceased functioning.”⁴⁵

Other writers got a little carried away and allowed their imagination to run wild. “Three miles south of Jupiter was a freight-loading stop called Venus—for shipments of pineapples, tomatoes, etc. Two more miles south was Mars, where fish, turtles, and other seafood were hauled aboard. The trip north from Juno could be odiferous indeed; but tourists loved the little railroad with its three trips a day, its flower-picking along the tracks, its old smokey funnel and its cow-catcher—though there wasn’t anything bovine within miles of the tracks.”⁴⁶

Another writer somewhat exaggerated the speed of the service: “Over six decades back Floridians whizzed from Jupiter to Juno via Venus and Mars in a half hour not by space ship, but by rail.... A boon to shippers too, was the railway with the array of unearthly station names. Onto the Celestial’s box and flat cars, the Junoans loaded coconuts, the Martians fish and turtles and the Venusians pineapples and tomatoes.”⁴⁷

A copy of a detailed plat map of the town of Venus has been located in Palm Beach County Court House.⁴⁸ The plat shows an elaborate grid of streets laid out in upper quadrant of Section 21. The right of way for the Jupiter and Lake Worth RR runs at an angle of 25°N 45’W accross the map. The survey provides for thirty-foot roadways on either side of the track. Streets run north-south and east-west and each of the nineteen blocks in the development is neatly divided up into twelve or more lots. Curiously enough Venus station itself is not marked on this plat but this may have been located a bit further south as suggested by Fugate’s 1937 Map of the county.⁴⁹ This shows the abandoned track and the Federal Highway in its old location along the coast.

No similar layout for a township has been located for Mars. This is however shown on the 1889 map of The Tropical Trunk Line.⁵⁰

There are occasional references in the literature to a third wayside

station “Neptune.” Thus Marjory Stoneman Douglas mentions Neptune as one of the stations.⁵¹

“The most famous one on the east coast (of the narrow gauge railways) was the Celestial Railroad which began at Jupiter and ran through Neptune, Venus and Mars to Juno on Lake Worth, a sometime county seat of Dade County, where the mailmen started down along the beach to Biscayne Bay.”

Neptune was a post office in the Carlin House from 1895 to 1908 at the south end of Jupiter Bridge. The post office was then merged with the Jupiter office.⁵²

It is unimportant whether there were two or three wayside stations or stops, as the train stopped anywhere when requested by a passenger. These impromptu stops along the line were made so that gentlemen passengers could leave the train for hunting forays in the woods. Blus Rice would rent out his dog to the hunters.

The exploits of hunters along the “Celestial” line were recorded by Guy Metcalf in the columns of the *Tropical Sun* published in Juno.

“The largest ’gator seen in these parts for some time past was shot by Blus Rice Monday last. The boys of the Celestial RR saw him as they were going to Juno. On their return they stopped the engine long enough to put five bullets into him and haul him aboard the train. The ’gator measured 9 feet 6 inches.”⁵³

Another hunting incident is reported the following week:

“A party of young men went deer hunting the other day. They say they did not see a deer, although they walked all over the woods between Jupiter and Juno. They went away from Jupiter on a crank car, and they came back on—the remains of the crank car. Did you ever hear of any one hunting deer on a crank car, anyway.”⁵⁴

The crank car was also used occasionally to bring down visitors from Jupiter when the engine was being repaired.

Mrs. DuBois quotes the following item from the *Florida Times Union* of October 10, 1890: “R.R. McCormack (sic) and family, bound for the lake, forced to travel by handcar, the Celestial’s one engine laid up.”⁵⁵

Robert R. McCormick, who owned the Denver Colorado Water Works and later founded the International Harvester Company of Chicago bought forty acres on Lake Worth from Albert Geer in 1886 for \$10,000 and built a winter home. The estate was later purchased for \$75,000 by Henry M. Flagler for the site of the Poinciana Hotel.⁵⁶

The lawyer C.C. Chillingworth, later a Palm Beach County judge, shared offices in the old Juno courthouse and made frequent trips on the "Celestial" line. In a talk given to the Harmonia Lodge in Palm Beach in 1932 he left us a detailed account of the scene at Juno and the railroad.⁵⁷

"The courthouse ... was located just a little less than a half mile north of the end of the lake just west of the right-of-way of the Jupiter and Lake Worth Railway.

"This little railroad had a total length of seven and one half miles and extended from the south end of Indian river at Jupiter southward to the north end of Lake Worth. The fare was 10 cents a mile. It had one little wood-burning engine, and if the engine should get out of order there was no train until the engine could be fixed. There were only two passenger cars and two or three freight cars, and when the train came to Juno from Jupiter with the engine at the head of the train it had to go backward to Jupiter as the engine could not be turned around at Juno.

"The genial conductor, Captain Matheson, was one of the most obliging of men. No one could be more accommodating than himself. The train would run at most any time to accommodate the public."

Mrs. Utz has recalled the names of some of the other railroad employees.⁵⁸ Gus Miller, the train conductor and wharf agent was assisted by his brother Ed Miller. Many of the pioneer families intermarried and were related. The men working the railroad were no exception. Mrs. Gus Miller was the sister of Mr. Ben Hill Doster, Mrs. Utz's father.⁵⁹ Blus Rice or Reis was the engineer. Milton Messer, a black "man of all work" continued to work for Ben Doster after the line had been discontinued, as recorded by Mrs. Utz:

"Papa now secured a colored man-of-all work who had been employed on the Celestial. Old Milton was kind and gentle to us children, and very helpful to Papa in the store and hauling freight in the boat."⁶⁰

During the building of the Poinciana Hotel, the trains were running day and night and two crews were employed.⁶¹ Others made a living off the railway, getting the passengers from the Juno dock to points along Lake Worth.

The trains were met by steamers, Captain Hendrickson and Captain William Moore running to the south end of the lake or to Hypoluxo. With the completion of this road a new epoch set in. Tourists came by

the hundreds and everything in the shape of a hotel or boarding house was filled to the overflow point, many private houses giving up their spare rooms.⁶² The Cocoon Grove Hotel owned by Captain Dimick reported 1200 guests between September 1, 1890 and April, 1891.⁶³

One of those catering to the tourists was Henry J. Burkhardt who a few years earlier had been one of the "Barefoot Mailmen" who walked the mail in three days from Lake Worth to Lemon City. Burkhardt recalled some years later, "I made my headquarters at Juno living on my yacht the *Maud S.B.* I made a good living meeting the train from Jupiter and in competition with other craft succeeded in gaining my fair share of passengers at 50 cents a head landing them at Brelsford Dock, Palm Beach."⁶⁴ Brelsford Dock is the present location of "Whitehall" mansion, the Henry M. Flagler Museum in Palm Beach.

Theodore Pratt in *The Barefoot Mailman* gives a good fictional account of the trip on the Celestial Railroad.⁶⁵ Pratt who lived in Delray did his research carefully before embarking on his historical novels. His research notes are preserved in the Pratt Room in the Library of Florida Atlantic University, Boca Raton. For *The Barefoot Mailman* alone, Pratt amassed 230 single-spaced typed pages of material.⁶⁶

Steven in the story is the legendary mailman who took a week off from his mail-walking duties to do some electioneering. He had taken the naphtha launch up the lake from Hypoluxo to visit the county seat at Juno. He was disappointed in Juno:⁶⁷

A tiny railroad station stood a short way back from the shore at the head of the lake. There was a dock for the launch, a warehouse at the foot of the dock, and five unpainted frame houses.

The train stood in front of the station. It consisted of a wheezy little wood-burning engine, a passenger coach, and a boxcar. It had come from Jupiter with the engine at the head of the train, and with no means of getting itself about, it had to run backward on the return journey.

Steven knew Captain Matheson, the conductor. For years before he turned to railroading, the genial old man was a fisherman, and Steven had often accompanied him. They hailed each other, and Steven asked if there would be time for him to register the people in the houses before the train left.

"Time?" asked the Captain. He tipped back his yacht cap, as faded as Steven's. He seemed puzzled. "Why, you go right ahead, Stevie, and let me know when you're ready to leave."

Steven obtained the names he wanted, and the promise of the people to go in to Jupiter on election day and vote. Then

Captain Matheson boosted him aboard the coach, and climbed on himself. The Captain jerked the signal cord running overhead along the length of the narrow little car. With a jerk, the train started, the engine snorting and issuing billows of acrid black smoke from its tall stack.

Again Steven was the only passenger. Captain Matheson, sitting beside him on one of the seats, said, "Lots more going down than the other way. The country is opening up. Stevie, yes, sir, it surely is going ahead. Faster than we can go backward."

Steven, looking out the window, his body rocking to the violent sway of the coach on the narrow-gauge track, felt he was on a toy train. Suddenly it came to a stop. On either side there was nothing except woods. Then he saw a small shack near the track. There was no sign of it being inhabited. "What's this?" he asked.

"This," announced the Captain, "is the city of Venus. One of our important stops, though nobody ever gets on." He reached up and pulled the signal cord and the train began to back up again. "Nobody ever gets on at the way stations," he continued, "You watch."

The Captain's word was good. After another mile had been covered, the train once again screeched to a stop. Looking out, Steven saw that it had passed a family consisting of a man, his wife, and child, who now walked down the track toward the train, which reversed itself to go to meet them. When they came aboard, Steven asked the man to register. He obeyed, saying surprisingly, "You're the fellow we've got to vote for to keep his island, ain't you?"

On its eight-mile journey the Celestial Railroad prudently took shelter behind the beach ridge. Only here and there did there come a glimpse of the ocean. When Steven saw the beach he compared his walking pace with the speed of the train. It would take him the better part of three hours to cover the distance on the giving sand. The train, if it ran steadily, could do it in half an hour.

The negro fireman is evidently "Old Milton" Messer who later worked in Ben Doster's household.⁶⁸

Geoffrey Birt, a popular journalist, who had a regular column in the *Palm Beach Post* wrote an amusing eight-part series on the "Celestial Railroad."⁶⁹ At one point Birt began to have some doubts whether Venus and Mars stations ever in fact existed and suggested that the stations were purely mythical as there were no buildings to mark the places.⁷⁰ This view however is not supported by the evidence. The

stations may not have been overcrowded with shivering commuters as a suburban stop on the New Haven line but Venus and Mars were regular stops on the train's journey between Jupiter and Juno.

The stops at Venus and Mars were listed in the time tables which were regularly published in the local newspapers of the day.⁷¹

JUPITER & LAKE WORTH RAILWAY.					
Trains run on Tuesdays and Fridays (steamer days), as per schedule below.					
On other days trains run as specials on varying schedules:					
71	5		6	66	
P. M.	A. M.		P. M.	P. M.	
3 00	9 00	Lv. Jupiter	Ar 1 00	4 35	
3 15	9 25 Venus	12 40	4 15	
3 22	9 35 Mars	12 15	4 08	
3 35	10 00	Ar. Juno	Lv 12 00	4 00	
P. M.	A. M.		noon	P. M.	
Connect at Juno with steamboats for Lake Worth landings.					

Lt. Col. Caygill in his original letter to *The Christian Science Monitor* reproduced a slightly more elaborate timetable with four trains a day making the Venus and Mars stops.⁷²

Northern tour operators were quick in incorporating a ride on the "Celestial Railroad" in a Grand Tour advertised in 1893 for \$114.95. The itinerary included going by rail from Jupiter to Juno. A stay in Lake Worth and then back by rail and Indian River steamer to Rockledge and Sanford.⁷³

An 1895 railway map showing the entire system of the Jacksonville, Tampa & Key West Railway, "The Tropical Trunk Line," lists all the subsidiaries of the line including the Jupiter & Lake Worth Railway. The four stations, Jupiter, Venus, Mars and Juno are clearly marked on the map, Juno being the southernmost point of the system.⁷⁴

Allen Morris in *Florida Place Names* has an entry under "Galaxy" for the short railroad linking these budding communities in what was then Dade County:⁷⁵

"Juno's newspaper, the *Tropical Sun*, disapproved of the nickname originated by travelers, thinking that they were poking fun which could obscure the worth of the area. When cold nipped the area, the editor wryly called the Celestial roll – Jupiter, Juno, Venus, Mars and the Sun – and said even Mercury had fallen there."

The traveler who apparently originated the nickname "Celestial"

was the British writer Julian Ralph who visited the area in the 1890's and reported on the trip in *Harper's New Monthly Magazine* of March 1893 as follows:

“At Jupiter Inlet is found Captain Vail’s floating hotel – an old steamboat that serves well as a boarding house and that entertains not only fishermen, but many ladies that come with them. Beyond the termination of the tour is made by what is called the celestial railway system, so-called because it starts at Jupiter and passes stations called Juno and Mars.”⁷⁶

Another user of the line was Capt. T.M. Rickards, who is considered to be Boca Raton’s first settler. Rickards made a survey to determine whether the local rivers were suitable for navigation. Traveling by boat, Celestial Railroad and on foot, Rickards visited the area that would become his future home.⁷⁷

Rickards writing from Life Station 7, Biscayne, Florida reported on February 17, 1892 to an Ohio paper as follows:

“Next morning we took passage on steamer *San Sebastian* for Jupiter. There was quite a list of passengers, the table good, the officers courteous and pleasant, the weather delightful, scenery lovely and the river beautiful. The seven mile trip by rail from Jupiter (where the lighthouse looms majestically over the inlet) to Juno was through what appeared to me a rather barren waste, the monotony hardly broken by the flag stations Mars and Venus, (these latter planets, I can affirm confidently now, notwithstanding the opinion of other eminent astronomers, are not inhabited.)...”⁷⁸

In March 1896, following suspension of the service, foreclosure proceedings were brought against the line by one Stephen E. Rice.⁷⁹ In the Final Decree of Sale dated March 21, 1896, the property was ordered to be auctioned by C.C. Chillingworth, one of the local lawyers who had offices at one time in the Juno Courthouse.⁸⁰

Chillingworth was appointed a Special Master for the purpose of the sale. The property was described as follows: “That certain line of railway lying and being situate between Jupiter and Juno in the County of Dade, Florida, and also the equipment and rolling stock used by the defendant Railway Company in connection therewith; the same consisting of one engine and tender, one combination coach, one day coach, two box cars, two flat cars, all lettered J. & L.W. R.R. and also all depots, turnouts, hand carts, and material and tools and the lands and right of way upon which the depots and railway of the defendant railway company is situate...”⁸¹

On March 28, 1896 Judge John D. Broome ordered that all the real and personal property be sold by the Special Master in front of the Juno Court House door.⁸²

The sale took place on June 1st. All the property was bought by Mike and Alex Sabel doing business under the style of Sabel Bros.⁸³

Among the creditors was Ben Doster, the father of Dora Doster Utz, who succeeded in placing a mechanics lien on the property, presumably for work done on the railroad. Ben Doster was awarded the sum of \$67.50 after the taxes, cost of collection and advertising had been paid.⁸⁴

The later records at the Court are fairly complete and the title to the right of way can be traced to the present owners.⁸⁵

The Sabel Brothers sold the Right of Way of the railroad on March 21, 1933 to the Tennessee Company of Palm Beach for ten dollars and “other good and valuable consideration.”⁸⁶ The Tennessee Company was subsequently dissolved. The surviving directors acting as trustees on January 31, 1967 sold the Right of Way to an attorney practicing in West Palm Beach.⁸⁷

The astonishing fact is that the Right of Way of the “Celestial” is far from dead yet and the whistle is being blown on the developers of the land north of Juno unless they pay their dues to the present owner of the Right of Way.

NOTES

1. Shappee, Nathan D., "The Celestial Railroad to Juno," *Florida Historical Quarterly*, XXXX, April 1962, pp. 329–349.
2. Shappee, *op. cit.*, p. 340.
3. Shappee, *op. cit.*, p. 341.
4. Pleasant, Margaret Noble, "Dear Family Features..." *The Christian Science Monitor*, Boston, May 25, 1959, p. 13.
5. Caygill, Lt. Col. Harry W. "Riding the Celestial Line," *The Christian Science Monitor*, Boston, March 18, 1959, p. 19.
6. Letter to the author, January 29, 1982.
7. Utz, Dora Doster "Life on the Loxahatchee," *Tequesta XXXII*, 1972, pp. 38-57.
8. DuBois, Bessie Wilson *A History of Juno Beach & Juno, Florida*, privately printed, 1978, p. 6.
9. This photograph was originally taken by Mr. Sam Quincey of West Palm Beach.
10. Pettengill, George W. Jr., "*The Story of Florida Railroads 1834–1903*," *Bulletin No. 86 of the Railways and Locomotive Historical Society Inc.*, Boston, 1952.
11. Pettengill, *op. cit.*, p. 103.
12. Shappee, *op. cit.*, p. 338.
13. Pettengill, *op. cit.*, p. 102.
14. Pettengill, *op. cit.*, p. 10.
15. Shappee, *op. cit.*, p. 347.
16. Parks, Pat, *The Railroad that Died at Sea*, Brattleboro, Vermont, 1968, p. 14.
17. Knott, James R. "Glimpse of Boynton Beach History," *Ft. Lauderdale News and Sun-Sentinel*, March 8, 1981.
18. DuBois, Bessie Wilson, *The History of the Loxahatchee River*, Stuart, Florida, 1981, p. 2.
19. Utz. *op. cit.* p. 48.
20. DuBois, *Juno Beach*, p. 6.
21. DuBois, *Juno Beach*, p. 10.
22. DuBois, "Loxahatchee," p. 2.
23. McIver, Stuart B., *Yesterday's Palm Beach*, Miami, 1976, p. 14.
24. DuBois, Bessie Wilson, *History of the Jupiter Lighthouse*, 1981, back cover.
25. Simson, Alfred Richardson, *The History of Palm Beach County*, a collection of six oil paintings sponsored by the Home Federal Savings and Loan Association. The pictures hang in the main office of the bank at 293 S. County Road, Palm Beach.
26. Knight, G.R., "Plat of the Jupiter and Lake Worth Railway" October 1890, recorded in Palm Beach County Court House, Book 1, p. 78.
27. Buckwalter, Roger, "Snyder Seeks Aid in Salvage of Engine of Celestial Railway," *Saturday Courier*, Jupiter, August 13, 1977, p. 1. see also Bush, Betty "The Story of Jupiter's Little Celestial Railroad 1889–1896," Section II, *Beacon News*, June 30, 1966, p.8.
28. Plat of Jupiter Inlet Estates, "An Amended Plat of Johnson's Addition to Jupiter and other Lands owned by Jupiter Inlet Estates Inc.," being part of Government lots 5 and 6 of Section 31, dated March 12, 1930, (now in Book 16, p. 25 Palm Beach County Courthouse, West Palm Beach).
29. U.S. Geological Survey, 7.5 minute series, Jupiter Quadrangle.
30. For a description of the ground conditions see: Mahon, John K., *History of*

the Second Seminole War, 1835–1842, Gainesville, 1967, p. 233. Conditions were virtually unchanged in the 1880's.

31. Pierce, Charles W., *Pioneer Life in Southeast Florida* edited by Donald W. Curl, Miami, 1970, p. 240. "A large force of Negroes started work grading the roadbed for a railroad from Jupiter to Juno at the head of Lake Worth. They had the grade through to Juno in short order and were laying track with handcars while waiting for the rolling stock to come down the river from Titusville."

32. Conversation with Mr. Dale Alexander of Palm Beach, April 12, 1982. Mr. Alexander developed much of the land in south Jupiter traversed by the railroad.

33. Daughters of the American Revolution of Florida, *History 1892–1933*, pp. 247-250.

34. Gardner, C.M. and Kennedy C.F. *Business Directory, Guide and History of Dade County, Fla. for 1896–97*, West Palm Beach, p. 98.

35. Burchfiel, R.B., "Plat of the Survey and Subdivision of Sec. 4. Township 42 South Range 43 East," March 21, 1892.

36. Potter, Geo. W., "Plat of Juno," May 5, 1892. This plat map was reproduced in Buckwalter's article in the *Saturday Courier* of August 13, 1977.

37. On some of these old plat maps the name is spelled "Burchfiel" without the "d."

38. Utz, "Loxahatchee," p. 40.

39. *Beacon News*, (June 30, 1966).

40. DuBois, *Juno Beach*, p. 5.

41. Bellamy, Jeanne, "Newspapers of America's Last Frontier," *Tequesta XII*, 1952, p. 3.

42. Chillingworth, C.C., "Pioneering in South Florida," *Palm Beach Post*, November 27, 1932.

43. Peters, Thelma, *Lemon City*, Miami, 1980, p. 163.

44. DuBois, *Juno Beach*, p. 8.

45. Utz. "Loxahatchee," p. 48.

46. Mowbray, James, "The Celestial Railroad and Old Port Village," *Social Spectator*, April, 1960.

47. Van Smith, Howard, "Railroad in the Sky," n.d., *Florida Living*, copy in Archives, Henry M. Flagler Museum, Palm Beach.

48. Geo. W. Potter, "Map of Venus, Dade County Florida," February 16, 1893, recorded May 15, 1893, Plat Book A, p.14. Copy now in Book 1, p.13, Palm Beach County Court House, West Palm Beach.

49. Fugate & Brockway, "Map of Palm Beach County," Sheet 3, Townships 40 and 41 South, Range 43 East, Dolph & Stewart New York, 1937.

50. Matthews-Northrup, "Map of Jacksonville, Tampa & Key West System and Connections—The Tropical Trunk Line," Buffalo, N.Y., 1889. Copy in the collection of Mrs. Bessie Wilson DuBois, Jupiter. See also Prince, Richard, *Atlantic Coast Line Railroad*, 1966, p. 32.

51. Douglas, Marjory Stoneman, *The Everglades River of Grass*, New York, 1947, p. 287.

52. Bradbury, Albert G. and Hallock, E. Story, "A Chronology of Florida Post Offices," Handbook No. 2, The Florida Federation of Stamp Clubs, 1962, p. 58. See also *Tropical Sun* (December 5, 1895) "Neptune is the name of the latest post office established in Dade County. It embraces the region occupied by the majority of the Jupiter Reservation settlers." In the Jupiter Lighthouse Museum, there are two letters addressed to "Neptune" post office.

53. *The Tropical Sun*, October 18, 1894.

54. *The Tropical Sun*, October 25, 1894.
55. DuBois, *Juno Beach*, p. 12.
56. Hanna, Alfred Jackson and Hanna, Kathryn Abbey, *Florida's Golden Sands*, New York, 1950, p. 222.
57. Chillingworth, C.C., "Pioneering in South Florida," *Palm Beach Post*, November 27, 1932.
58. Utz, "Loxahatchee," p. 50.
59. Utz, "Loxahatchee," p. 38.
60. Utz, "Loxahatchee," p. 50.
61. *Indian River Advocate*, July 28, 1983.
- Gardner and Kennedy, *Business Directory*, p. 98. "During the summer the large hotel was built and the material was transferred between the two places and the freight bills were in the neighborhood of \$68,000. Some days it transported from seventy-five to one hundred and fifty passengers at 50 cents each, besides its regular freight traffic for the Lake people."
62. *Palm Beach Post*, June 26, 1933.
63. *The Tropical Sun*, April 22, 1891.
64. H.J. Burkhardt, the last of the barefoot mail carriers, ran in the West Palm Beach election of 1894 and was elected alderman.
65. Pratt, Theodore, *The Barefoot Mailman*, New York, (1943), p. 184.
66. Montague, Margaret Ester, *Theodore Pratt: The Florida Trilogy*, Masters Thesis submitted to Florida Atlantic University, 1978, p. 3.
67. Pratt, *op. cit.*, p. 184.
68. Utz, "Loxahatchee," p. 50.
69. Birt, Geoffrey, "Celestial RR is Built," *Palm Beach Post*, April 25, 1963.
70. *Palm Beach Post*, May 4, 1963.
71. *Indian River Advocate*, June 30, 1893.
72. *Christian Science Monitor*, March 18, 1959.
73. A copy of this itinerary was found pasted inside a scrap book preserved in the Florida Room, West Palm Beach Public Library. There is a handwritten notation "Maps, Florida The Far South, Tours, Sporting 1893." Immediately next to it is pasted in a map showing Jupiter, Mars and Juno. A curiosity of the map is that it also shows the stage line from Hypoluxo to Miami (Lemon City).
74. Matthews-Northrup, "Map of Jacksonville, Tampa & Key West System," Buffalo, 1889.
75. Morris, Allen, *Florida Place Names*, Miami, 1974, p. 65.
76. Ralph, Julian, "Our own Riviera," *Harper's New Monthly Magazine* LXXXVI, March 1893, p. 507.
77. Curl, Donald W., "*The Spanish River Papers*," Vol. VII, Boca Raton Historical Society, February, 1979.
78. *Ibid.*, p. 13.
79. Dade County Chancery Order Book AA, p. 79.
80. DuBois, *Juno Beach*, p. 8.
81. Dade County Chancery Order Book AA, p. 79.
82. Dade County Chancery Order Book AA, p. 357.
83. Dade County Deed Book X, p. 189.
84. Dade County Chancery Order Book AA, p. 95. (Mr. Doster had been commissioned to dismantle the railroad, see Utz, p. 49).
85. Rickards, T.M., Oral Interview, April 27, 1982.
86. Deed Book 488, p. 291.
87. Conversation with Mr. Dale Alexander, Palm Beach, April 12, 1982.

SR 5/US-1 Federal Highway Bridge



From CR-A1A to Beach Road
Palm Beach County, Florida
Project Development and Environment (PD&E) Study

Financial Project ID 428400-2-22-02
 ETDM# 14199



September 2016

N E W S L E T T E R # 2

PROJECT DESCRIPTION

The SR 5/US-1 Federal Highway Bridge is a low-level bascule bridge constructed in 1958 and located in the Town of Jupiter, Palm Beach County. It spans over the Loxahatchee River and the Atlantic Intracoastal Waterway (ICWW) connecting the Town of Jupiter to the south and the Village of Tequesta to the north.

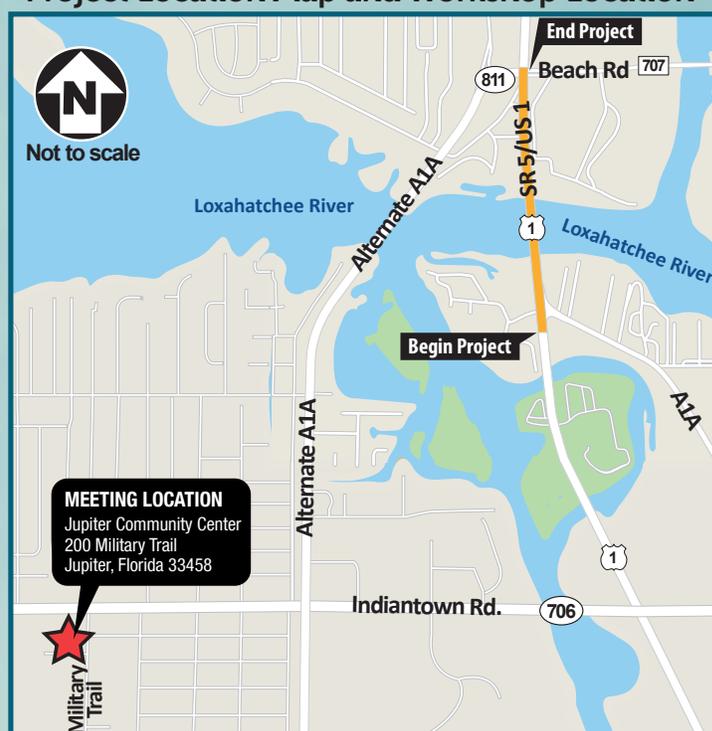
The September 2014 bridge inspection showed the bridge was structurally deficient and functionally obsolete justifying replacement for the following reasons:

- The overall fitness of the bridge scored only slightly above an “unsatisfactory” rating
- The corrosive condition of the bridge deck received a “poor” rating
- The bridge does not have sidewalks or bicycle lanes

The existing bridge is expected to deteriorate further as it operates beyond its original 50-year service life. Coupled with the corrosive environment continuing to degrade the bridge, if not replaced, it will require costly repairs.

The vertical clearance between mean high water and the bottom of the superstructure of the existing bridge is 25 feet, which meets the United States Coast Guard’s (USCG) 21-foot minimum vertical clearance requirement. The existing horizontal clearance between the fender system is only 90 feet, which does not meet the USCG 125-foot requirement.

Project Location Map and Workshop Location



OBJECTIVES

This PD&E Study is evaluating the environmental and engineering aspects of the proposed improvements to the SR 5/US-1 Federal Highway Bridge. All elements of this study are complying with the National Environmental Policy Act (NEPA). Public involvement activities throughout the study are being considered in the development of the design alternatives.

The bridge replacement alternatives being studied are addressing the structural and functional deficiencies of the existing moveable bascule bridge, improve traffic operations, and improve bicycle and pedestrian safety.

The alternatives include evaluation of bascule bridge replacement alternatives with 25 feet, 30 feet, 35 feet and 40 feet of vertical clearance.

ALTERNATIVES PUBLIC WORKSHOP

The Alternatives Public Workshop scheduled for Tuesday, **September 20, 2016** will begin as an open house at 5:30 p.m. with a formal presentation at 6:00 p.m. Members of the public may provide verbal comments and submit written comments at the meeting or by contacting Ms. Rita Bulsara, P.E., Consultant Project Manager (contact information below). She may also be contacted by persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) at least seven (7) days prior to the Alternatives Public Workshop.



COMMUNITY COORDINATION AND PUBLIC INVOLVEMENT

Communicating project-related information to interested people, groups, and government organizations are occurring through newsletters, the project website, public information meetings, inquiries made by the public, and at the Public Hearing.

The project website www.jupiterus1bridge.com provides information regarding current project status, upcoming events, frequently asked questions, and comment forms.

Please see the Project Schedule at right for more information.

ACTIVITY	2015	2016	2017
Begin Study		★	
Public Kick-off Meeting		★	
Public Input		[Blue bar spanning 2016 and 2017]	
Develop Build Alternatives		[Green bar spanning 2016]	
Alternatives Public Workshop		★	
Public Hearing No-Build and Build Alternatives Presented			★
Study Complete/Location Design Concept Acceptance			★

The preliminary schedule for the SR 5 / US-1 Federal Highway Bridge PD&E Study is subject to change as the project progresses.

FUTURE PUBLIC MEETINGS

The next newsletter will be developed prior to the Public Hearing, which is tentatively scheduled for early 2017.

To obtain project information, be added to the mailing list, request information, or arrange a group meeting, please visit:

<http://www.jupiterus1bridge.com>

Or contact:

FDOT Project Manager: Ms. Rita Bulsara, P.E.

FDOT District Four

3400 West Commercial Boulevard

Fort Lauderdale, Florida 33309-3421

Phone (954) 777-4680

Toll Free (866) 336-8435, extension 4680

rita.bulsara@dot.state.fl.us

**ALTERNATIVES
PUBLIC WORKSHOP
September 20, 2016
5:30 pm to 7:30 pm**

Jupiter Community Center
200 Military Trail
Jupiter, Florida 33458

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Potential Area for a Historic District on Center Street

FROM PERRY AVENUE TO HEPBURN AVENUE (SOUTH SIDE OF CENTER STREET)



FROM OLD TOWN HALL AVENUE TO OLD DIXIE HIGHWAY



Construction Dates of Structures Shown Above in ()

OVERALL AREA OF POTENTIAL HISTORIC DISTRICT ON CENTER STREET



Town Code Requirements for a Historic District Application and Approval

Sec. 27-1675.9. Historic resource designation procedures.

- (1) *Purpose and intent.* This section provides mechanisms to promote historic preservation in the Town by the designation of historic sites and districts, and by the regulation of construction and demolition at historic sites and within historic districts.
- (2) *Criteria.*
 - (a) To qualify as a designated historic site or historic district, properties, individual properties, structures, sites and buildings, or groups of properties, structures, sites and buildings, the proposed site or district shall meet one or more of the following criteria:
 1. Is associated in a significant way with the life or activities of a major person important in Jupiter, Palm Beach County, Florida or national history;
 2. Is associated with an historic event with significant effect upon Jupiter, Palm Beach, the Town, County, State or nation;
 3. Is associated in a significant way with a major historic event whether cultural, economic, military or political;
 4. Exemplifies the historic, political, cultural or economic trends of the community history;
 5. Is associated in a significant way with a past or continuing institution which has contributed to the life of the Town;
 6. Portrays the environment in an era of history characterized by one or more distinctive architectural styles;
 7. Embodies those distinguishing characteristics of an architectural style, period or method of construction;
 8. Is an historic or outstanding work of a prominent architect, designer, landscape architect, or builder; or
 9. Contains elements of design, detail, material, or craftsmanship of outstanding quality or which represents, in its time, a significant innovation or adaptation to the south Florida environment.
- (3) *Application for historic site or historic district designation.*
 - (a) Applications for historic or archaeological site or district status for privately owned property may be initiated by the Town, the Historic Resources Board or the property owner of a site, except that applications for historic site status for privately-owned single-family homes may only be initiated by the owner of the property. An incorporated homeowners, condominium or community association may apply for historic district status. Application for historic or archaeological site or district status for public property may be initiated by any resident of the Town, the Town, or the Board.
- (4) *Public hearings required for historic site or district designation.*
 - (f) If the Board recommends designation of a district, a vote of the property owners shall be taken prior to the public hearing before the Town Council. The Town shall send by certified mail to each record owner a ballot, notification of the date the ballot is due back, and a self-addressed, stamped envelope. Each parcel as identified within the proposed district shall have one vote. The marked ballots shall be returned to the Town Clerk within 30 calendar days from the date of mailing of the ballots. Any ballots not returned within 30 days from the date of mailing shall be disqualified. A two-thirds majority of the votes cast and received by the Clerk within the 30 days of mailing in favor of the district shall be a pre-requisite to the Town Council's designation of a district.