

## **Tab 2**

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### **Cultural Resource Evaluation**

**Phase I Cultural Resource Assessment Survey of  
the Proposed Gardenia Trail Phase II Project,  
Lake County, Florida**

**FINANCIAL MANAGEMENT NO. 415432-1-22-01  
SEARCH PROJECT NO. 2223-07066**

**PREPARED FOR**

**THE BALMORAL GROUP  
341 N. MAITLAND AVE., SUITE 100  
MAITLAND, FL 32751**

**BY**

**SOUTHEASTERN ARCHAEOLOGICAL RESEARCH, INC.**

**WWW.SEARCHINC.COM**

**OCTOBER 2008**

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**OCTOBER 2008**

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## EXECUTIVE SUMMARY

This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the Project Development and Environment (PD&E) Study of the Gardenia Trail Phase II in Lake County, Florida. The Area of Potential Effect (APE) for this project is restricted to the width of the historic railroad right-of-way, or in areas where the project diverts from the railroad right-of-way, the width of the proposed trail. For the archaeological field survey, pedestrian survey was conducted along the entire 4.42-mile corridor; however, much of the APE is aligned with the Florida Southern Railroad corridor (8LA3418), limiting subsurface testing to those areas where the proposed trail diverts from the railroad corridor. For the architectural field survey, special consideration was given to those properties adjacent to the APE.

This investigation was conducted to assist in complying with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulation 36 CFR Part 800 (*Protection of Historic Properties*). This investigation was performed in accordance with Part 2, Chapter 12 of the FDOT Project Development & Environment (PD&E) Manual (revised January 1999), the Cultural Resource Management Handbook (revised August 2003), as well as the Florida Division of Historical Resources (FDHR) recommendations for such projects as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for use by Historic Preservation Professionals* and Rule Chapter 1A-46, Florida Administrative Code. This study also was conducted to assist in complying with Chapter 339.155 of the Florida Statutes. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (36 CFR Part 61).

Archaeological field survey resulted in one Archaeological Occurrence (AO) consisting of a small lithic waste flake. No archaeological sites were discovered during field survey. Architectural survey resulted in the identification of 10 historic buildings and 1 historic cemetery located on parcels adjacent to the APE. All 10 of the buildings exhibited common styles and have experienced alterations and/or additions. None of the 10 buildings surveyed are eligible for listing in the NRHP.

Portions of the proposed Gardenia Trail Phase II APE follow the abandoned north-south CSX railroad corridor, originally constructed by the Florida Southern Railway by 1884. The resource suffers from diminished integrity due to the substantial removal of material. The resource retains integrity of location; however, more importantly, the integrity of materials, workmanship, setting, feeling, and association of the resource has been compromised. The Florida Southern Railroad corridor (8LA3418) is not eligible for listing in the NRHP.

No potentially eligible resources were identified within or adjacent to the Gardenia Trail Phase II APE.

## INTRODUCTION

In September 2008, Southeastern Archaeological Research, Inc. (SEARCH) conducted a Cultural Resources Assessment Survey in support of the Gardenia Trail Phase II Project Development and Environment (PD&E) Study. The PD&E study is being conducted with the expectation that the project will ultimately be designed and constructed using federal funding.

The purpose of this Cultural Resources Assessment Survey is to provide information on historic properties in relation to the proposed asphalt multi-use trail facilities in Lake County, Florida. The Area of Potential Effect (APE) for this project is restricted to the width of the historic railroad right-of-way, or in areas where the project diverts from the railroad right-of-way, the width of the proposed trail. For the archaeological field survey, pedestrian survey was conducted along the entire 4.42-mile corridor; however, much of the APE is aligned with the Florida Southern Railroad corridor (8LA3418), limiting subsurface testing to those areas where the proposed trail diverts from the railroad corridor. For the architectural field survey, special consideration was given to those properties adjacent to the APE.

Archaeological field survey resulted in one Archaeological Occurrence (AO) consisting of a small lithic waste flake. No archaeological sites were discovered during field survey. Architectural survey resulted in the identification of 10 historic buildings and 1 historic cemetery located on parcels adjacent to the APE. None of the resources is eligible for listing in the NRHP.

This investigation was conducted to assist in complying with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulation 36 CFR Part 800 (*Protection of Historic Properties*). This investigation was performed in accordance with Part 2, Chapter 12 of the FDOT Project Development & Environment (PD&E) Manual (revised January 1999), the Cultural Resource Management Handbook (revised August 2003), as well as the Florida Division of Historical Resources (FDHR) recommendations for such projects as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for use by Historic Preservation Professionals* and Rule Chapter 1A-46, Florida Administrative Code. This study also was conducted to assist in complying with Chapter 339.155 of the Florida Statutes. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (36 CFR Part 61).

## PROJECT DESCRIPTION AND ENVIRONMENT

The Gardenia Trail Phase II APE is located in northeastern Lake County, west of Lake Griffin, and passes through portions of the cities of Leesburg and Fruitland Park (Figure 1). The proposed trail segment extends from Griffin Road north to Lake Ella Road, an approximate distance of 4.42 miles. The Area of Potential Effects (APE) is the proposed corridor adjacent parcels plus a 100-foot buffer in areas of high development, and a two parcel buffer in rural areas (Figure 1).

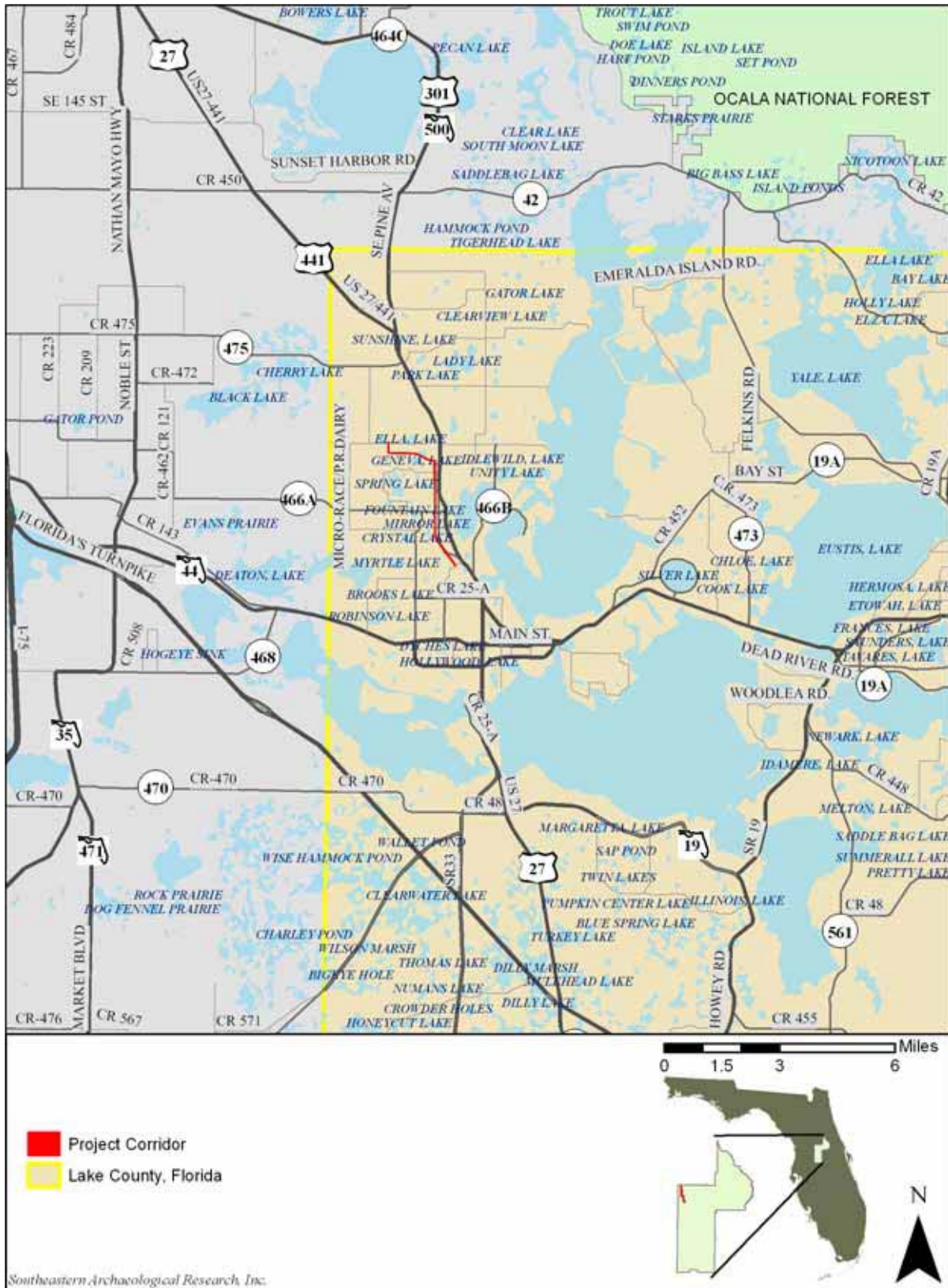


Figure 1. Location of the Gardenia Trail Phase II APE.

The APE passes through Sections 32-33 of Township 18 South, Range 24 East; and Sections 4, 9, and 10 of Township 19 South, Range 24 East. Elevations in the study area range from 87 feet above mean sea level (amsl) to 138 feet amsl.

Prior to human disturbance, the environment of the study area belonged to the High Pine ecosystem. High Pine is an upland ecosystem characterized by an over-story of pine and a ground cover of perennial grasses, interspersed with oaks (Myers 1990: 174). This ecosystem has changed greatly in both area and composition due to fire from both lightning and human settlers, as well as agricultural practices (Myers 1990: 176, 188). Typical vegetation for this ecosystem includes longleaf pine (*Pinus palustris*), turkey oak (*Quercus laevis*), and bluejack oak (*Quercus incana*), with an understory of wiregrass (*Aristida stricta*) and bluestems (*Andropogon* spp.).

## HISTORIC OVERVIEW

### Leesburg

Much of present-day Lake County was a frontier region until the post-Civil War era, and the Leesburg area was no exception. Like many other parts of Central Florida, the first settlers to the area acquired land from the government through the Armed Occupation Act of 1842. Passed on the heels of the lengthy Second Seminole War (1835-1842), the act intended to fashion a more developed society out of the Florida frontier. The act stipulated that an applicant could obtain legal right to 160 acres of land provided that said land was defended from Indian attack and cultivated for an extended period. The act brought the Robertson family to the vicinity of Lake Griffin. Thomas Robertson and his son John claimed property on the south side of the lake near present-day Leesburg in 1843 and built adjoining homesteads (Figure 2).

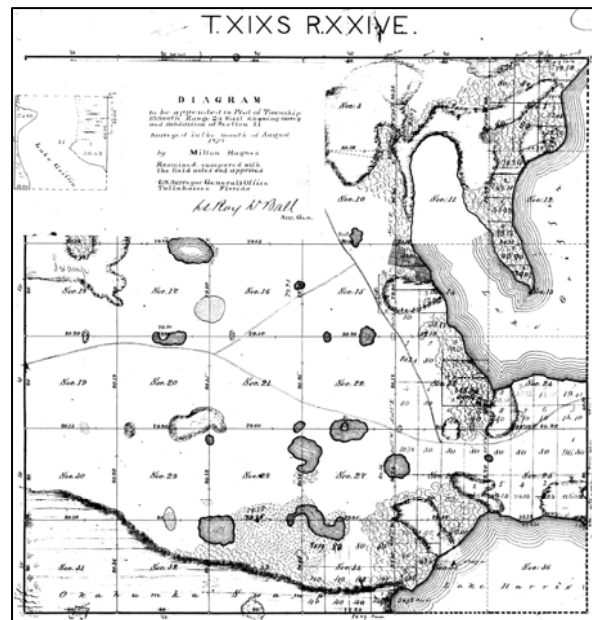


Figure 2. 1849 General Land Office Survey of Township 19 South, Range 24 East.

The family moved out of the area in 1854, selling most of their property to James Fussell of nearby Adamsville. Fussell then sold a portion of his property to the Lee family who are considered the founders of Leesburg (Elliot 1994:6). Calvin and Evander Lee purchased property between Lake Griffin and Lake Harris in 1857 signaling what the City of Leesburg considers the town's birth (Leesburg Official City Website). According to local folklore, the city remained nameless until Calvin Lee traveled north to



order goods and realized that there was no town name to which they could be cosigned. He hastily gave the clerk the name Leesburg after this family (Morris 1995: 146).

From its inception, Leesburg was a town whose existence was based on the proximity of Lakes Griffin and Harris. Calvin and Evander Lee saw the advantage of this geographical setting and purchased land between the two big lakes in 1857. After the Civil War, the Lees opened the first general store which was located on present-day West Main Street. In addition to the general store, the Lees ran a mule-powered cotton gin and grist mill on their Lake Griffin land. While on a trip north, Calvin Lee persuaded H.L. Hart of Palatka to establish a steamboat operation between that city and what was to become Leesburg. Around this time, Aiken Stivender, a relative of the Lees, cleared a channel in the Ocklawaha River so that boats could easily enter Lake Griffin (Kennedy 1929: 26).

The new steamboat traffic on Lakes Griffin and Harris was an important development in the history of the Leesburg region. In the era before the railroad, steamboats were an effective means of long-distance communication and commerce. Shortly after the first steamboat docked in Leesburg, the town became the seat of Sumter County. Steamboats remained important for at least two more decades. The location of the courthouse, along with the steamboat industry, translated to growth in Leesburg as the town's first banks and newspapers arrived (Kennedy 1929: 26).

Although the courthouse was moved to Sumterville in 1882, Leesburg nevertheless continued to grow over the next several decades. The creation of Lake County out of Sumter and Orange Counties in 1887 was indicative of the rapid growth that was taking place in the region. Leesburg's population increased from 900 in 1885 to 1,612 in 1887, with 56 new buildings being constructed in 1886 alone (Kennedy 1929: 26).

The continued growth of the Leesburg region in the late-nineteenth century was fueled by railroads. Though Florida's railroad roots can be traced back to the antebellum era, no lines had been constructed through what is now Lake County until well after the Civil War. Following the end of Reconstruction in 1877, northern investors and entrepreneurs



**Figure 3. "The Rand-McNally indexed county and township pocket map and shippers guide of Florida showing all railroads, cities, towns, villages, post offices, lakes, rivers, etc." Key: (13) Florida Central and Peninsular, (16) Florida Southern, (44) St. Johns and Lake Eustis. Published 1900 ( Courtesy of the Library of Congress).**

began to look upon Florida with more interest than before. Railroads came to be viewed as crucial to the development of the state, and railroad men had their sights set on Central Florida. Supporters of the railroad here saw it as a means to more effectively connect the interior sections of Florida to outside markets. Citrus and other local goods could thereby be shipped to northern markets more efficiently (North Lake County Outpost 1993).

The arrival of the railroad through Leesburg led to the construction of hotels and other commercial ventures. Just one year following the opening of the first railway line, Leesburg was described as having several large stores in which dry goods, shoes, drugs, jewelry, hardware, saddlery, and groceries were sold. Other stores sold jewelry and watches. Visitors could find accommodations in one of two hotels in addition to several boarding houses. Lawyers, physicians, and a dentist practiced in Leesburg at the time. The weekly *Sumter County Advance News* made its home here (Webb 1885: 101-102).

In August 1883, the Tropical Florida Railroad, which ran trains to Wildwood, became the first railroad to reach Leesburg. Soon after the Tropical Railroad arrived in Leesburg, came the arrival of the Florida Southern Railway. By 1884, the Florida Southern Railway had completed the 15 mile line between Leesburg and Lake Weir, to the north (Figure 3).

By the early 1870s, citrus distribution companies in Leesburg were buying oranges from as far away as Tampa Bay and sending them to market. Much of their product, however, was derived locally from the shores of Lakes Griffin and Harris. According to one source, the citrus harvested from the Lake Griffin area alone translated to 75,000 boxes of citrus shipped per season in the late nineteenth century (Kennedy 1929: 121). By the next decade, Leesburg was touted as the citrus center of Florida. Hotels were busy with solicitors and other businessmen seeking to reap a profit off of the industry. The famous freeze of 1894 and 1895 nearly wiped out the industry around Leesburg, but it gradually recovered and continued to be an economic powerhouse in the region (Kennedy 1929: 120-121). More hotels opened including the Magnolia House in 1908 and the Lake View Hotel in 1915. Various civic organizations trace their roots to this era. The Kiwanis Club, the Shrine Club, and the Rotary



Figure 4. "A new sectional map of Florida issued by the land department of the South Florida R. R. Co. and the Plant Investment Co.," published 1888 (Courtesy of the Library of Congress).

Club were established in the 1920s. While citrus dominated the economy, other agricultural products produced in large amounts were berries, grapes, and watermelons (Federal Writer's Project 1939: 530-531). As the 1920s progressed, the automobile became the main means of transportation and railroads were used less frequently for human transport. Still, the rails around Leesburg remained important for shipping.

During the mid 20<sup>th</sup> century, development in Leesburg increased. In 1951, St. Paul's Catholic Church was constructed followed by the renovation of the First Baptist Church in 1961 and the St. Paul's AME in 1971. In 1963, Leesburg opened its first public hospital between Pine Street and Dixie Avenue. Leesburg flourished as a citrus and watermelon shipping center and by 1990 the population had reached 14,903 (Peter 1994).

### **Fruitland Park**

Lying several miles north of Leesburg, Fruitland Park is one of Central Florida's oldest communities. The earliest known settler to the area that became known as Fruitland Park was M. Calvin Lee who arrived prior to the Civil War (1861-1865) and established an orange grove. After the war, his family continued to farm his land. Josiah Akin Lee, a family member, promoted the settlement of the area, referring to the abundant fertile hammock land as "God's country" (Peter 1994).

Josiah Akin Lee inspired horticulturalist and war veteran, Major O.P. Rooks of Cincinnati, Ohio, to found Fruitland Park in 1876. The name of the town referenced a large nursery in Augusta, Georgia. As the name of the town implied, Rooks envisioned an agricultural community based on fruit growing. In the same year the town was founded, the first citrus groves were established. The first harvest was most likely exported via steamboat on Lake Griffin. By the early 1880s, the process became more efficient. Rooks and his partners offered the Florida Southern Railroad 160 acres as an encouragement to lay tracks through Fruitland Park. The railroad company agreed in 1883 and soon the products of the newborn town were reaching markets in Jacksonville and beyond. A formal plat of the town, dated 1883, also resulted from the railroad survey (Kennedy 1929).

Fruitland Park began to take shape as settlers from Northern states and England arrived to establish fruit farms. On land he dubbed "Old Plantation Farm", Ohioan Samuel F. Smith developed the Cincinis pear which was known for its hardiness to disease. An Englishman, A.P. Bosanquet, grew Mandarin oranges on Skillet Pond (now known as Zephyr Lake). He was most likely associated with a firm called Stapylton and Company that embarked on an interesting project on the shores of the same pond in the 1880s. After purchasing much of the land around the lake and constructing a boarding house, the company invited young men from England to their colony to study citrus cultivation. The goal of the company was for these students to establish citrus groves on company land after their graduation. Fruitland Park, due to its association with this enterprise, was often sometimes called "the English Colony" in the late nineteenth century (Kennedy 1929).

In addition to these permanent settlers, Fruitland Park enjoyed a steady stream of winter visitors. The first winter visitors came in 1888. In the decades that followed, visitors from Maine, Massachusetts, Ohio, and Illinois arrived in large numbers to relish in the beauty of the area and escape the cold North (Kennedy 1929).

As new settlers arrived, the religious community of Fruitland Park grew. Two churches, the Methodist Church and the Holy Trinity Episcopal Church, were organized in Fruitland Park in the 1880s. The First Baptist Church (1916) and St. Paul's Roman Catholic Church (1921) laid roots in the opening decades of the twentieth century (Kennedy 1929).

Agriculture and winter tourism were the largest contributors to the local economy in the early twentieth century, however, there was some diversification. In 1906, the naval stores industry arrived to Fruitland Park when John D. Robertson purchased acreage in the area and established a distillery. Over the next decade he expanded his landholdings to 12,000 acres. However, the naval stores industry in the area was subsumed by real estate interests. In 1913 the Lake County Land Owners Association purchased Robertson's land and embarked on an extensive advertising campaign to attract more settlers to the area (Kennedy 1929).

Seeking to reap the benefits of incorporation, Fruitland Park became a city in 1925. Electric lights and running water were installed during this period. The surrounding area continued to be noted as advantageous for citrus, grape, persimmon, and pear cultivation in addition to general farming (Kennedy 1929).

By the late 1930s, Fruitland Park had assumed its current reputation as a residential community. Many of its 300 residents commuted to nearby Leesburg where they managed citrus concerns or other businesses. The 1939 WPA Guide to Florida noted the following: "The families of grove owners, managers of fruit packing and shipping concerns, and gentlemen farmers lead an active social life [in Fruitland Park]. Their wives are smartly-dressed club women" (Works Progress Administration 1939). With the burgeoning economic expansion in central Florida in the 1950 and 1960s, the population of Fruitland Park grew as citrus and other agricultural activities diminished. In 1990, nearly 3000 people resided in the community (Peter 1994). Today, the city is proud to maintain the "quite life" while also offering proximity to metropolitan areas of the region (City of Fruitland Park 2008).

## **RESEARCH DESIGN**

The evaluation of potential historic properties within the APE included a screening of related Florida Master Site File (FMSF) information, an investigation of the Lake County property appraiser database, a review of historic aerial photographs, USGS quadrangle maps, and historic railroad maps, as well as additional archival information. Upon completion of the background investigation and historical document search, a systematic field reconnaissance of the project area was undertaken.



Figure 5. Locations of previous surveys and previously recorded resources in the vicinity of the Gardenia Trail Phase II APE.

## **Previously Recorded Resources**

The Florida Master Site File (FMSF) database from August, 2008, was searched for previously recorded resources and previously conducted surveys in the vicinity of the project corridor. Little archaeology survey work has been conducted along the project corridor; and, no previously recorded archaeological sites are located within the testing corridor. However, two archaeological surveys have been conducted in close proximity with the project corridor (Figure 5).

In 2003 Janus Research conducted a survey along a portion of SR 500 (US 441) in Lake, Sumter, and Marion Counties (Survey# 8713). This survey is roughly parallel to the project corridor on the eastern side. The survey resulted in the identification of four new archaeological sites. Three of these sites are within Lake County: 8LA2722, 8LA2723, and 8LA2724 (see Figure 5). None of these sites is within the current project corridor; and, none was listed as eligible for the listing on the NRHP.

In 2006, SEARCH conducted an overview survey of the proposed Leesburg Rails to Trails project (Survey# 13194). This survey was conducted in support of the Leesburg Rails to Trails program to the south of the current project corridor. Field reconnaissance consisted of a pedestrian survey of the portions of each the 6 proposed trail segments. Cultural resources within the railroad right-of-way were identified and the location, as well as a brief description of each resource, was recorded. An archaeological predictive model was used to identify locations within the Study Area that appeared to be archaeologically sensitive. Architectural field survey identified thirty-three railroad-related objects (signs, markers, signal boxes, etc.), seventeen railroad-related structures, and one historic cemetery. As a result of the survey, one railroad corridor and three buildings were determined to be eligible for listing in the NRHP. The survey resulted in the identification of several historic resources, including the Florida Southern Railroad corridor (8LA3418) that adjoins the current project corridor. Both the surveyor and the State Historic Preservation Officer (SHPO) have deemed the corridor ineligible for listing on the National Register of Historic Places.

## **Historic Map Review**

Historic maps and aerial photographs of Lake County were reviewed in order to identify human activity in the vicinity of the project corridor located in Township 18 South, Range 24 East, Sections 32 and 33; and Township 19 South, Range 24 East, Sections 4, 9, and 10. The earliest detailed map of the area was created in 1850 by the General Land Office (GLO) survey. There is very little detail on this map; however two roads are illustrated just east of the project corridor. The "Ft King and Volusia Road" and the "Road to Lucius' Ferry" are both orientated north to south and intersect in the southern section of the GLO map. There are no other notable features visible (GLO 1850).

Historic aerial photography taken by the United States Department of Agriculture (USDA) was reviewed to examine the possibility of historic resources within the proposed corridor. The Florida Southern Railroad corridor (8LA3418) is apparent in all

of the historic aerials. In the USDA aerial photograph taken in 1941, almost the entire project corridor appears to be in use as agricultural fields. The project corridor has been cleared between and to the east of Lake Geneva. West of the lake, citrus groves and pasture are visible. It is uncertain whether the ditch connecting the two lakes that form Lake Geneva has been dug yet. The area appears to be a natural drainage way in this photograph (USDA 1941). However, by 1947 this drainage way becomes more defined perhaps indicative of maintenance. The land to the east of Lake Geneva now appears to be immature citrus (USDA 1947). By 1958, the ditch is clearly in place and the area between the two lakes has returned to a more natural state (USDA 1958). No structures are visible through the project corridor in any of the aerials.

## **METHODS**

### **Testing Strategy**

The testing strategy for the archaeological portion of the proposed Gardenia II trail was based on several factors. Much of the project corridor is aligned with the historic Florida Southern Railroad corridor (8LA3418). Railroad corridors typically contain buried utility conduits and have a significant amount of previous ground disturbance. No subsurface testing was performed through the rail corridor. Other segments of the project corridor are aligned with existing roadways. Subsurface testing was not conducted in these segments since the trail corridor will utilize the existing roadway. The remaining corridor, approximately 1.49 miles, was subjected to subsurface testing at 25-, 50- and 100-meter test intervals based on drainage characteristics, proximity to water, and judgmental placement by the field crew. Pedestrian survey was conducted along the entire 4.42 mile corridor.

### **Procedures to Deal with Unexpected Discoveries**

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility remains that evidence of cultural resources may yet be encountered outside of the roadway corridor. Should any evidence of cultural resources be discovered during any future construction or maintenance activities, all work in that portion of the roadway corridor shall stop. Evidence of cultural resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. If such evidence is found, the Florida Division of Historical Resources should be notified within two working days.

In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the roadway corridor, all work in that area must stop. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether or not the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

## **Architectural Survey Methods**

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. In addition to a search of the FMSF for any previously recorded historic properties within the project area, USGS quadrangle maps were reviewed for structures that were constructed prior to 1958. The entire APE was examined for any historic properties. Each historic resource was documented and photographed with a high-resolution digital camera. Each resource was evaluated for architectural and historical significance at the local, state, and national level, and for potential for listing in the NRHP. The results of the architectural survey were compiled in an inventory. FMSF forms were only to be completed for those resources determined to be eligible for listing in the NRHP.

## **SURVEY RESULTS**

### **Archaeological Survey Results**

The Florida Southern Railroad corridor (8LA3418) was subjected to pedestrian survey to verify the ground disturbing activities associated with railroad construction. Portions of the railroad grade measure between two and three meters above the surrounding landscape, with other portions measure one to two meters below the surrounding landscape (Figure 6). Several extended sections of the railroad grade have been removed or destroyed. In these areas, underground utilities are present, including water pipes. As previously noted, these areas were not subjected to subsurface testing.



**Figure 6. Florida Southern Railroad grade (8LA3418).  
Photo facing southwest.**

After following the rail corridor north from Griffin Rd. for approximately 2.93 miles, the proposed Gardenia Trail Phase II heads west through an area of planted pine. As noted in the historic aerial review, this area was formerly in citrus. The proposed trail travels between two small lakes known as Lake Geneva before eventually turning north and terminating at Lake Ella Rd. The corridor leading up to and between these two small lakes was considered to have a high probability for archaeological sites and was therefore tested on 50- and 25-meter intervals. Portions of the corridor not in proximity to this water source were tested on 100-meter intervals.





Figure 7. Archaeological Occurrence Location, AO #1.

A small drainage or solution sink was noted at the trail where it meets Lake Ella Road. This small sink was inspected for rock outcroppings although none were noted. The corridor was tested on 50-meter intervals through this area.

Shovel test profiles through the corridor varied. The upland soils were typically gray-brown sand from 0-30 centimeters below surface (cmbs), over yellow-brown sand to 100 cmbs. As the landform sloped towards the lake area, these two strata were separated by a gray-brown sand lens typically encountered between 30-60 cmbs. The saddle landform between the two lakes was generally gray sand from 0-50 centimeters below surface over compact dark brown silty-sand to 100 cmbs.

Forty-four shovel tests were excavated within the proposed project corridor. As a result of the survey, a single Archaeological Occurrence (AO#1) was identified (Figure 7). This AO was located at Shovel Test 28 and consisted of a small lithic waste flake. The shovel test profile consisted of gray sand from 0-50 centimeters below surface over compact dark brown silty-sand to 100 cmbs. Several other shovel tests in the vicinity exhibited a similar profile perhaps indicative of a relict shoreline. Vegetation through this area consisted of mature live oak and pine with numerous immature trees of both species.

## **Architectural Survey Results**

### *Florida Southern Railroad corridor (8LA3418)*

Portions of the proposed Gardenia Trail Phase II APE follow the abandoned north-south CSX railroad corridor, originally constructed by the Florida Southern Railway by 1884 (Figure 8). The Florida Southern Railway spawned from the Gainesville, Ocala, and Charlotte Harbor Railroad Co., chartered in 1879. That same year, the Gainesville, Ocala, and Charlotte Harbor Railroad Co. was granted land by the Florida State Legislature to construct a railroad line from Lake City south to Charlotte Harbor, with a branch from Gainesville to Palatka, which would allow trains to connect with steam boats on the



**Figure 8. Florida Southern Railway advert, circa 1885. Courtesy of the Florida Photographic Collection.**

St. Johns River (Turner 2003; Dawson 2006). Work began on the Gainesville to Palatka branch first and the line was completed in August 1882. In May 1883, as construction

progressed on the line north from Gainesville to Lake City, Henry Plant gained controlling interest in the Florida Southern. Shortly afterward, the Florida Southern was awarded the largest land grant of any Florida railroad company, 2.7 million acres (Turner 2003). Construction continued to the south and by 1884, the Florida Southern had reached Leesburg. By 1885, the Florida Southern was advertising itself as the “Orange Belt Route.”. The January 1884 schedule of the Florida Southern lists the Orange Belt Route from Palatka to Gainesville, Ocala, Lake Weir, Leesburg, and “the great lakes of Florida,” as well as Cedar Key, Tampa, Key West, Havana, and New Orleans. “Fast Mail” would leave Jacksonville via steamboat at 9:00 am, arrive in Palatka by 2:00pm, and finally arrive in Leesburg at 8:30 pm via the Florida Southern Railway (Elliott 14: 1994). In 1892, the Florida Southern Railway was sold at foreclosure and reincorporated as the Florida Southern Railroad Company by the Plant System, propagated by railroad magnate and entrepreneur Henry Plant (Turner 2003). In 1903, the Florida Southern Railroad Co. was acquired by the Atlantic Coast Line. In 1967, the Atlantic Coast Line merged with the Seaboard Air Line to form the Seaboard Coast Line Railroad, which finally abandoned the corridor in 1982. In 1986, the corridor became the property of CSX Transportation (Murdock 1999: 5).



**Figure 9. Florida Southern Railroad corridor (8LA3415). Photo facing south.**

Very little evidence of the Florida Southern Railroad corridor (8LA3418) remains. In most areas, the only indication of a railroad corridor is a slight linear clearing (Figure 9). In some areas, the grade has been completely removed. The rails have been removed from the entire portion of the corridor within the APE. Although sparse, other evidence discovered along the railroad corridor includes sleepers, ballast, and railroad spikes.

The resource suffers from diminished integrity due to the substantial removal of material. The resource retains integrity of location; however, more importantly, the integrity of materials, workmanship, setting, feeling, and association of the resource has been compromised. The Florida Southern Railroad corridor (8LA3418) is not eligible for listing in the NRHP.

#### *Shiloh Municipal Cemetery, Fruitland Park*

Shiloh Cemetery is a well-maintained municipal cemetery within the city limits of Fruitland Park. The cemetery is fenced and is bounded on the north by Shiloh Street, on the west by College Avenue, and on the east by the Cales Recreation Complex. The cemetery contains several large shade trees and is enclosed by a chain link fence, with a gate on the west side, along College Ave. The earliest grave marker dates to 1896.



**Figure 10. Shiloh Municipal Cemetery, west gate.  
 Photo facing east.**

National Register Criterion Consideration D states, “A cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.” Shiloh Cemetery lacks the distinction of design and level of historic association required for eligibility in the NRHP. Shiloh Cemetery does not meet NRHP eligibility-criteria and is not considered eligible for listing in the NRHP.

*Architectural Resources*

A total of 10 historic buildings were identified on parcels adjacent to the APE and were evaluated as to their potential for listing in the NRHP. All 10 of the buildings exhibited common styles and have experienced alterations and/or additions. None of the 10 buildings surveyed are eligible for listing in the NRHP. None of the buildings contribute to the district because they do not meet the criteria established for inclusion within the district, generally due to a lack of concentration of potentially contributing resources. No previously recorded buildings were identified within or adjacent to the APE.

The most prevalent style within the APE is Frame Vernacular, with four buildings classified under this category. Other architectural styles encountered within the APE include: three Masonry Vernacular, one Commercial, one Ranch, and one Mediterranean Revival building. An inventory of buildings located adjacent to the Gardenia Trail Phase II APE is included in Table 1. The following is a brief discussion of the various styles represented in the project area.

**Table 1. Historic Buildings located adjacent to the Gardenia Trail Phase II APE.**

Address	Year Built	Style	NRHP Eligibility
2713 Spring Lake Dr.	1955	Ranch	Not Eligible
2500 Citrus Blvd./US 27	1935	Mediterranean Revival	Not Eligible
112 W Berckman St.	1884	Commercial	Not Eligible
204 W Berckman St.	1905	Frame Vernacular	Not Eligible
107 W Griffin St.	1940	Frame Vernacular	Not Eligible
501 Seminole Ave.	1930	Frame Vernacular	Not Eligible
513 Seminole Ave.	1959	Masonry Vernacular	Not Eligible
606 Seminole Ave.	1954	Frame Vernacular	Not Eligible
901 Dixie Ave.	1961	Masonry Vernacular	Not Eligible
903 Dixie Ave.	1961	Masonry Vernacular	Not Eligible

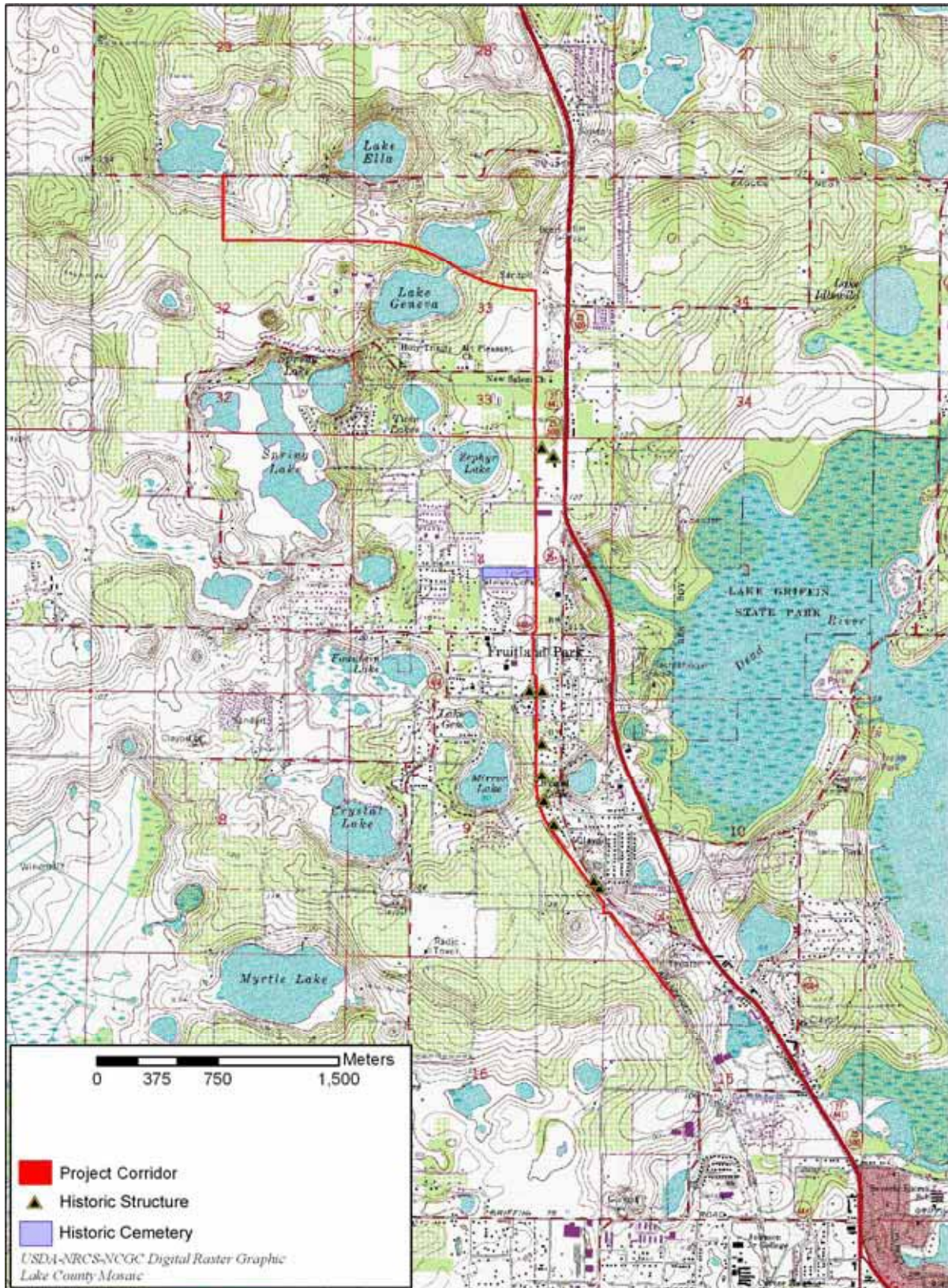


Figure 11. Location of Shiloh Municipal Cemetery and 10 historic buildings adjacent to the APE.



**Figure 12. Example of a Frame Vernacular residence adjacent to the APE; 107 W Griffin St. Photo facing southeast.**

*Frame Vernacular*

Four buildings adjacent to the APE can be categorized as Frame Vernacular. Although classified as a building style, the term “Frame Vernacular” most often refers to a building constructed by a self-taught builder, utilizing local materials, and often found in rural areas. Additionally, Frame Vernacular structures usually are not associated with any predominant stylistic details or any one particular period of construction. Frame Vernacular residences are of basic wood frame

construction with some type of wood siding. Most are one- to two-stories high, rectangular in plan, often with a gable or hip roof, and generally set about one to two feet above ground on brick or concrete block pier foundations. Windows are typically wood double-hung sash with traditional 1/1, 2/2, or 4/4 panes although some may have popular craftsman style 4 vertical or 2 vertical/1 panes. Many of these residences have been later reclad with asbestos shingle siding, metal siding, or vinyl siding. Windows are typically replaced with metal awning or single-hung sash. 107 W. Griffin St. is an example of a Frame Vernacular residence adjacent to the Gardenia Trail Phase II APE (Figure 12).



**Figure 13. Example of a Masonry Vernacular residence adjacent to the APE; 901 Dixie Ave. Photo facing southeast.**

*Masonry Vernacular*

Masonry Vernacular style generally refers to a type of building most often constructed by lay, or self-taught builders. Masonry Vernacular buildings typically have no predominant stylistic details and are not associated with any particular period of construction. Masonry Vernacular buildings are generally constructed of brick or concrete block and have a continuous or slab foundation. Many times these buildings incorporate elements from various architectural styles

including, but not limited to, Neo-Classical Revival, Georgian Revival and Mediterranean Revival. 901 Dixie Ave. is an example of a Masonry Vernacular residence adjacent to the Gardenia Trail Phase II APE (Figure 13).



**Figure 14. Example of a Commercial building adjacent to the APE; 112 W Berckman St. Photo facing northwest.**

### *Commercial*

Although buildings designated solely for commercial purposes did not appear in America until the early 19th century, buildings for transacting business, such as public marketplaces and shops with attached residences, have always been familiar and prominent features of communities (Longstreth 1986). In the early 1800s, commercial buildings were first constructed with functional features that differentiated them from other types of buildings, and by the end of the century,

commercial architecture had become a national trend. Richard Longstreth (1986) compares commercial buildings to “vessels, efficient containers of flexible space, form determined by one set of demands and their internal organization dictated by others.” Typically, the massing and floor plans of commercial buildings vary considerably, making a classification system difficult to establish. Instead of groups of rooms designed with specialized functions and relationships to other rooms in mind, commercial floor plans are designed to be flexible. According to Longstreth’s (1987) classification system for commercial architecture, 112 W. Berckman St. falls under the commercial building type, one-part commercial block. One-part blocks, typically found in one-story configurations, usually appear as a simple box with a decorated façade. As is the case with all three commercial buildings in the project area, the front walls of one-part blocks are sometimes extended upward to provide a space for advertising and make the buildings appear larger than they are. This compensates for the characteristically narrow and relatively small street facades of these buildings. 112 W. Berckman St. is an example of a Commercial building adjacent to the Gardenia Trail Phase II APE (Figure 14). 2500 Citrus Blvd., discussed in a following section, could also be classified as a Commercial building, but for the purpose of this survey is classified as Mediterranean Revival.

### *Ranch*

Originating in California during the early 1930s, the Ranch style became popular in residential architecture during the 1940s and became the dominant house style throughout the country during the 1950s and 1960s. The style waned in the 1970s. After World War II, people who fled the small lots of the inner city to the large lots of the suburbs fueled the sprawling Ranch style popularity. The style is loosely based upon early Spanish Colonial architecture found throughout the American southwest and influenced by both the Craftsman and Prairie styles of the first half of the 20<sup>th</sup> century. Characteristics of the style include asymmetrical one-story shapes with low-pitched roofs, moderate or wide

eave overhang, both wooden and brick exterior fabric, decorative iron or wooden porch supports and decorative shutters, ribbon windows, large picture windows, and usually an integral garage. The typical one-story and one-room deep ranch house was set parallel to the street, and secondary gable or hip roof room extensions are common. All of the Ranch buildings surveyed for this project were constructed between 1950 and 1953. 2713 Spring Lake Dr. is the sole example of a Ranch residence adjacent to the Gardenia Trail Phase II APE (Figure 15).



**Figure 15. Sole example of a Ranch residence adjacent to the APE; 2713 Spring Lake Dr. Photo facing northeast.**

### *Mediterranean Revival*

The Mediterranean Revival style was quite possibly the most popular style in Florida during the 1920s Boom years, epitomizing the sunny, carefree lifestyle associated with the Mediterranean countries. This style reflects an eclectic mix of details borrowed from all of the countries bordering the Mediterranean: Spain, Italy, and northern Africa (featuring Moorish architecture). The style was used in commercial and government buildings. It was also employed for both large estates and small urban residences. Examples of the latter are predominantly modest one-story structures with irregular floor plans and facades, low-pitched gable or flat built up roofs, red roof tiles or parapet accents, arches, and stuccoed walls. Few windows appear on the front façade, and iron grilles and casement windows are both common. Chimneys, while generally present, are not a prominent feature. Several sub-styles exist for this Revival. They are Mission, which is based on small adobe churches, Spanish Revival, which is based on old world styles and found mainly in Florida (esp. St. Augustine), Mediterranean, an umbrella term for the style, and Italian or Tuscan, which are formal and symmetrical styles that rose in the 1920s and 1930s. The unifying concept throughout the sub-styles of the Mediterranean Revival tradition is the emphasis on the contrast between sunlight and shadow. 2500 Citrus Blvd.



**Figure 16. Sole example of a Mediterranean Revival building adjacent to the APE; 2500 Citrus Blvd. Photo facing southwest.**



is the sole example of a Mediterranean Revival building adjacent to the Gardenia Trail Phase II APE (Figure 16).

## **CONCLUSION**

In September 2008, Southeastern Archaeological Research, Inc. (SEARCH) conducted a Cultural Resources Assessment Survey in support of the Gardenia Trail Phase II Project Development and Environment (PD&E) Study.

The purpose of this Cultural Resources Assessment Survey is to provide information on historic properties in relation to the proposed asphalt multi-use trail facilities in Lake County, Florida. The Area of Potential Effect (APE) for this project is restricted to the width of the historic railroad right-of-way, or in areas where the project diverts from the railroad right-of-way, the width of the proposed trail. For the archaeological field survey, pedestrian survey was conducted along the entire 4.42-mile corridor; however, much of the APE is aligned with the Florida Southern Railroad corridor (8LA3418), limiting subsurface testing to those areas where the proposed trail diverts from the railroad corridor. For the architectural field survey, special consideration was given to those properties adjacent to the APE.

Archaeological field survey resulted in one Archaeological Occurrence (AO#1) consisting of a small lithic waste flake. No archaeological sites were discovered during field survey. Architectural survey resulted in the identification of 10 historic buildings and 1 historic cemetery located on parcels adjacent to the APE. All 10 of the buildings exhibited common styles and have experienced alterations and/or additions. None of the 10 buildings surveyed are eligible for listing in the NRHP.

Portions of the proposed Gardenia Trail Phase II follow the abandoned north-south CSX railroad corridor, originally constructed by the Florida Southern Railway by 1884. The resource suffers from diminished integrity due to the substantial removal of material. The resource retains integrity of location; however, more importantly, the integrity of materials, workmanship, setting, feeling, and association of the resource has been compromised. The Florida Southern Railroad corridor (8LA3418) is not eligible for listing in the NRHP.

No potentially eligible resources were identified within or adjacent to the Gardenia Trail Phase II APE.