

**DESKTOP ANALYSIS FOR THE
ROUND LAKE ROAD FROM CHAUTAUQUA STREET TO THE
LAKE-ORANGE COUNTY LINE
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY,
LAKE AND ORANGE COUNTIES, FLORIDA**

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CLIENT:	Stantec, Inc.
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SEARCH PROJECT NUMBER:	180019-T

In June 2018, SEARCH completed a desktop analysis of the Round Lake Road from Chautauqua Street to the Lake-Orange County Line Project Development and Environment (PD&E) Study in Lake and Orange Counties, Florida. The present desktop analysis was conducted with the purpose of identifying cultural resource potential and previously recorded historic properties in the vicinity of the proposed project that are listed, or may be eligible for listing, in the National Register of Historic Places (NRHP).

The project study area was defined by Stantec, Inc. as an approximately 1,627-acre area in eastern Lake County and northwestern Orange County (**Figure 1**). This study area is oriented to help guide the development of alignment alternatives for the proposed roadway improvements (**Figure 2**). The Florida Master Site File (FMSF) database was reviewed for any previous surveys or previously recorded resources within the study area. In addition, the Property Appraiser databases for Lake and Orange Counties, historic maps, and aerial photographs were reviewed to determine if potential historic resources constructed prior to 1974 are located within the study area.

PREVIOUS SURVEYS

Examination of the FMSF database (updated January 2018) indicates that six previous cultural resource surveys intersect the Round Lake Road Study Area (**Table 1**). **Figure 3** shows the overall coverage of these surveys within the study area. It must be noted that the existence of a previous survey in the area may not negate the need for an updated survey for the current project. Factors such as the date of the previous study and the scope/intensity of the actual work performed in a previous survey must be considered.



Figure 1. Location of the Round Lake Road Study Area.

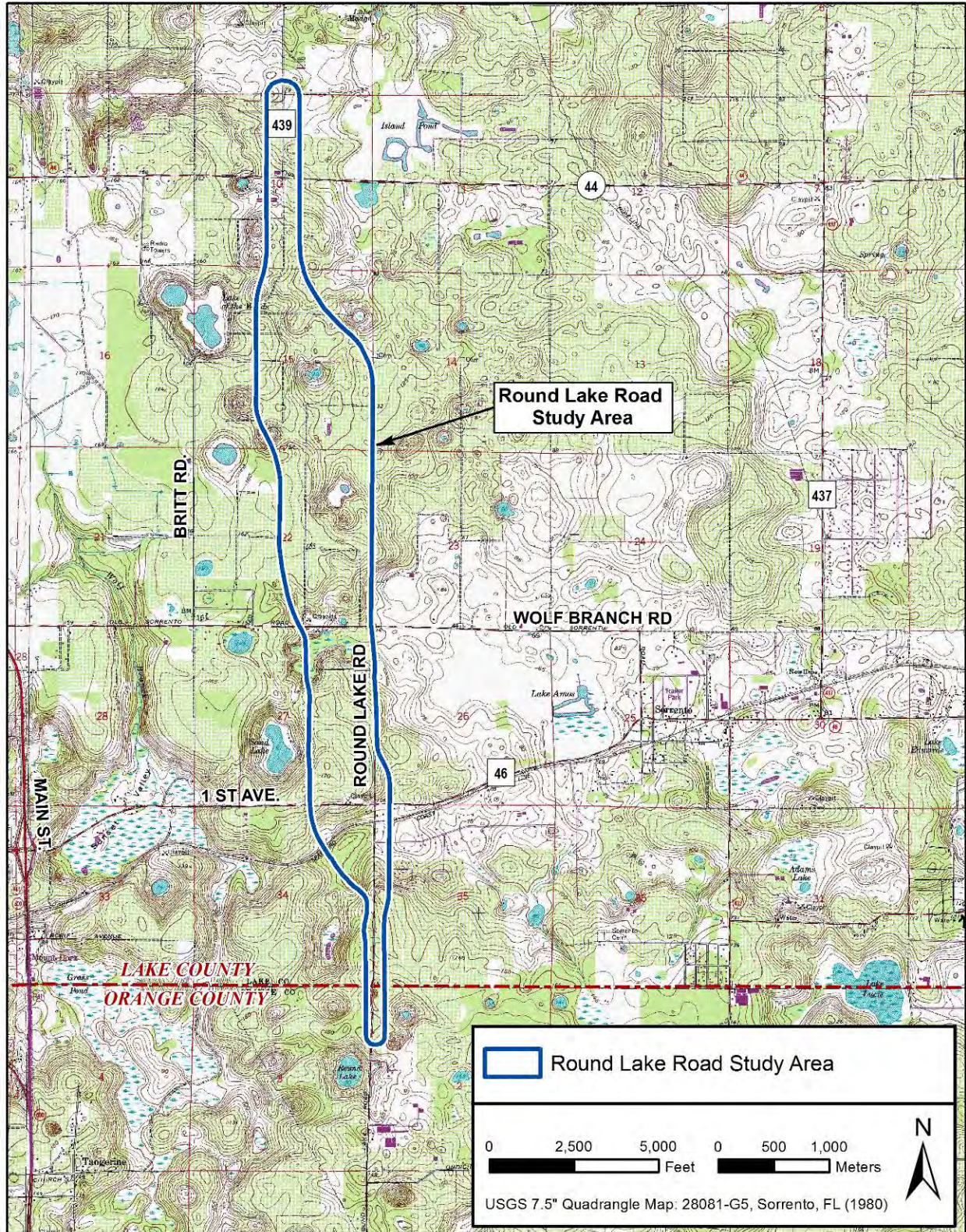


Figure 2. Round Lake Road Study Area depicted on the 1980 USGS 7.5-minute topographic map.

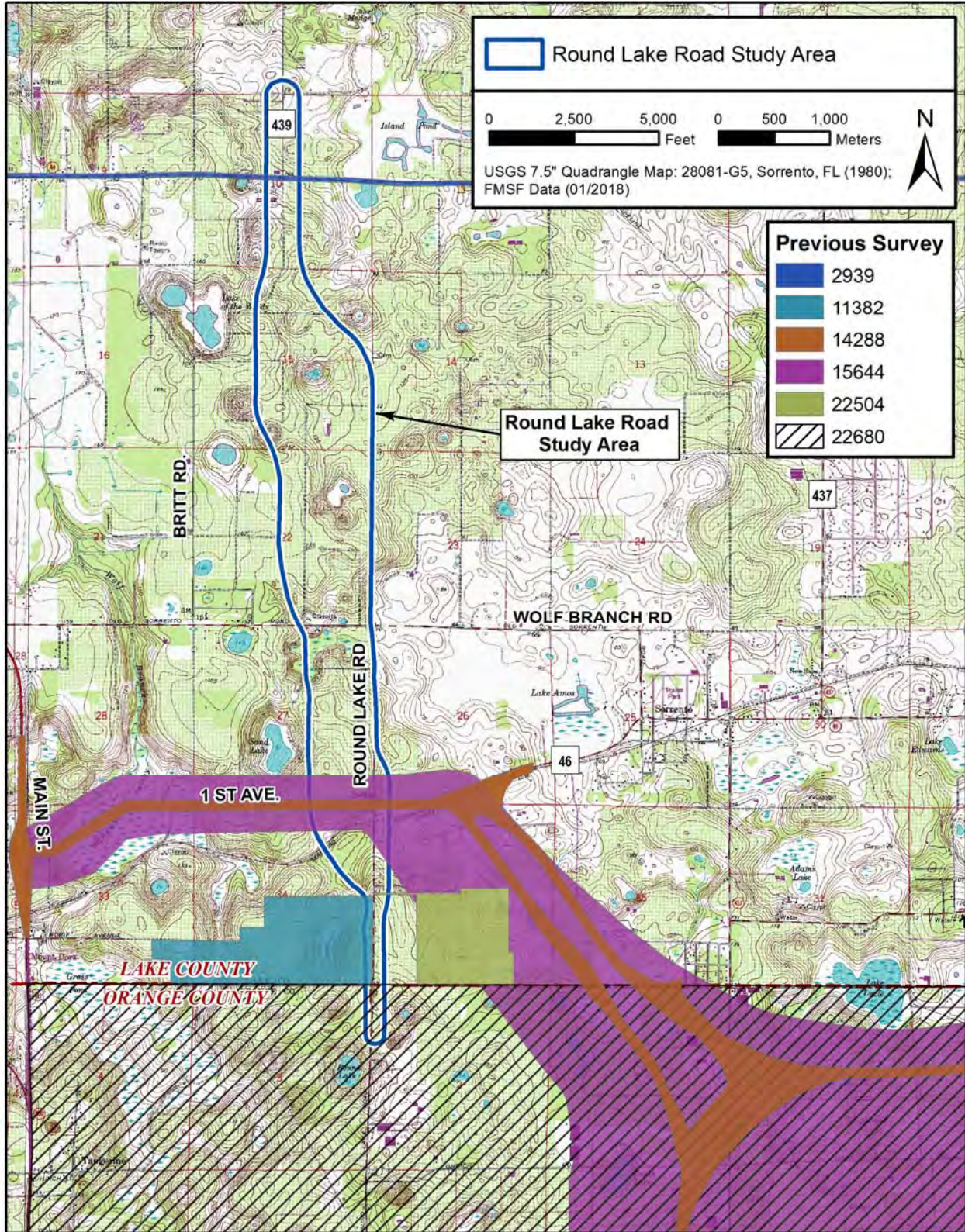


Figure 3. Previous cultural resource surveys intersecting the Round Lake Road Study Area.

Table 1. Previously Conducted Cultural Resource Surveys within the Round Lake Road Study Area.

FMSF No.	Survey Title	Year	Reference
2939	A Cultural Resources Survey of a Segment of State Road 44 in Lake and Volusia Counties, Florida	1991	Archaeological Consultants, Inc. (ACI)
11382	A Phase I Cultural Resource Survey of Sullivan Ranch, Lake County, Florida	2005	SEARCH
14288	Cultural Resource Assessment Survey Wekiva Parkway (SR 429)/ SR 46 Realignment Project Development and Environment (PD&E) Study Orange, Lake and Seminole Counties, Florida	2007	ACI and Janus Research
15644	Addendum: Cultural Resource Assessment Survey Wekiva Parkway (SR 429)SR 46 Realignment Project Development & Environment (PD&E) Study Orange, Lake and Seminole Counties, Florida	2008	ACI
22504	Cultural Resources Survey and Assessment, Summer Lake Grace Groves Wekiva Borrow Pit, Lake County, Florida	2015	SouthArc, Inc.
22680	Historic Properties Survey of Rural Orange County	2015	Janus Research

PREVIOUSLY RECORDED RESOURCES

Overall, FMSF data (January 2018) indicate that two historic linear resources have been recorded within the Round Lake Road Study Area (**Table 2; Figure 4**). Both resources are at the southern end of the study area, near the Lake-Orange County Line. One of these historic linear resources, the Seaboard Coast Line Railroad Grade (8LA02957), is eligible for listing on the NRHP.

Table 2. Previously Recorded Cultural Resources within the Round Lake Road Study Area.

<i>Resource Groups</i>			
FMSF No.	Name	Period of Significance	SHPO Evaluation
8LA02957	Seaboard Coast Line RR Grade	Boom Times, 1921-1929	Eligible for the NRHP
8LA03584	Florida State Road 46	Boom Times, 1921-1929	Ineligible for the NRHP

UNRECORDED RESOURCES

For transportation projects, it is typical to use a 45-year cut-off (e.g., “structures constructed prior to 1974”) for the architectural history survey in order to give the cultural resource assessment survey (CRAS) document a five-year “shelf life.” This is the standard for transportation projects in Florida, where construction is not anticipated during the same year as the completion of the CRAS. This rationale and approach is accepted by the State Historic Preservation Officer (SHPO).

Review of the Lake and Orange Counties Property Appraiser’s GIS database indicates there are 15 parcels containing at least one historic (pre-1974) building within the current study area that have not been previously recorded with the FMSF. All 15 parcels are in Lake County. The property types are mainly described as single-famil and mobile homes. One parcel is

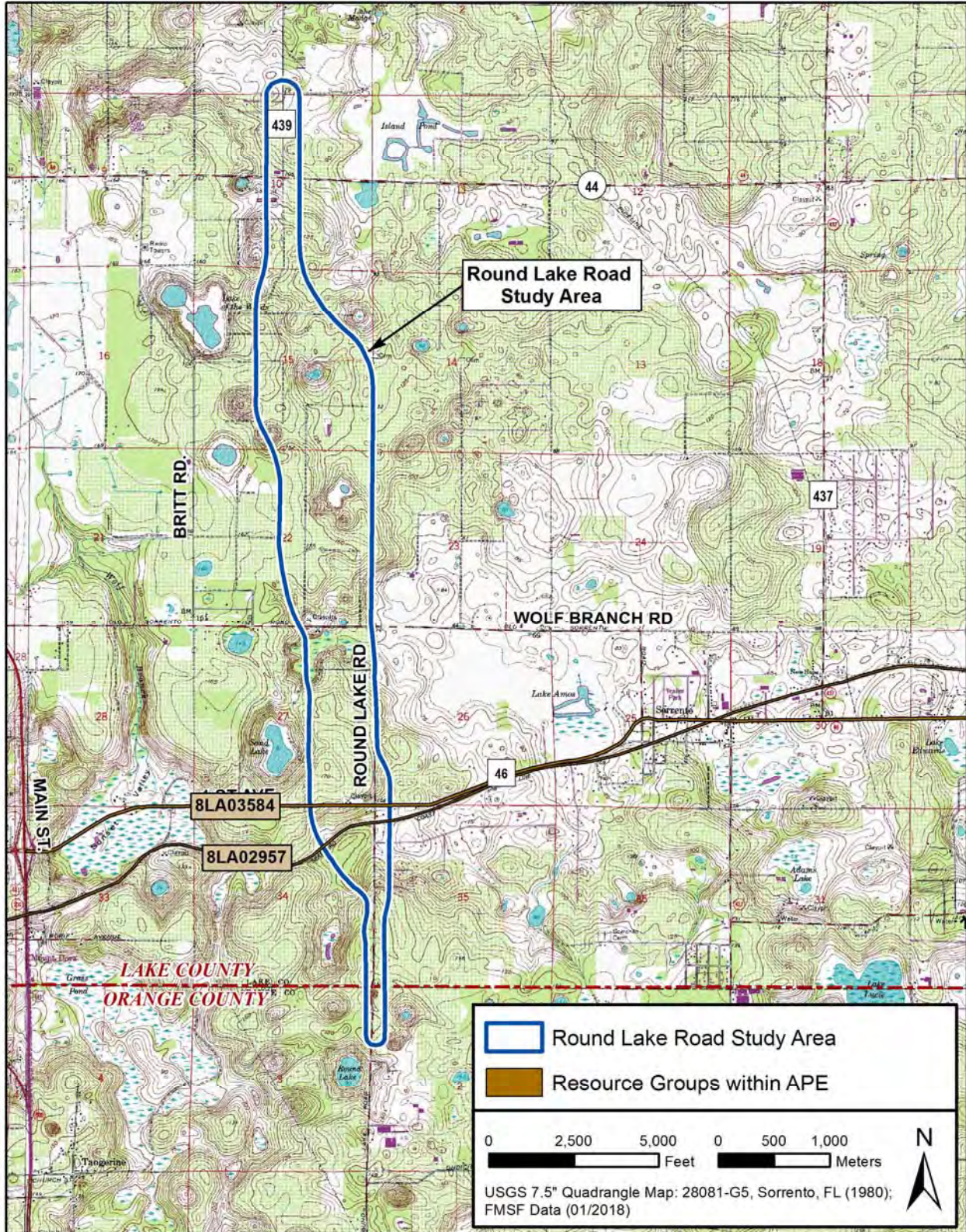


Figure 4. Previously recorded resources within the Round Lake Road Study Area.

indicated as light manufacturing and one parcel is listed as timberland. **Figure 5** shows the location of parcels with one or more unrecorded historic structures within the Round Lake Road Study Area.

Review of historic US Geologic Survey (USGS) historic aerial photographs from 1960 show that the study area was relatively undeveloped at that time (**Figure 6**). The map shows the vast majority of the study area cultivated with orange groves or other citrus trees. Florida State Road (SR) 44, Florida SR 46 (1st Avenue), Old Sorrento Road, Round Lake Road, and a number of unimproved roads are depicted crossing through the study area, as is the Atlantic (Seaboard) Coast Line Railroad. The Atlantic (Seaboard) Coast Railroad (8LA02957) and Florida SR 46 (8LA03584) are previously recorded linear resources. There are five buildings shown on the 1960 topographic map, three to the north of the railroad and two north of Old Sorrento Road. Three of these buildings coincide with parcels pre-dating 1974, while two buildings are within parcels with unknown dates. None of these buildings have been recorded in the FMSF. Review of the 1970 USGS topographic map indicated little or no changes occurred since publication of the 1960 map. Based on the map review, there is a potential for at least eight unrecorded historic resources within the study area.

EVALUATION OF SOIL DRAINAGE

Soils drainage varies across the Round Lake Road Study Area (**Table 3; Figure 7**). The portions of the project study area with excessively drained to well drained soils are generally considered to have a high probability of encountering intact historic or prehistoric archaeological deposits, while the probability is moderate for moderately well drained to somewhat poorly drained soils, and low for the remainder of the study area. However, several environmental variables in addition to soil drainage, including access to wetlands, freshwater resources, and relative elevation, as well as the results of previously conducted surveys, help determine the potential for prehistoric archaeological sites to be present within the study area. Poorly drained soils are not ideal for prehistoric habitation, while well-drained soils in proximity to a navigable water system may represent ideal conditions for prehistoric activities. Once a recommended alignment is selected, archaeological probability can be determined for areas of proposed ground-disturbing activity.

Table 3. Soil Drainage within the Round Lake Road Study Area.

Soil Drainage	Acres	Percentage
Excessively drained	1,394	85.6
Well drained	78	4.8
Moderately well drained	75	4.6
Somewhat poorly drained	22	1.4
Poorly drained	41	2.5
Very poorly drained	9	0.6
Water	8	0.5

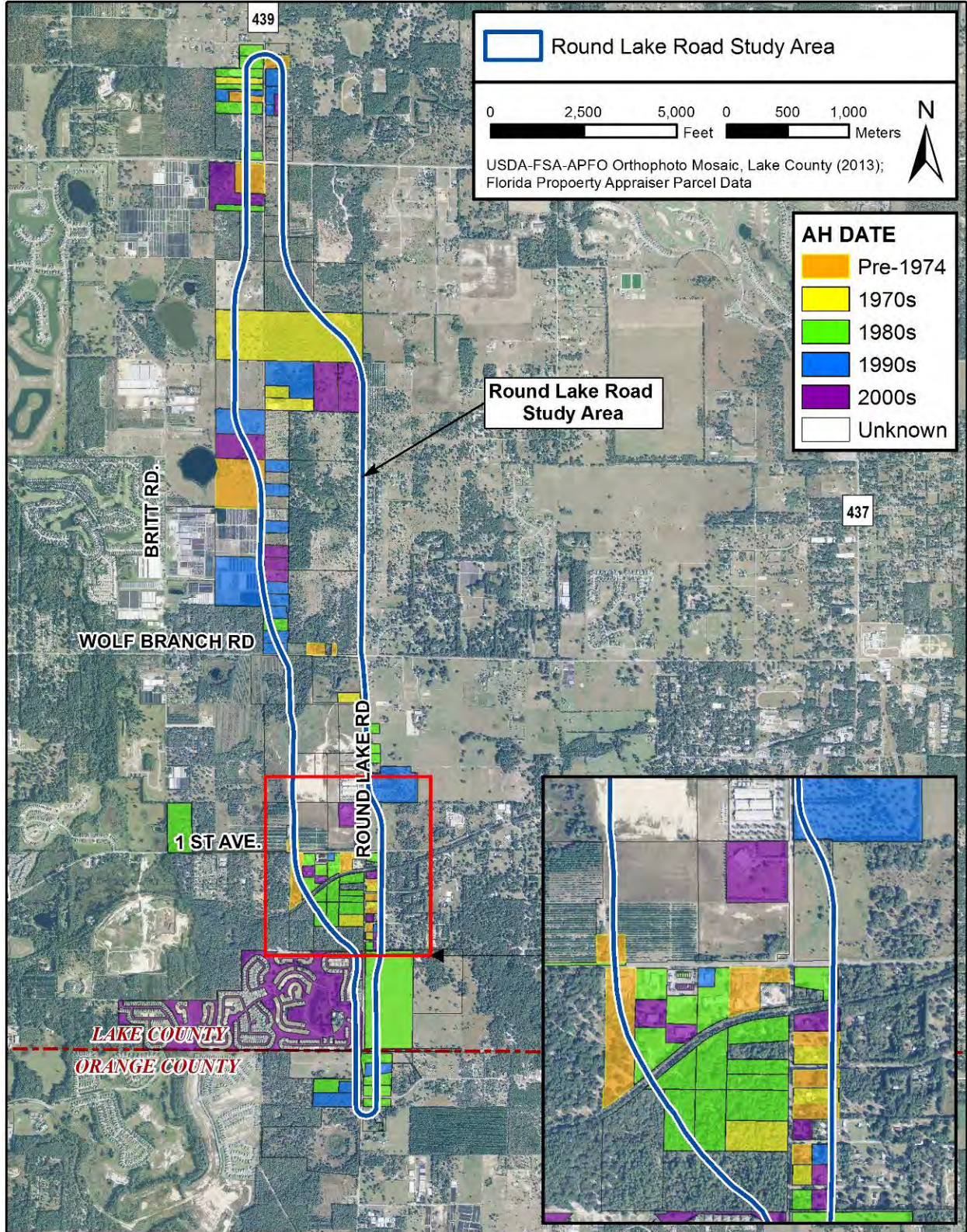


Figure 5. Historic-age parcels, shown in orange, that have not been previously recorded within the Round Lake Road Study Area.

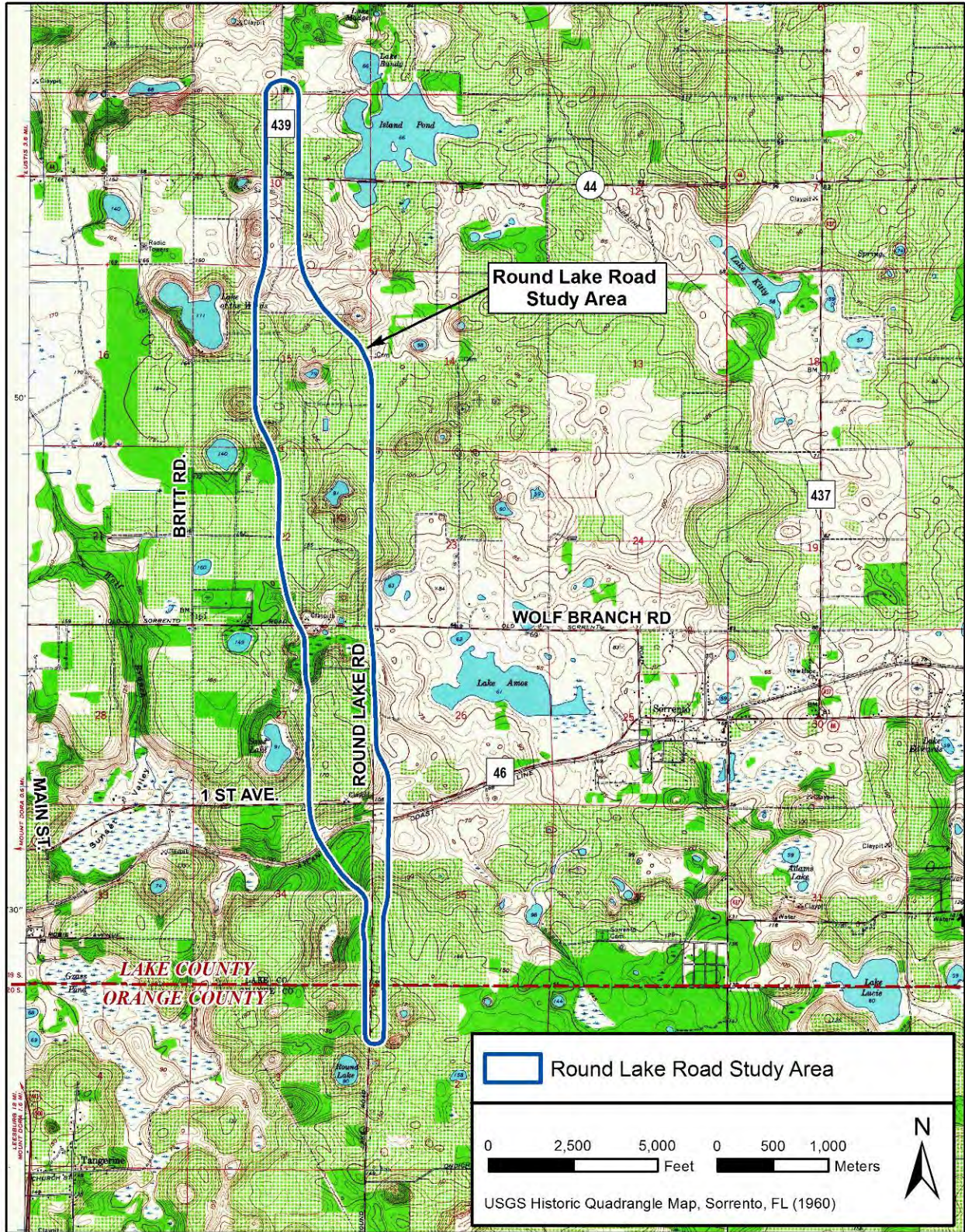


Figure 6. 1960 USGS 7.5-minute topographic map depicting the Round Lake Road Study Area.

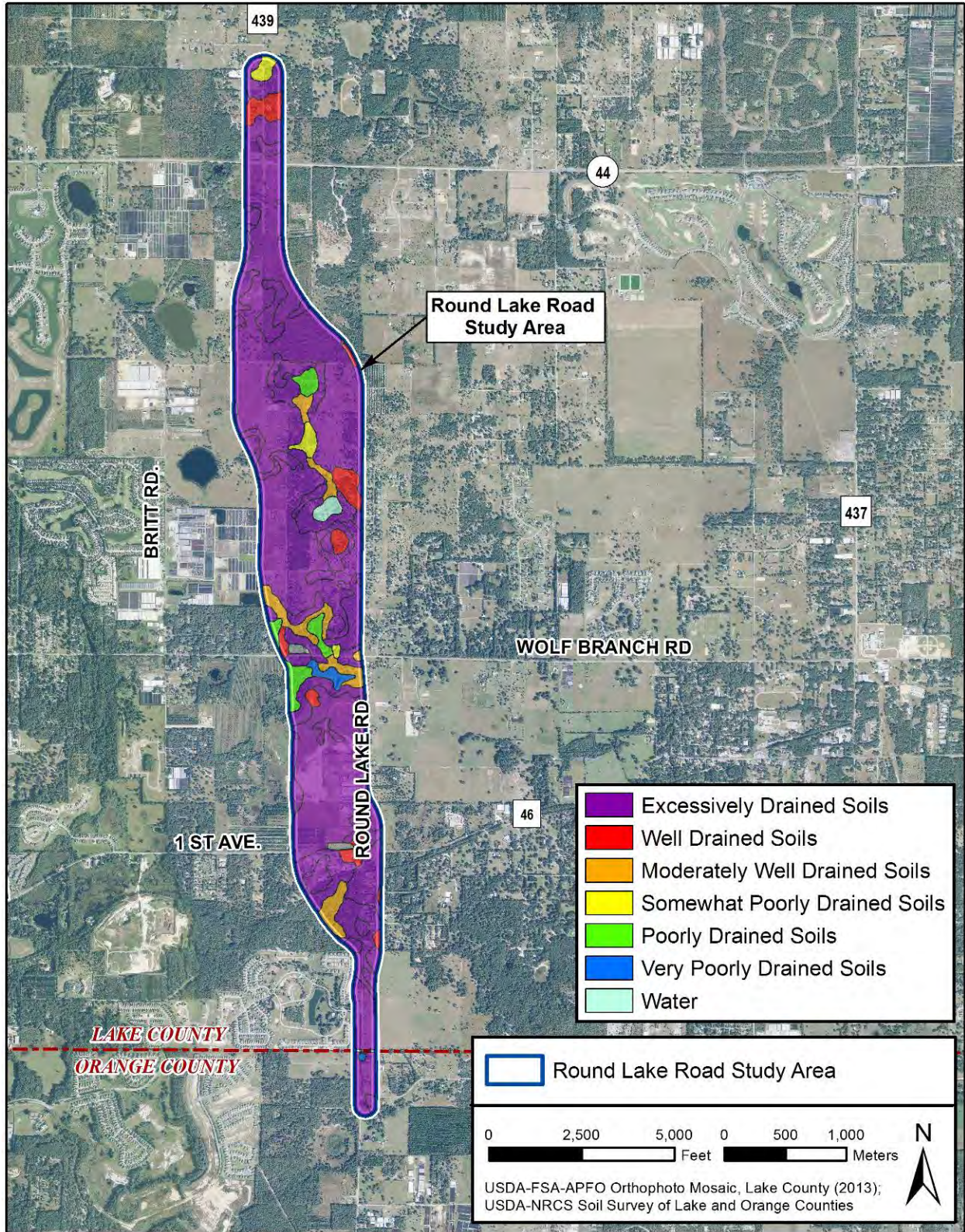


Figure 7. Soil drainage characteristics in the Round Lake Road Study Area.

RECOMMENDATIONS

Once a recommended roadway alignment has been selected, an Area of Potential Effect (APE) should be defined within which project-related effects to significant cultural resources will be assessed. The APE should be subjected to a CRAS, including both archaeological and architectural history fieldwork. The CRAS report, with required FMSF documentation, should be provided to the SHPO for concurrence on all cultural resource recommendations.

The archaeological APE for the project should be defined as the existing and proposed right-of-way within which construction will take place. Archaeological sites identified within the project APE that are determined ineligible for NRHP listing by the SHPO will require no further consideration. Sites that are determined eligible for NRHP by the SHPO will be subject to an effects evaluation to determine project-related effects. Avoidance or minimization of effects should be considered. If adverse effects cannot be avoided, consultation with the SHPO will be required to develop suitable mitigation, most likely through additional excavation.

The architectural APE should be defined to include the existing and proposed right-of-way in addition to an appropriate buffer, which may vary in areas depending on whether the improvements involve new roadway alignment or expansion of an existing roadway corridor. Historic resources identified within the project APE that are determined ineligible for NRHP listing by the SHPO will require no further consideration. Resources that are determined eligible for NRHP by the SHPO will be subject to an effects evaluation to determine whether the project will have direct or indirect effects on the resource and, if so, whether those effects are adverse. If agency consultation finds that the project will have an adverse effect on one or more eligible historic resources, avoidance and/or minimization of effects should be considered. If adverse effects cannot be avoided, consultation with the SHPO will be required to develop suitable mitigation, most likely through Historic American Building Surveys (HABS), Historic American Engineering Record (HAER), or other forms of documentation.

With regard to NRHP-eligible historic linear resources, unless the project would cut off, reroute, or otherwise materially alter the resource itself or its function, the project is unlikely to have an adverse effect. Overpassing eligible railroads and canals, for instance, is generally not considered an adverse effect.

REFERENCES CITED

Archaeological Consultants, Inc. (ACI)

- 1991 *A Cultural Resources Survey of a Segment of State Road 44 in Lake and Volusia Counties, Florida*. FMSF Survey No. 2939. Report on file, Florida Division of Historical Resources, Tallahassee.
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Janus Research

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SEARCH

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SouthArc, Inc.

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