

PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS

AGENDA ITEM SUMMARY

Meeting Date 9/17/08 [ ] Consent [ ] Regular [ ] Workshop [X] Public Hearing

Department: Planning, Zoning, and Building Department Submitted By: Planning, Zoning, and Building Department Submitted For: Planning

I. EXECUTIVE BRIEF

Motion and Title: Staff recommends motion to adopt: A resolution of the Board of County Commissioners (BCC) of Palm Beach County, Florida, enacting historic site designation for an additional section of the Old Indiantown Road grade.

Summary: The resolution will authorize the designation of an additional section of the previously designated Old Indiantown Road grade, located on the County owned Hatcher/ Halpryn property in Jupiter Farms, Florida.

This site has been recommended for historic designation by the County's Historic Resources Review Board (HRRB). If designated, this historic resource would be added to the Palm Beach County Register of Historic Places. The resource is located in the Hatcher/Halpryn Property that the county recently purchased. No privately owned properties will be affected by this designation. In addition any alterations to the roadbed would require approval of a "Certificate of Dig". District 1 (RB)

Background and Policy Issues: The Environmental Resource Management Division (ERM) approached the County Archaeologist to prepare a historic designation application for this section of the road. In accordance with the Unified Land Development Code (ULDC) Article 9, the HRRB has the authority to nominate and accept nominations for public and private properties for historic designation, and recommend historic designations to the BCC. The HRRB conducted a public hearing on June 5, 2008 to consider the proposed historic designation and voted unanimously (7-0) to recommend a historic designation to the BCC for this additional section of Old Indiantown Road.

Attachments:

- 1. Resolution
2. Designation Application and Report for another Segment of Old Indiantown Rd
3. Map showing the location of the Old Indiantown Road Grade

Recommended By: [Signature] Executive Director Date 7/1/08
Approved By: [Signature] Deputy County Administrator Date 8/4/08

**II. FISCAL IMPACT ANALYSIS**

**A. Five Year Summary of Fiscal Impact:**

Fiscal Years	20 <u>08</u>	20 <u>09</u>	20 <u>10</u>	2011	20 <u>12</u>
Capital Expenditures	_____	_____	_____	_____	_____
Operating Costs	_____	_____	_____	_____	_____
External Revenues	_____	_____	_____	_____	_____
Program Income (County)	_____	_____	_____	_____	_____
In-Kind Match (County)	_____	_____	_____	_____	_____
<b>NET FISCAL IMPACT</b>	<u>_____</u> *	_____	_____	_____	_____
	<i>See below comment</i>				
# ADDITIONAL FTE POSITIONS (Cumulative)	_____	_____	_____	_____	_____

Is Item Included In Current Budget? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Budget Account No.: Fund \_\_\_\_\_ Department \_\_\_\_\_ Unit \_\_\_\_\_ Object \_\_\_\_\_

**Reporting Category**

**B. Recommended Sources of Funds/Summary of Fiscal Impact:** \* There is no *fiscal* impact on the Planning, Zoning and Building Department *or the County.*

**C. Departmental Fiscal Review:** *Pat O'Grady*

**III. REVIEW COMMENTS**

**A. OFMB Fiscal and/or Contract Dev. and Control Comments:**

*Shwillhite 7-21-08*      *Ann J. Jacoby 7/21/08*  
 8/1/08 OFMB      Contract Dev. and Control  
*CP 7/15/08*      *E. Jones 7/21/08*  
*7/18/08 SA*

**B. Legal Sufficiency:**  
*[Signature]*  
 Assistant County Attorney

**C. Other Department Review:** *ERM*  
*Richard E. Walbray*  
 Department Director

**RESOLUTION NO. R-2008-**

**A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, ADOPTING THE HISTORIC SITE DESIGNATION FOR A SECTION OF THE OLD INDIANTOWN ROAD GRADE LOCATED WITHIN THE HATCHER/HALPRIN PROPERTY IN JUPITER FARMS FLORIDA; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the Board of County Commissioners created the Historic Resources Review Board (HRRB) in Ordinance No. 93-4; and

**WHEREAS**, the HRRB has the power to recommend to the Board of County Commissioners the designation of historic sites and districts located in unincorporated Palm Beach County and County owned properties within municipalities; and

**WHEREAS**, Objective 4 of the Historic Preservation Element of the 1989 Palm Beach County Comprehensive Plan requires the County to "identify, preserve and protect, on a continuing basis, archaeological and historic resources owned by the County and its agencies;" and

**WHEREAS**, Article 9 of the Unified Land Development Code requires the County to administer and update an accurate inventory of historic resources in unincorporated Palm Beach County and County owned properties within municipalities; and

**WHEREAS**, Article 9 of the Unified Land Development Code provides mechanisms to promote historic preservation in the County by the designation of historic sites and districts; and

**WHEREAS**, county staff prepared a Designation Application and Report regarding the proposed designation of another section of the historic Old Indiantown Road Grade; and

**WHEREAS**, the HRRB reviewed the Designation Application and Report, held a public hearing on June 5, 2008 and recommended approval of historic designation of the resource.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:**

1. The Board of County Commissioners hereby approves the historic site designation for this section of the Old Indiantown Road Grade located within the Hatcher/Halprin Property, in Jupiter Farms, Florida. A map depicting the site and a description of the location of the site is attached to this resolution as Exhibit A.

2. This site will be identified as historically significant and listed on the Palm Beach County Register of Historic Places, and the resolution will be recorded in the official records of Palm Beach County.

3. The provisions of this resolution shall become effective upon adoption by the Board of County Commissioners.

The foregoing Resolution was offered by Commissioner \_\_\_\_\_, who moved its adoption. The motion was seconded by Commissioner \_\_\_\_\_ and upon being put to a vote, the vote was as follows:

Commissioner Addie L. Greene, Chairperson	-
Commissioner John F. Koons, Vice Chair	-
Commissioner Karen T. Marcus	-
Commissioner Robert J. Kanjian	-
Commissioner Mary McCarty	-
Commissioner Burt Aaronson	-
Commissioner Jess R. Santamaria	-

The Chairperson thereupon declared the Resolution duly passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

PALM BEACH COUNTY, FLORIDA, BY ITS BOARD OF COUNTY COMMISSIONERS

SHARON R. BOCK, CLERK & COMPTROLLER

By: \_\_\_\_\_  
Deputy Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By:   
County Attorney

EXHIBIT A

# Segment of Old Indiantown Road Located on the Hatcher Property



Revision Date: <Type Date Here>  
Contact: <Type Your Name Here>  
Filename: <Type Path & Filename Here>

500 0 500 Feet



Planning, Zoning  
& Building  
2300 N Jog Rd  
West Palm Beach, FL 33411  
Phone (561) 233-5300



Note: Map is not official, for presentations purposes only.

**Historic Designation Application  
For a portion of Old Indiantown Road  
On the Hatcher/Halpryn property,  
Located in Jupiter Farms, Florida.**

**Date**  
June 5<sup>th</sup> 2008

**Prepared for**  
Palm Beach County's, Historic Resource Review Board (HRRB)

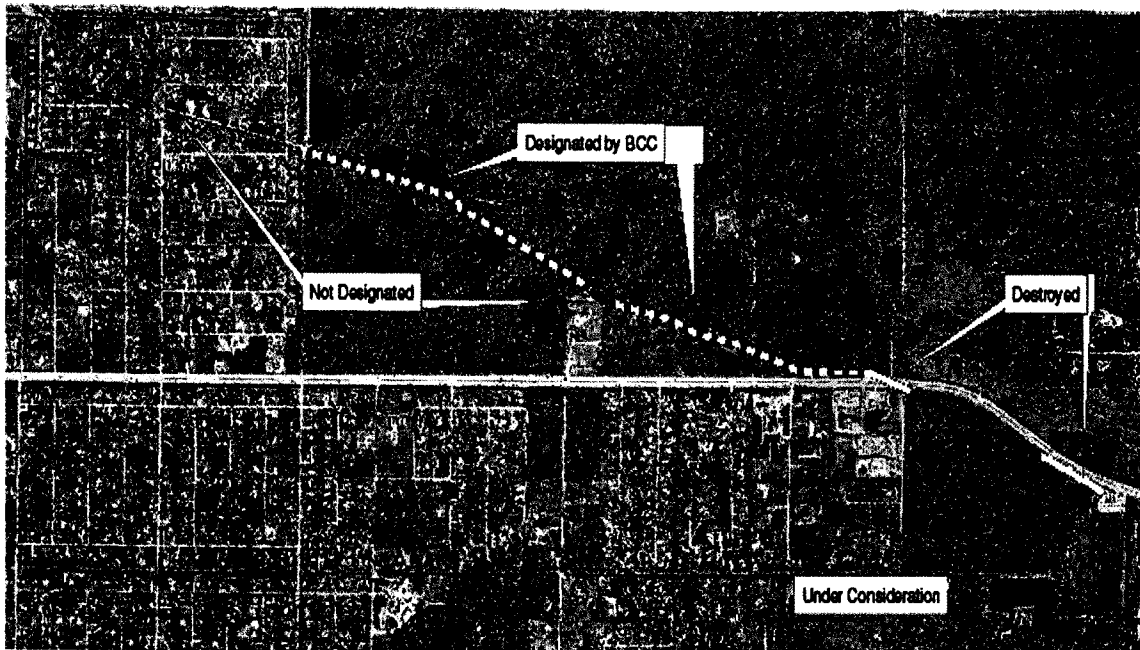
**Application Submitted by:**  
Palm Beach County's, Environmental Resource Management Division (ERM)

**Prepared By:**  
Christian Davenport MA. RPA  
County Archaeologist  
and  
Steve Farnsworth  
Environmental Analyst

**Background:**

The County's Environmental Resources Management Division (ERM) has approached the County Archaeologist seeking a historic designation for another section of Old Indiantown Road. This new section of road is located on a property in Jupiter Farms referred to as the Hatcher/Halprin parcel. The parcel is publicly owned and the historic designation will have no effect on any privately owned properties.

On August 17, 2004 the Board of County Commissioners (BCC), following the recommendations of the County's Historic Resource Review Board, added a segment of Old Indiantown Road to Palm Beach County's Register of Historic Places. This segment of road is within the Cypress Creek Natural Area just to the northwest of the current section of road under consideration. (See Aerial One for the status of road designation and route)



**Aerial One:** Old road route and designation status. The area under consideration is shown in red.

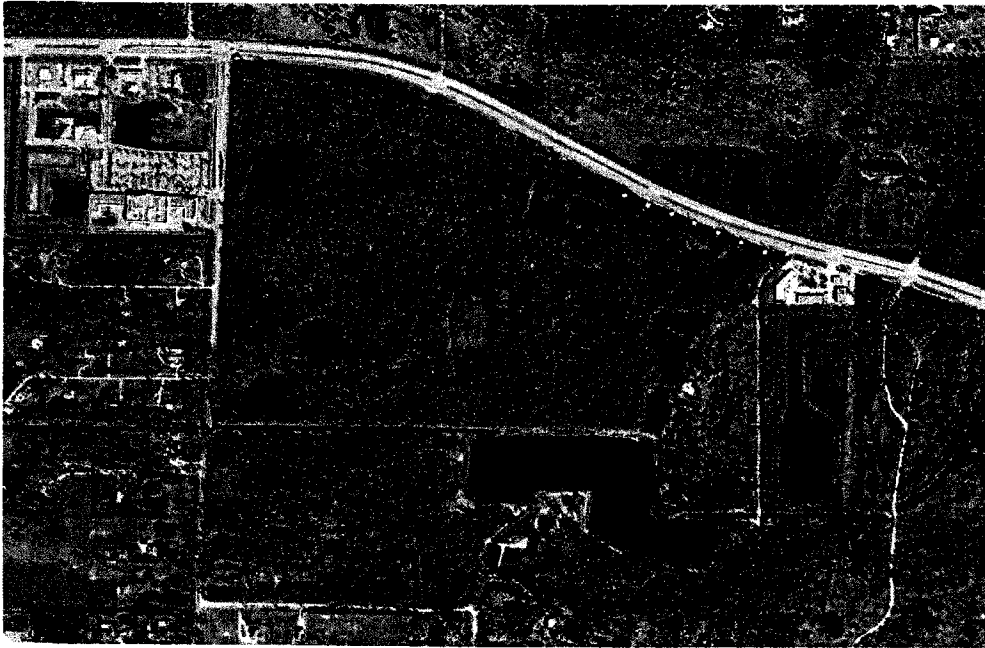
Indiantown Road has had several different alignments over the years but all served as the connection between Jupiter and Indiantown in Martin County. The northern most alignment, which is currently under consideration, was used between 1915-1955.

**Location and Legal Description:**

The road is located on a property the County recently purchased in Jupiter Farms. The property is referred to as the Hatcher-Indiantown Jupiter Venture (IJV) parcel. The Hatcher-IJV parcel is located south of Indiantown Road, West of Riverbend Park, East of Jupiter Farms Road and north of 172 Street North. The property's Parcel Control Number (PCN) is 00-42-41-06-00-000-3010. Its legal description is as follows:

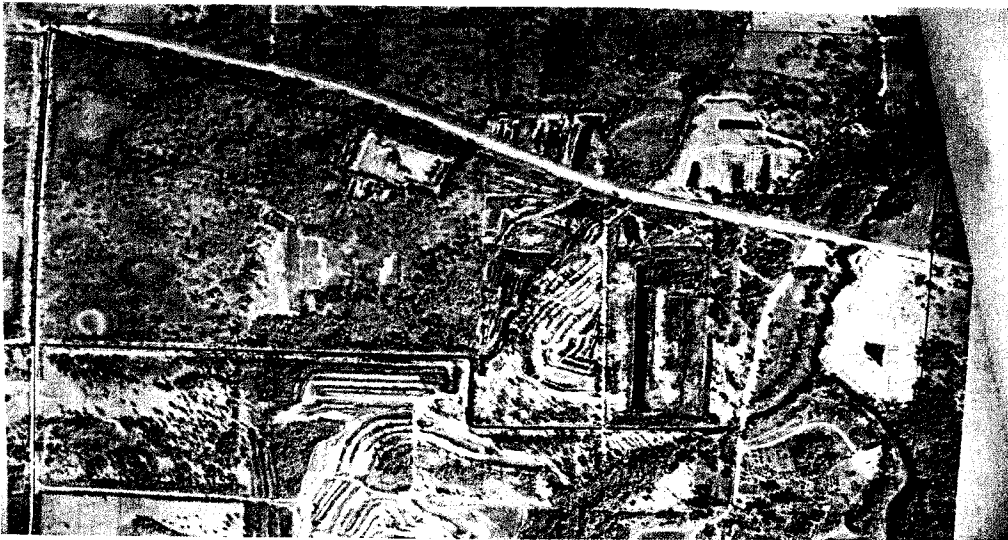
6-41-42, PT OF NW 1/4 LYG S OF & ADJ TO S R/W LI SR  
706 AS IN RD B1P227 (LESS NLY 61.21 FT ADDL R/W SR  
706 & WLY 66

The resource currently under consideration is a section of the Old Indiantown Road alignment located along the northern boundary of the property. The old road intersects the present day Jupiter Farms Road at Indiantown Road at the northeast corner of the property. The old road parallels modern Indiantown Road for a length of 2,783ft in a southeasterly direction (See Aerial two)



**Aerial Two:** Location of Old Indiantown Road Grade. Solid red line is portion under consideration. The red and white dotted line is where the old road grade was located but was destroyed by shell rock mining.

The portion of the road located along the northern side's eastern extent (1752 feet) was destroyed by shell rock mining and a current commercial undertaking and so is no longer eligible for consideration for inclusion to Palm Beach County's Registry of Historic Places (see Aerial three and Photo one).



**Aerial Three:** The Hatcher property in 1965 with extensive shell rock mining.





**Photo 1:** Present day shell rock mining scars.

The old roadbed used to form the northern boundary of the Hatcher-IJV Property for a distance of 4,535 feet. However, roughly 40% (38.6) or 1,752 feet of the eastern extent of the old roadbed has been destroyed by both shell rock mining that occurred on the property between 1953 and 1965 and a current commercial undertaking (See Aerial Three and Photo One) along the far eastern side. Given this fact, this portion of the roadbed will not be designated.

**Current Conditions:**

In 2006/2007 and in May of 2008, the County Archaeologist undertook a pedestrian survey of the entire Hatcher-IJV Property. The portion of Old Indiantown Road that is currently under consideration was (is) heavily overgrown and covered with a wide diversity of undergrowth, some mature trees, and is practically impassable (See Figures 1&2).



**Photo Two:** Eastern end of the old roadbed is heavily overgrown.



**Photo Three:** Western end of old roadbed

Like portions of the historically designated portions of the roadbed in the Cypress Creek Natural Area, the portion under consideration at this time is lined on either side by shallow ditches (see Figure 3). These ditches served two functions when they were excavated. First, the soil removed from the ditches was used to elevate the roadbed and the second function was to provide water a place to drain towards. For most of the length of the road, the bed is between two to three feet above the present day ground surface.



**Photo Four:** The eastern end of the roadbed's southern ditch.

**Historical Background:**

Pre 1835

An 1823 map of Florida by Vignoles (Vignoles 1977) shows an Indian hunting trail running from the Native American Town of Chocuchatti or Chicuhatte near present-day Brooksville southeastward to the headwaters of the present-day Loxahatchee River. Vignoles labeled this trail the "Track of Indian Hunters Across the Peninsula". Based on Vignoles' map and later maps, it appeared that this trail crossed through the central portion of the Pine Glades Natural Area, and then turned northeastward, crossing through present-day Jupiter Farms as it headed toward a Loxahatchee River crossing in the vicinity of present-day Riverbend County Park. According to Carr, et al. (1995), this trail may have followed an earlier prehistoric route.

The Seminole Indian Wars and the Old Wire Trail – 1835 to 1872

During the Second Seminole Indian War, a U.S. Army column under the command of General Thomas Jesup moved southeast from Fort Floyd (Lloyd) west of Fort Pierce and attacked a Seminole encampment in the Battle of the Loxahatchee on January 24, 1838. The site of the battle has been determined to be Riverbend County Park and the surrounding area (Procyk 1999). General Jesup would later state that the battle was fought at the Indian crossing place on the Loxahatchee River, which indicates that his troops may have used the old Indian trail to reach the battle site. After the battle was over, the troops moved several miles east and constructed Fort Jupiter on the river at Pennock Point.

A military wagon road known as the "Eustis Trail" was then built to connect Fort Jupiter to Fort Van Swearingen in present-day northwestern Martin County and to the other forts that were linked by wagon trails. The trail was named for General Abraham Eustis who served under General Jesup. This trail crossed the Loxahatchee River in present-day

Riverbend/Reese Groves County Park just south of present-day Indiantown Road. It is believed that this road may have been constructed largely on top of the old Indian hunting trail. Just before the end of the Seminole Indian wars, a telegraph line was strung eastward from Fort Brooke in present-day Tampa along a string of forts ending at Fort Jupiter. The telegraph line was strung from tree to tree along a route known as the Old Wire Trail. The Old Wire Trail followed the Eustis Trail eastward until just before it reached the Loxahatchee River where it diverged and crossed the river south of the military trail, and followed a raised causeway that rejoined the wagon road near the eastern border of Riverbend County Park (Carr, et al. 1995).

The Old Wire Trail appeared on road maps into the 1920s, and is faintly visible on a 1940's aerial photograph (USDI 1940), but disappears thereafter. A 1923 road map (H.C. Fugate Engineering Company 1923) shows the route of the Old Wire Trail overlaid on a grid of townships and sections. The road is shown running southwest through present-day Jupiter Farms after crossing the Loxahatchee River, and dipping south of the Pine Glades Natural Area in Section 9. It continued westward in the present-day Palm Beach Park of Commerce, and entered the natural area at the southwest corner of Section 8. It then continued northwest through Sections 7, 1, and 2 before exiting at the northwest corner of Section 2. This 1923 road map, however, has been found to be inaccurate about other features in the past.

A 1970 topographic map (USGS 1970) shows a trail that is consistent with the traces of an old road that County staff has located on both sides of present-day Pratt-Whitney Road. This trail enters the Pine Glades Natural Area from the south in the middle of Section 7, and precedes northwestward, crossing the northwest corner of Section 12 and exiting at the northwest corner of Section 1. The appearance of the old road is consistent with other known wagon trails, having a concave roadbed lowered slightly below the natural grade, and low soil ridges on either side of the road. The hooves of horses, mules, and oxen have a tendency to move soil from the center of the road and out to the edges. Modern motorized vehicle trails tend to create two tire tracks with a raised center between the tracks. It is believed by County staff and the State Division of Historical Resources that the old road traces in the natural area are part of the Eustis Trail/Old Wire Trail. The route of the Old Wire Trail has also been located in Riverbend County Park and the adjacent Hatcher-IJV tract. The trail crosses through the southern portions of this tract, although a large portion was dug up during the shell mining activities that led to the creation of a rectangular lake in the 1990s. The Old Wire Trail would remain in use as a wagon road until 1899, and usage of segments of the trail would continue for many years.

#### Early Settlers – 1873 to 1913

As the Seminole Indian War period ended and the turmoil of the Civil War receded, Palm Beach County became attractive to settlers. The first permanent settlers came to Palm Beach County in the mid 1870s, and settled on the shores of the Lake Worth Lagoon in the vicinity of the Town of Hypoluxo. Others soon followed and in 1882, Augustus "Saw Grass" Miller bought land on both sides of present-day Indiantown Road in the vicinity of the Loxahatchee River (in present-day Riverbend County Park) from the State of Florida. In the early 1890s, he began to plant citrus trees on his land (Jackson 1978). The citrus trees were primarily planted in hardwood hammocks where the soil was richer and was elevated above the usual high water mark. In 1896, Miller's land was bought by the Lainhart and Dimick families. Their friends, the Potter and Brelsford families, purchased

surrounding properties and established additional groves. A packinghouse was established on the Lainhart property and the fruit hauled to the railroad in Jupiter.

In 1899, Dade County, which included Palm Beach County at that time, approved the cutting of a rough road from Jupiter to the Allapatha Flats (Indiantown area). A contractor was paid \$425 for the work (Dade County Official Records 1899). The road was laid out on the half-section line from the Florida East Coast railroad track to the Loxahatchee River, and then followed a more or less straight line from the river to the flats and avoided the more circuitous route of the Old Wire Trail. It also shortened the distance that had to be traveled to get from Indiantown to Jupiter. This new road followed the route of the Old Wire Trail westward until it crossed the Loxahatchee River, where it veered to the northwest and crossed present-day Indiantown Road in the vicinity of Jupiter Farms Road (Carr and Elgart-Berry, 2004). Although this route would have crossed the Hatcher/Halpryn tract diagonally, the portion of this road on the site has not been located. The portions of the 1899 road, east of the Loxahatchee River, were known as Orange Grove Road (Snyder 2003) since it was used primarily to haul oranges to the railroad from the groves along the river. The portions of the 1899 road east of Riverbend County Park are present-day Indiantown Road; the portions west of Jupiter Farms Road are the Old Jupiter-Indiantown Road. Prior to construction of the 1899 road, Center Street, which was located on the section line one-half mile to the north, had been the main east-west road in the Jupiter area.

In 1909, Palm Beach County was formed out of the northern portion of Dade County. In 1911, the County Commission adopted a resolution to construct a graded road that would follow the line of the present public road from Jupiter to the Allapatah Flats. The contract was awarded and work began in March 1912 (Palm Beach County Official Records 1912). A 1914 map shows the road for the first time (Brooks 1914) and the County Commission changed the name of the road to Indiantown Road at that time (Snyder 2003). The work on this road progressed slowly and was not completed until 1917. Sam Barfield, the road contractor, was supposed to have used convict labor to build the road. The graded road was a major improvement over the Old Wire Trail. It also eliminated the southern bow in the 1899 road that stretched from the eastern edge of Riverbend County Park to present day Jupiter Farms Road. This straightened route was basically placed in the current location of Indiantown Road and crossed the river well north of the 1899 road/Old Wire Trail. The portion of the 1910s Jupiter-Indiantown Road in the Hatcher-IJV tract that is proposed for historical designation was constructed at this time. The road was constructed by digging a ditch on both sides of the road, piling the fill in the middle and grading the fill level.

#### Philo Farms, Jupiter Farms, and the Central Dixie Highway – 1914 to 1955

In 1914, Edgar Philo of the Jupiter Fruit Farms Company platted the Philo Farms development (Philo 1914). This development contained nearly six sections of land that straddled Jupiter-Indiantown Road north of present-day Indiantown Road. The land was divided into twenty-acre tracts that were, in turn, subdivided into one-acre lots. A one-mile square city site was reserved in the center of the plat. The tracts were advertised in rural newspapers in northern states like New Jersey and Wisconsin (Snyder 2003), and were often purchased sight unseen. The Rood family and others bought land in Philo Farms and a post office for the Rood settlement was established in 1915. Vegetable and sugarcane farming was the main agricultural activity at the Rood settlement, although a plant nursery was established later. At its height, the Rood settlement contained a hotel,

the post office, a sawmill that was later converted into a syrup mill, and up to 20 homes. This community was severely impacted by the 1928 hurricane and a subsequent economic slump, and withered away after these events. Very little activity occurred on the Philo Farms land outside the vicinity of the Rood Settlement.

In 1915, an organization known as the Dixie Highway Association was formed in Chattanooga, Tennessee. It was the brainchild of Carl Fisher, a backer of the Lincoln Highway and the Indianapolis Motor Speedway. The association promoted highways to connect the Midwest and the South. Two north south mainlines were established with numerous cross-connections. The State of Florida joined the association and was soon busy establishing the Dixie Highway from Jacksonville to Miami, and the Dixie Highway West from Tallahassee through central Florida to Arcadia, where it swung west to Fort Myers and then back southeast to Miami (Droz 2001). A cross-link between the two mainlines from Arcadia to Jupiter was established and called the Central Dixie Highway. Existing roads, like Jupiter-Indiantown Road, were incorporated into the Dixie Highway system. By 1923, maps identified the County road from Jupiter to Indiantown as the "Central Dixie Highway" (H.C. Fugate Engineering Co. 1923).

The Dixie Highway system was completed in 1927 and the association was disbanded. Most of the roads were designated as parts of the U.S. Highway system that was established in the mid-1920s, such as U.S. Highway 1 (Droz 2001). In areas where the U.S. Highways were constructed on different routes from the Dixie Highway, some of the segments of the Dixie Highway retained their identity, but gradually became "Old" Dixie Highway. As a minor cross-link that did not become part of the U.S. Highway system, Jupiter-Indiantown Road's association with the Dixie Highway system was quickly forgotten and its name reverted back to Jupiter-Indiantown Road. A 1936 Palm Beach County highway map (Florida State Road Department 1936) shows the road to Indiantown labeled as State Road 29. A 1941 Martin County highway map shows the road as a main hard-surface road labeled Jupiter Indiantown Road (Martin County 1941).

In 1923, the South Indian River Company began selling off 40-acre lots in the area west of the Hatcher-IJV tract and south of present-day Indiantown Road. The Company called this area "Jupiter Farms and Groves". The South Indian River Water Control District (SIRWCD) was established at this time, and dug a series of east-west canals one-half mile apart that drained Jupiter Farms into a canal on the east side of the development. This canal emptied into the Loxahatchee River in present-day Riverbend County Park. Jupiter Farms Road was built on the west side of the Hatcher-IJV tract and became the main access route into Jupiter Farms. New east-west roads were established along the canal banks. The northernmost of these canal roads was significantly improved and would later become part of present-day Indiantown Road. The canal system made Jupiter Farms significantly better drained than Philo Farms and the vegetable farming soon shifted there from the Rood area. The first buyers of land in Jupiter Farms were mostly vegetable farmers of Italian descent and the area was nicknamed "Italian Farms" for many years. Nearly all of the farming activity was centered on Jupiter Farms Road.

The advent of Jupiter Farms was apparently the death knell for the Old Wire Trail. Its route was repeatedly cut by the canals while the new roads offered better traveling conditions within Jupiter Farms. It is also thought that the new property owners did not want an old trail cutting across their property and farm fields. The Old Wire Trail quickly fell into disuse and is only faintly visible in a 1940 aerial photograph (USGS 1940) of Jupiter Farms. Within the Pine Glades Natural Area, however, the trail still provided access for hunters, ranchers, and others, and remained visible for a longer period of

time. In December 1926, Palm Beach County accepted a 30-foot posted-and-viewed public road that ran along the northernmost SIRWCD east-west canal. This road ran westward until it reached the northwest corner of Section 3 in the Pine Glades Natural Area where it turned and ran northward to the Martin County line (Palm Beach County Official Records 1926). The only parts of Jupiter Farms Road built was the portions adjacent to present-day Jupiter Farms.

Sometime in the late 1920s or early 1930s, Jupiter Farms Road was built on the northern border of Jupiter Farms. As part of the construction work, the location of Jupiter-Indiantown Road was shifted in the Hatcher-IJV tract. The location of the road was shifted as much as 200 feet to the northeast, possibly to better align with the new east-west road in Jupiter Farms. It is also possible that there were barriers or other issues that impeded the improvement of section of the road in the Hatcher-IJV tract, and the road was moved to permit the improvements. In any case, the segment of Old Indiantown Road in the Hatcher-IJV tract was abandoned at this time. The 1940 aerial photograph (USGS 1940) clearly shows both the old and new segments of Jupiter-Indiantown Road.

In the early 1940s, the northwest corner of the Hatcher-IJV tract was farmed to grow vegetables. Access was via Jupiter-Indiantown Road from Jupiter Farms Road. In order to improve drainage for the farmed areas, the southern roadside ditch of Jupiter-Indiantown Road was dug out and widened. This ditch connected to a small bridge in Jupiter-Indiantown Road at the eastern edge of the tract. The water would flow under the road and northward through the Dubois property to a tributary of the Loxahatchee River. The spoil from the ditch widening was dumped on Jupiter-Indiantown Road. At the western end, the spoil was either leveled or removed. On the middle and eastern ends, the spoil was left in piles and gradually colonized by trees and other vegetation.

The farming activities were short-lived and the 1953 aerial photograph (USGS 1953) shows both the farmed area and the former road as being re-colonized by vegetation. The farmed area and the old road become less visible in subsequent aerial photographs, although there is an increase in unrelated shell-mining activities.

#### Modern-day Indiantown Road -1956 to present

The east west County road on the northern border of Jupiter Farms was paved and extended westward for six miles from Jupiter Farms to a new intersection with the Beeline Highway in May 1956. The Beeline Highway (State Road 710) was extended southeast from Indiantown to reach the Indiantown Road extension at the same time. The new paved road was originally called new U.S. Highway 98 (Palm Beach Post 1956), but that designation was later assigned to Southern Boulevard and present-day Indiantown Road was re-designated as State Road 706. With connections of the new road (now simply known as Indiantown Road) to the Beeline Highway, was now a modern paved highway from Jupiter to Indiantown. The shell rock Old Jupiter Indiantown Road (Old Indiantown Road) was now obsolete and fell rapidly into disuse.

The owners of the Cypress Creek Natural Area in Sections 35 and 26, C. L. and Gladys Chancey, agreed in 1956 to give the County an 80-foot right-of-way for Mack Dairy Road to connect the Old Indiantown Road to the new Indiantown Road on the western border of Section 35. The Chanceys or their successors, would receive the right-of-way for Old Indiantown Road within their property in exchange. After Mack Dairy Road was built in

1957, the portions of Old Indiantown Road with Section 35 and 36 were abandoned and closed to public vehicular use. There would be no other significant changes to Indiantown Road until it was made into a four-lane and then a six-lane highway in the late 1990s.

**Significance Criteria:**

Just like the portion of Old Indiantown Road located in the Cypress Creek Conservation Area, the section of roadbed located on the Hatcher-IJV Property fulfills the following historic designation criteria:

*Criteria D: exemplifies the historic, political, cultural, or economic trends of the community in history.*

The Indiantown Road represented *the* link between the interior communities and the coast. It was by this road that goods and information were transported between the interior and the coast. The economy of Jupiter would not have excelled as it has without the presence of Indiantown Road.

**Future Adaptive Reuse:**

Ultimately, Old Indiantown Road will be used as a hiking trail within the larger North Everglades Natural Area (NENA) trail network. The majority of the roadbed from the Palm Beach County line to Indiantown in Martin County is already historically designated and should be open to the public in the near future. The Hatcher-IJV section of the larger trail network will fill in one of the missing links within Palm Beach County. Once this is completed, Old Indiantown Road will link Indiantown in Martin County to Riverbend Park in Palm Beach County.

One of the reasons Palm Beach County purchased the Hatcher-IJV property was because of its environmentally sensitive ecology along the western third of the property. To restore the environmental conditions of the property it must retain a specific water level. The property has been ditched and drained, resulting in much lower water levels which adversely affect the natural wetland and upland systems on the site. Therefore, in order to achieve the historic hydrology, this property must be bermed and rehydrated. To this end, ERM is seeking to adaptively reuse the roadbed since the existing roadbed is so high and strategically located along the northern border of the property. It makes the perfect location for a berm.

ERM staff met with the County Archaeologist to discuss how to best preserve the roadbed while helping to restore the ecosystem. Both parties agreed the best way to achieve this is to protect the road by placing geo-textile on the original ground surface and placing soil over the top of it. This will not only protect the original roadbed but also duplicate the original look of the road when it was in use. The eastern destroyed portion of the road will eventually become a parking area to allow visitors who will enjoy hiking, fishing and canoeing on the property.

**Staff Recommendations:**

The County Archaeologist recommends that the HRRB forward a recommendation to the Board of County Commissioners to include the section of Old Indiantown Road located on the Hatcher-IJV property to the existing Old Indiantown historic site which is listed on the County's Registry of Historic Places.



**References:**

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1899 County Commission minutes of July 3, August 1, and November 6, 1899.
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# Segment of Old Indiantown Road Located on the Hatcher Property



Revision Date: <Type Date Here>  
Contact: <Type Your Name Here>  
Filename: <Type Path & Filename Here>

500 0 500 Feet



Planning, Zoning  
& Building  
2300 N Jog Rd  
West Palm Beach, FL 33411  
Phone (561) 233-3300



Note: Map is not official, for presentations purposes only.