The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project area being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding Date December 14, 2016 and executed by FHWA and FDOT.

Memo

To: Barbara Culhane, FDOT, District 6 Cultural Resources Coordinator/Environmental Supervisor

Cc: Kelsey Condell, FDOT, District 6 Environmental Specialist, and Xiomara Nunez, FDOT LAP Administrator

From: Kimberly Nagle and Heather Carpini, S&ME, Inc.

Date: February 2020

Re: Cultural Resource Assessment Survey Rowell's Marina LAP Project for Monroe County, Key Largo, Monroe County, Florida

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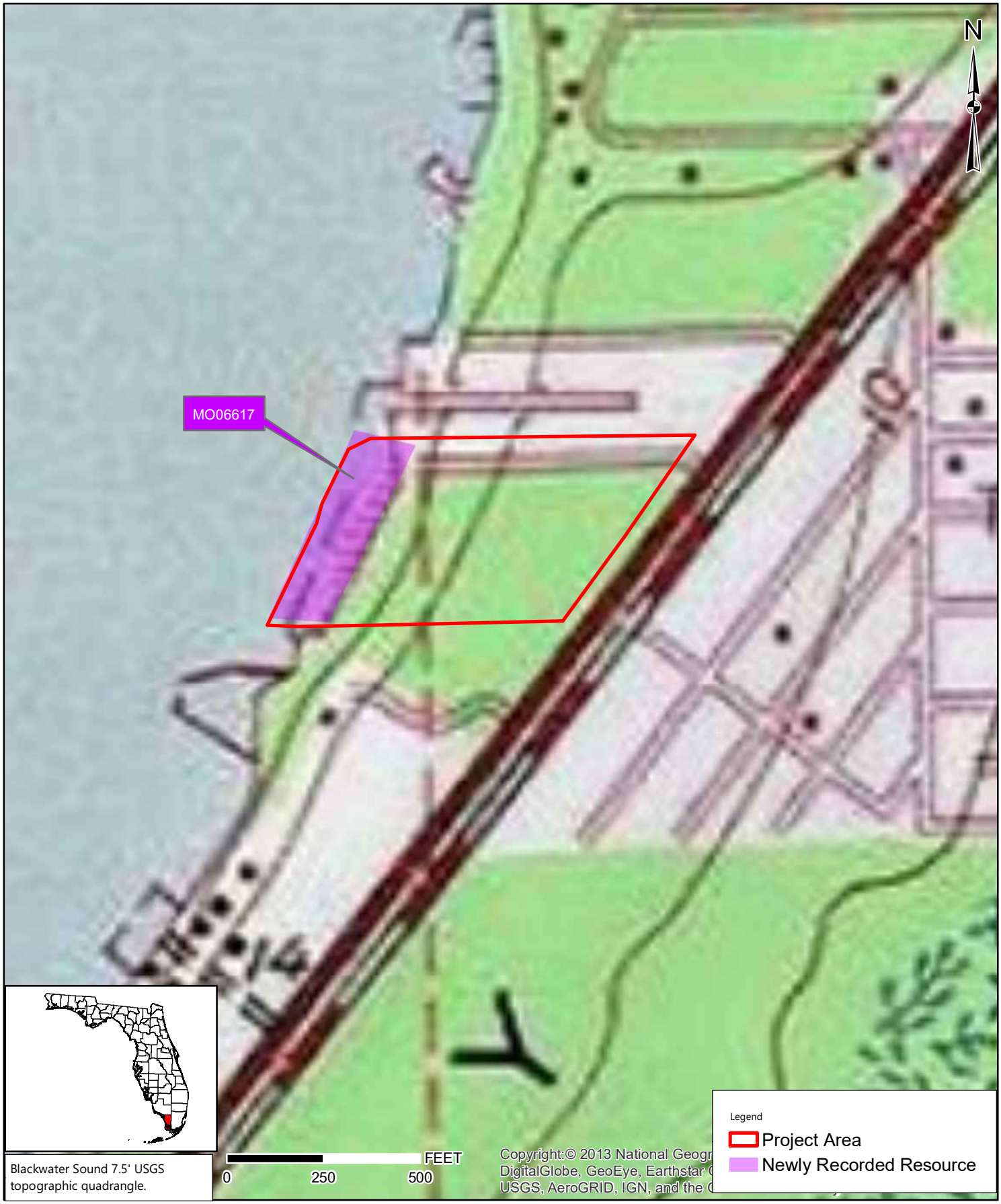
On behalf of Monroe County, S&ME, Inc. (S&ME) has completed a cultural resource assessment survey for the proposed Rowell's Marina trailhead project in Key Largo, Monroe County, Florida (Figures 1 and 2). The project is using funding from the Florida Department of Transportation (FDOT), Local Agency Program (LAP), which requires a review of how the project will impact cultural resources. Work was conducted in accordance with Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017), Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 – *Protection of Historic Properties* (incorporating amendments effective August 5, 2004), the revised Chapter 267, *Florida Statutes (F.S.)*, and FDHR *Module 3: Guidelines for Use by Historic Preservation Professionals*.

This survey was completed to determine if cultural resources are within the Area of Potential Effects (APE) for the project area, evaluate the resources for inclusion in the National Register of Historic Places (NRHP) according to the criteria set forth in 36 CFR Section 60.4, and to identify historic properties that may be affected by the proposed undertaking.

Project Description and Area of Potential Effect

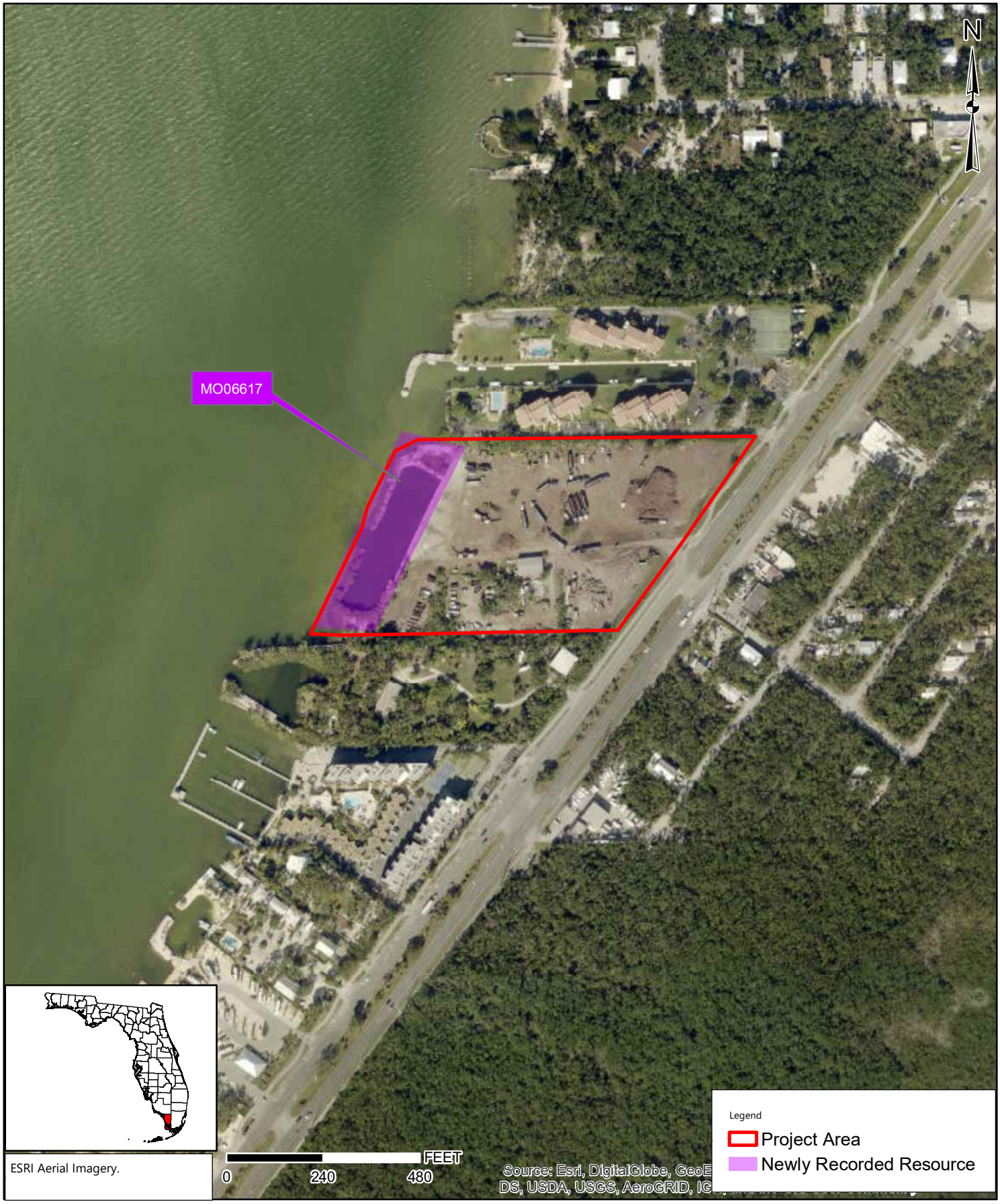
The proposed project area is approximately nine acres in size and is located west of US Highway 1. The parcel is undeveloped and surrounded by condominiums to the north, private property to the south, US Highway 1 to the east, and Blackwater Sound to the west. The current project will include a bike path trailhead that extends into the park, a paved parking area, and a one story restroom facility for park patrons (Figure 3).

For this project, due to the nature of the proposed improvements, which are at ground level for the parking area and trailhead/bike bath and a single story for the restroom, and their usage, which will consist of parking for the proposed trailhead, the project is unlikely to impact cultural resources outside of the proposed project area. For the reasons stated above, the APE for both direct and indirect effects is limited to the footprint of the project area.



Drawing Path: T:\Projects\2019\ENV\Other Office Jobs\(5271) Orlando\5271-17-097 Rowell's Marina Cultural Work\GIS\Figures\Figure 1 topo.mxd plotted by KNagle 07-08-2019

SCALE:	1:4,000	**Topographic Map of the Project Area** Rowell's Marina	FIGURE NO.
PROJECT NO:	5271-17-097		1
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	



SCALE:	1:3,839	**Aerial Map of the Project Area** Rowell's Marina	FIGURE NO.
PROJECT NO:	5271-17-097		2
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	

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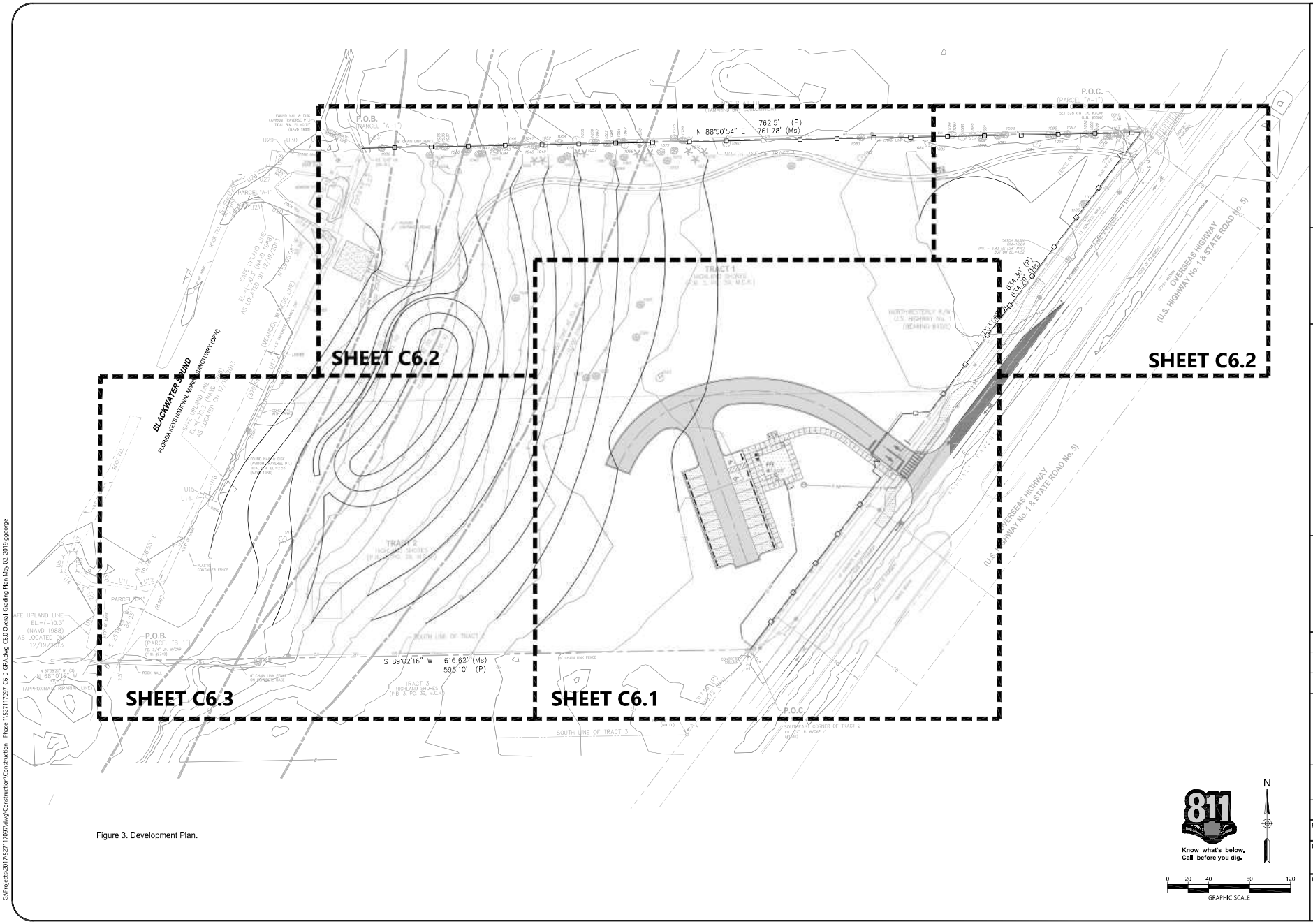

Figure 3. Development Plan.

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MONROE COUNTY UPPER KEYS ROWELL'S MARINA

MONROE COUNTY, FLORIDA

JASON DOUGLAS BULLARD
LICENSE
NUMBER 73800
STATE OF FLORIDA
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION	BY	CHK	APV
1	5/8/18	FDOT SUBMITTAL	KO	KO	GBH

PROJECT NUMBER
527117097

DRAWING NUMBER
C6.0

DRAWING NAME
OVERALL GRADING PLAN

G:\Projects\2017\527117097\dwg\Construction\Construction - Phase 1\527117097_C6-0_OPA.dwg-C6.0 Overall Grading Plan May 02, 2019 ggeorge

Environmental Overview

Location and Vegetation

The project area is located in the eastern portion of Monroe County. Monroe County encompasses approximately 3,738 square miles, 983 of which are covered by land. The majority of Monroe County (87 percent) is comprised of the Everglades, which is virtually uninhabited; the remaining portion of Monroe County includes the Florida Keys, where Key West is the county seat.

The project area is roughly nine acres in size and is located in Key Largo, which is in the upper Florida Keys and the largest section of the Keys at 33 miles in length. The project area has very little vegetation and exposed limestone covers the majority of the project area (Figure 4 and 5). A paved entrance road is currently present, providing access from US Highway 1 to the existing park; construction activities are ongoing within the project area, where a structure has been demolished and the area is being cleared (Figures 6 through 8). The area north of the project area has been developed into condominiums and the area south is private property (Figure 9).

Natural Setting

Key Largo has a central ridge of fossilized coral rock, known as the Key Largo formation, that extends the full length of the island; the elevation of the ridge ranges from 12 to 16 feet above mean sea level (AMSL), however, most locations are much lower. Overlying sediments are typically absent, with the exception of eroded areas where solution holes have been formed or in area of deep, black sediment, both of which are associated with prehistoric occupation of the area (Carr 1985). Elevations within the project area are relatively flat, at approximately five ft AMSL (Figure 1.1). The western shore of Key Largo is a series of shallow water sounds; the project area provides access to Blackwater Sound.

Soils

The project area contains one soil type, Pennekamp gravelly muck, which ranges between 0 and 2 per slope and is extremely stony; the soil is well drained and located on tropical hammocks in the uplands of the upper keys (USDA 1995). Figure 10 shows the soil distribution within the project area.

Figure 4. Overview of the project area, facing west.

Figure 5. Exposed limestone/coral within the project area.

Figure 6. Paved roadway within the project area, facing southeast.

Figure 7. Ongoing construction within the project area, facing northwest.

Figure 8. Location where structure had been located, facing south.

Figure 9. Condominiums to the north of the project area, facing north.

SCALE:	1:1,893	**Aerial Map showing Soil Types in Project Area** Rowell's Marina	FIGURE NO.
PROJECT NO:	5271-17-097		10
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	

Drawing Path: T:\Projects\2019\ENV\Other Office Jobs\(5271) Orlando\5271-17-097 Rowell's Marina Cultural Work\GIS\Figures\Figure 10 - soil types.mxd plotted by KNagle 07-08-2019

Cultural Context

Prehistoric Review

Over the last two decades there has been much debate over when humans first arrived in the New World. The traditional interpretation is that humans first arrived in North America via the Bering land bridge that connected Alaska to Siberia at the end of the Pleistocene, approximately 13,500 years ago. From Alaska and northern Canada, these migrants may have moved southward through an ice-free corridor separating the Cordilleran and Laurentide ice sheets to eventually settle in North and South America.

Some researchers have suggested that initial colonization of the New World began well before Clovis, with some dates going back more than 35,000 years (Dillehay and Collins 1988; Goodyear 2005). Evidence for pre-Clovis occupations are posited for the Meadowcroft Rockshelter in Pennsylvania, the Cactus Hill and Saltville sites in Virginia, and the Topper site in South Carolina, although this evidence is not widely accepted and has not been validated (Adovasio and Pedler 1997; Dillehay and Collins 1988; Goodyear 2005). Recently, a number of sites providing better evidence for a presence in the New World dating between 15,000 and 13,500 years ago have been discovered. Although far from numerous, these sites are scattered across North and South America, including Alaska, Florida, Missouri, Oregon, Tennessee, Texas, Wisconsin, and southern Chile. Despite this, the earliest definitive evidence for occupation in the Southeastern United States is at the end of the Pleistocene, approximately 13,000 years ago (Anderson and O'Steen 1992; Bense 1994).

Paleoindian Period (12,000–10,000 B.P.)

Florida's earliest known inhabitants date to the Paleoindian Period. Paleoindian groups consisted of small kinship based bands of hunter-gatherers with a technology developed to hunt the Pleistocene megafauna such as mastodon, bison, sloth, tapir, horse, and camelids (Milanich 1994:47). Early Paleoindian lithic technology is distinct from later types of projectile points because of the incorporation of a "flute" that was created at the base of the projectile point. This fluting served to assist in hafting the projectile point to the shaft. In addition to the fluted Clovis point, other Paleoindian projectile points include the lanceolate Suwannee point and Simpson fishtail point (Faught 1996:259). Other items that comprise the Paleoindian tool kit include bola stones, unifacial scrapers, end scrapers, adzes, double-tined bone points, atlatls, and non-returning boomerangs (Milanich 1994:48–53).

Most of the evidence of Paleoindian occupation in South Florida has come from the Cutler Fossil Bed site in Dade County (Carr 1986, 2012, and 2015) and in southwest Florida from the Little Salt Spring (Clausen et al. 1979) and Warm Mineral Springs (Cockrell and Murphey 1978); evidence of human hunting of extinct megafauna has been found during dredging operations in southwestern Florida and on the southeast coast from solution holes in southern Dade County (Carr et al. 2016). In Florida and across much of the east coast, Paleoindian settlement patterns are obscured because of the postglacial sea-level rise that inundated much of the coast. Most of the evidence for Paleoindian people comes from what would have been interior, upland settings. During the Paleoindian Period, the present day Florida Keys would have been part of a connected land mass from the southern peninsula; Paleoindian sites would probably be submerged and closer to the Late Pleistocene shores. This being said, site 8MO1297 on Grassy Key, suggests that Paleoindian sites can still be identified on the current island mass.

Archaic Period (10,000–2500 B.P.)

Major environmental changes at the terminal end of the Pleistocene led to changes in human settlement patterns, subsistence strategies, and technology. As the climate warmed and the megafauna became extinct, population size increased and there was a simultaneous decrease in territory size and settlement range. The environment and physiology of Florida shifted due to the gradual warming trend, a rise in sea levels, a reduction in the width of peninsular Florida, and the spread of oak-dominated forest, cypress swamps, and hammocks, characteristic of the subtropics, occurred through most of Florida (Carbone 1983; Delcourt and Delcourt 1981; Milanich 1994; Smith 1986).

As the Archaic population became more sedentary, a variety of site types appeared, including short term camps, base camps, cemeteries, and resource procurement camps (Milanich 1994). The population dependence on large mammals had waned, resulting in more permanent, larger, habitation sites that utilized riverine, lacustrine, and coastal resources to meet their needs. This change in subsistence and residential mobility developed concurrently with the invention of ceramic technology, the wide-spread use of canoes, and possibly the development of permanent residential structures.

Excavations in Florida have documented the importance of canoes to prehistoric people in northern Florida. At the Newnans Lake site (8AL4792) archaeologists have identified over 100 dugout canoes (Wheeler et al. 2003); 41 of the canoes were dated between 5000 and 2300 B.P. This represents the single largest collection of Archaic Period canoes in the United States (Wheeler et al. 2003:534). The primary site types from the Archaic Period found in central and southern Florida are Mortuary ponds, sinkholes, and springs (Carr et al. 2016). The Bay West Site (8CR0200) is a cypress pond mortuary that was likely a water filled solution hole that provided a fresh water source during the Archaic (Beriault et al 1981). A radiocarbon date range from the site dates from somewhere between 7000–5500 B.P.

In Florida, the Early Archaic and Middle Archaic subperiods are generally defined through projectile point types. During the Early Archaic, point types like the Kirk and Bolen were common (Bullen 1975; Milanich 1994), while during the Middle Archaic the more well know artifacts belonged to a family of spear points that includes Hillsborough, Newman, Alachua, Putnam, and Marion variations (Bullen 1975).

During the Late Archaic subperiod, shell midden sites became more prevalent, as did shell rings. Shell rings are interpreted as egalitarian encampments or as evidence of complex monumental architecture associated with large-scale seasonal gatherings and ceremonies. The rings probably resulted from the increasing sophistication, with which local populations were able to adapt to their local environments, the relative stabilization of sea-levels, and the availability of a substantial year-round subsistence base. One large Archaic shell ring at Horr's Island in Florida, dated between 5000 and 3000 B.P., also provides evidence of some of the earliest structural remains recorded in the Southeast (Milanich 1994:102).

An important change that occurred during the Late Archaic subperiod, was the development of ceramic technology. On the Atlantic coast of Florida, near the St. Johns River, the inhabitants used a fiber-tempered ceramic pottery named the Orange series. Orange series ceramics were used approximately from 4000 to 3000 B.P. (Sassaman 1993:20) and were molded by hand into bowls of various shapes and sizes (Griffin 1945; Bullen 1972. Fiber tempered pottery was reportedly recovered on Key Largo from site 8MO0025; however, that information has not been confirmed (Carr et al. 2016).

Glades Period (2500–500 B.P.)

In 1947, three time periods were defined for south Florida's prehistory using decorated pottery types that have been proven to be effective time markers in extreme southern Florida; these time periods are called Glades I, II, and III (Goggin 1947). Glades I (2500–1750 B.P.) is characterized by the use of undecorated sand tempered pottery; during Glades II (1750–750 B.P.) there was a shift in ceramic decoration styles (i.e. Key Largo Incised, Miami Incised, Sanibel Incised, etc.). Mound construction was also occurring during Glades II, suggesting the rise of a stratified society. During Glades III (750–450 B.P.) there was another change in ceramic decorations, with the near absence of decorated pottery between 950–750 B.P. (Griffin 1974). St. Johns tradeware increased along the east coast and a thriving trade network brought exotic lithic tools and ornaments.

Contact Period (1513–1763)

The European contact period coincides with the Glades III period and is evident in extreme southeastern Florida by the appearance of tooled pottery and the general introduction of European material into the Indian artifact assemblage. When the Europeans arrived, they encountered a thriving native population with at least five separate tribes in southern Florida: the Tequesta in southeast Florida, the Calusa in southwest Florida, the Jeaga and Ais along the east coast north of the Tequesta, and the Mayami near Lake Okeechobee (Carr et al. 2016). The European accounts suggest that the Calusas were the politically dominate tribe over the others. In the eighteenth century, the Indians of the Keys were referred to as the Matecumbes.

When the English gained control of Florida in 1763, the Keys were the last refuge for the South Florida tribes. Continually harassed by the Creeks, allies of the English, the last of the south Florida tribes migrated to Cuba with the Spanish (Romans 1775); some Indians were unhappy in Cuba and returned to Florida to become known as the Spanish Indians (Sturtevant 1953), who in turn became part of the Seminoles.

Historic Review

Exploration and Early Settlement

European interest in Florida began with the Spanish as they sought to increase their empire, which, by the sixteenth century, already included large portions of South America and the Caribbean Islands. For Spain, Florida would be a strategic holding, vital to its efforts to protect the ships laden with riches and trade goods, which sailed north back to Spain near the coast of Florida from the more southern colonies. After Juan Ponce de Leon landed on the northeast coast of Florida in 1513, several Spanish conquistadors led attempts to settle the territory, including Ponce de Leon himself in 1521, Panfilo de Narvaez in 1528, Hernando de Soto in 1539, and Tristan de Luna y Arellano in 1559. These settlements, however, failed and Spain's interest in Florida began to wane during the mid-sixteenth century (Florida Office of Cultural and Historical Programs [FOCHP] 2006).

France also developed an interest in Florida during this same time period, fueled by the explorations of Jean Ribault, and they sought to establish their presence in the area by building settlements and military outposts along the eastern coast. In 1564, the French, under René Goulaine de Laudonnière, launched a settlement called Fort Caroline at the mouth of the St. John's River. The Spanish viewed this colony as an incursion on lands that they had claimed. They also believed that the French could pose a danger to their transportation routes; with a fort on the Florida coast, France could easily attack Spain's transport ships as they brought their cargos to the mother country from her South and Central American colonies. This situation quickly reignited King Phillip II's interest in a Florida colony and he sent Pedro Menendez de Aviles to remedy the situation. Slightly more than a year after they had founded Fort Caroline, the French settlers and military men were driven out of Florida by Menendez, who took control of the settlement and renamed it San Mateo. Menendez then established a Spanish

fortification at St. Augustine, which would prove to be the first permanent European settlement in North America. This inaugurated the First Spanish Period in Florida (Estabrook 2006:11).

Although Spain controlled the Florida region for nearly two hundred years after the founding of St. Augustine, the population of the colony remained small. Developing a large, thriving settlement in Florida was not the goal of the Spanish in the sixteenth and seventeenth centuries and agriculture was a minor pursuit for the colonists. For Spain, St. Augustine was primarily a military establishment, meant to protect its other colonies and its shipping interests. Its secondary purpose was to serve as a base for missionaries, who traveled among the native Indian groups founding missions and looking to convert them to Catholicism. Other forts and missions were erected further inland and along the coast, north of St. Augustine, but they all had similar objectives (Griffin 1999:9; Estabrook 2006:11).

The Spanish concentration on building military outposts stemmed from constant threats during the sixteenth, seventeenth, and eighteenth centuries. Early in its colonial venture, Spain came into conflict with the Native Americans living in the area, including the Saturiwa, Mayaca, Nocoroco, and Potano. Repeated skirmishes with these groups eventually forced Spain to abandon its fort at San Mateo in 1569 and put a temporary end to Spanish interest in establishing settlements on the Florida peninsula, south of St. Augustine. In the seventeenth and eighteenth centuries, even Spain's settlements along the northern part of Florida required constant protection, as England and France looked to exploit the resources of North America and they often attempted to infiltrate Spanish territory. As the British pushed southward into present day Georgia, they threatened the northern border of Spanish Florida, often crossing it to raid and destroy missions. A similar situation existed to the west, as France looked to expand its Louisiana empire. These repeated attacks upon Spanish sovereignty in Florida weakened Spain's hold on the territory (FOCHP 2006; Estabrook 2006:11).

Although the majority of Spanish settlement was concentrated along the northern borders of Florida, the colonial power laid claim the lands of the Florida Keys (known to the Spanish as the Cayos, which had been visited by Ponce De Leon in the early 1500s. However, during the period of Spanish rule, the Keys were remote territory from the colonial base of St. Augustine and the colonists did not attempt to expand their empire to the islands, leaving them to the Native American people who had been living there when the Spanish came. Native American trade, via boat, and fishing expeditions from Spanish Cuba, to the south, did bring the Spanish colonists into contact with the Keys natives in the late seventeenth and early eighteenth centuries, resulting in a decline in the native population through disease and violence and a slow infiltration of Spanish influence into the remaining population (Griffin 1999:9; Griffin 2003:163; Viele 1996).

The British Period

In 1763, at the conclusion of the Seven Years War (also known as the French and Indian War), the Treaty of Paris required that Spain cede Florida to England, in exchange for the island of Cuba and its main city Havana. England planned to model Florida on the successful colonies of Virginia and the Carolinas, establishing a plantation system within the newly acquired region, and the beginning of British rule inaugurated a period of plantation dominated society in Florida. To make the administration of such a large territory more efficient, the British divided up Florida into two parts: East Florida with its capital at St. Augustine and West Florida with its capital at Pensacola. The ultimate plan of the British crown was to attract settlers to the land with large grants, to be worked by white indentured servants who would ultimately acquire their own plots of land when their tenure was up. In West Florida, this plan was never put into effect, and most of the territory was divided up among small yeomen farmers. In East Florida, the land was parceled out in large tracts to wealthy investors, but in the majority of cases owners followed the example set by Governor James Grant and imported African slaves to work the land rather than utilizing white indentured labor (Griffin 2003:1640).
The ownership of the Keys, however, was disputed during the 1760s and 1770s, as Spain continued to consider the islands as part of Cuba and England counted them as part of its Spanish Empire (Arnade 1955; Viele 1996).

During this period, ships from the Bahamas, another British colony, periodically landed in the Keys to harvest natural resources, such as mahogany, for trade. Fishermen and shipwreck salvagers frequented the harbors around the Keys and often landed on their beaches. Additionally, the remote nature of the Keys made them attractive to pirates and privateers, who sought safe harbors away from civilization and government entities, resulting in the area being used as a safe haven by these sailors. In an attempt to better navigate their island holdings, England sent surveyors Bernard Romans and George Gauld to survey and map the Keys and the surrounding waters and reefs during this period; however, the work was not completed prior to the beginning of the American Revolution. Before the Revolution, the Keys remained virtually unsettled, as most of the native residents had migrated southward to Cuba (Viele 1996).

The Second Spanish Period

The Second Spanish Period in Florida commenced when the territory was awarded to Spain at the conclusion of the American Revolution. Spain retained the two separate governmental entities that England had created, East Florida and West Florida. The ensuing years of Spanish rule, however, were fraught with problems and conflicts. These issues began shortly after Spain acquired Florida, as loyal British subjects engaged in a mass migration from the territory, abandoning homes and plantations and leaving Florida nearly empty of settlers. Spain appointed governors to the two regions of Florida, and, believing that the newly reacquired colonies were best run as military outposts, men who had had successful military careers were the preferred candidates for the job. Yet these men proved ineffective administrators, resulting in further problems (Viele 1996).

Until the nineteenth century, the lands south of St. Augustine lay virtually abandoned. After reacquiring Florida, Spain attempted to recruit settlers for the land but this effort had proved unsuccessful. Desperate to populate their province, the Spanish relaxed regulations placed on new colonists, and in the 1790s they began allowing non-Catholic and non-Hispanic settlers to move into Florida. This leniency allowed immigrants from the United States and the Caribbean islands to migrate to the territory, establishing a plantation based society along the coast. (Griffin 1999:14–16). In the Keys, the Spanish government retained only nominal control and did not establish colonial settlements through the first decade of the nineteenth century. Despite the usage of the islands by fishermen, privateers, smugglers, and wreckers, the remote nature of the lands and the difficulties associated with living on the islands precluded the founding of permanent settlements.

The American Period

As Florida began to lose it strategic importance, Spain became tied up in revolts in its other American colonies and the administration of the Florida territory became more problematic. This led to the eventual decision by Spain to transfer Florida to the United States via the Adams-Onis Treaty of 1819. Shortly afterwards, in 1822, Florida officially became a territory and a territorial government was set up (Schene 1976:48).

During Florida's time as a United States territory, settlement remained sparse south of St. Augustine. Most of the planters who had migrated to the area during the Second Spanish Period remained on their lands and in the 1820s some wealthy men began purchasing large tracts of land and moving into the area along the eastern seaboard. These planters were interested in the possibility of producing a cash crop on their sizeable holdings, utilizing slave labor, and the land around the Halifax River and Mosquito Inlet seemed to provide the perfect growing conditions for sugar. The sugar production economy was successful and profitable in eastern Florida, but expansion southward into the Keys lagged (Schene 1976:86; Griffin 1999:17).

In January 1822, John Simonton purchased Key West from Juan Salas and the following month, the United States formally took possession of the island; 1822 is generally recognized as the first permanent American settlement of Key West, which was the first settlement by Americans in the Keys as a whole (Viele 1996). Key West, which has a natural harbor, held both a strategic military advantage and a location that made it desirable for trade with Cuba.

During the 1820s and 1830s, the population grew to over 500 residents, most of whom were involved in the salvage of shipwrecks. Despite the new settlement in Key West, the islands between the southern tip of mainland Florida and Key West, including Key Largo, remained without permanent settlements, although fishermen, wreckers, and traders still sought shelter on their beaches and in their harbors (Viele 1996).

Monroe County, which encompasses all of the islands of the Florida Keys, was established in 1823 and named for President James Monroe; its original boundaries were much larger than its current territory and included all of Broward, Collier, Dade, Hendry, and Lee counties, as well as portions of Charlotte, Glades, and Palm Beach counties. The county seat of Monroe County was officially established as Key West in 1828. In 1845, Florida became a state.

Civil War and Reconstruction

As the southern states moved on their course towards the Civil War, Florida democrats echoed the sentiments that the politicians of South Carolina expounded. In 1860, the state democratic platform vowed to protect slavery in the territories. With the election of Abraham Lincoln and the subsequent secession of South Carolina, Florida followed suit and seceded from the Union in January 1861. Although no primary Civil War battles occurred in Florida, the eastern coast of the state, with its long stretches of shoreline, proved to be a preferred destination for Confederate blockade runners. However, while Florida was a Confederate state, Key West remained in the possession of the Union. Fort Zachary Taylor, on which construction began in 1845, was the headquarters of the United States Navy's East Gulf Coast Blockade Squadron (Viele 1996).

The influx of population to Fort Zachary Taylor during the Civil War had resulted in significant growth in Key West, although not in the rest of the Keys. From a population of 2,913 in 1860, the number of residents of Monroe County had grown to 5,657 by 1870 and only 614 of these residents were living outside of Key West. The population density for the county was only 1.3 persons per square mile, less than half of the 3.3 people per square mile of the state as a whole (Social Explorer 2019). The small population outside of Key West, however, included farmers and wreckers on Key Largo and Ben Baker, one of the most well-known wreckers in the Keys, established the first post office on Key Largo in 1870, with mail distribution to 17 residents (Bertelli and Wilkinson 2012). The 1870 census indicates that the population of the island of Key Largo was 60 at that time. After the original post office closed, another post office was established in 1881, citing a population of around 200 residents in the area (Bertelli and Wilkinson 2012).

The Florida Keys Since 1876

During the late 1800s, the settlement and economy of the Florida Keys remained dominated by Key West. As the construction of lighthouses and navigation aids increased, salvaging shipwrecks became a less profitable business. During the final decade of the century, wrecking was replaced by cigar manufacturing as the top industry in Key West. In 1880, the county population had nearly doubled from its 1870 number, reaching just under 11,000 residents, of whom 1,050 were not living in Key West. By 1890, the Monroe County population had swelled to 18,786, with 18,080 of the people residing in Key West; Key West accounted for 23.4 percent of Florida's urban population (residents living in cities with populations of 2,500 or more) (Social Explorer 2019).

The upper and middle portions of the Keys were primarily settled by immigrants from the Bahamas. Although some of the residents of these areas were wreckers and some cultivated farm tracts to supply the Key West settlement, the majority of residents in the upper Keys turned to the cultivation of pineapples. Pineapple growing became the largest industry in the upper portion of the Florida Keys during the late nineteenth century, into the early twentieth century, and proved profitable, although melons, tomatoes, and key limes were also grown on large scales in the area (Bertelli and Wilkinson 2012). An 1872 survey map of Key Largo serves as the base map

that shows the locations of land tracts granted on the island by 1890; although the population remained sparse, large expanses of land were claimed by the earliest settlers (Figure 11).

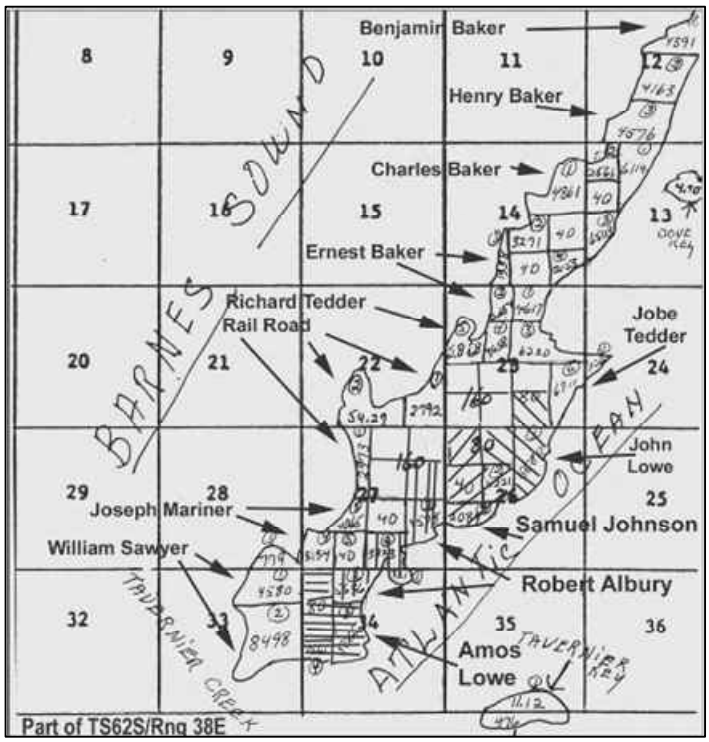


Figure 11. Williams survey map (1872) showing early land grants (Bertelli and Wilkinson 2012: 16).

In the early twentieth century, the Florida Keys became the subject of interest for Henry Flagler, founder of the Florida East Coast Railroad. Through purchase of existing railroads, which he began in 1885, Flagler created a continuous rail line that ran from Jacksonville to Daytona by 1899. In 1892, he received authorization to extend his rail line south by 80 miles, to Miami. In 1895, Flagler incorporated his railroad as the Florida East Coast Railway Company and the following year his system reached Biscayne Bay. In 1905, Flagler began an expansion of his system to Key West, which was completed in 1912. However, the line to Marathon Key had been finished by 1908 and daily trains began traveling along the line, which had four stops on the island of Key Largo. The construction of the Florida East Coast Railroad opened transportation to the southern part of Florida and induced both tourism and settlement. Rail service in the keys lasted only 23 years, as the rail lines in the Upper and Middle Keys, including Key Largo, were destroyed by a 1935 hurricane and proved too expensive to rebuild. Three years later, however, the United States government developed the route of the railroad into a paved highway, designed for automobiles; when it was completed in 1938, the expansion of U.S. Route 1 connected Key West to Maine (Bertelli and Wilkinson 2012).

This expansion of U.S. Route 1 added to the automobile travel options for entering Key Largo, as the Card Sound Road had opened to motorists in 1928; the new road, however, provided a direct route further south, which the earlier thoroughfare did not. During this early twentieth century period, recreational fishing was a popular tourist industry in Key Largo. Fishing clubs that catered to the country's elite vacationers were established, including the Florida Year-Round Club by Colonel Henry L. Doherty in the 1930s. The composition of the island, which had been inhabited by pioneer settlers living in small homes with no electricity or plumbing, began to change (Albritton and Wilkinson 2018).

Around the turn of the twentieth century, population growth in Monroe County stagnated. In 1900, the total number of county residents had dropped 760 from its 1890 number; by 1920, it had only increased by around 1,550 people and the number fell to 13,624 in 1930. Key West remained the primary settlement, with 94.2 percent of the county's residents residing within its boundaries. Large plots of vacant land were purchased by developers in the 1920s, who believed that the Florida Land Boom of the decade might extend southward into the upper Keys; 26 subdivisions were platted on the island of Key Largo, but little building actually occurred. The slow growth of the county continued through the 1930s, with less than 500 people added to the population over that decade. By 1950, however, the county population had more than doubled to just under 30,000 residents, and, by 1960, Monroe County had a population of 47,921 (Social Explorer 2019). Tourism is the primary economic driver in Monroe County, centered on the aquatic draw of the Keys. The lure of the beach has also grown and many more tourists visit the beaches of the Florida Keys each year for recreation and relaxation (Albritton and Wilkinson 2018; Estabrook 2006:13; Schene 1976:379–380).

Previous Research

FMSF data was reviewed in April 2019 to identify if previously recorded cultural resources have been recorded within one mile of the project area and the Monroe County, Certified Local Government (Historic Florida Keys Foundation) was contacted to determine if they were aware of significant resources that could be impacted by the proposed project. The Historic Florida Keys Foundation is not aware of significant resources within the project area, but has requested monitoring during ground disturbing activities. The FMSF review indicated that five previous cultural resource surveys have been conducted within one mile of the current project area (Table 1); a portion of one of these surveys (FMSF Survey No. 12329) has covered the entirety of the current project area. The FMSF review also showed that one archaeological site and 16 structures have been recorded within a one mile radius of the project area (Table 2); none of these resources are within or directly adjacent to the current project area (Figure 12).

Table 1. Previously conducted Cultural Resource Surveys within a one-mile search radius of the project corridor.

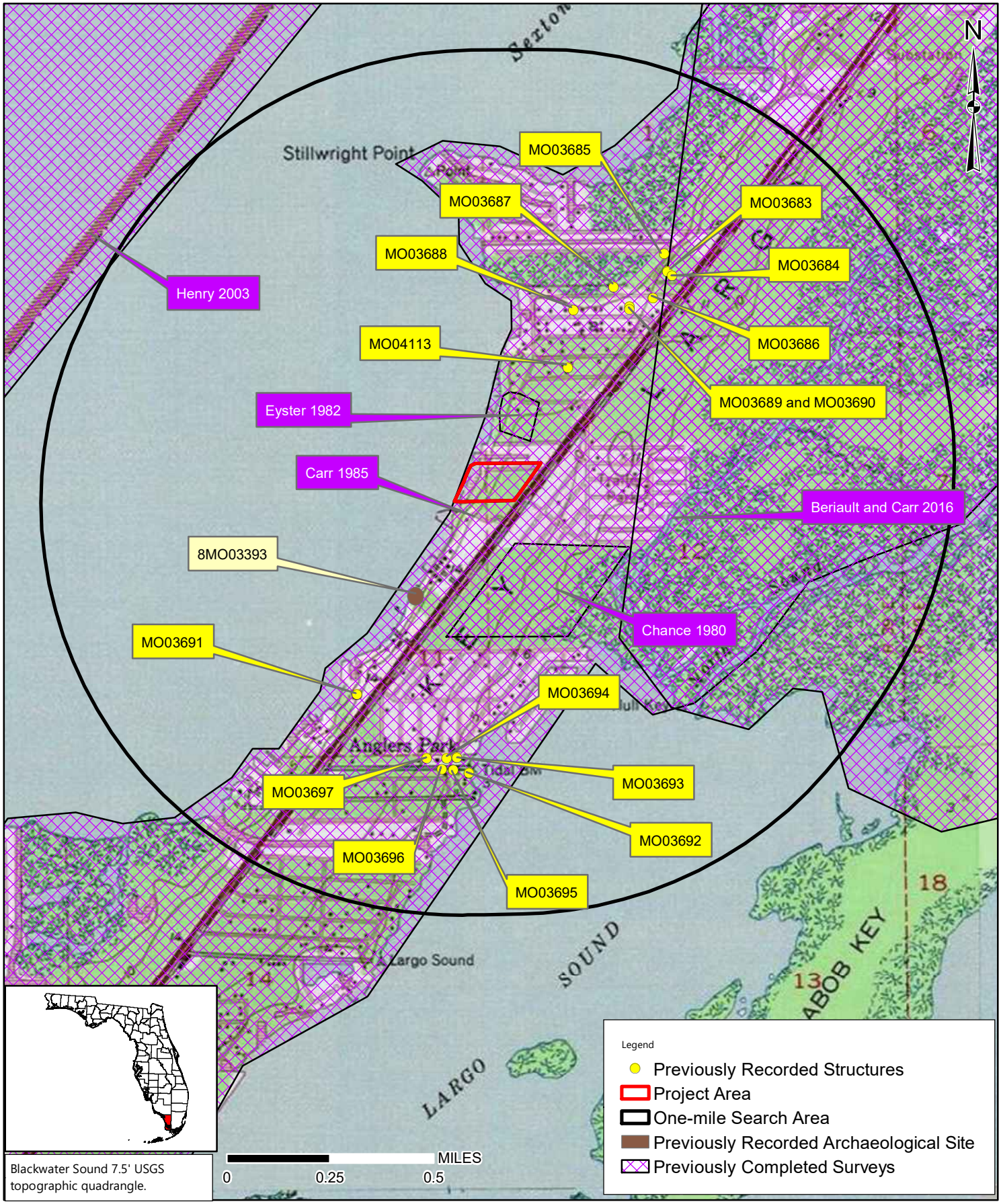
FMSF No.	Title	Year
00569	Development by Stuart Huff, Key Largo, T61S-R39E, Sec. 12	1980
00611	Archaeological and Historical Survey of Tamarind Cove	1982
09277	Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida	2003
12329	**An Archaeological, Historical, and Architectural Survey of Key Largo, Monroe County, Florida**	**1985**
23131	Monroe County Cultural Resource Assessment Update, Certified Local Government Grant # F1503	2016

BOLD indicates that the survey covers the current project area.

Survey 12329 was completed in 1985 and covers the current project area. During the 1985 survey, a cultural resource inventory of Key Largo was completed (Carr et al. 1985). The inventory focused on high probability areas for prehistoric sites at the interface of upland hammocks and low mangroves or salt-water marshes; high probability areas for historic sites were thought to be the upland areas with direct access to the Atlantic Ocean, no historic habitation sites were anticipated on the bay side of Key Largo. A total of 46 archaeological sites and eight structures were identified and evaluated for inclusion in the NRHP during the survey. None of these resources are within or directly adjacent to the current project area.

Table 2. Previously recorded Cultural Resources within one-mile of the project corridor.

Archaeological Sites		
FMSF No.	**Name**	**NRHP Eligibility**
8MO03393	Caribbean Club Chimney	Not Evaluated
Historic Structures		
FMSF No.	**Name**	**NRHP Eligibility**
MO03683	6 Coral Way, Key Largo	Not Evaluated
MO03684	2 Paradise Drive, Key Largo	Not Evaluated
MO03685	19 Coral Way, Key Largo	Not Evaluated
MO03686	17 Tarpon Avenue, Key Largo	Not Evaluated
MO03687	28 Tarpon Avenue, Key Largo	Not Evaluated
MO03688	40 Marlin Avenue, Key Largo	Not Evaluated
MO03689	16 Marlin Avenue, Key Largo	Not Evaluated
MO03690	12 Marlin Avenue, Key Largo	Not Evaluated
MO03691	Caribbean Club	Not Evaluated
MO03692	Key Largo Lodge	Not Evaluated
MO03693	815 Oceana Road, Key Largo	Not Evaluated
MO03694	811 Oceana Road, Key Largo	Not Evaluated
MO03695	808 Oceana Road, Key Largo	Not Evaluated
MO03696	804 Oceana Road, Key Largo	Not Evaluated
MO03697	24 Oceana Road, Key Largo	Not Evaluated
MO04113	16 Bonita Avenue	Not Evaluated



Blackwater Sound 7.5' USGS topographic quadrangle.

Drawing Path: T:\Projects\2019\ENV\Other Office Jobs\(5271) Orlando\5271-17-097 Rowell's Marina Cultural Work\GIS\Figures\Figure 12 - background.mxd plotted by KNagle 07-08-2019

SCALE:	1:19,770	**Topographic Map showing Background Research Results** Rowell's Marina	FIGURE NO. 12
PROJECT NO:	5271-17-097		
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	

Research Design and Field Methodology

The goals of this survey were to locate, delineate, identify, and evaluate the cultural resources within the proposed project corridor for their inclusion in the NRHP. For a property to be considered eligible for the NRHP it must retain integrity of location, design, setting, materials, workmanship, feeling, and association (National Register Bulletin 15:2). In addition, properties must meet one or more of the criteria below:

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

The most frequently used criterion for assessing the significance of an archaeological site is Criterion D, although other criteria were considered where appropriate. For an archaeological site to be considered significant, it must have potential to add to the understanding of the area's history or prehistory. A commonly used standard to determine a site's research potential is based on a number of physical characteristics including variety, quantity, integrity, clarity, and environmental context (Glassow 1977). All of these factors were considered in assessing a site's potential for inclusion in the NRHP.

Prior to the fieldwork a review of the FMSF records was completed to determine if cultural resources are within the study area; soils data for the project corridor was examined; historic maps were examined; and the Monroe County Tax Assessor website was consulted to determine if structures 50 years old or older and not previously recorded were present within the project area.

Archaeological Field Methods

Fieldwork within the project area consisted of a mix of pedestrian survey and shovel testing. A single shovel test was placed in the only portion of the project area to contain soils, this area totals less than 0.1-acre in size; roughly 0.8-acre of the project area includes the seawall and basin, 1.2 acres were inaccessible due to heavy equipment and construction activities, while the remaining seven acres of the project area consisted of exposed limestone at the surface and was pedestrian surveyed (Figure 13). The shovel test was 50-x-50-cm and excavated to limestone. Soil from the shovel tests was screened through ¼-inch wire mesh. No artifacts were identified during the survey, so no additional shovel tests were excavated to delineate the site boundaries. Excavators maintained notes recording the stratigraphic profile of the shovel test excavated and digital photographs were taken to document the current conditions of the project area. The field notes and maps from this survey were transported to the S&ME laboratory for curation; no artifacts were identified or collected during this survey.

Architectural Field Methods

The architectural survey for the project area used standard procedures to locate, investigate, and record historic properties within the project area. The initial FMSF search indicated that there were no previously recorded aboveground resources within the project area and APE, which consists of the footprint of the project area. Since the project APE for direct and indirect effects was identified as the proposed project footprint, aboveground resources within the project area were subjected to field survey; the field survey inventoried existing buildings, structures, and other aspects of the built environment within the project APE and evaluated each resource for NRHP eligibility. The historic resources identified as being greater than 50 years of age were photographed with a digital camera and documented using FMSF structure forms; notes on condition and integrity were taken and the information gathered during the field survey were used to evaluate NRHP eligibility.

Drawing Path: T:\Projects\2019\ENV\Other Office Jobs\(5271) Orlando\5271-17-097 Rowell's Marina Cultural Work\GIS\Figures\Figure 13 field methods.mxd plotted by KNagle 07-08-2019

SCALE:	1:1,893	**Aerial Map Showing Field Methods Used** Rowell's Marina	FIGURE NO.
PROJECT NO:	5271-17-097		13
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	

Results

On May 10, 2019, S&ME completed a cultural resource assessment survey of the roughly nine-acre Rowell's Marina project area. The project area is located west of US Highway 1 and is undeveloped and surrounded by condominiums to the north, private property to the south, US Highway 1 to the east, and Blackwater Sound to the west. The current project will include a bike path trailhead that extends into the park from US Highway 1, a paved parking area, and a one-story restroom facility for park patrons.

Historic aerial maps show that in 1950, the project area was wooded and surrounded by very little development with the exception of US Highway 1 (Figure 14). By 1964 the area had been somewhat cleared and the basin and seawall had been constructed; an unpaved roadway circled through the project area from US Highway 1 (Figure 15). The aerial maps from 1969 and 1970, show the vegetation had grown back and the area remained relatively undeveloped (Figures 16 and 17). By 1973 the project area had been cleared again and the marina building had been constructed, the seawall had been closed on the north side, and the boat ramp and small pool had been created (Figure 18). The aerial map from 1987 shows similar vegetation and the marina building, as well as a number of vehicles parked at the building and at the seawall (Figure 19). The aerial maps from the 1990s show the business associated with the marina building was successful and vehicles/watercraft are seen in each map, primarily in the southern portion of the project area, but extending to the northern portion as well (Figures 20 and 21). Aerial imagery from 2004 and 2017 show the marina building and other vehicles in the project area prior to the hurricane coming through in late 2017 (Figures 22 and 23). In 2018, during clean up from the hurricane, the project area was used for staging vehicles and material storage and the marina building is still present within the project area (Figure 24).

As a result of the investigations, no archaeological sites were identified and one aboveground resource (MO06617) was recorded (Figures 1 and 2; Table 3). The archaeological and architectural survey results are discussed below, as are each of these resources identified during the survey.

Table 3. Summary of cultural resources investigated during the survey.

Resource No.	Site Name; Address	Description	NRHP Eligibility	Recommendation
MO06617	Rowell's Marina Seawall and Jetty, 104550 Overseas Highway	Mid-20th c. seawall and jetty	Not Eligible	No Further Work

Archaeological Survey Results

Based on the natural environment of the project area, the clearing of vegetation since the 1950s, the disturbances associated with the use of the property as a working marina, and the most recent use of the project area for hurricane cleanup activities, it is not unexpected that approximately seven acres of the project area consist of exposed limestone at the surface and was pedestrian surveyed (Figures 25 and 26), while 1.2 acres has been disturbed by past and ongoing construction activities (Figure 26). Roughly 0.8-acre of the project area was inundated and included the seawall and basin (Figures 27 and 28) and an area of less than 0.1-acre in size contained soil, likely left over from the stockpile that can be seen in Figures 13 and 24. The area shovel tested measured approximately 20-m east/west by 15-m north/south and a single shovel test was excavated. The shovel test profile consisted of approximately 15 cm of brown (10YR 4/3) sand, overlying the limestone present throughout the remaining project area (Figure 29). No archaeological sites were identified during the survey. Although there are no known sites at the location, Monroe County under their CLG status is requesting monitoring during ground disturbing activities within the project area. The monitoring will be conducted by a Secretary of Interior qualified archaeologist.

Figure 14. Aerial imagery from 1950 showing the general vicinity of the project area.

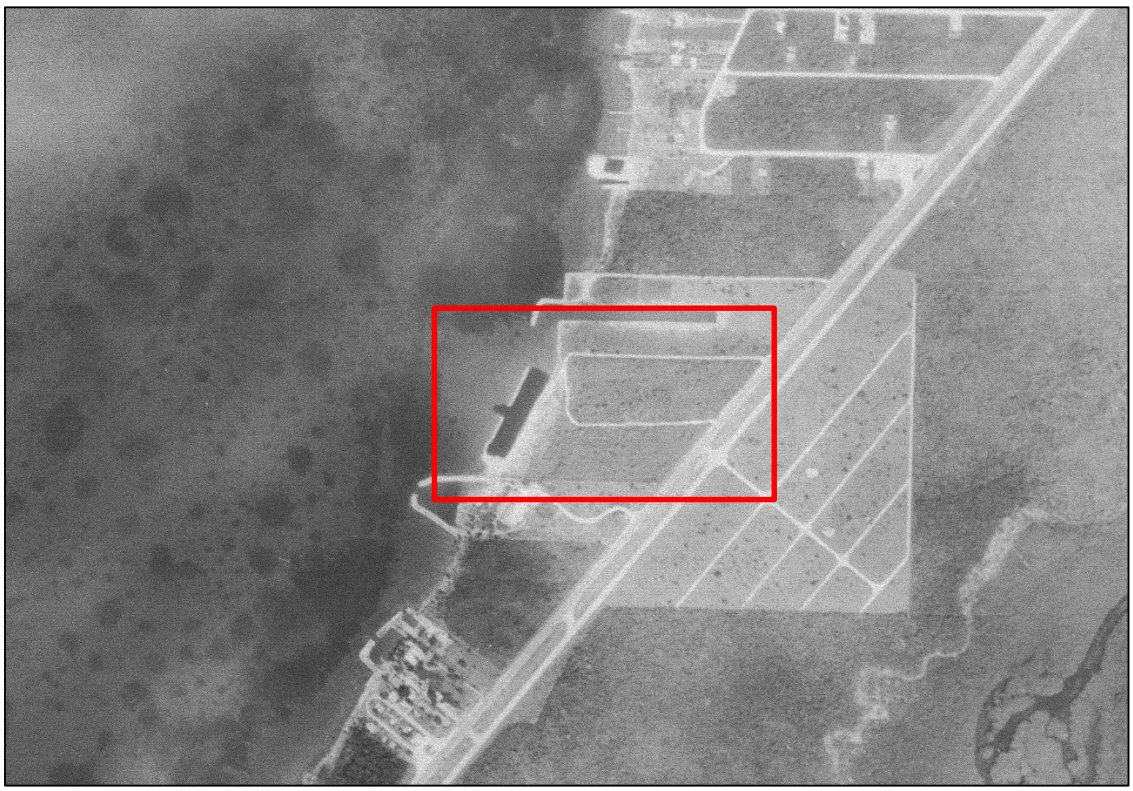


Figure 15. Aerial imagery from 1964 showing the general vicinity of the project area.

Figure 16. Aerial imagery from 1969 showing the general vicinity of the project area.

Figure 17. Aerial imagery from 1970 showing the general vicinity of the project area.

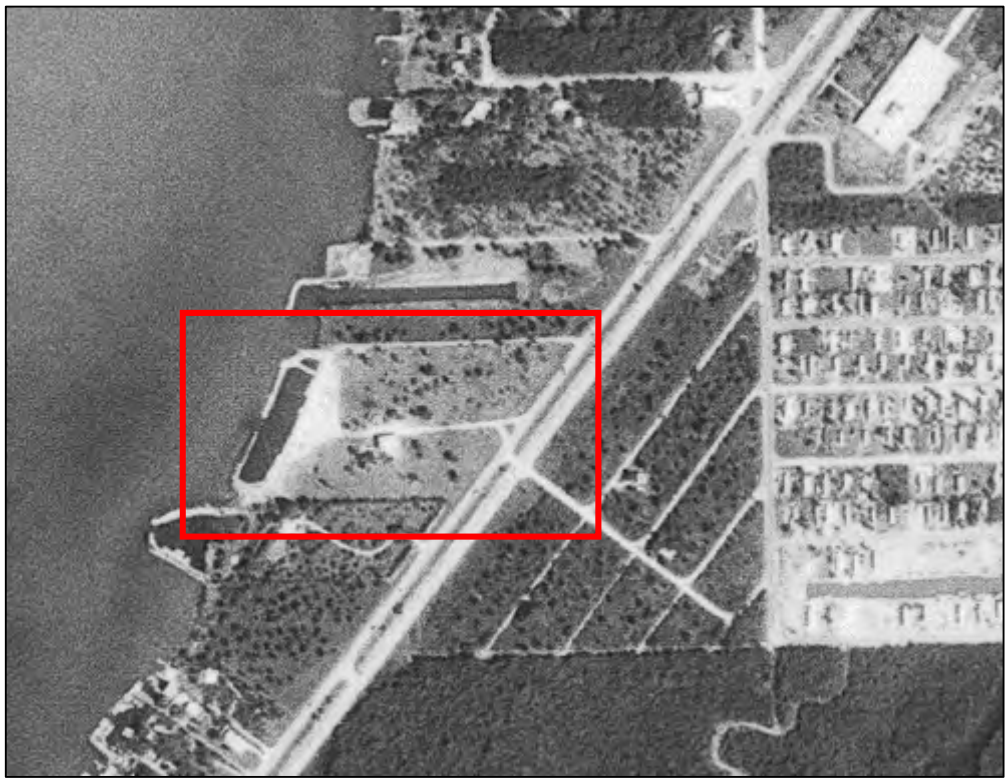


Figure 18. Aerial imagery from 1973 showing the general vicinity of the project area.

Figure 19. Aerial imagery from 1987 showing the general vicinity of the project area.

Figure 20. Aerial imagery from 1994 showing the general vicinity of the project area.

Figure 21. Aerial imagery from 1999 showing the general vicinity of the project area.

Figure 22. Aerial imagery from 2004 showing the general vicinity of the project area.

Figure 23. Aerial imagery from 2017 showing the general vicinity of the project area.

Figure 24. Aerial imagery from 2018 showing the general vicinity of the project area.

Figure 25. Exposed limestone within the project area, facing north.

Figure 26. Exposed limestone within the project area and ongoing construction activities in and around the location of the razed marina building, facing southwest.

Figure 27. Seawall and basin within project area, facing south.

Figure 28. Seawall and basin within project area, facing southeast.

Figure 29. Typical shovel test profile within the project area.

Architectural Survey Results

An architectural survey was conducted to determine whether the proposed project would affect aboveground historic properties. No previously recorded structures were located within the project are and APE; previously unrecorded resources greater than 50 years old located within the APE were photographed and evaluated for NRHP eligibility. One newly recorded historic resource (MO06617) was identified within the APE and evaluated (Figures 1 and 2).

Rowell's Marina Seawall and Jetty (MO06617)

The Rowell's Marina Seawall and Jetty (MO06617) is located along the shoreline of the proposed Rowell's Waterfront Park, on the west coast of the island, at 10455 Overseas Highway (Figures 1 and 2). The Rowell's Marina Seawall and Jetty were constructed in the mid-1960s, as part of the development of the former Rowell's Marina, which began operation at the site during the 1960s. The seawall is a stretch of poured concrete reinforced wall, with cutouts that create a parapet look, which protects a sandy expanse along the coastline (Figures 30 and 31). At both the north and south ends of the seawall are L-shaped jetty extensions, which create a rectangular basin with a central seaward break that allows water to flow in and out (Figures 32–35). The jetties are constructed of random rubble stone; portions have scrub vegetation growing between the rocks, while other portions have had the top reinforced with concrete to create a more even walkway. An extension of the northern jetty to a more northern point of land, not connected to the seawall, creates a small tidal pool between the two rocky arms (Figure 36).

Aerial photographs indicate that before 1964, this portion of the Key Largo coastline was undeveloped, with large expanses of vegetation and a rough, variable coastline (Figure 37). By 1964, the seawall and the southern jetty had been completely built, but the northern wall of the northern jetty is not visible, although the basin area appears as a more still section of water (Figure 38). Other marinas, jetties, seawalls, and boat piers have been constructed to both the north and south of Rowell's Marina. The northern wall of the northern jetty section is also not visible on a 1969 aerial photograph (Figure 39). This portion of the wall may have been not as tall as the other portions and been covered by the tide when the photograph was taken, or it may have not been constructed yet. In 1970, the basin is visible as a darker, presumably calmer, section of water, but none of the jetty walls are visible (Figure 40). By 1973, the Rowell's Marina Seawall and Jetty had taken on their current form, including the tidal pool created by the extension of the northern rock wall of the jetty (Figure 41). The resources have retained this configuration through the present day (Figures 42–45).

The Rowell's Marina Seawall and Jetty is an example of a 1960s structure that was built to reinforce the shore and create a tidal basin at a marina that opened in the mid-1960s. The seawall and jetty retain the same function as they historically have had. The current seawall appears to include new concrete, replacing or covering the original seawall; the jetties have been reconstructed and reconfigured, including the addition of the tidal pool section in the early 1970s, and they have been patched and reinforced with concrete. Overall, the seawall and jetty retains integrity of location and feeling; the setting has been altered by the significant growth to the area since their original construction, and the design, materials, and workmanship have been compromised by later alterations. The seawall and jetty area associated with Rowell's Marina, an establishment that operated at this location for more than three decades. There are a number of seawalls in Florida that are considered eligible for NRHP, including the Naval Air Station Banana River Seawall, the Burrows-Matson Seawall, and the Avenida Menendez Seawall. Others have been determined not eligible for the NRHP, including others from the same approximate time period as the Rowell's Marina Seawall and Jetty, such as the 1957–59 Seawall in St. Augustine, the 1952 Collins Canal Seawall, the 1962 Everglades NP Gulf Coast VC Seawall, and the Summer Haven North Seawall. Based on its lack of integrity and previous evaluation of similar resources, S&ME recommends the Rowell's Marina Seawall and Jetty (MO06617) as ineligible for the NRHP.

Figure 30. Rowell's Marina Seawall and Jetty (MO06617), seawall, facing southwest.

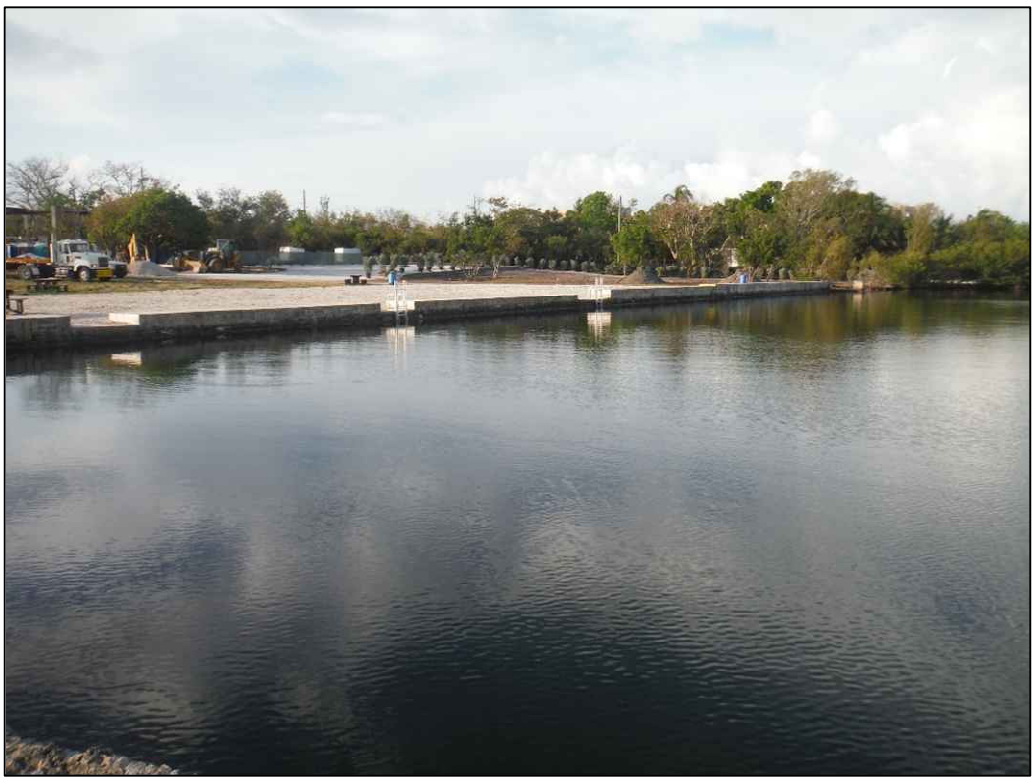


Figure 31. Rowell's Marina Seawall and Jetty (MO06617), seawall, facing southeast.

Figure 32. Rowell's Marina Seawall and Jetty (MO06617), seawall and jetty, facing west.

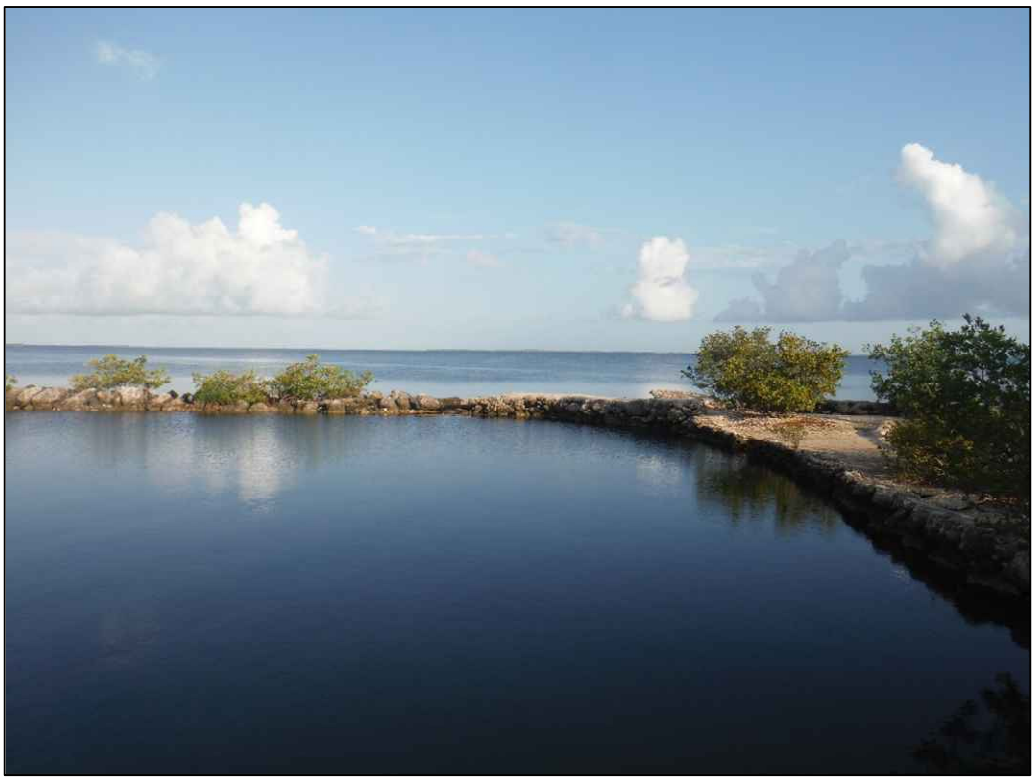


Figure 33. Rowell's Marina Seawall and Jetty (MO06617), jetty, facing west.

Figure 34. Rowell's Marina Seawall and Jetty (MO06617), jetty, facing southwest.

Figure 35. Rowell's Marina Seawall and Jetty (MO06617), jetty and seawall, facing south.

Figure 36. Rowell's Marina Seawall and Jetty (MO06617), tidal pool, facing northwest.

Figure 37. US Army aerial photograph (1950), showing location of Rowell's Marina Seawall and Jetty.

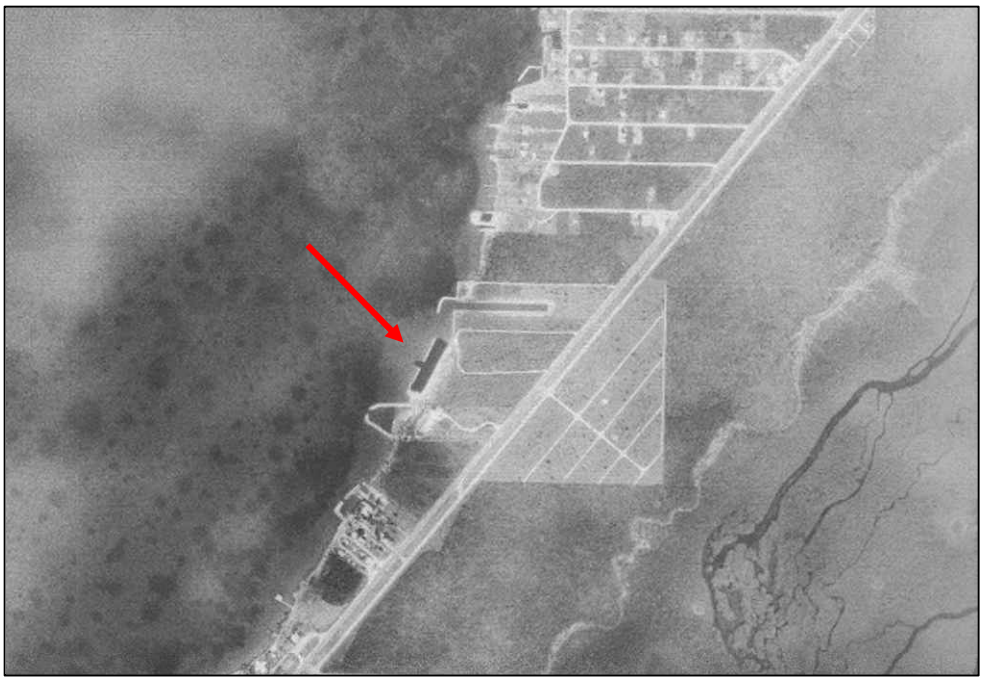


Figure 38. USGS aerial photograph (1964), showing location of Rowell's Marina Seawall and Jetty.

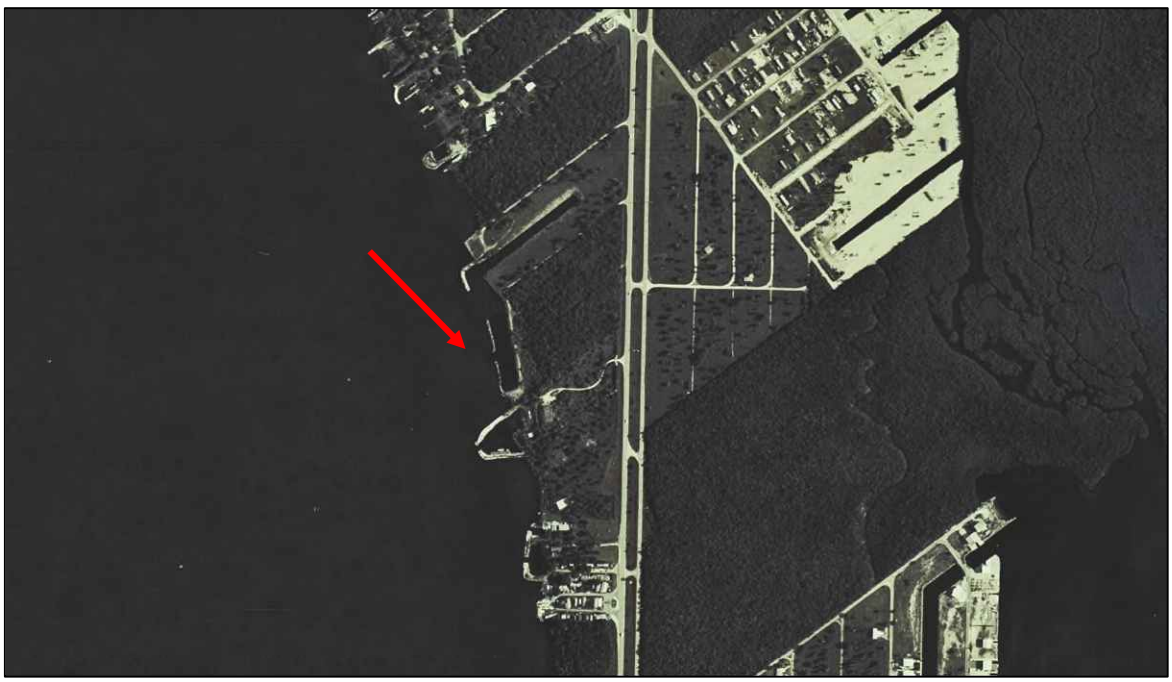


Figure 39. USGS aerial photograph (1969), showing location of Rowell's Marina Seawall and Jetty.

Figure 40. NASA Johnson Space Center aerial photograph (1970), showing location of Rowell's Marina Seawall and Jetty.

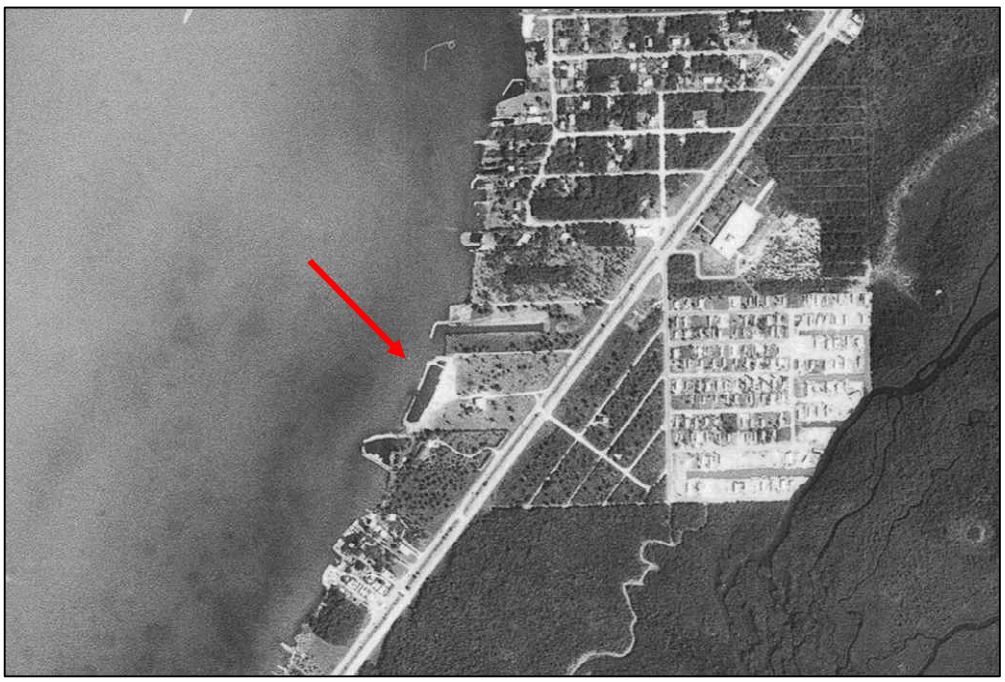


Figure 41. USGS aerial photograph (1973), showing location of Rowell's Marina Seawall and Jetty.

Figure 42. National Park Service aerial photograph (1987), showing location of Rowell's Marina Seawall and Jetty.

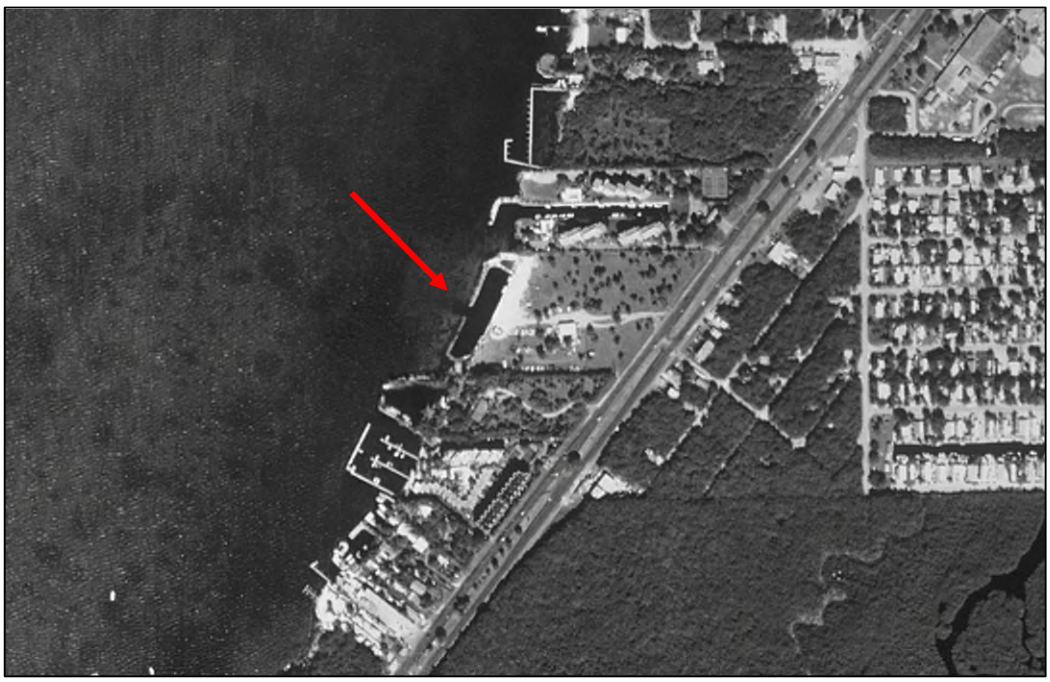


Figure 43. USGS aerial photograph (1994), showing location of Rowell's Marina Seawall and Jetty.

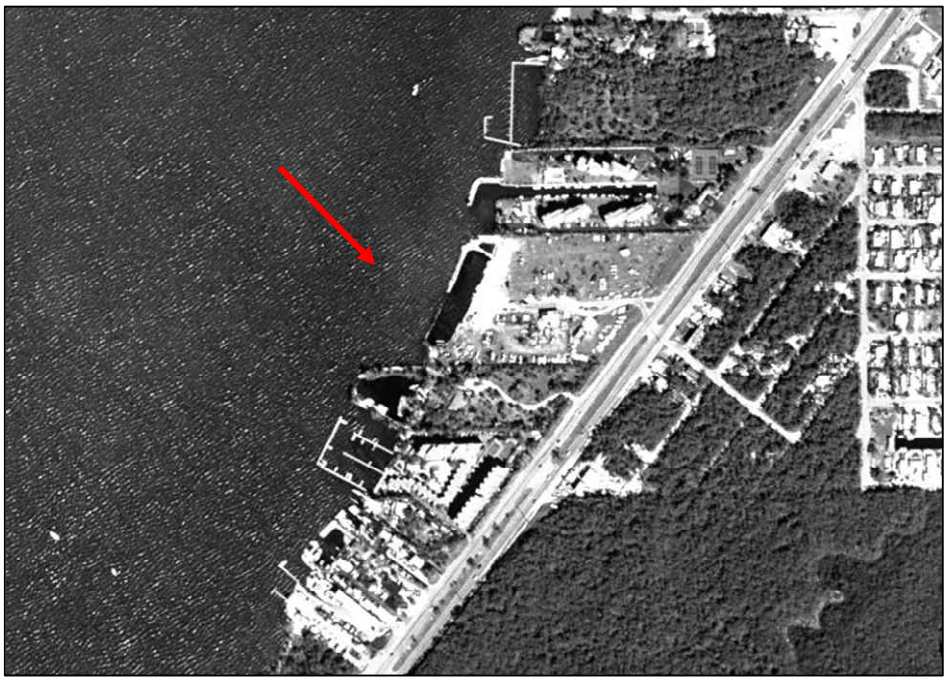


Figure 44. USGS aerial photograph (1999), showing location of Rowell's Marina Seawall and Jetty.

Figure 45. USGS aerial photograph (2004), showing location of Rowell's Marina Seawall and Jetty.

Conclusions and Recommendations

The archaeological investigations for the project revealed the majority of the project area, seven acres, consists primarily of exposed limestone at the surface and was pedestrian surveyed, roughly 1.2 acres of the southern portion of the project area has been disturbed by past and ongoing construction activities, 0.8-acre of the project area is inundated and includes the basin and jetty, and less than an acre of the project area contained a shallow layer of soil that likely remains from the project areas use as a staging area for hurricane debris and equipment in late 2018. No archaeological sites were identified and it is unlikely that the project area contains unidentified archaeological sites. Although there are no known sites at the location, Monroe County under their CLG status is requesting monitoring during ground disturbing activities within the project area. The monitoring will be conducted by a Secretary of Interior qualified archaeologist.

The architectural survey of the project area showed that the marina building was constructed between 1970 and 1973 and had been demolished at some point after late 2018. The survey also recorded and evaluated Rowell's Marina Seawall and Jetty (MO06617) for inclusion in the NRHP. The mid-twentieth century seawall and jetty were found to be not eligible for inclusion in the NRHP and no further work was recommended for the project area. A survey log for the current project is included in Appendix B.

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Appendix A - Structure Form

☒ Original
☐ Update

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 4.0 1/07

Site #8 MO06617
Field Date 5-10-2019
Form Date 5-14-2019
Recorder #

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Rowell's Marina Seawall and Jetty — Multiple Listing (DHR only)
Survey Project Name Rowell's Waterfront Park — Survey # (DHR only)
National Register Category (please check one) ☐building ☒structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☒county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	104550		Overseas	Highway	

Cross Streets (nearest / between)
USGS 7.5 Map Name BLACKWATER SOUND USGS Date 1973 Plat or Other Map
City / Town (within 3 miles) Key Largo In City Limits? ☐yes ☐no ☐unknown County Monroe
Township Range Section ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name:
Tax Parcel # 00508200-000000 Landgrant
Subdivision Name Highland Shores Block Lot
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: Y: Coordinate System & Datum
Name of Public Tract (e.g., park) Rowells Waterfronnt Park

HISTORY

Construction Year: 1960 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Seawall From (year): 1960 To (year): pres
Current Use From (year): To (year):
Other Use From (year): To (year):
Moves: ☐yes ☒no ☐unknown Date: Original address
Alterations ☒yes ☐no ☐unknown Date: Nature new concrete; concrete reinforcement
Additions: ☒yes ☐no ☐unknown Date: 1-1-1973 Nature Addition of tidal pool
Architect (last name first): Builder (last name first):
Ownership History (especially original owner, dates, profession, etc.) Rowell's family (Rowell's Marina)

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☒no ☐unknown Describe

DESCRIPTION

Style No style Exterior Plan Not applicable Number of Stories
Exterior Fabric(s) 1. Concrete 2. Stone 3.
Roof Type(s) 1. Not applicable 2. 3.
Roof Material(s) 1. 2. 3.
Roof secondary strucs. (dormers etc.) 1. 2.
Windows (types, materials, etc.)

Distinguishing Architectural Features (exterior or interior ornaments)

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date Init. KEEPER – Determined eligible: ☐yes ☐no Date NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL STRUCTURE FORM

Site #8 MO06617

DESCRIPTION (continued)

Chimney: No.____ Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Stone 2. Concrete 3. _____
Foundation Type(s): 1. Continuous 2. _____
Foundation Material(s): 1. _____ 2. _____
Main Entrance (stylistic details) _____

Porch Descriptions (types, locations, roof types, etc.) _____

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource concrete seawall with two L-shaped stone jetties that form a rectangular basin

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys) ☐library research ☐building permits ☐Sanborn maps
☐FL State Archives/photo collection ☐city directory ☐occupant/owner interview ☐plat maps
☒property appraiser / tax records ☐newspaper files ☐neighbor interview ☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS) ☒historic photos ☐interior inspection ☐HABS/HAER record search
☐other methods (describe) _____
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed) Historic aerial photographs from US Army, USGA, NASA, and NPS

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (**required**, whether significant or not; use separate sheet if needed) Based on its lack of integrity and previous evaluation of similar resources, S&ME recommends the Rowell's Marina Seawall and Jetty as ineligible for the NRHP.
Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1._____ 3._____ 5. _____
2._____ 4._____ 6. _____

DOCUMENTATION

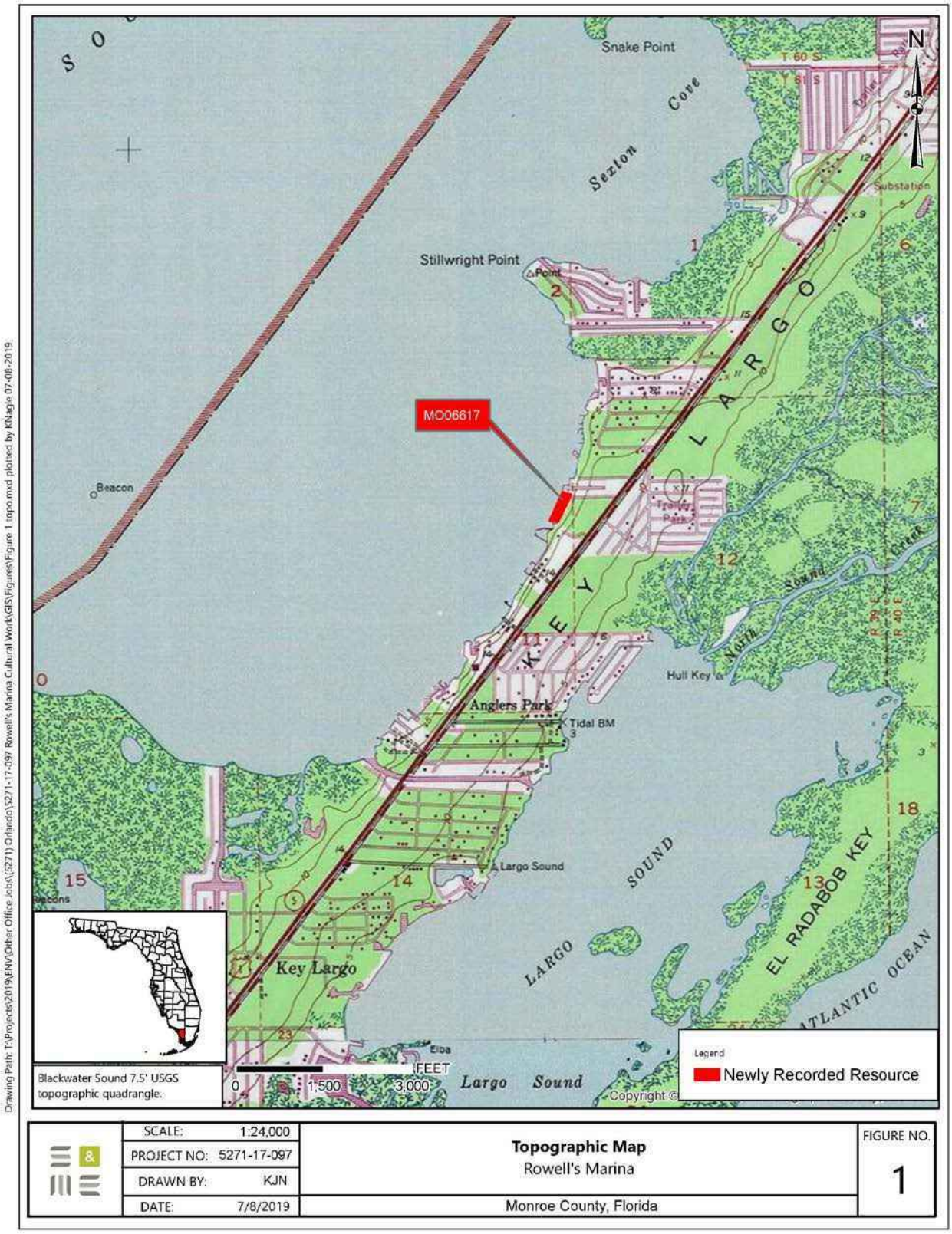
Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Heather L. Carpini Affiliation S+ME
Recorder Contact Information 620 Wando Park Blvd, Mt. Pleasant, SC 29464; 843-8884-0005; hcarpini@smeinc.com
(address / phone / fax / e-mail)

Required Attachments

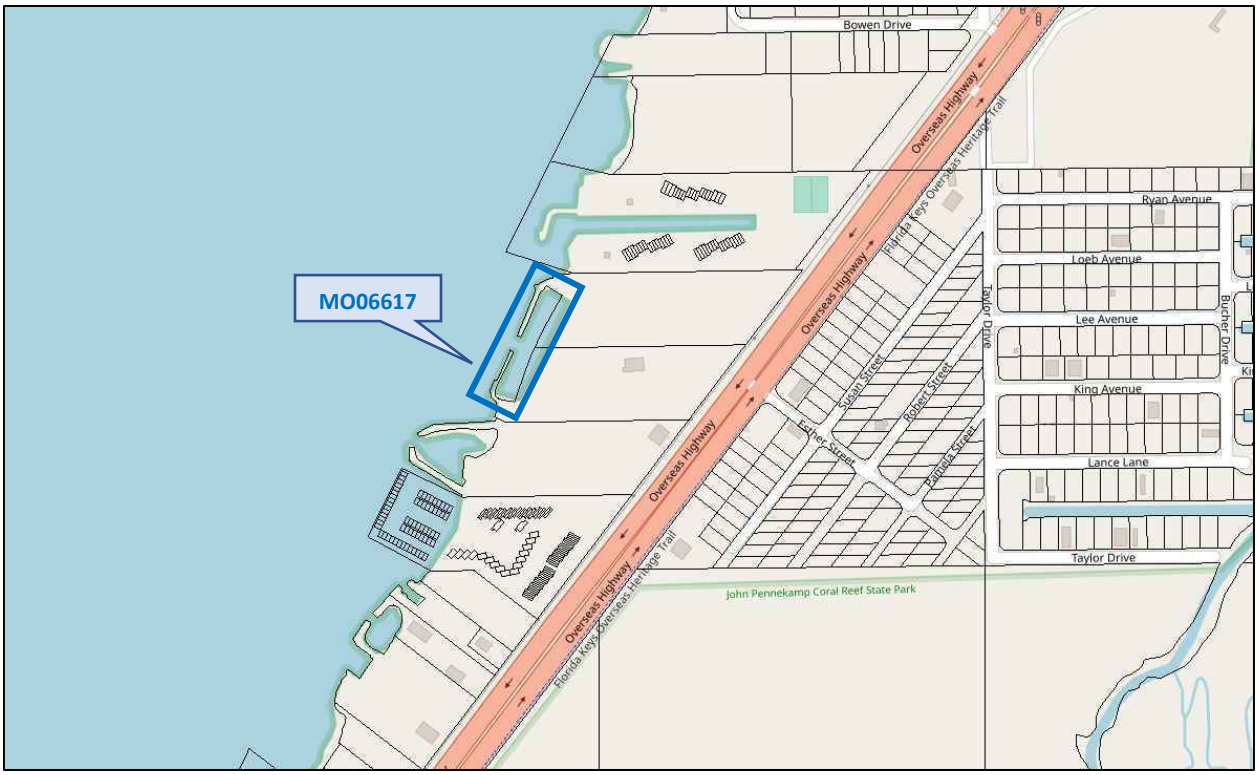
❶ USGS 7.5' MAP WITH STRUCTURE LOCATION PINPOINTED IN RED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE
If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



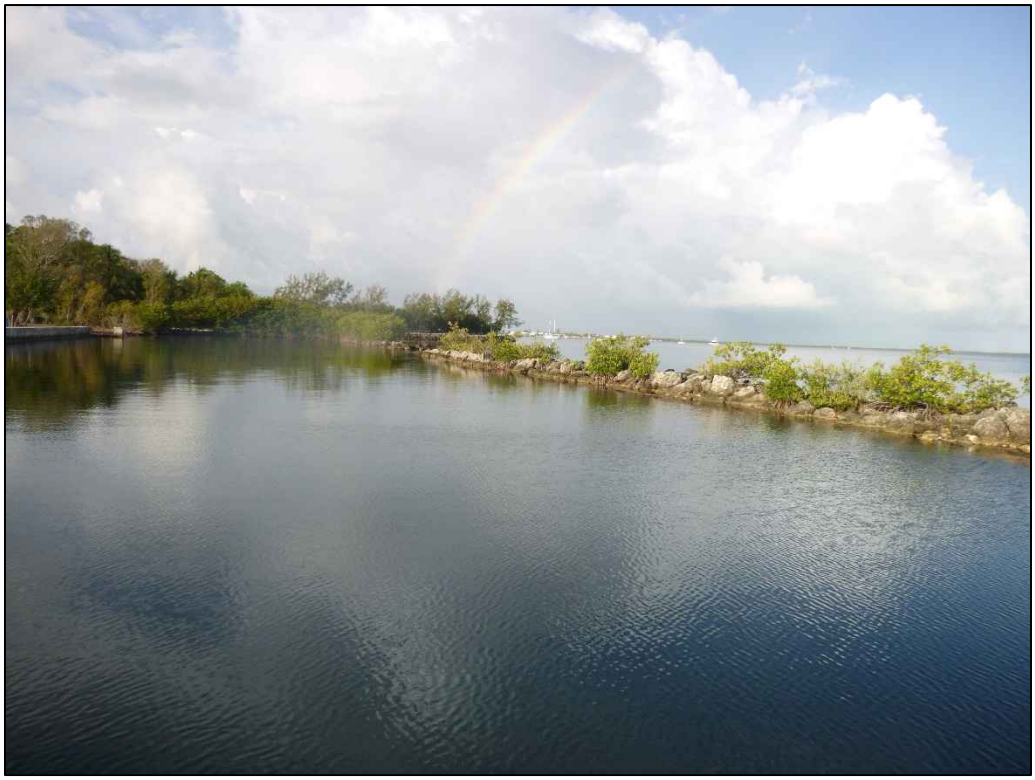
Drawing Path: T:\Projects\2019\ENV\Other Office Jobs\(5271) Orlando\5271-17-097 Rowell's Marina Cultural Work\GIS\Figures\Figure 1 topo.mxd plotted by KHagle 07-08-2019

SCALE:	1:24,000	**Topographic Map** Rowell's Marina	FIGURE NO. 1
PROJECT NO:	5271-17-097		
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	

USGS topographic map: Blackwater Sound (1973)



Monroe County Parcel Map



Appendix B – Survey Log Sheet

Clear Form Values

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)
Rowell's Marina, Cultural Resource Assessment Survey

Report Title (exactly as on title page)
Rowell's Marina, Cultural Resource Assessment Survey, Monroe County, Florida

Report Authors (as on title page) 1. Kimberly Nagle 2. Heather Carpini 3. _____ 4. _____

Publication Year 2019 **Number of Pages in Report** (do not include site forms) 47

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
S&ME, Inc., Columbia, South Carolina

Supervisors of Fieldwork (even if same as author) Names Kimberly Nagle

Affiliation of Fieldworkers: Organization S+ME City Columbia, SC

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey*, *architecture*, *etc.*)
1. Rowell's Marina 2. Key Largo 3. US Highway 1 4. _____ 5. _____ 6. _____ 7. _____ 8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork) Clear Sponsor Values
Name Monroe County Organization _____
Address/Phone/E-mail 1100 Simonton Street, Room 2-205, Key West, Florida 33040

Recorder of Log Sheet Kimberly Nagle **Date Log Sheet Completed** 5-14-2019

Is this survey or project a continuation of a previous project? ☒No ☐Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Clear Mapping Values

Counties (select every county in which field survey was done; attach additional sheet if necessary)
1. Monroe 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)
1. Name BLACKWATER SOUND Year 1973
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 5-10-2019 End 5-10-2019 **Total Area Surveyed** (fill in one) _____ hectares 5.00 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers _____ miles

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey #_____

Research and Field Methods

Types of Survey (select all that apply): ☒archaeological ☒architectural ☐historical/archival ☐underwater ☐damage assessment ☐monitoring report ☐other(describe): _____

Scope/Intensity/Procedures

Given the nature of the project and the surrounding development (trail head/paved parking/one story restroom),APE was determined to be the footprint of the project area. An archaeological and architectural survey was completed for the 5 acre project area

Preliminary Methods (select as many as apply to the project as a whole)

☐Florida Archives (Gray Building) ☐library research- *local public* ☒local property or tax records ☒other historic maps ☐LIDAR
☐Florida Photo Archives (Gray Building) ☐library-special collection ☐newspaper files ☒soils maps or data ☐other remote sensing
☒Site File property search ☐Public Lands Survey (maps at DEP) ☐literature search ☐windshield survey
☒Site File survey search ☐local informant(s) ☐Sanborn Insurance maps ☒aerial photography

☐other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled ☐shovel test-other screen size ☐block excavation (at least 2x2 m) ☐metal detector
☐surface collection, **un**controlled ☐water screen ☐soil resistivity ☐other remote sensing
☒shovel test-1/4"screen ☐posthole tests ☐magnetometer ☒pedestrian survey
☐shovel test-1/8" screen ☐auger tests ☐side scan sonar ☐unknown
☐shovel test 1/16"screen ☐coring ☐ground penetrating radar (GPR)
☐shovel test-unscreened ☐test excavation (at least 1x2 m) ☐LIDAR

☐other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits ☐demolition permits ☐neighbor interview ☐subdivision maps
☐commercial permits ☐windshield survey ☐occupant interview ☒tax records
☐interior documentation ☒local property records ☐occupation permits ☐unknown

☐other (describe): _____

Survey Results

Resource Significance Evaluated? ☒Yes ☐No Clear Check Boxes

Count of Previously Recorded Resources 0 **Count of Newly Recorded Resources** 1

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

N/A

List Newly Recorded Site ID#s (attach additional pages if necessary)

MO06617

Site Forms Used: ☐Site File Paper Forms ☐Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

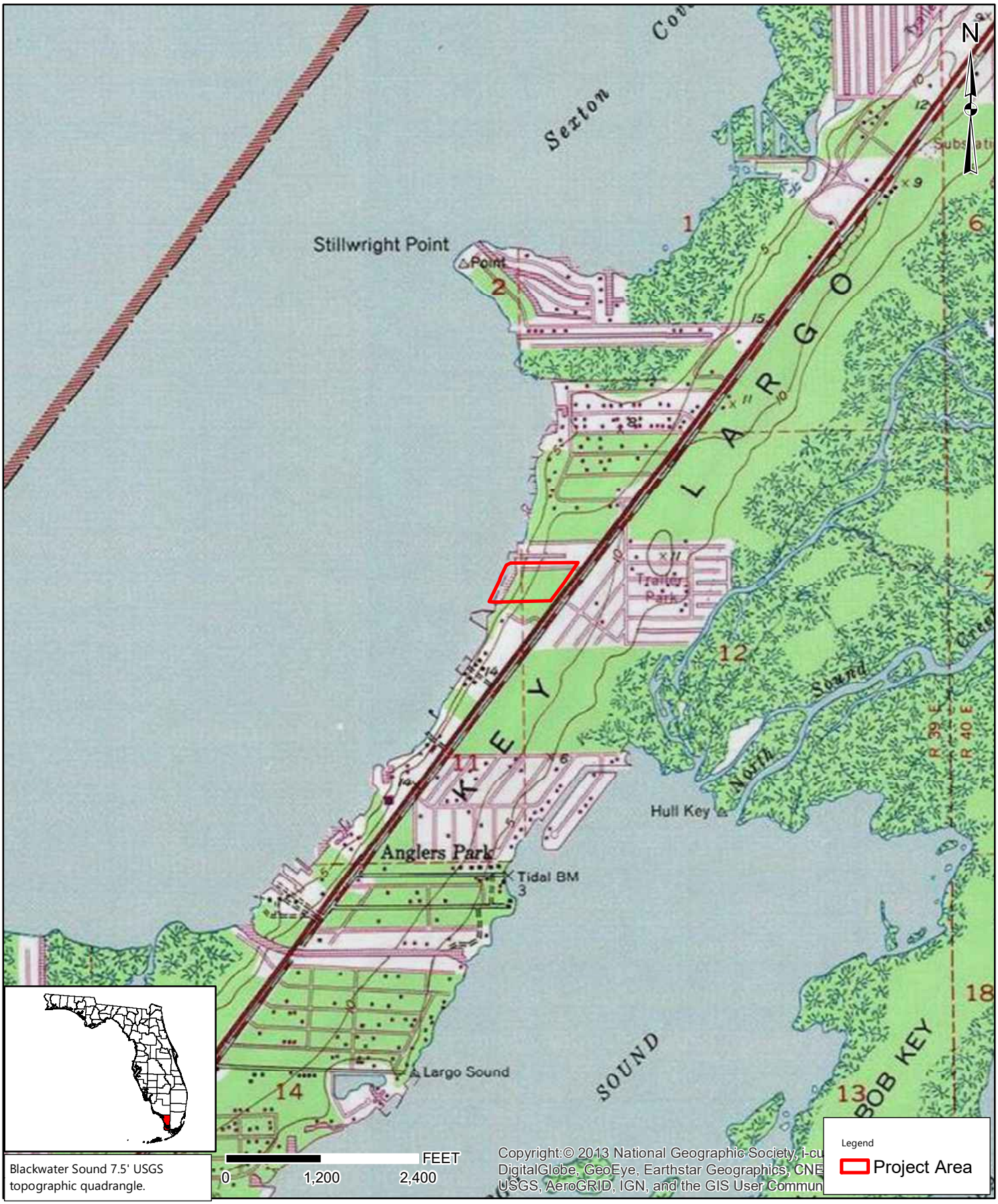
SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational
☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report
☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc
☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com



Blackwater Sound 7.5' USGS topographic quadrangle.

Copyright:© 2013 National Geographic Society, i-cu
DigitalGlobe, GeoEye, Earthstar Geographics, CNE
USGS, AeroGRID, IGN, and the GIS User Commun

Drawing Path: T:\Projects\2019\ENV\Other Office Jobs\(5271) Orlando\5271-17-097 Rowell's Marina Cultural Work\GIS\Figures\Figure 1 topo.mxd plotted by KNagle 07-08-2019

SCALE:	1:19,226	**Topographic Map of the Project Area** Rowell's Marina	FIGURE NO.
PROJECT NO:	5271-17-097		1
DRAWN BY:	KJN		
DATE:	7/8/2019	Monroe County, Florida	