

# Jonathan's Landing



In the Midst of Local History

By: Tom Monahan, 2016

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# **Jonathan's Landing in the Midst of Local History**

By Tom Monahan

October 28, 2016

## **Introduction**

This is a short history of our community. But “history” raises the question of what is our community, and where and how did it begin? My answer is that it lies in several tranches, like the layers in structured financing. It can be sliced into layers, all fitting together to tell a more complete story.

First, is the legal aspect. Where does our deed lead? To whom are we connected in a legal sense? That can be answered by a reference to the legal record. Below are references to the official records of Palm Beach County where can be found the incorporations, the declarations and restrictions, the official record of Homeowners Associations or Condominiums. It also includes the official requests for approval with reference to our related architects and builders. For your information they are named along with the book and page numbers where they can be searched for details. This also serves as a time line for our progress.

Second, is our community's structure, a Planned Unit Development (PUD). Based on 27 villages constructed in a methodical fashion. There is a story of how they evolved. For example, the reason why the developer considered high rises, mid-rises and single-family homes. Related is the impact of economic ups and downs, changing tastes, changing tax laws, changing architectural styles, physical and geographical limitations, and the comparison of the villages and how they fit.

Third, there is the story of our developer, ALCOA. It is like an exercise in six degrees of separation based on the fact that ALCOA had a need to invest its profits productively. ALCOA real estate begins with famous buildings in New York City. Then to the West Coast, and the ranch of Tom Mix, the site of scenes from the movie, Cleopatra, and the building of a “City Within a City.”

Fourth, consider the aspect of the first human settlement on this land and how it came to pass. I have included an aerial photograph of the area before any development, when the community consisted of scrub, with undernourished oaks and native plants,

bisected by fresh water courses through the marshes. See page23 (top right photo) for an aerial photograph taken in the next decade with the first buildings in this area.

Fifth, is geography and how it applies to us. If you consider the natural setting of Jonathan's Landing, it helps to explain its desirability as a home. There is the location on the Intracoastal Waterway and nearness to the Jupiter Inlet and Atlantic Ocean. It means something that no one in Florida is closer to the Gulf Stream. There is a reason why we bask in ocean breezes to temper the summer heat., and why Vero Beach temperatures are generally five degrees cooler.

Sixth, is the story of our Town of Jupiter — and why we are not a part of it. Then again it is significant how Jupiter grew from a backwater village with a population of 250 residents in 1940 to what it is today, surrounding us with all its benefits. There is a context to our relation to that growth and demographics. It is tied to Interstate 95 and Flagler's Florida East Coast Railway.

And finally, there is our local history. The story of Jonathan's Landing has to be woven into the area's history. You have to start with the aborigines, the Jobe element of the Jeaga Indians. For us it is significant that the first European to visit our inlet was Juan Ponce de Leon, who gave our state the name Florida. And then there were the first Nickaleers, led by Jonathan Dickenson (sic). There is the story about why we commemorate the achievement of him and his companions.

Jupiter Lighthouse, our greatest landmark, is rich in history with its tie with Augustine-Jean Fresnel, and Robert E. Lee and George Meade, who met again at Gettysburg. Our relationship to national history is bound up in the Seminole Wars, but not for any involvement with why it is considered our nation's most unpopular and unnecessarily expensive war. There is our area's relationship to World War II and secret projects and civilian rescues of U-boat victims. Also significant are the shipwrecks and their treasure, still sought today. There is a valid reason why we are sometimes considered part of the Treasure Coast.

Finally, there are the little nuggets of knowledge—the name of the Celestial Railroad and why its train had to run in reverse; the role of the barefoot mailmen and their work in Dade County, the first county of which we were a part. And where is Colonel William Lauderdale, who blazed the Military Trail, now buried? To me it is all important and interesting, and I hope you will find it so as well.

## PART ONE

### Aborigines and Nickaleers

We have an interesting local history, and, while it does not impact significantly on the national stage, it explains many of our local names and how our community developed. The most documented early European to reach the Jupiter Inlet was Juan Ponce de Leon on April 21, 1513. He had sailed on the second voyage of discovery by Christopher Columbus and had been Governor of Puerto Rico. He was still favored by the Spanish Crown. Senor de Leon named our river Rio de la Cruz. Previously he reached the mouth of the St. John's River and claimed the entire peninsula for Spain on April 2, 1513. He made his discovery during the Easter season, which the Spanish called Pascual Florida (Festival of the Flowers). Therefore, he named it Florida. But first there were the indians.



*Juan Ponce de Leon*

For centuries, the indians who lived along our inlet called their village the "Ho-Bay." A branch of the Jeaga, the Jobe territory reached to the north end of what is now Jupiter Island. The Jeaga extended further north. The Spaniards heard "Ho-Bay" as "Jobe," and associated it with the Spanish god Jove, and the English variant of that is the god, Jupiter. The inlet was bountiful and filled with fish, shrimp, and oysters. Because it was the easternmost point of Florida, only 2 miles from the Gulf Stream, it became the site of many Jeaga Indian shipwrecks, and a place of salvage for those along the shore.



A most significant event was the wreck of the brigantine, "Reformation," on September 23, 1696. Jonathan Dickinson, age 33, was the son of a prominent Quaker who had been granted 1,000 acres at Port Royal, Jamaica, for his service to Oliver Cromwell. Dickenson's (sic) ship sailed for Philadelphia where he hoped to set up a branch of his family-run import-export business. The ship was a somewhat slow-moving brigantine and its 8-man crew, with its 17 passengers, was commanded by Captain Joseph Kirtle. The ship set out from Jamaica amid a Spanish Fleet for protection. Having lost contact with the Fleet, the ship



*A typical brigantine*

diverted to Havana to catch the Spanish Fleet, which was guarded by the frigate Hampshire. In a squall, the boom swung in a jibe and hit Captain Kirle, breaking his leg. The first mate, Richard Limpeny, took command and turned into the Bahama Channel in search for the Spanish Fleet.

In a fierce hurricane, the ship ran aground on Jupiter Island. The survivors were captured and taken to the “Ho-Bay” village of the local indians on the Jupiter Inlet, about five miles to the south of the wreck. In those days the Spanish called the Loxahatchee River the Rio Jobe. The beleaguered passengers included Dickenson, his wife, Mary; his six-month-old son, Jonathan; the captain, and eight sailors; eleven slaves; and an elderly Quaker and missionary, Robert Barrow. Barrow is credited with prayer that calmed the survivors when they were most terrified. Many survivors had broken bones or fevers. Captain Joseph Kirle, is said to have been the best leader, but he was incapacitated because of his damaged leg.

Next, they met the chief of the Jobes, who was designated the “cacique,” and called the “caseekey” by Dickinson. The cacique was most interested in the ship’s cash and valuables. Salvage had long been used by the indians for trading with the Spanish. The cacique had two of the ship’s slaves bury the treasure deep in the woods to hide it from the other indians. It has never been located. The Jobes considered the English as enemies of their Spanish traders (the Jobes called the English “Nickaleers.”). The passengers tried to pose as Spaniards and a crewman, Solomon Cresson, who spoke Spanish, did most of the talking. Finally satisfied, the cacique stopped the terrifying behavior of the Jobe toward the Nickaleers, and set up transfers for the survivors from tribe to tribe going northward. After difficulties with a tribe near present-day St. Lucie, they finally completed their northward trek that lasted 54 days. Along the way they suffered searing sands, near starvation, freezing nights, and terrifying captors. The emaciated and blistered survivors stumbled into safety near St. Augustine. Jonathan Dickenson credited Divine Providence for his survival and published a journal with a title of more than fifty words. Later, Dickenson became Mayor of Philadelphia and speaker of the Pennsylvania Assembly. Nowadays, the name Dickenson has been modified to Dickinson. He often passed the Jupiter coast in the ensuing years on his way back and forth to his Jamaica plantation. He died in 1722 at the age of 59.



*Jonathan Dickenson*

## Our Commemorative Names

Jonathan's Landing commemorates this ordeal and his fellow passengers with names throughout the Community;

**Jonathan Dickinson** - Dickinson Room, Dickinson Drive, Port Dickinson & Dickinson Strait

**The Jove Casique** - Casseekey Island Drive and Casseekey Island

**The Rev. Robert Barrow** - Barrow Room, Barrow Island Road, Barrow Island, Barrow Strait

**Captain Joseph Kirle** - Captain Kirle Drive

**First Mate, Solomon Cresson** - Reformation Island (off Schooner Pt.), The brigantine, "Reformation." Cresson Island

**Nickaleer Lounge** - "Nickaleer" was the Jobe name for "Englishmen."

**Barkentine (dining) Room:** (now The Landing) the brigantine "Reformation."

## A True Part of the Treasure Coast

Another tie we have with our early history is the wreck of the treasure ship, San Miguel de Archangel in 1659 — a tie that continues to this day. It even predates the shipwreck of Jonathan Dickinson. As the Spanish developed routes carrying gold and silver back to Spain, they were subject to great danger in our area because of storms. The early indians were part-time salvagers. We are said to be at the south end of the Treasure Coast, based on the wreck of the Spanish treasure fleet in 1715. The name, "Treasure Coast." has been applied to Martin and St. Lucie, and sometimes, Indian River Counties because of all the treasure left at the ocean bottom during storms. Then in 1987, two surfers engaged a Jupiter lifeguard who discovered artifacts from the San Miguel in 10 feet of water off Jupiter Inlet. Cannon and other relics can be seen in local museums and parks. The San Miguel was laden with gold and silver. One prize recovery was a 78lb ingot of silver. Research has been conducted in the Spanish archives to determine the identity of the ship and its route from Columbia. In recent years, salvagers have explored the wreck and actually recovered more than \$1 million in 2015 alone. If you look near the Inlet, you can see the salvage boats and platforms from time to time. It has become a bona fide part of the Treasure Coast. See <http://www.jupitercoins.com/WreckHistory.html>.



*San Miguel de Archangel*

## Beginnings of the Seminoles

In 1763, at the end of the French and Indian War, the Spanish traded Florida to England for Cuba, and snatched up most of the remaining indians (about 80 families) and shipped them to Cuba to work in the sugar cane fields. By 1800, the indian population in Florida was near zero because of the impact of the European diseases. Some anthropologists suggest that the Reformation brought the plague.

However, warfare against the indians was rampant to the North, particularly in Tennessee. Andrew Jackson was elected Major General in the Tennessee Militia in 1802. William Lauderdale was a long-time follower of Jackson. They lived across a river from each other, and Lauderdale distinguished himself as one of Jackson's important field commanders. Lauderdale rose to become Jackson's aide de camp, and they were comrades for more than 40 years.

The indian population revived when Creek Indians moved from around Georgia down to Florida to flee the hostile whites. Other indians from other tribes did the same. With them came escaped black slaves who intermingled with the indians. At first, the word cimarrone (Spanish for runaway or fugitive) was applied to the slaves. Then white settlers corrupted the word to "Seminoles," and this came to refer to the resultant mix of races, cultures, and tribes. These migrants came to be called "Georgia Crackers." For example, the famous Seminole chief, Osceola, was born of a Creek mother, and his birth name was Billy Powell, after his Scotch -Irish father. This is reminiscent of the great Comanche chief, Quana Parker, whose mother, Cynthia Parker, was captured as a young girl, and grew up among Comanches and married their chief, Peta Nocona. The Seminole Nation was of great, if not exaggerated, concern by Southerners, whose slaves became escapees. At that time, slaves were expensive and regarded as "property" under the law. The slaveholders protested vehemently to the federal government for remedial action about a few slaves.



*Chief Osceola*

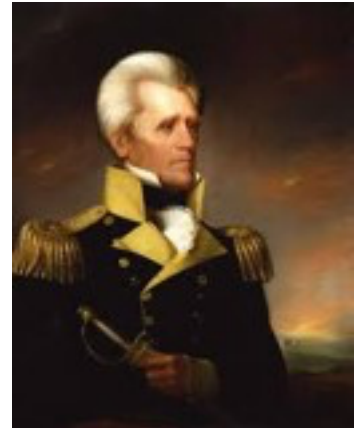


## PART TWO

### THE SEMINOLE WARS

#### The First Seminole War

The First Seminole War began when Brig. General Edmund P. Gaines led a foray on November 21, 1817 against Chief Neamathla near the northern border of Florida. There he burned the Town of Fowltown and forced the Indians to flee. When forty U. S. soldiers sailed up the Apalachicola River into Georgia to Fort Scott nine days later, the Seminoles retaliated. Only six of the federal soldiers survived. To meet this threat, President James Monroe appointed the famous Indian fighter, Major General Andrew Jackson in charge of the U. S. forces. He had previously gained fame as the winning American leader in the Battle of New Orleans, during the War of 1812. Early in 1818, Jackson led a force of 3,500 men and attacked the Indians, raiding and burning Indian villages all the way to the Suwannee River, west of Gainesville and Ocala. Marching West and driving the Indians into the marshes, Jackson's force captured the Spanish fort at Pensacola to bring to a close the First Seminole War.



*Major General Andrew Jackson*

In 1823, the U.S. negotiated the Treaty of Moultrie Creek, confining the Seminoles to a reservation near Ocala, FL. When Andrew Jackson became president in 1829, he vowed to remove the Seminoles to the Oklahoma Territory. At that time, there were never more than 5,000 Seminoles, including some 2,000 warriors. This furthered the Seminole War, which was fought to support slavery, as well as carry out the "Indian Removal" of Jackson. In 1830, Congress responded to President Jackson by passing the Indian Removal Act. The theme is resonant with some of modern politicians. Plus ca change, plus c'est meme chose. (French proverb: Literally, "The more things change, the more it is the same.") This nearly four decade guerrilla war lasted longer than almost all our later wars. The cost to the nation was eight times the cost of the purchase of Florida from Spain in 1821. Florida's ownership by Spain is a little complicated. After the Revolutionary War and through the Treaty of Versailles, Spain got Florida back. Spain came to regard Florida as a burden and sold it back to the United States in 1821 for \$5 million.

## The Second Seminole War

The Second Seminole War, also known as the Florida War, was fought from 1835 to 1842. It was extremely expensive, costing the nation more than \$40,000,000. In economic terms, that is the equivalent in today's money of 242 million dollars. For every two Seminoles removed, one U. S. soldier died. It is regarded as the longest and most costly of all the indian conflicts in the history of the United States. Slavery and the indian removal issues remained bones of contention. The purpose was to resettle the indians west of the Mississippi River into the Indian Territory (what is now Oklahoma).

Another soldier made famous by the Seminole Wars was Langhorne Dade, a Brevet Major (a temporary promotion without raise in pay) in the U. S. Army. Although born in King George County, Virginia, he has left an indelible mark on Florida. In 1835, resistance was growing among the indians as they realized the implications of the indian relocation. There were several indian raids, including those led by Osceola. It was decided to have Dade lead reinforcements from Fort Brooke, near present-day Tampa to Fort King, in Ocala. He was leading a force of two companies numbering 110 soldiers when they were ambushed by indians on December 28, 1835. The indians destroyed his command, and only two soldiers survived. It is recorded in history as the "Dade Massacre." His sacrifice is commemorated by Miami-Dade County and Dade City, Florida; Dade County, Georgia; Dade County, Missouri; and Dadeville, Alabama.

Resistance and skirmishes grew, and Chief Osceola became a leader against the whites. The Seminoles ambushed two companies of U.S. soldiers, killing all but six. General Winfield Scott and general Edmund Gaines led expeditions that were unsuccessful. The tide turned in 1837, and a number of Seminoles were killed or captured. The U. S., now under the command of General Thomas S. Jesup, consisted of a force of 9,000 troops. Osceola came under a flag of truce to negotiate with Jesup, but was promptly arrested. He died in prison three months later at Fort Moultrie, in Charleston, South Carolina. On Christmas Day in 1837, a force of 1,000 men, under the command of Colonel Zachary Taylor, caught the main body of Seminoles on the north shore of Lake Okeechobee. Taylor claimed a great victory, but the Seminoles only lost about a dozen braves. Most of them escaped across the Lake.



*General Thomas S. Jesup*



Archeologists have found relics of Indian battles near Riverbend Park and along Indiantown Road near Old Trail. The Army erected Fort Jupiter on present-day Pennock Point, but there were still no settlers.

By 1837, former President Jackson had retired to the Hermitage. At that time, Tennessee was again asked to raise troops to fight the Seminoles in Florida. Jackson recommended that his old comrade in arms, William Lauderdale, be given the task of raising militia troops. After assembling five companies, Lauderdale marched to Florida and arrived in November 1837.

This is where Jupiter comes in. The Seminoles were holding a position on a hammock near what is now Jonathan Dickinson State Park. Lauderdale's militiamen were on Jesup's left. Under withering fire, the militiamen hesitated, and Jesup dismounted and tried to rally the militia by urging the Tennesseans to follow him. He soon realized he was alone, and he retreated, alone, after his glasses were shot off.

The U. S. troops forced them back across the Loxahatchee River where they made another stand. Later they simply faded away, as was typical of their hit-and-run guerrilla tactics. The federal forces numbered 1,500 troops. The Seminoles fielded an estimated 100 to 300 warriors. After the battle there arose great tension between the U. S. troops and the Tennessee militia, because of the militia's failure to advance under Jesup. After frequent fist fights, the two forces were separated into two camps. In February 1838, the Indians proposed to stop fighting if they be allowed to settle south of Lake Okeechobee. General Jesup was in favor, but his recommendation was rejected by Secretary of War Joel Roberts Poinsett.



*Colonel William Lauderdale*

The last formal battle of the Second Seminole War occurred on April 19, 1842, when a new commander, Colonel William Worth, led a force to a success.

Although skirmishes continued, the Second Seminole War was declared over by President John Tyler. Colonel Worth is considered one of our great heroes. The cities of Fort Worth, TX, and Lake Worth, TX, the Village of Worth, IL, Worth County, GA, Worthville, KY, Worth County, MO, and Lake Worth Lagoon in Florida, and consequently the city of Lake Worth, FL, are named in his honor. In 1845 Florida was admitted as the 27th state.

### The Third Seminole War

The final Seminole War also touched Jupiter and its Inlet, although it began with a reconnaissance mission out of Fort Myers in Lee County in December of 1855. Finding two

Army forts burned, the federal troops entered the town of Chief Billy Bowlegs (now Old Town). The soldiers destroyed the town's crops and the resulting retaliation became The Billy Bowlegs War, also called the Third Seminole War.



Chief Billy Bowlegs

On the way back from their encounter with Billy Bowlegs's town, the federal troops, under Lt. George Hartsuff, bivouacked for the night near Billy Bowlegs's village. In a predawn surprise attack, the Indians killed four artillerymen and wounded four others. The Seminoles then launched numerous attacks across the state including one on the Jupiter Lighthouse, which was then under construction. The continuing threat of Bowlegs and his warriors, along with fever, held up the construction until the war was over in 1858. Bowlegs finally negotiated a peace treaty in March 1858. As a result, Bowlegs and 165 Seminoles boarded a ship supposedly never to return. Bowlegs became a very successful chief in Oklahoma. However, archeologists have made discoveries suggesting that many of the Seminoles later returned to Florida. In all, the Seminole Wars are the most unpopular in our history.

Today, the Seminoles and their affiliates are not only a federally-recognized tribe, but they are the only Indian tribe never to sign a treaty with the U.S. Government. In a sense, they have prevailed because of their persistence; In the year 2000 Census they had a population of 12,431, in seven reservations. Their economy stems from the sale of duty-free tobacco, heritage and resort tourism, and gambling. They created a casino in 1972, which has grown to be a billion-dollar industry, with five casinos. The significance of the Seminoles lives on in the names derived from their language. "Okeechobee" means "Big Water." "Hypoluxo" is the name for "island, town, or road." Lake Worth, which was once a closed-off lake, was called "water all around, can't get out." "Okeehelie" means "good water." "Cholee" is the word for "pine tree." "Loxahatchee" means "Turtle River." Finally, "Pahokee" means "grassy waters."

## PART THREE

### SOME LOCAL HIGHLIGHTS

#### Notable Events in the Area

Jupiter's most lasting connection with the Seminoles is the construction of Military Trail, which is commemorated by a large plaque between the drug stores on Indiantown Road. After the Battle of the Loxahatchee River, the indians fled south to the area of the New River which bisects Ft. Lauderdale today. When a primitive trail was discovered south from Jupiter, General Jesup ordered Colonel Lauderdale and his militia to cut a good trail south to New River and beginning near what is now Indiantown Road. He set out on March 2, 1838, with 233 Tennessee Volunteers, supported by "Construction Pioneers," who were members of the U. S. Third Artillery, commanded by Lt. Robert Anderson of Virginia. Anderson later gained fame as the commander at Fort Sumpter when the Civil War began. It took four days for the troops to cut the 63-mile trail along a pine ridge and hammocks (low hills). It was originally called Lauderdale's Route. While at New River, Lauderdale built a fort, giving Fort Lauderdale its present name. During the next 20 years of the Seminole Wars, its continued importance caused it to be named the "Military Trail."

Lauderdale stayed on in Florida until he became increasingly ill. He had long suffered from what must have been tuberculosis. Coughing blood, he tried to get back to his home in Tennessee, but he died somewhere along the way. His grave was never found. It seems he just faded away like the Seminoles he fought for four decades of guerrilla warfare. The Seminoles were one of the Five Civilized Tribes banished to the Indian Territory in Oklahoma in the final "Trail of Tears," which occurred around 1839.



*Young Robert E. Lee*

The Seminole Wars delayed the completion of the Jupiter Lighthouse, which had been authorized by Congress in 1854. It was deemed important because of its location so near the Gulf Stream. The original role of the developer went to a young army engineer, Lt. Robert E. Lee. His role was to act as surveyor and prepare the site plan. In the middle of the 19th Century, Lieutenant George Meade was the army engineer in charge of building light houses. He drew up the plans for the lighthouse in 1852. He later became a lieutenant general and defeated General Lee at the Battle

of Gettysburg. Another delay in the construction was caused by malaria, which the men called “Jupiter Fever.” The lighthouse was finally lit in 1860. Jupiter Lighthouse was designed with an advanced French lens with a multi-faceted glass called a Fresnel, after its inventor, Augustine-Jean Fresnel. The lens was part of the first purchase order for lenses, which consisted of large lenses. The Jupiter lens weighs 6,000 pounds, and remains the largest in Florida. The lens contains 397 prisms held together by putty. Acting the reverse of a telescope, the prisms refocus the light from the lantern and concentrate it into a narrow beam, which can be seen at sea for least 14 miles. Originally the light rotated with weights, as in old clocks, but today electricity provides the power. The oldest building in Palm Beach County is the brick oil house by the lighthouse.



*Lt. General George Meade*

In those days, the settlement of Jupiter was part of Dade County, which encompassed our modern Miami-Dade, Broward, Palm Beach, and Martin Counties. “Palm Beach” also commemorates a shipwreck. On January 9, 1798, the 17-ton brig “Provincia” was en route from Trinidad to Cadiz, Spain, and went aground in a storm. Its cargo of 20,000 coconuts washed ashore and pioneers salvaged them for sale at 2 1/2 cents apiece. Less than 10 years later the island was full of palm trees. You can determine all the ensuing results. In 1880, the census showed that the entire Dade County had only 527 residents. But despite its size, Jupiter was particularly important because of its closeness to the Gulf Stream, the lighthouse, an overseas telegraph cable that ended near the Inlet, and a U. S.



*A barefoot mailman*

weather outpost. In 1885, the U. S. Post Office established a mail route from Jupiter connecting Oaklawn (now Riviera Beach), and Miami. Traveling inland was considered impossible because of the thick vegetation, including the sharp-edged saw palmettos. The jungle-like route was too impenetrable to be practical as a trail. So mailmen walked a 156-mile route along the beach until 1892. They carried shoes, their gear, and the mail in oil cloth knapsacks. The pay was only \$600 per year, and not surprisingly, no mailman ever renewed his contract. In 1940, Theodore Pratt wrote The Barefoot Mailman and popularized this vignette of local history.

Transportation continued to improve by necessity. In 1895 Flagler’s railroad got as far as Ft. Pierce. Then passengers continued south for 50 miles to Jupiter on a 22-passenger stern wheeler. The next 7 1/2 miles required the use of the Celestial Railroad to Juno, which was still the capital of Dade County. The railroad used a 3-foot narrow gauge track.

There was no turn-around, so the locomotive had to return to Jupiter in reverse. The stops along the way were named Venus and Mars, and hence the name became the Celestial Railroad. Also in the 1890s, Flagler's railroad and the Dixie Highway reached Jupiter.

Jupiter remained a small village, although the Flagler Railroad provided a transportation link with the North. In 1925, the Town of Jupiter was incorporated as a municipality. The devastating hurricane of September 26, 1928, held back the area's economy prior to the great economic crash of 1929. When the Florida East Coast Railroad Bridge was built in 1896, it was deemed necessary to narrow the Loxahatchee River width by 1,800 feet, using landfill. In 1929, the river was said to be choked when the railroad reduced the River's width to 581 feet. Also, during this time, prohibition contributed to the local economy because Jupiter Inlet was a natural receiving point for contraband whiskey. In addition to boat traffic, bootleg planes landed on Jupiter Beach Road, which was then a dirt thoroughfare. Although prohibition ended in 1933, another hurricane pounded the area, and it was compounded by flooding because the Inlet was clogged with sand.

It was in this period that the area's suitability for golf emerged. In 1929, Donald Ross developed the Seminole Country Club, which is still considered a notable golf course. Between 1930 and 1940, the population of Jupiter only grew from 176 to 215 persons, and it was just a backwater settlement.

## World War II

World War II brought about a great U-boat menace along the coast. In 1939, the Navy established a secret radio transmission unit at Jupiter Lighthouse. Known as Station J, it monitored German U-boat traffic in Florida waters. Supply ships followed the Gulf Stream and were relatively easy targets for the undersea fleet. The Germans sank 24 ships off the Florida Coast, eight of them along Palm Beach County. The people of the Jupiter area contributed significantly to the U-boat war by using private boats for rescue missions.



A great secret of World War II was central to the Jupiter area, when, within 90 days, the Army established the rudiments of Camp Murphy, extending nine miles north from Jupiter. The purpose was to develop radar and train U. S. servicemen in its use. At the opening, RCA Chairman David Sarnoff was the guest speaker. The nine-mile spread

facilitated camouflaging. There were close to a thousand buildings spread-out in the Camp, and roads went off in irregular directions. Because there was no air conditioning, classes began at 6 P. M. After the War, the property was given to Martin County, and much of it is included in Jonathan Dickinson State Park. The satellite dish you see now along County Line Road actually belongs to NASA, and is used to track rocket launches.

### Modern Jupiter

Golf, tourism, and recreation continued to provide an impetus for development in northern Palm Beach County. But growth remained slow in Jupiter. The population was 313 in 1950 and 1,026 in 1960. By 1957, the Tequesta Country Club and Village was developed. In 1969, George Fazio, associated with Bob Hope, established the Jupiter Hills course north of Tequesta. In the early 1970s, the famous course designer, Gardner Dickinson, along with developer Carl Kendall, developed another golf course in what is now Frenchman's Creek. Then in 1980 Jack Nicklaus designed another local course, The Loxahatchee Club. Nicklaus, Gardner Dickinson, and Tony Penna established winter homes in the area, and that added to the reputation of northern Palm Beach County as a golfing destination.

In 1973, environmentalists succeeded in having the Loxahatchee River become the first Florida waterway under the federal "Wild and Scenic River Act." Much of our successful recreation and historic preservation was the result of that action. The original town hall center was near Center Street. Then for several years it was on Fourth Street near Indiantown Road. In 1975, the present municipal center moved to Military Trail. This was a big impetus for the development of Jupiter to the west. At that time, Indiantown Road was a two-lane highway from U. S. 1 to the Bee Line Highway. There was only one complete traffic light where Indiantown Road intersects with Loxahatchee Drive. There were flashing lights at Indiantown Road and U. S. 1; Alternate A1A and Indiantown Road; and alternate A1 A where it intersects with Center Street. Indiantown Road intersected with the Florida Turnpike, but it was not, until around 1980 that the interchange with I-95 sparked the modern growth of Jupiter. Even so, the development of Jupiter was impeded as it found itself within the "missing link." By 1966, I-95 ran 1,857 miles from Maine to Miami, but none of it was within Palm Beach County, and in 1970 Jupiter only had 6,968 residents. In 1976, the super highway was extended northward from Miami to PGA Boulevard. Traffic had to venture westward to find the Florida Turnpike. Not until 1989 was the "missing link" between PGA Boulevard and Fort Pierce completed. Until 1980, the population of Jupiter was no more than 9,868. By 1990, it had grown to 24,986.





By the late 1980s, Indiantown Road became a problem. In 1989, this Road was the most crowded in the county with 16,000 vehicles per day. After years of planning, the old drawbridge over the Intracoastal Waterway was replaced by the present bascule bridge, which was dedicated on May 15, 1999. This type of drawbridge is based on the French word for “balance scale,” because a huge weight at one end balances the span. Another

development has been the improvement around the DuBois House, believed to have been built over the great shell mound in the center of the Ho-Bay village. Dredging of the Jupiter Inlet was used to create the picnic areas along the south side of the Inlet. On March 2, 2016, the DuBois Home Opened again after a \$600,000 renovation because of hurricane damage. Jonathan’s Landing lies just a mile away from this landmark.

The popular local actor, Burt Reynolds, was born in Michigan but lived in Palm Beach County while his father was Chief of Police in Riviera Beach. However, for many years he has lived in Jupiter and calls it his hometown. He told of skipping school to visit Trapper John, the Loxahatchee River outdoorsman. In an interview in the Palm Beach Post, March 31, 2016, he commented thus on Jupiter, “It has a whole kind of sweetness that the rest of Florida doesn’t have.” Later, he said he thought that Jupiter was “perfect.”

## PART FOUR

### THE COMING OF ALCOA

#### The Rise of ALCOA

The Aluminum Corporation of America (ALCOA) is one of the best-known industrial companies in the world. It ranks third behind the Russian and Chinese manufacturing giants. It pioneered the complex processing of aluminum oxide in the 1800s with use of electrolysis to turn bauxite into a metal. Aluminum is strong for its weight and has been used in construction for years. It is a major producer of aluminum for aircraft, automobiles, and cans. It also has a good record for environmental causes. Real estate development was not far afield because of the use of aluminum in many large buildings. In the late 1950s the company was heavily invested in real estate through its subsidiary, ALCOA Properties, Inc. For many years it contributed to the construction industry and developed an affinity for building developments. For example, it built spandrels (connections for arches) for the Empire State Building and pioneered aluminum-clad skyscrapers, including the World Trade Center, Chase Manhattan Bank, and Time, Inc.

ALCOA evolved with several major developments in the Los Angeles area, including the famous Century City. The City was the former ranch of the movie star, Tom Mix, and later the movie studios of Twentieth Century Fox. The movie producing company ran into financial difficulties with a series of expensive but poorly received productions, including the movie, Cleopatra, starring Elizabeth Taylor. To aid the studio's recovery, in 1961, it sold 180 acres to William Zeckendorf and ALCOA. They partnered for a success in "Century City, which now covers about 176 acres, and lies next to Beverly Hills. With more than 5,000 people, it is considered a "City Within a City." In 1963, ALCOA consolidated its real estate activities in ALCOA Properties, Inc. With these West Coast successes, and a future commitment to real estate, ALCOA Properties began to search for another development. It chose South Florida, which was a special location, but undeveloped. The area they settled on was then called Burning Foot Village.

#### Salhaven Was JL's Predecessor

Burning Foot Village began as Salhaven, named for Sal B. Hoffman, President of Upholster's International Union, headquartered in Philadelphia, PA. Hoffman created the Salhaven Foundation, Inc. on March 9, 1953 and bought three government lots, relatively



inexpensively because it was really “the Old Florida”. It was land in its primordial state, swampy, seldom traversed, and fit only for wildlife, including alligators and waterfowl. The foundation pledged to spend \$5 million on development. The plan was to build 240 retirement cottages plus 10 apartment lodges and 15 swimming pools. The plan also called for an out-patient clinic, a 32-bed convalescent pavilion, and an ambulance. In those days it was said to be located one mile south of Jupiter. Hoffman engaged the famous Florida architect, Rufus Nims, because of his creative use of materials and evocation of Florida styles. The official opening was in December 1956, when the population of Jupiter was still less than 1,000 souls. Its Philadelphia flavor included a Betsy Ross Square, because, Mr. Salhaven said, “she was an upholsterer, also.”. See [www.jupiter.fl.us/history](http://www.jupiter.fl.us/history). Salhaven moved the large Banyan Tree to the North Entrance to preserve it and it remains a symbol.

Unfortunately, this idyllic community failed by 1971. The reason given is that the Upholsterers were urban people centered in Philadelphia, New York and Boston. The prospect of spending the rest of their lives in a remote country area didn’t catch on. A good bit of the history of Salhaven can be found in a [Time Magazine](#) piece, dated December 17, 1956. It can be found online at [www.time.com](http://www.time.com)



*Salhaven entrance with "big tree"*

Dr. George L. Ford, Jr., had a bold vision for revitalizing the Salhaven property. He was President of the Palm Beach County Medical Association, and saw the need for a hospital in the northern part of the County. However, he needed to raise a good deal of money. First, he formed a consortium consisting of 23 doctors, one realtor, and one attorney. His group was called Burning Foot, Ltd., and they bought the property, known as Salhaven Gerontology Village, on November 7, 1972. For about 14 months the site was called Burning Foot Village. Next the group signed a sales agreement with ALCOA Properties, Inc., in the fall of 1973, and the sale was concluded on September 11, 1974. A Warranty Deed was filed showing Salhaven Foundation, Inc., as the grantor and Burning Foot Ltd., a Limited Partnership, as the grantee. The acreage on the east side of the property was sold to create Jonathan’s Landing. Burning Foot’s intention was to parlay a purchase and sale to create a profit to build a hospital. ALCOA was not the high bidder, but it was the only one to include in its proposal a provision to relocate the 41 remaining homeowners in Salhaven. The acreage on the final master plan for Jonathan’s Landing is recorded as 631.05 acres, although the amount described in the sale is 603 acres. The sale created profit, and left more than 100 acres on the eastern side for Burning Foot, Ltd., to build its hospital. At the time, ALCOA, through its subsidiary, ALCOA Properties, Inc., had considerable experience in residential real estate, but on the West Coast, which was not exactly the same.

During this period, more and more people saw the area's potential for recreation and golf. In 1955, Jupiter Inlet Colony was established. In 1957, the Tequesta Country Club and Village was developed. By the early 1970s, Carl Kandell developed a golf course with Gardner Dickinson as the designer. It is now Frenchman's Creek. Soon after Jack Nicklaus designed another course. These courses became the winter homes of such golf notables as Nicklaus, Tony Penna, and Gardner Dickinson, and then in 1986, Frenchman's Creek was developed. It was these developments in the area that caught the attention of ALCOA, which was looking for a site for development near the Intracoastal Waterway. Our community is three quarters of a mile west of the Atlantic Ocean bringing prevailing ocean breezes. The community has nearly 7,000 linear feet of frontage on the Intracoastal Waterway and it provides access to the Atlantic Ocean through the Jupiter Inlet, 1.7 miles to the North. It is larger than the Principality of Monaco.

### Jonathan's Landing

In the beginning Jonathan's Landing wanted to be part of Jupiter, but the small Town of Jupiter felt it would be too big to absorb. Old timers say an original dispute concerned the desire of the developers to have the Township pay for the infrastructure. So JL became an unincorporated part of Palm Beach County. We depend on the County for most of our services, and lower taxes.

Coleman Associates, associated with ALCOA in California, became the designer in 1973. Its original concept was to present a modern Venice. They envisioned a community of several high rises, extensive greenways, and connecting canals. Access was to be by boat only, including water taxis. The project seems to reflect a concept right out of Hollywood, and not suited for the Jupiter area. The feasibility of this plan soon came into question, and, after a series of different plans, it was decided to plan the community around a central golf course. Finally, in 1975, a revised plan for a Planned Unit Development (PUD) was submitted to Palm Beach County for approval. The planning process took over three years largely because of the difficulty in obtaining approval for the marina. In 1976, ALCOA gave the go-ahead for the project. It considered the name "Shearwater," after the aquatic bird, but the influence of the nation's 200th birthday in 1976 led to the patriotic theme. That is why they drew inspiration from Jonathan Dickenson's Journal. Included in the final plan was the village concept with wide paths for golf carts and bicycles. ALCOA Properties, Inc., decided to handle most of the construction.





*Arial view in 1953 before development.*



*Arial view in 1964 showing Salhaven in lower left corner*



*Current view of Jonathan's Landing. Note the addition of the Indiantown Bridge*



## PART FIVE

### Jonathan's Landing, Inc., and the POA

ALCOA made Jonathan's Landing, Inc., (JLI) the owner, in fee simple, of the community. To provide governance and management, it caused JLI to create Jonathan's Landing Property Owners Association, Inc. (JLPOA). In the Declaration of Covenants and Restrictions that it prepared, JLI set forth that its intention was to enforce the Covenants by using the law to create a Master Property Owners Association (called JLPOA). JLI's concept was to create villages with Special Use Plans as approved by JLI or JLPOA and its Design Control Board. Consequently, the entire community is managed by the Jonathan's Landing Property Owners Association. The original Articles of Incorporation for the JLPOA, and the Declaration of Covenants and Restrictions were filed in the official records of the County November 12, 1978. It was signed by ALCOA officials: Richard W. Plowman, President; William F. Cochrane, Vice President; and Kenneth F. Kelly, Secretary-Treasurer. (See book 2976, page 304. )

The first POA Board was formed on December 23, 1996. The original officers were James K. Adams, President; John C. Garlick, Vice President; Thomas Curley, Treasurer; and members Arthur O'Day and Max Evans. The most recent amendment, prepared by James W. Schwartz, Secretary, was signed by him and the President, Robert B. Forbush. Jane Carlough Meline, the manager of the POA, was the witness. The amendment was filed May 10, 2006.

Jonathan's Landing was one of the nation's earliest gated communities. Its Master Use Plan was filed with the County on February 2, 1978, giving ALCOA the legal authority to begin construction. It was also the first such community in the Jupiter area. Gated communities became increasingly popular during the 1980s. JL has grown to fill its 631 acres with 27 separate villages. The Developer's goal was to merge the security of a gated community with a winding, central golf course, both fresh and saltwater vistas, and access to the Intracoastal Waterway and the Atlantic Ocean. The central golf course was designed by Tom Fazio, the famous course designer. The area was partly developed at the time, but it was far from the modern community we have today. All the land below five feet above sea level was fresh water wetlands. The area now known as Admiral's Cove provided pastureland for cows. In the vicinity, land above 5 feet was scrub and dominated by scrub oaks. In his journal, Jonathan Dickenson remarked there were few trees south of our Inlet. It was long a home for native birds, including herons, egrets, anhingas, pelicans, roseate spoonbills, and more. A key to turning this wild landscape

into a residential project was the development of lagoons. This meant excavating below five feet and using the recovered soil to raise the adjoining land.

JL has 62 acres of a winding fresh water lagoon and 60 acres of navigable saltwater channels. The lake is from about five to 20-feet deep. However, it presented the developers with a serious technical problem. The lagoon is meant to contain only fresh water, but it is adjacent to the salt water of the Intracoastal Waterway where the fresh water is destined to flow. The two bodies of water are separated by earthen embankments that are 170-foot-wide and 12 feet above sea level. On the other hand, the fresh water lake is part the water management system for the area, which is under the control of the South Florida Management District. The System collects water runoff from the area and is used for irrigation in order to conserve potable water from Jupiter's water utility.



*A Roseate Spoonbill*

In order to expel excess fresh water from the lake, the engineers designed three small dams, known as water control structures (but in the vernacular, "weirs") To flush the excess fresh water buildup the water control structures were designed. Some villages use the fresh water for irrigation, because it is part of the water conservation scheme of the South Florida Water Management District. Irrigation needs fresh water, and saline water can harm, even kill, the plants being watered. Storm drains empty rain water into the lagoons, which also get fresh water from wells reaching below the water table. On the fresh water side of the weirs are large pipes that capture the excess fresh water and expel it into the salt water. The tops of the weirs are designed to reach higher than any possible high tide containing salt water. When the fresh water reaches 2.7-foot level it spills into the out-flow pipe. The outflow is connected to the salt water through an underground pipe, controlled by a gate responding to water pressure on the fresh water side. High tides can be dangerous and exacerbated by storms and high winds, but the increased pressure of the high tides shut the gates even tighter. Through its Declaration, JLPOA is charged with the preservation and management of the waterways. In addition, JL's water management system is an adjunct of the region's water management system. Through its permitting system, the South Florida Waste Management District enlists the JL water management system as part of the regional plan. All surface water in Florida is a public asset and is managed by the SFWMD. The land beneath the water is owned by JL property owners. The SFWMD through its permitting system allows the property owner to use a prescribed amount of water per year for irrigation purposes.

## WATER CONTROL STRUCTURE MAP 1-6



The weirs of JL are shown above. WCS 5, is at the north end of Baytowne; WCS 2, is east of the clubhouse; and WCS 4, is south of Southern Cay. WCS 1 and WCS 6 are controlled by the South Florida Water Management District, and prevent intrusion of salt water into the canal south of Jonathan's Landing. Culvert #4 controls the flow of water to and from the lagoon and water sources to the West.

One of the most important responsibilities of the JLPOA is providing its security system. JL has three controlled and manned access gates, one off Indiantown Road and the other two, off Alternate A1A. They are connected to a highly sophisticated security system that provides around-the-clock warning system for residential intrusion, fire or medical emergencies. JLPOA continually provides radio-dispatched uniformed security patrols throughout JL. Although trained staff members are usually first responders, Palm Beach Fire and Rescue and Jupiter Medical Center professionals are only minutes away.

## PART SIX

### THE DEVELOPMENT OF JONATHAN'S LANDING

Below is the chronology of Jonathan's Landing. It shows how JL evolved over 40 years. For accuracy it is based on the official filings of the different architects, variously identified as Plats, Parcels, or PODs. In the beginning ALCO planned to do all the building itself, but first it tried some others.

#### First Stage of Development for Jonathan's Landing

The first parcel, Plat One, begins near the North Gate. The architects were the Coleman Consortium, and the County's approval was granted November 28, 1977 for 62 acres. This original project appears to be a plan of the infrastructure of Cape Pointe, Windward Village, and Waterbend, all entered off of Dickinson Drive. The parcel's fourth part, now The Harbour, began as a sales building for the marina and residences. It was approved for 4.3 acres. (See The Harbour, below).

#### Public Park

Just to the north of the first parcel, there was designated a future development along Indiantown Road. This 30-acre lot was set aside for the development of a public park. According to the deed, Jonathan's Landing was charged with negotiating with the government to bring this about. (See below.)

#### Greens Cay

The second parcel was located to the south and east. Its architects were also the Coleman Consortium. Landin Ltd., a North Carolina corporation, was the owner and builder of the property. It was one of two outside developers brought in. The architects received approval on January 23, 1978, for construction of 37 units on 5.96 acres. This parcel consists of the village of Greens Cay, presented as Parcel G. Greens Cay is served by Traverse Circle, located off Passage East. To the southeast is the JL Tennis and Fitness Center. Greens Cay homes are distinguished by their vaulted ceilings and stone fireplaces. Many have views of the 12th and 13th fairways. The village was incorporated as Greens Cay at Jonathan's Landing Homeowners Association, Inc. The Declaration of Covenants and Restrictions was executed for Greens Cay on May 10, 1979, and filed January 1980. (See book 3207, page 1758.) A controversy developed with Landin when it raised the price to match Baytowne. ALCOA had envisioned three layers of pricing.



### Baytowne

For the third parcel, Site Plan D, the architects were changed to Schwab and Twitty Architects, Inc. Although the third parcel, its construction was the first to begin. ALCOA intended it be the highest priced of the first three. On February 8, 1978, Baytowne, to the south of The Harbour, was approved for 51 units on 10.16 acres. It is served by Bay Street with about half the homes along the golf course and the rest along the salt water. The village offers several classic Florida stucco and cedar designs. The sales brochure for Baytowne was dated January 1978. Baytowne Homeowners Association, Inc., was incorporated October 4, 1978. The Articles of Incorporation and the Declaration of Covenants and Restrictions, signed September 12, 1978, were filed with the Palm Beach County Clerk's Office on February 26, 1979. (See book 3014, page 857.) The first sale for JL was completed at Baytowne on January 6, 1979.

### Windward Village

For the fourth parcel, named Parcel C, the developer changed architects again to Kieron Kilday, Inc. On November 8, 1978, it obtained approval from the County to build Windward Village with 40 townhouses on 6.5 acres. Windward Village is east of Cape Pointe, and Freshwater Drive provides two entrances, One off of Dickinson Drive and, at the other end, off Captain Kirle Drive. The village lies east of the 12th Fairway. Windward was constructed by the Yusem Corporation, which was active in South Florida. Its sales brochure was dated January 1978. Windward Village consists of sets of two attached villas. The residences feature cathedral ceilings and expansive views of the golf course. The village was incorporated as Windward Village Homeowners Association, Inc., January 15, 1979. The Declaration of Covenants was signed March 20, 1979, and these official documents were filed August 15, 1979. (See book 3117, page 1506.) After the building of Windward village and ALCOA's conflicts with Landin, ALCOA finally decided to handle all construction within house and it established its own construction department.

### Crosswinds

The fifth parcel, Pod H, approved December 13, 1978, was also designed by Kieron Kilday. It allowed the building of Crosswinds on 7.15 acres with 34 units. It is sited between the 10th and 11th fairways, and is entered on Freshwind Drive from Captain Kirle Drive. These single-family homes have large screened porches, master dressing rooms, and cathedral ceilings. Crosswinds at Jonathan's Landing, Homeowners Association, Inc. was created March 16, 1983. And the Articles of Incorporation and Declaration of Covenants and Restrictions, dated also on March 16, 1983, were filed on March 31, 1983. (See book 3911, page 51.)

## Cape Pointe

The next parcel, also planned by Kieron Kilday, was approved September 12, 1979, as Pod B. It approved Cape Pointe for 12 acres and 70 units. Construction began in April 1980. Two entrances at the ends of Cape Pointe Circle connect with Dickinson Drive. Cape Pointe has townhomes with four floor plans, both the one-story and two-story units have private gardens or fresh water views. The sales brochure was dated January 1978. The Articles of Incorporation established Cape Pointe Homeowners Association, Inc., on February 7, 1980. The Articles and the Declaration of Covenants and Restrictions, signed on February 11, 1980, were filed with the County Clerk on February 20, 1980. (See book 3354, page 685.)

## Passage Islands

After another change in architects, the GRV Design Group, received approval for the Passage Islands on July 7, 1980. It was the seventh parcel to be developed. The project was submitted as Passage Islands, which are situated on 6.57 acres east of Greens Cay at the end of Passage East. These two islands, considered unique for their location, are surrounded by a navigable salt water passage leading to the Intracoastal Waterway. They are divided into Passage Island North and Passage Island South and consist of 21 homes placed for privacy. Each one has a swimming pool and a private dock. The Articles for Passage Islands Home Owners Association, Inc., and the Declaration were signed January 14, 1981, and filed June 26, 1981 (See book, 3549, page 1775.)

## The Big Hiatus

It is interesting to note that there was a hiatus of nearly three years before the next construction application was submitted to Palm Beach County. This was the result of the great real estate bust of the early 1980s. Attributed to overbuilding, many loans failed followed by bank failures. This was the time of the savings and loan crisis and a global recession. In 1981, inflation soared to 20 percent and interest rates reached 21 percent. Also, the change in the tax laws, combined with the high interest rates, caused a notable slow-down in real estate activity in Jonathan's Landing.



## PART SEVEN

### STAGE TWO OF DEVELOPMENT

#### Stage Two in the Development of Jonathan's Landing

After the worst of the recession, construction in Jonathan's Landing again began in earnest. The resurgence followed a distressful period, not only for developers, but also for realtors, home buyers and sellers, lenders, and consumers and merchants of all kinds. Nonetheless, Jonathan's Landing's perseverance was paying off. In 1981, the Palm Beach Area Planning Board cited Jonathan's Landing as a leading example of effective water runoff practices.

#### Waterbend

The eighth project was more complex and consists of 5 sets of plans under the designation Pod I, which was for approval of the village of Waterbend. The architects were Gee and Jenson Engineering and Architectural Planners, Inc. The approval was for the total village and authorized 154 units on 14 acres. All of the five parts were approved on June 7, 1982. The five parts were necessary because of the large size of Waterbend. It is the largest village in terms of units. The first part was for the northeast portion of Waterbend where Dickinson Drive intersects with Captain Kirle Drive. It lies across the road from Cape Pointe. The second part, designated #2, covered approval for the portion where Waterbend Drive begins to turn southward. The next drawing, designated #3 explains Waterbend Drive as it continues to the south. Drawing #4 appears to be a redundancy. It was submitted, just as #2 on May 28, 1983, and covers the same portion of Waterbend Drive as #2. Part #5 covers the southern end of Waterbend Drive. Waterbend consists of two-story buildings astraddle Waterbend Drive which ends opposite Reformation Island. It is between the fresh water lagoon and the green- scape of the golf course. It features four floor plans, with screened porches, an attached garage and covered parking for golf carts. The village was incorporated on June 10, 1981 as Waterbend at Jonathan's Island Condominium Association, Inc. The Declaration of Condominium was signed on June 8, 1982, and both documents were filed with the County on June 11, 1982. (See book 3740, page 566.)

#### Hidden Cove

At this stage, construction began along Barrow Island Road. Blakely and Associates were the architects. They obtained approval for Parcel V to build Hidden Cove on July 26, 1984. It provides for 33 units along Hidden Cove Drive on 7.8 acres. Lying between the lagoon and the 18th Fairway, Hidden Cove consists of single-family homes in the Mediterranean style. With red tile roofs, they feature volume ceilings, atriums, and clerestory windows. In its Articles of incorporation, signed on June

27, 1984, it was named Hidden Cove at Jonathan's Landing Homeowners Association, Inc. On August 20, 1984, its Declaration was signed, and both documents were filed with the Clerk of Palm Beach County on April 4, 1985. (See book 4509, page 480.)

### The Narrows

The next project off Barrow Island Road was The Narrows, designed by Blakely and Associates and constituting the tenth building project. Designated Parcel U, it was approved on February 26, 1985. The plan provided for 27 units to be built along Narrows Drive and covering 6.9 acres. Located west of Hidden Cove, and situated between the lagoon and the golf course, these red-tiled, single family homes are also in the Mediterranean style. With a layout of lots designed for privacy, the homes come in two and three bedroom plans. This HOA was incorporated as The Narrows at Jonathan's Landing Homeowners Association, Inc., on June 25, 1984. Its Declaration of Covenants and Restrictions was signed July 20, 1984, and these documents were filed with the County Clerk's Office on April 4, 1985. (See book 4509, page 480.)

### Trader's Crossing

On August 28, 1985, Blakely and Associates were granted approval for Parcels R and S. The application covers the north and south portions of Trader's Crossing. Northern Trader's Crossing, Parcel R, is the site of 66 units on 7.88 acres. To the south of Barrow Island Road is Parcel S, consisting of 44 units on 5.52 acres. Made up of two-story condominium units, Trader's Crossing lies between a fresh water lagoon to the west and two fairways to the east. It is bisected by a road called Traders Crossing North and Trader's Crossing South. At Traders the amenities include screened porches, attached garages and golf cart parking. Trader's North and South are incorporated as Trader's Crossing at Jonathan's Landing Condominium Association, Inc., as of August 13, 1986. The Declaration of Condominium was signed on September 5, 1986. Both documents were filed on December 17, 1986. (See book 5108, page 1044.)

### Lantern Bay

Blakely and Associates then turned their attention to Casseekey Island Road where they planned Parcel P. With this plan, the twelfth for Jonathan's Landing, they gained approval for the village of Lantern Bay on June 9, 1986. It provides for 40 units along Lantern Bay Drive on 9.654 acres. Lantern Bay seems tucked away between three sides of the fresh water lagoon and the Butterfly Garden on Quarter Island and the South Recreation Area to the east. These Mediterranean style homes come in three floor plans and offer screened porches, covered patios, and golf cart garages. Another HOA was created with the incorporation of Lantern Bay at Jonathan's Landing Homeowners Association, Inc., on December 18, 1986. Its Declaration was signed on May 6, 1984, and

the two documents were filed with the Clerk on May 26, 1987. (See book 5290, page 465.)

### Barrow Island

X marks the spot, at least on the building plans. Blakely and Associates obtained approval for Parcel X on August 27, 1986. It created the plan for Barrow Island. It authorized 22 patio homes on 7.6 acres, although only 21 have been built. It is served by Bridgegate Drive eastward from its intersection with Barrow Island Road. It is said to have created an elegant and rich kind of beauty with Mediterranean architecture. These single-family homes lie on navigable salt water, with private docks, and are connected to the Intracoastal Waterway. The Articles of Incorporation, signed on November 25, 1987, created Barrow Island at Jonathan's Landing Homeowners Association, Inc. The Declaration of Covenants and Restrictions was signed February 5, 1987. These documents were filed with the Office of the Clerk of Palm Beach County on November 25, 1987. (See book 5495, page 624.)

## PART EIGHT

### A MODIFICATION OF THE OVERALL PLAN

With changes in the tax code in 1986, it was decided to modify the original plan for Jonathan's Landing. ALCOA Properties noticed that more people wanted to have second homes in order to spend the winter in Florida. The modification called for the construction of more single-family homes in villages to include Shearwater, Windrift, Hidden Cove, and others. Also, ALCOA determined that the need for high rises was nearly over. Plans for the Southporte high rises were cut back from four to one. The mid-rise style buildings of The Anchorage were cut back from four units to the two then under construction. Also, Jonathan's Landing, Inc., sought out custom builders and architects, experienced with high-end homes, to erect homes in the desirable southern end of the community.

#### Shearwater

Because of the new plan, another change in architects brought in Enviroscape, a subsidiary of the Evans Group, for Parcel O. This group had experience in building high-end homes. With this project, the fourteenth, the halfway point was surpassed for Jonathan's Landing's 27 projected villages. The application was approved for the building of Shearwater on January 28, 1987. It consists of 48 units on 11.59 acres. It is built along Shearwater Drive and is accessed by two entrances on Casseekey Island Road. The village affords both freshwater views and garden settings. These three-bedroom homes are spacious examples of the Mediterranean style. Shearwater at Jonathan's Landing Homeowners Association was incorporated on November 17, 1987. The Declaration of Covenants and Restrictions was signed February 3, 1988. Both documents were filed with the Clerk of Palm Beach County on February 5, 1988. (See book 5565, page 1508.)

#### Windrift

Windrift, south of Barrow Island Road, was the next project planned by Blakely and Associates. The plans are for Parcel T, which was approved February 24, 1988, and resulted in an authority to begin construction on 60 units on 14.1 acres. Westerly Terrace provides an entrance on the west, while to the east, Windrift Drive provides the second. The two streets are connected by Northwind Court. The village lies between the freshwater lagoon on the east and the golf course on the west. Consisting of single-family Mediterranean style homes, Windrift offers six different floor plans for three bedrooms or three-bedroom with den residences. They all feature formal dining rooms and screened patios. Windrift was officially ready for sales when its official documents were filed with the Office of the Clerk of Palm Beach County on February 5,

1988. The village was incorporated as Windrift at Jonathan's Island Condominium Association, Inc., on November 17, 1987. Its Declaration of Condominium was signed on February 3, 1988. (See book 5565, page 1469.)

### Riverwind

In another example of the plan to upgrade Jonathan's Landing with more expensive homes, the architects, Enviroscape, gained approval for Riverwind, submitted as Parcel M, on April 27, 1988. It contains 23 units on 5.74 acres. They lie along Riverwind Drive, off Casseekey Island Road and provide freshwater or private garden views. It was the 16th parcel developed in J L. These single-family homes were built in Mediterranean style, similar to those in Shearwater. The village was incorporated as Riverwind at Jonathan's Landing Homeowners Association, Inc., on July 12, 1988. Its Declaration of Covenants and Restrictions was signed September 15, 1988. It became ready for residents when its official documents were filed at the Office of the Palm Beach County Clerk's on January 31, 1989. (See book 5952, page 1506.)

### Casseekey Island

Contemplating future expansion, the Casseekey Island Bridge was brought to completion in February 1982. Following this stage, it was necessary for commencement of the village for development to conduct a de-mucking project on Casseekey Island. The parcel, Pod Q, was designed by Blakely and Associates for Casseekey Island in two parts because of its size. Pod Q#1 and Pod Q#2 overlap and combine to show 71 building lots on 27 acres. The plans were submitted July 11, 1988, and approved July 27, 1988. Casseekey Island stretches along the Intracoastal Waterway with its western border formed by a salt water channel. Consisting of individual custom designed mansions lying beside the waterways or with private garden views, Casseekey Island is one of the most prestigious communities in Jonathan's Landing. Casseekey Island was incorporated on February 6, 1988, as Casseekey Island at Jonathan's Landing Homeowners Association, Inc. Next, its Declaration of Covenants and Restrictions was signed on February 12, 1988. With these documents created, they were filed with the Office of the Clerk of Palm Beach County on November 21, 1988, and sales could begin. (See book 5878, page 1889.)

### Jonathan's Island

Blakely and Associates then designed Jonathan's Island. Submitted as Pod Y, the parcel was approved May 31, 1989, for 19 custom built homes on 12 acres. It was the 18th construction project in the order of approval. The units are built on some of the largest sites in Jonathan's Landing—all with addresses on Barrow Island Road. Fourteen of the homes are located on navigable salt water and have private docks to accommodate private pleasure boats. The other three are built along the 18th Fairway of the golf course and have docks a short distance away. Jonathan's Island was

incorporated as Jonathan's Island at Jonathan's Landing Homeowners Association, Inc., on October 6, 1989. The Declaration of Covenants and Restrictions was signed January 17, 1990. These documents were filed with the Office of the Clerk of Palm Beach County on February 7, 1990. (See Book 6347, Page 1275.)

### West Bay

West Bay lies east of Casseekey Island Road and is bordered to its east by the freshwater lagoon where it is known as Dickinson Straits. This gives most residences freshwater views. Another amenity is its waterfront pavilion with private pool, cabana, sundeck and promenade.

With 130 units, West Bay is the second most populated village in Jonathan's Landing. It is also the largest in acreage, covering 22.3 acres. It is large enough for four streets—Back Bay Drive, West Bay Drive, Schooner Point Drive, and Island Cove Drive. West Bay takes pride in its ambience, with 750 trees providing a green canopy and constant maintenance of its landscaping. It provides 122 apartments among 15 separate buildings. They come in four floor plans. Additionally, West Bay features four pairs of attached villas, all with private gardens.

West Bay at Jonathan's Landing Condominium Association, Inc., was incorporated on July 20, 1988, and construction began soon thereafter. The Declaration of Condominium was signed on September 29, 1989. These official documents were filed with the Clerk of the Palm Beach County on October 16, 1989. (See book 6227, page 671.) The original architects were Blakely and Associates. They obtained approval from Palm Beach County on September 27, 1988. The Prospectus, issued by the Developer, Jonathan's Landing, Inc., a Delaware corporation, was dated November 13, 1989, as of its final amendment. The officers of the corporation, who signed the final amendment, were Robert W. Kiskaddon, President, and Frederica B. Fiebel, Assistant Secretary. The first officers of the Association were Richard W. Plowman, President; Robert W. Kiskaddon, Vice President; and Craig L. Combs, Secretary-Treasurer.

In the first phase, ALCOA Properties completed Buildings E, K, and O in 1989. In 1992, Jonathan's Landing Construction Department was eliminated, and M. J. Anderson took over construction for the majority of Jonathan's Landing. M.J. Anderson built the remaining 20 units of West Bay north of the pool, Building G, next to the pool, as well as the single floor units of Buildings P and Q. After that, West Bay sued ALCOA Properties and M. J. Anderson because of defective balconies. West Bay won after arbitration and used the damage award to do the repairs for the balconies. The last building to receive a certificate of occupancy was Building H on Island Cove Drive. It was dated January 27, 1997. The changes in builders and the law suit prolonged the construction of West Bay,



which lasted a total of eight years. The final architects were Theodore E. Davis and Associates.

Robert W. Kiskaddon was a board member in Shearwater before he moved to Scottsdale, AZ. Richard W. Plowman was born in Pennsylvania and attended the University of Pittsburgh near Alcoa's headquarters. He was an Air Force pilot before he joined Alcoa and spent 30 years with the company, rising to Eastern Real Estate Vice President. Theodore E. Davis has long been an architect in Jupiter and has worked on the development of many large projects.

### Southern Cay

The next project, was also designed by Blakely Associates, and the plan was denominated Parcel W. It was submitted May 7, 1990, for the village of Southern Cay. The application led to approval for 37 residences on 10.8 acres along Southern Cay Drive. The village is located on a salt water bay on the east, and the fresh water lagoon to the west and south. Some of its homes have private docks and others have secluded garden areas. These relatively large and desirable homes come in three floor plans. This village was incorporated as Southern Cay at Jonathan's Landing Homeowners Association, Inc., on July 24, 1989. Its Declaration of Covenants and Restrictions was signed August 16, 1989. These documents were filed with the Clerk of the Court on January 18, 1990. (See book 6326, page 1767.)

### Cresson Island

The next project for Blakely and Associates was Cresson Island in the southwest corner of Jonathan's Landing. It was approved June 20, 1990 as Parcel N for 23 units on 6.43 acres. This small, secluded island community consists of single family homes. They all overlook the fresh water lagoon. They feature two and three bedroom floor plans, all with garages for two cars and a golf cart. The community pool is located in the center of the island. The village was incorporated as Cresson Island at Jonathan's Landing Homeowners Association, Inc., on November 29, 1990. The Declaration of Covenants and Restrictions was signed January 9, 1991, and these documents were filed at Office of the Palm Beach County Clerk on January 11, 1991. (See Book 6698, Page 1354.)

### The Harbour

Next Blakely and Associates returned to the northern entrance, and obtained approval for The Harbour on July 22, 1990. The owner was a Florida corporation, the Tana Corp. This village consists of 4.3 acres for 11 homes on Jonathan's Harbour Drive. It is situated on a secluded niche along a salt water cove. Among its features are the choice of a view of either the cove or golf course. Each home has a private dock on navigable salt water and access to the Intracoastal Waterway. The Harbour was incorporated as The Harbour at Jonathan's Landing Homeowners Association, Inc., on June 9, 1995. The

Declaration of Covenants and Restrictions was filed by the Tana Corporation on June 31, 1995. These documents were filed at the Palm Beach County Clerk's Office on November 18, 1996. (See Book 9532, Page 508.)

### Bay Head

Bay Head is particularly unique because it has only six building sites at the southern end of Bay Street. The Anchorage, originally planned for four buildings was reduced to two. This was part of the planning modification to change from apartments to single-family homes. That left room at the southern end of Bay Street for a different project. Thereafter, Blakely and Associates obtained approval for the site plan, within Pod F, on May 30, 1990. Subsequently Greenhorne and O'Mara, Inc., filed the final plans on November 28 1990. They followed this with layouts for the six homesites on May 17, 1991. This location is sited just south of The Anchorage and consists of 1.952 acres. Each of Bay Head's homes is located on navigable salt water and comes with its own private dock for boating. In addition to the water views, out each front door is a panorama of two fairways of the golf course. Bay Head was incorporated as Bay Head at Jonathan's Landing Homeowners Association, Inc., November 29, 1990. Jonathan's Landing Inc., executed the Declaration of Covenants and Restrictions on May 29, 1992. The documents were filed with the Office of the Clerk of Palm Beach County on December 30, 1990. (See Book 7290, Page 1059.)

### Longshore

The northernmost village was named Longshore. Approved December 26, 1990, it was another design by Blakely and Associates. Consisting of 24 single-family homes along Longview Court and Longview Drive, they cover 7.83 acres. Modifications to the fresh water lake were made to enhance the views. The homes were designed to be airy and bright in a Bermuda style. They are offered in three distinctive plans with either two or three bedrooms. There is also one courtyard plan. On December 4, 1991, the village was incorporated as Longshore at Jonathan's Landing Homeowners Association, Inc. The Declaration of Covenants and Restrictions was signed November 16, 1992, and both documents were filed with the Clerk's Office on November 20, 1992.

### The Anchorage

Gee and Jenson were the architects for The Anchorage. Designated Pod F, these two four story condominium apartment buildings were designed to afford spectacular views. Anchorage North has 34 Units, and Anchorage East has 57. The eastern side overlooks navigable saltwater called Dog's Head Bay and offers its own saltwater docking facilities. The western side sits on Bay Street where it overlooks the the 16th Tee to the north and the 18th Green to the south. Three floor plans offer a large screened porch and covered parking. This village was incorporated December 30, 1980, as The

Anchorage at Jonathan's Island Condominium Association, Inc. However, in the Declaration of Condominium, signed on July 9, 1982, the village was called, "the Anchorage East," by which the village was named when granted by Jonathan's Landing, Inc. These documents were filed with the Clerk of the Palm Beach County on July 23, 1982. (See book 3763, page 624.) In 1991, in line with the decision to shift away from apartments to single family homes the developer decided not to expand The Anchorage, but to establish Bay Head instead.

## PART NINE

### ANOTHER CHANGE IN DIRECTION

Southporte was particularly significant in the changes that came about for directing residential development. Originally there was a favorable market for highrises, but changes in housing preferences led to the original plan for four highrise towers to be curtailed. In addition, the changes to the Federal Tax Code in 1986 led to an emphasis on more expensive, single family homes. These changes led to a total re-planning of what was known as Parcel Z. As a result, it was eight years before a final completion of the parcel was made. The solution was to replace three of the high rises with an up-scale residential village. Therefore, Parcel Z was altered to build the village of Port Dickinson. Another part of the new strategy was not to expand The Anchorage to four buildings, but to build Bay Head instead.

#### Southporte

Southporte was the original Parcel Z. In the official submission to PBC was called "Southporte One of Jonathan's Landing." As a result, Southporte is the only high rise within Jonathan's Landing. Its address is on Casseekey Island Road. With eleven floors, it offers spectacular views for its 88 units on 1.95 acres. Each of the four units per floor occupy a corner location with wrap around balconies. They are planned for 2 bedroom and 2 1/2 baths or 2 bedrooms with 3 bathrooms, or two bedrooms and a den. To the west, it borders the 5th and 6th fairways and a wide expanse of the golf course as well as a view of a large portion of Jonathan's Landing. To the east it overlooks the Intracoastal Waterway. Amenities include tennis courts, a swimming pool and proximity to the adjacent marina. According to the Palm Beach County records, the village was incorporated as Southporte One at Jonathan's Landing Condominium Association, Inc., on November 24, 1981. The building was topped off by July of 1982. The Southporte One at Jonathan's Landing Condominium Association Declaration of Condominium was signed January 5, 1983. These documents were filed with the clerk of the county court on January 18, 1983. (See book 3864, page 511.)

#### Port Dickinson

The developer turned again to Enviroscope for the design of Port Dickinson. Submitted within the original Southporte application of Parcel Z, the County's approval to the amended plan was granted January 30, 1991. This subsequent amendment converted part of the property for use as a community of single family homes. The amendment allowed for 20 units for Port Dickinson on the 6.16 acres set aside within the application

for Southporte within Parcel Z. The homes, located along Port Dickinson Drive, are described as unique with a courtyard design as well as a private pool. They overlook either the golf course or the Intracoastal Waterway. They feature one and two story plans. The Articles for the village, Port Dickinson at Jonathan's Landing, Homeowners Association, Inc., were signed on July 25, 1991. The Declaration of Covenants and Restrictions were signed by the owner, Jonathan's Landing, Inc., on May 29, 1992. Both documents were filed with the Clerk of Palm Beach County on June 2, 1992.

### Bridgegate North

Blakely and Associates moved to the north for their next project. As Site Plan J, this parcel was approved for development on November 27, 1991. With this authorization began the building of the village of Bridgegate North that lies to the north of Dickinson Drive and east of Highway Alternate A1A. The project covers 12 homes on 5.22 acres with the fresh water lagoon to the east. It consists of detached, single family homes along Shoals Road. They feature vaulted ceilings and one or two story floor plans with two or three bedrooms. The units are built in the Bermudan style. One of the plans provides a guest house and pool.

### Bridgegate South

Like its northern twin, Bridgegate North, Bridgegate South offers attractive amenities. The project was approved April 29, 1992, for Blakely and Associates. It places 14 homes on 5.63 acres with the fresh water lagoon to the east. The site is at the northern end of Casseekey Drive where it intersects with Dickinson Drive. Its detached, single family homes lie along Crossgate Drive. Like Bridgegate North, it features one or two story floor plans with either two or three bedrooms. Along with vaulted ceilings they represent a design in the Bermudan style. It also has an alternate plan for a guest house and an optional Bridgegate South was the 27th and last village to be approved.

Although separated, Bridgegate North and Bridgegate South are a single community united as Bridgegate at Jonathan's Landing Homeowners Association, Inc. The Articles of Incorporation were signed June 24, 1991. The Declaration of Covenants and Restrictions was signed December 9, 1991, and both documents were filed in the Clerk's Office on December 12, 1991. (See book 7051, page 1971.) These homes are a milestone because they completed the residential development of Jonathan's Landing, which began in November 1977.

### The Transition from ALCOA

In anticipation of the release of the development, a committee was formed to represent the Golf Club and the residential owners. Soon controversies, and disagreements arose between the competing groups, and even resulted in litigation. The

conflicts were exacerbated by the fact that more than half of the residents did not belong to the Golf Club. Soon it was clear that two committees were to be needed to move toward a satisfactory transition. Two issues turned out to be paramount. One was the control of the golf course by the Design Control Board. Another was the disagreement over proposed arbitration between the Golf Club and the POA. A class action law suit was filed by the residents against Jonathan's Landing in 1994. In the following year, continuing litigation and disagreements between JLOPA and JLI caused many of the due diligence inspections of the Club to be canceled and not completed prior to turnover. ALCOA stopped funding some of them. As a result, the Golf Transition Committee became inactive. Subsequently, ALCOA completed more than \$565,000 of improvements, maintenance, and equipment purchases to facilitate the turnover. ALCOA agreed to pay for 102 golf memberships it held among the 798 equity members.

In 1995 ALCOA completed two important sales in order to release its properties not in keeping with the golf-oriented community. One was the sale of Jonathan's Landing Marina to JLM Associates. This served to turn over the marina to private hands, which were more experienced in marina operations. The other was the sale to Semal, Inc., of the commercial site at the corner of Alternate A1A and Indiantown Road. This retail center derives its importance to Jonathan's Landing through its central location, which is about a mile from each of the two active entrances of Jonathan's Landing. This location had formerly been used in the health care activities of Salhaven. Albertson's Food Market was the original anchor tenant. In recent years Albertson's was bought by Publix.

On December 29, 1995, JLI turned over its control to the Jonathan's Landing Golf Club. The initial Board consisted of Richard Hanhart, President, and Tuck Brubaker, Hampton Corson, William Morrissey, Rich Pice, John Unkles, Peter Velardi, Michael Lajno, and Burt Winer. According to Harrison Hine, historian for the Golf Club, "During the 23 years of development, ALCOA had endeavored to conduct itself in an upstanding manner and do what was right." In 1998, with a new Board and President, Joe Cotter, the Board decided to redirect the Club to a private equity club rather than a sales vehicle for real estate. Schwab, Twitty & Hanser Architects were hired to perform due diligence, programming, and preliminary schematics for a renovation and modernization of the JL Clubhouse. In the summer of 1998, significant changes were made to the Clubhouse. "The entire club was thoroughly cleaned. The Nickaleer Lounge was remodeled and re-carpeted. All the chairs in the dining room were refinished and re-upholstered. The A/C system was replaced with a new larger unit." Work began on a new wooden bridge for golf carts and pedestrians adjacent to the old bridge to the island containing the Clubhouse.

In 1999, Image Designs and Peacock & Lewis provided a presentation to the membership outlining the proposed modernization program. The membership voted in favor of the modernization, but then it grew more significantly in cost. At that point, a large group of opponents began to form. The widespread dissatisfaction led to the halt of the modernization program. Then in December of 1999, President Joe Cotter terminated the General Manager. Finally, in January 2000, Paul Moore took over as president, and he pledged an objective to control spending in order to get the Club on solid financial ground.

The Board moved forward by scaling back the modernization program, which essentially limited it to the kitchen, golf course, interior design, and Old Trail driving range. A \$6,000 special assessment was implemented to be paid over three years. Finances began to turn around, but in 2001, a renovation of the Village Course uncovered a problem that still continues. A survey contract did not provide for an official survey document. A board member, Jack Moffat, went to all homeowners bordering the golf course and offered to trade property rights if they would pay for the needed survey work to be done. None of the homeowners were interested, so there are probably clouds on the title of some properties.

## PART TEN

### THE ANCILLARY PROJECTS

#### South Recreation Area

This inviting park lies between the freshwater lake on the west and a saltwater channel on the east. It is fully equipped for the enjoyment of residents and guests. It offers cookout facilities, with shelters, tables, grills, and restrooms. Youngsters are attracted by the playground equipment. Parking is available and no reservations are required unless it would be desirable to engage the park for a party. Another feature is the popular Bocce Court. Some enjoy it informally while others prefer the competitiveness of matches and tournaments. The architects, Land Design South, received approval from the County on February 12, 2008.

#### The Butterfly Garden

A principle feature of the South Recreation Area is the Butterfly Garden. Located east of Lantern Bay, it makes Quarter Island a unique attraction because of its tranquility and ecological significance. It achieves a wild state and its setting forms a natural habitat for



birds and butterflies. The gazebos at the end of the island offer a quiet and peaceful place to enjoy the natural beauty of Jonathan's Landing. Canoe and kayak racks and docking platforms provide storage for



small boats. The surrounding freshwater is stocked with bass, and the "catch and release" restriction is meant for widespread enjoyment. The lagoon north of the island is also the site of regular races for radio-controlled sailboats. The Butterfly Garden was the creation of Jane Carlough Meline, the manager of the POA. Reached from Casseekey Island Road, Butterfly Island is adjacent to a parking lot and lies at the end of a wooden walkway.

#### JL Cares

Jonathan's Landing Cares is the community's charitable group and begun in 1996. It brings together JL residents who are committed to charitable giving throughout the Jupiter area. They emphasize the collection and contribution of donations to needy families in Jupiter and volunteerism in local institutions, including schools, hospitals, wildlife centers, family services, military assistance, and church outreach. Every year, JL



Cares supports more than 25 agencies with volunteer work, cash contributions and grants. Other endeavors are the Sandwich Brigade to feed the homeless, Thanksgiving and Easter Baskets to reach the needy, and the Angel Tree Project that provides gifts to local children and seniors at holiday time. Each year JL Cares raises as much as \$115,000 in donations for the benefit of 23 local charities. JL Cares also conducts a Gifts and Grants Committee that investigates local charities and recommends to residents those appropriate for both volunteerism and donations.

Grace Immanuel Bible Church

One of the final projects was providing 5.5 acres for the construction of Grace Immanuel Bible Church, which lies to the west of Jonathan Drive where it intersects with Indiantown Road. The architect was Lemuel Ramos, and he obtained approval on October 13, 1993. The church building covers 57,000 square feet and provided 498 seats in Phase 1 and 2, and 750 in Phase 3.

The Waterway Park

The public park specified for the 30.1 acres in the original plan was designed by Land Design South, and the County approved it March 9, 2011. The site was originally set aside as a public park on November 11, 1977, when the first parcel was approved by the County. The Park stretches from Jonathan Drive eastward to the Indiantown Road Bridge and then follows the Inland Waterway southward all the way to Casseekey Island. On December 11, 2015, Palm Beach County notified Jonathan’s Landing that it expected the County Commission to approve the general contractor on December 15, 2015. Construction was scheduled to begin soon thereafter and be completed in about a year. In addition to the main area of parkland, the original plan called for 2.71 acres for a civic site and 2.58 for a landscape buffer area. As finalized, the plan calls for a pond, a nature trail, floating docks, three boat ramps, and a fishing pier. It would also provide 54 spaces for trailer parking. No exit ramp is possible to Indiantown Road because of the bridge. Therefore, the park will provide access by an entrance lane off Indiantown Road. Entrance and exit will be provided by another road leading to Indiantown Road by way of Jonathan Drive, the main northern exit for Jonathan’s Landing. To minimize noise and daytime traffic, there will be no on-site amenities such as picnic areas, gazebos, or playgrounds.



*Waterway Park*

## The Marina in JL

The Loggerhead Marina Jupiter is one of 12 marinas belonging to Loggerhead Marina, Ltd., a subsidiary of Kings Holdings, Inc. The marina lies in the southeast corner of JL. It provides a full-service marina serving JL's fishermen, boaters, and yacht owners. The marina is ideally positioned on the Intracoastal Waterway only minutes away from the Jupiter Inlet. The Inlet is situated closer to the Gulf Stream than any point in Florida. It gives boats access to the Atlantic Ocean only 2 miles from the Gulf Stream. The Marina provides dry storage for 352 vessels and wet slips for boats up to 60 feet. It features a ship's store and fresh and salt water fishing.



Early on, the marina was operated by Jonathan's Landing, Inc., the operating subsidiary of ALCOA Properties. After getting County approval, construction began, and by July 1980, dredging had been completed. Then plans were made to build a large marina storage building and offices for yacht sales. On January 26, 1982, all of the marina buildings were finished and business was in full operation.

Jonathan's Landing, Inc., sold the Jonathan's Landing Marina to JLM Associates on May 5, 1995. JLM Associates, a Washington Limited Partnership, created Jonathan's Landing Marina, a Condominium. The Declaration was signed by QHA, a Washington Corporation which was a General Partner. The conveyance subtracted the southern portion of the property, which became the Village of Port Dickinson. The Declaration was filed May 16, 1995, along with the Articles of Incorporation creating Jonathan's Landing Marina Condominium Association, Inc. (See book 8748, Page 1964.) The Jonathan's Landing Marina ran into financial problems as a result of changes in the tax laws and the economic climate. As a result of a law suit by Anchor Commercial Bank against JLM Associates, Ltd. Partnership; JL Property Owners Association, Inc.; Jonathan's Landing Marina Club, Inc.; and nine other parties, the Marina was sold to Anchor Asset Holdings, Inc. on November 4, 2009. Subsequently, the Jonathan's Landing Marina was by sold by Anchor Asset Holdings, Inc., to Loggerhead Jupiter, Ltd.

## Maintenance Facility and POA Office Building

The Maintenance Facility had become inefficient and somewhat of an eyesore. As part of modernization, a new building was approved with a final site plan on July 8, 2015. The architect was the Wantman Group, Inc. The old facility was dilapidated and was made up of several buildings that were unsuitable for the staff. The POA offices were cramped and that constrained activities. The project made it possible to move golf cart maintenance away from the Golf Clubhouse as well as expand it. It also freed room in the

Golf Clubhouse to enlarge and enhance social facilities in the Clubhouse. New steel buildings were erected to house maintenance activities. The new maintenance facility remains off the north side of Barrow Island Road and is separated from the Golf Clubhouse by a portion of the Golf Course, as well as the driving range. The front of the property along Barrow Island Road will be the location of the new POA offices. For aesthetic purposes the new offices are designed to match the architectural style of the Golf and Fitness Center.



*POA Office Building*

## PART ELEVEN

### JONATHAN'S LANDING GOLF CLUB

#### Golf Club

The author is deeply in debt to Harrison Hine, former Golf Club Chairman, who wrote "History" of Jonathan's Landing and its Golf Courses for much of the information about the development and its golf courses. According to Hine, the original clubhouse was unsuitable as a clubhouse for a golf community. Critics said it was designed with primary emphasis on the sale of residences. The Board sought to correct this by inaugurating a major rebuilding effort. The clubhouse building project was begun in early 1981 when funds were finally allocated by ALCOA. A team of interior decorators produced a building with a nautical theme. The location on an island limited the options for design and created many problems for the layout. However, the updated design was aimed at transforming a sales center into a country club setting. For example, the kitchen did not even provide air conditioning. The New Year's Eve Party on December 31, 1981, was the first major function at the new building.

#### The Central Role of JLGC

In addition to managing the clubhouse, the operation and maintenance of three golf courses is a principal activity of Jonathan's Landing Golf Club. With the availability of 54 holes of golf, there is seldom a delay in arranging a tee time. The first course to open is usually called the "Village." In 1976, George Fazio and his



nephew, Tom Fazio, were hired to design the Village Course. They were constricted because Coleman and Associates had already designed the community. For that reason, holes 16, 17, and 18 are adjacent to expensive homes. To emphasize safety, the fairways are set away from homes to avoid problems. The difficulty is emphasized by five forced carries over water, including a double crossing on the famous 17th hole. The result is that the Village is the most used of JL's golf courses. It winds through the 27 villages, freshwater lake, and saltwater channel of Jonathan's Landing and serves to unite the community. The unique feature of the "Village" is the 17th hole. To reach it, golfers have to ride a ferryboat over a saltwater boating channel that leads to the Intracoastal Waterway. In 1978, around the time of



construction of Baytowne, construction began in earnest on the Village Course, and it was ready for play in December 1978.

The Courses in the West

At this stage, the need for more golf facilities became apparent. Golfing among women was a growing phenomenon. More women than men were playing. ALCOA decided to look for expansion. The Admirals Cove property was considered, but the cost and the need to add many additional homes to justify the cost was determined to be too daunting. It is now hard to believe that not long ago, and within the memory of JL residents, Admirals Cove was being used as pastureland for cows. Therefore, the planners looked westward for an answer, and found land available beyond the Florida Turnpike. About ten miles to the west, in the heart of Jupiter Farms, is what is considered to be one of Tom Fazio’s best designs. The course is called “The Fazio at Old Trail,” and it is described as the true championship course at Jonathan’s Landing. Most of the property for Old Trail was acquired for only \$4,000 an acre. This course is the host for numerous USGA, Florida State, and Palm Beach County championship events. It is said that this course is spectacularly innovative. It is situated amid tranquil lakes, serene



wetlands, and towering pine trees. Much of the incredible variety of play is due to the course’s creative contouring. The natural beauty of Old Trail is maintained by the use of only one road, Clubhouse Drive, which separates the front nine from the back nine. An additional 40 acres were purchased for \$7,000 an acre so that 73 building lots could be

developed. They quickly sold out. According to Hine, many Jupiter residents made purchases so that they could be eligible for the Jonathan’s Landing Golf Club.

Nearby is the “Hill’s Course at Old Trail,” named for its designer, Arthur Hills. His aim was to develop a course that requires skill and accuracy as opposed to powerful shots. This course is said to present a stimulating challenge worthy of its setting amid cypress hammocks and lofty stands of pine trees. The beauty of the course is characterized by the absence of residences or roads within its confines — a feature that is



unique among other golf courses throughout South Florida. It was meant to concentrate on the enjoyment of the game of golf. It provides a serious challenge even on its short holes. The “Hills Course at Old Trail” is an award winning achievement for its demand of accuracy and the beauty of its surroundings. The Hills Course was opened for play in 1989.

Modern Expansion

As the 21st Century arrived, the community began to consider positioning itself for upcoming challenges. The Golf Club again looked at the Clubhouse and decided that to be competitive with other golf clubs in Palm Beach County, improvements were needed in the core of the community. Another aim was to address the wishes of the membership. After due consideration, it was generally agreed that a refurbishment was needed. The consensus also formed that there was needed a project, not only to renovate the Golf Club building but also to construct a quality tennis and fitness center.

The Wantman Group, which had extensive experience in the community, and had come to be appreciated for the quality of its work, was also employed for the new version of the Golf Clubhouse and Tennis and Fitness Center. Approval of the plans for the latter projects were also



*Jonathan's Landing renovated Golf Clubhouse*

granted on July 8, 2015. Both projects are situated at the eastern end of Captain Kirle Drive. The Golf Clubhouse covers 36,065 square feet with offices, and dining, grille, and lounge facilities.

## The Tennis and Fitness Center

In 2004, a survey showed strong interest in a fitness center. In fact, it was 73 percent. After considerable research, the Club's committee interviewed architects to design a facility. According to Hine, Hansen Professional Services was awarded the contract because it was the most flexible and cost effective of the groups interviewed. However, in March, 2005, Hansen was released, and the committee turned to Land Design South (LDS) to consider a plan to build the tennis center, put an addition on the Barkentine dining Room, and add storage space to the kitchen.



*Tennis and Fitness Facility*

Also, a part of the Wantman Group parcel, this multi-purpose building covers 13,065 square feet, serves ten tennis courts, and includes a tennis retail store. It also includes a physical fitness facility of 3,853 square feet, and 1,050-square-foot Group Exercise Studio. It provides a large aerobics room, stretching areas, personal training, and group classes. It also has rehabilitation facilities serviced by the rehabilitation department of the Jupiter Medical Center. Another feature is the four massage and facial spa rooms.

The final projects for Jonathan's Landing — the Maintenance Facility, the Golf Clubhouse, and Waterway Park — are now in their final stages, or are under construction. After almost four decades, it seems the community is finally nearing completion. Jonathan's Landing began as a commemoration to Jupiter's historical origins. And as a salute to Jonathan Dickinson and the area's first known English visitors, it goes directly back to 1696.

Looking ahead, the JLPOA and JLGC are continually tackling the evolving problems in the community. Fortunately, there is a large talent pool amid the 27 villages, many residents are willing to step up to the plate and contribute to continuing progress. The POA faces the need to encourage sound maintenance and remodeling within the residential areas as well as keeping and upgrading the common areas. The Golf Club has to continue to attract new members by creating desirable amenities like the Tennis and Fitness Club and making non-residents welcome by presenting a friendly ambience and first-class golf facilities.



## PART TWELVE

### OUR TIES TO THE MEDICAL CENTER

#### The Development of Jupiter Medical Center

Jonathan's Landing and the Jupiter Medical Center are like peas in a pod. In genealogical terms, they share a common ancestor in Salhaven Gerontology Village and the Village of Burning Foot. In legal terms they are deeded from that common predecessor, a once promising retirement community seemingly ahead of its time. A title search would parallel their common lineage back to the beginning. Jonathan's Landing and Jupiter's hospital are both located close to the midpoint of Jupiter's modern downtown, between the old center of town and the new. They are both landmarks in contemporary Jupiter, and are connected with the area's intriguing heritage and Jonathan's Landing's continued support of and dependence on the Center.

During the four decades of the development of Jonathan's Landing, Jupiter's hospital grew from to become one of the best hospitals in the United States. Their historical and legal relationship both derive from Salhaven. When it failed in 1971, Salhaven's property east of Alternate A1A was more than 600 acres adjoining the Intracoastal Waterway. When Salhaven ceased operations, Dr. George L. Ford, Jr., President of the Palm Beach County Medical Society, had the foresight to see it as an opportunity for development of a hospital in the growing community. Dr. Brown gained the encouragement of a group of residents of Jupiter Island, who promised financial support if Dr. Ford could get physicians to support a hospital and encompass the medical needs of southern Martin County. The Jupiter Island residents immediately raised \$40,000 for feasibility studies, planning and design, certificate of need, site surveys, and bore samplings for construction," according to the Center's Brief History.



*Dr Ford at the groundbreaking*

On May 22, 1973, the partners created the Palm Beach— Martin County Medical Center, Inc. The incorporators were Dr. Ford and Drs. Edwin Brown and William Donovan. The Center was organized as a non-profit hospital and received the status of a tax free corporation from the Internal Revenue Service.

In January, 1974, Burning Foot sold the land east of Alternate A1A to Alcoa Properties, Inc., for the development of Jonathan's Landing. The partners retained 103 acres west of the railroad, and gave 30 of those acres to form the Medical Center. The outpatient Clinic was opened January 18, 1974, to take over the existent Convalescent Pavilion of Salhaven. Previously, Salhaven's medical facilities were located on property at the intersection of Indiantown Road and Alternate A1A, now the site of the shopping center containing Publix and the Mobile station. Construction of a 26,000 square foot Outpatient Center was



The Hospital's main building, even with additions, is much as it was in the beginning.

When the medical center began, population projections were for a 465 percent population growth in the next decade. Then Burning Foot, Ltd., took on the construction of "Little Club" on Jupiter Lakes Boulevard in order to fulfill its begun, and the Outpatient Surgery Department was added in May 1976,. This was

followed by the opening of the two-story Outpatient Medical Center on October 16, 1976. Meanwhile, on June 1, 1976, it was announced that Jupiter Lakes was abandoning its development of Little Club on Jupiter Lakes Boulevard due to unexpected higher costs. This bump in the road was soon overcome, and Burning Foot, Ltd., made other arrangements to fulfill its obligation to the 41 remaining residents of Salhaven.

Community support made a big leap forward with the creation of the Jupiter Medical Auxiliary in 1976. All volunteers, the Auxilians, staff the front desk, and provide assistance in the Emergency Room, the Intensive Care Unit, Recovery Room, Radiology Department, Dietary Service, Family Waiting Room, Physical Therapy Department, and the Business Office. In 1980, the Auxiliary began its Escort Service to provide transportation for patients, deliver flowers and mail, and run errands.

In June 1977 the Outpatient Surgery Department opened in the new Outpatient Center. On September 2, 1977, a new 120-bed Convalescent Pavilion was opened. A month later the objective was within reach when construction began on the 156-bed acute care general hospital. The new hospital was opened on February 14, 1979. Each of its 156 single-bed rooms had a private bath. In the ensuing years, the hospital made sustained progress. In September 1984 the hospital was renamed the Jupiter Hospital because, among other things, its service to southern Martin County was taken for granted. On July 25, 1986, the Ella Milbank Foshay Cancer Treatment center was inaugurated. In 1993, the Jupiter Hospital was again renamed the Jupiter Medical Center to emphasize its growing presence. In June 1996, the Center opened a new 72,000-square-foot addition costing \$38 million. It included a new Emergency Department, new imaging services, and new operating room suites. Then, in February 1997, the Center added the Health and Rehab department with a 40-foot indoor heated aquatic center.

### The Modern Jupiter Medical Center

Today, while the Jonathan's Landing property is being completed, Jupiter Medical Center continues to expand. Jonathan's Landing and the Jupiter Medical Center have a common origin, and the close relationship continues to this day. Creating a first-class medical center is a daunting task for local residents who lack the profit incentive to attract the investment of a large corporation. Thus a

community effort is essential, and Jonathan's Landing is still part of the supporting elements. Many residents of JL are among its 640 volunteers and others are employees at the hospital. Its facilities are the first option for JL residents needing serious medical care. The hospital lies at the intersection of Old Dixie Highway and Jupiter Lakes Boulevard — not more than a mile from JL's South Gate. Jupiter Medical Center originated as a medical clinic that referred seriously ill patients to other hospitals. As of 2016, it is Jupiter's largest employer.

Now Jupiter Medical Center has earned a national reputation. It is rated among the 50 best hospitals in the United States. With 327 beds and 575 physicians on staff, it has become an important regional health center. One achievement that stands out in its nationwide status is its record of disease control. An example of its dedication is the use of robots to sterilize operating rooms each night. In recent years it opened a volunteer clinic to provide free medical care to indigents. In April, 2015, JMC opened the \$12 million Margeret W. Neidland Breast Center. In January 2016, JMC announced the opening of the \$46 million Florence A. De George Pavilion. This 85,000-square-foot building has 44 rooms and facilities for surgery, recovery and rehabilitation. It provides a needed pediatric unit to care for juvenile patients. It was also funded by the Nicklaus Children's Health Care Foundation. The pediatric center features inpatient and outpatient care as well as two surgery suites.

Another medical advancement has been the creation of a department to operate a hyperbaric chamber for wound care and brain concussions. During 2016, the famous football player, Joe Namath, went on television to praise the relief he received for brain deficits from football injuries. In the February 2016 issue of the magazine, Jupiter, President John Couris was lauded for the hospital's recent progress in becoming a renowned full-service hospital. It quotes him as saying, "Our Medical Center is undergoing a major renaissance period. We are transforming ourselves from a well-respected regional hospital to providing programs and services on a par with any major academic medical institution in the world." Citing the hospital for recently achieving national acclaim, it pointed to such advances as forming new medical alliances with the Mount Sinai Health System of New York, the University of Massachusetts Center for Mindfulness and the famous Jack Nicklaus Pediatric Center.

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Earl Weeks, long-time resident and Board Member of West Bay, and architect Saul

Silverman of West Bay. Other important interviews were with Susan Holt and Carmen

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