HISTORIC PROPERTIES SURVEY
OF
INDIAN RIVER COUNTY, FLORIDA

Historic Property Associates, Inc.
St. Augustine, Florida
April, 1989
PROJECT STAFF

Coordinator: William R. Adams, Ph. D.

Architectural History: Stephen Olausen, M.A.

Historical Research: Sid Johnston, M.A.
Stephen Olausen

Photography and Graphics: Stephen Olausen
James Quine
Rebecca Spain

Computer Applications Stephen Olausen

Clerical Assistance: Carol Henderson, M.S.
Amy Robinette

The survey was made possible by funds and services provided by:

Indian River County

The Division of Historic Resources, George Percy, Director and
State Historic Preservation Officer

Florida Department of State, Jim Smith, Secretary
# Table of Contents

- Project Staff ................................................................. ii
- List of Illustrations ............................................................. iv
- Acknowledgments ................................................................. v
- Survey Criteria ................................................................. vi
- Survey Method ................................................................. viii
- Historical Development of Indian River County ...................... 1
- Architectural Analysis of Survey Area ................................. 24
- Recommendations ............................................................... 40
- Bibliography ................................................................. 53

## Appendix

- Inventory of Sites Surveyed
- National Register Program
- National Preservation Laws
- State of Florida Preservation Laws
ILLUSTRATIONS, MAPS, & TABLES

Illustrations

Figure 1: 9095 U.S. Highway 1
Two-story Frame Vernacular.......................29

Figure 2: 11296 South Indian River Drive
One-story Frame Vernacular.......................30

Figure 3: 9115 U.S. Highway 1
Bungalow Style............................32

Figure 4: 9125 U.S. Highway 1
Bungalow Style............................32

Figure 5: 6730 North Old Dixie Highway
Mediterranean Revival Style.....................33

Figure 6: 1045 North Old Dixie Highway
Mediterranean Revival Style.....................34

Figure 7: 8750 U.S. Highway 1
Colonial Revival Style........................35

Figure 8: 13425 North Indian River Drive
Neoclassical Style............................36

Figure 9: 9290 90th Avenue
Industrial.....................................37

Maps

Map 1: Location of Indian River County..............xi

Tables

Table 1: Location of Buildings.......................25
Table 2: Date of Construction by Decade Period........26
Table 3: Present Use of Buildings and Structures........27
Table 4: Architectural Styles of Buildings Surveyed......28
Table 5: Condition of Buildings Surveyed................38
ACKNOWLEDGMENTS

A successful survey of historic properties requires community cooperation. Help is required to assemble maps, locate sources for local history, identify old buildings, and many other facets of the survey process. Inevitably, the survey team accumulates debts which it can only acknowledge.

Without the financial and administrative support provided by the Board of Commissioners of Indian River County, the survey would not have occurred. They provided required funding to meet the state matching grant and made available the necessary materials and services employed locally in the actual field survey and legal research.

We are particularly indebted to Roland DeBlois, Chief of Environmental Planning and Code Enforcement for the County, who coordinated the County's participation. Roland saw the survey through from beginning to end, wading through mounds of paperwork and aiding us with even the most minute and mundane tasks. Planning Technician Francy Sherwood provided invaluable aid in establishing accurate locational information for the properties surveyed. She supplied us with the legal description of each property and aided in correcting addresses for the final inventory.

Indian River County is fortunate to have a number of citizens interested in preserving the community's past. We owe thanks to Ruth Stanbridge, Millie Bunnell, Gene Roddenberry, Charles Block, Arlene Westfall, George Keyes, and Edith Pippin for supplying historic information and directing us to important buildings in the area. Others who aided in our site specific research included Rainey Duncan, Ralph Sexton, and Philip and Patsy Helseth.

We performed considerable research at the Library of Florida History, University of Florida. As always, Director Elizabeth Alexander and her staff assistants were generous in permitting us access to the collections of the Library and lending us the benefit of their extensive knowledge of the documentary materials the Library holds.

We would also like to thank the staff of the Bureau of Historic Preservation, especially Vicky Welcher and Dr. Lea Wolfe, who provided technical assistance and administrative support throughout the project. We must also credit Suzanne Walker, Chief of the Bureau of Historic Preservation; George Percy, Director of the Division of Historic Resources; and Secretary of State Jim Smith for their leadership in moving Florida to the forefront of historic preservation in the United States.

Finally, we must thank the many residents and property owners, who patiently answered our questions and permitted the site inspections that we made and the photographs which we took. We hope the survey will serve its intended role in the preservation of their city's cultural legacy.
SURVEY CRITERIA

All surveys conducted in association with the Division of Historic Resources, Florida Department of State, utilize the criteria for placement of historic properties on the National Register of Historic Places as a basis for site evaluations. In this way, the survey results can be used as an authoritative data bank for those agencies required to comply with both state and federal preservation regulations. The criteria are worded in a subjective manner in order to provide for the diversity of resources in the United States. The following is taken from criteria published by United States Department of the Interior to evaluate properties for possible inclusion in the National Register.

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A) that are associated with events that have made a significant contribution to broad patterns of our history; or

B) that are associated with the lives of persons significant in the past; or

C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) that have yielded, or may be likely to yield, information important in pre-history or history.

Certain properties shall not ordinarily be considered for inclusion in the National Register. They include cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A) a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B) a building or structure from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
C) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or

D) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G) a property achieving significance within the past fifty years if it is of exceptional importance.

The Division of Historic Resources utilizes the same criteria in a somewhat less restrictive manner in selecting properties to be placed in the Florida Master Site File. This allows the office to record more properties of purely state and local significance than normally would be included in the National Register. It should be pointed out that the Florida Master Site File is not a state historic register, but an inventory which is intended for use as a planning tool and as a central repository of archival data on the physical remains of Florida's history. Each individual file in the Florida Master Site File could become a permanent record upon the loss of, or irreversible damage to, that particular property.

The survey team examined all extant buildings within Indian River County that, regardless of integrity, appeared to be at least fifty years old or older. A key document used in estimating the age of buildings was the 1936 Florida Department of Transportation Map of Indian River County. Buildings that had lost the integrity of their original design and individual architectural features were subsequently eliminated from the inventory. For several reasons, 1940 was chosen as the cut-off date for the survey. First, it satisfied the fifty year criteria used by the National Register. Second, and more importantly, it allowed for the inclusion of nearly all significant historic properties located within the survey area.

Based on documentary evidence, principally aerial photographs taken of the eastern shore in 1943 and the Department of Transportation map, it is clear that the historic development of Indian River County, was largely complete by the mid-1930s. The collapse of the Florida Land Boom in 1926 slowed development. Any additional development was limited by the onset of the Great Depression, which by 1930 had taken hold in Indian River County and communities throughout the United States. Development that did occur within the area during the 1930s was limited to simple wood frame residences.

Indian River County vii
SURVEY METHOD

A survey is a systematic, detailed examination of historic properties within either thematic or geographic limits. It is undertaken to determine the exact nature, extent, and character of historic properties. Using the definition of the National Park Service, historic properties are buildings, structures, objects, sites, or districts significant in national, state, or local history or pre-history.

One approach to survey is to define a particular theme for examination. Thematic surveys are intended to identify all historic properties of a given type within a given area and/or time period. A survey of county courthouses or Spanish mission sites in Florida are examples of thematic types.

The second and more common survey is the geographic or area type. Area surveys, when properly designed and executed, result in a comprehensive recording of all significant themes and types of properties associated with them that are located within established geographic boundaries. The geographic boundaries for a survey might be a subdivision, a downtown area, a residential neighborhood, or a political subdivision such as a town, city, or county limit. The Historic Properties Survey of Indian River County was a comprehensive survey focusing on standing structures and drawing its personnel from the disciplines of architectural history and history. Its boundaries were the unincorporated areas of Indian River County. The goal of the survey was to locate, identify, and evaluate the significance of the standing structures and archaeological sites within the area.

The methodology used when conducting historic property surveys consists of a series of progressive steps, representing increasing levels of intensity carried out in succession. In the case of Indian River County the initial level consisted of research of existing historical literature to determine the periods, activities, and personalities significant to the development of the county and to identify any previously recorded historic buildings and other standing structures. The intermediate level included field survey to locate or confirm the location of extant properties, evaluation of preliminary research and field survey, recording site data, and compilation of a basic inventory. The third level consisted of an analysis of properties by theme and period of significance, evaluation of the significance and concentration of the historic buildings, and recommendations for National Register nominations and locally recognized landmarks.

Survey also needs to be distinguished from the registration, protection, and enhancement phases of the preservation process. Survey is the fundamental first step in what is the ultimate goal of historic preservation: the protection and enhancement of significant properties. Before significant properties can be protected and enhanced, they must be located, identified, and evaluated. These are the tasks which should be accomplished during the course of a survey. As a logical consequence of survey, truly
significant properties should be registered or recognized for their significance. One of the most common errors associated with historic preservation is the designation of historic properties before they and their historical context are fully identified and documented through the survey process.

Registration is the formal evaluation and recognition of significant properties by local, state, or federal governing bodies or agencies. It should be made clear that survey and registration are separate but related activities, the former concerned with the activities described above and the latter with the full documentation, formal evaluation, and official recognition of those deemed at least locally significant. Survey and registration are most efficiently carried out independently, as attempts to combine them can result in undesirable distortion or diffusion of effort. But they achieve the most efficient results when they are coordinated, that is, when the location and identification of historic properties leads to their full documentation, evaluation, and registration, and when registration applications are prepared with benefit of survey information.

Once a historic property has been registered through a formal review process using qualified professionals and established criteria, it can then be protected or enhanced through legal and financial means. Since there is neither a local register for Indian River County nor a state register for Florida, the only possibility for the formal recognition of historic properties in the city is the National Register of Historic Places. However, since the National Register recognizes properties which are at least locally significant, those which are truly significant to the history of the county will be eligible for listing.

The format for recording survey data was the Florida Master Site File form for standing structures. Forms were set up on a data processing program specifically designed to conform to computerization codes established for the Florida Master Site File by the Bureau of Historic Preservation. The forms were updated as additional information was generated and then were printed-out in hard copy. Analysis of the data, particularly the results of the field survey, was facilitated by the D-Base program. Information about historic properties was recorded on a computer disk filing system, and an inventory of those evaluated as being significant to the history of Indian River County is provided in this report.

In accordance with the survey criteria 284 properties, almost all of them buildings, were recorded during the course of the project. The survey team field inspected each property, photographed it, and recorded its location on a base map or United States Geological Survey map. The team noted its condition, integrity, and surroundings. After the completion of field work, the team recorded the aforementioned information along with the legal description of each property and its address.

The development of a historical context for evaluating properties in Indian River County constituted a major portion of the survey.
consultant's team of historians conducted a preliminary literature search, focusing on the chronological development of the county and emphasizing important events, individuals, and significant themes associated with the development. They conducted research at the Vero Beach Historical Society, Indian River County Courthouse, Brevard County Courthouse, and St. Lucie County Courthouse. In addition to these primary source areas, background research was performed at the St. Augustine Historical Society Library, St. Augustine; the Florida State Library and the Library of the Bureau of Historic Preservation, both in Tallahassee, and the Library of Florida History, University of Florida, Gainesville. The research information formed the basis for the preliminary and final historical reports.

Based on the visual reconnaissance, information gleaned from cartographic sources, newspapers, and other primary source materials, and discussions with informants, the survey team established a range date of construction for all standing structures, and determined an exact year for some. In most cases it proved impossible to establish a firm date of construction. As a consequence, the survey team entered an approximate date with a c. for circa before it. The results of the architectural and historical research were incorporated into the final report and on the individual Master Site File forms.
Map 1

LOCATION OF INDIAN RIVER COUNTY

Indian River County xi
HISTORICAL REPORT

Prehistory

The history of Indian River County may be understood best through its geo-political development in the late-nineteenth and early-twentieth centuries. Geographically the area was isolated midway down Florida's Atlantic coast. The nearest navigable inlet was St. Lucie Inlet, located to the south approximately forty miles. Sebastian Inlet did not serve as a viable, navigable channel during the late-nineteenth and early-twentieth centuries. Themes in the history of the county include riverboats, railroads, drainage and land reclamation, and citrus and agriculture. Riverboats made only a marginal impact on its development; railroads in the late-nineteenth century made the region accessible. Large-scale drainage projects during the Progressive Era reclaimed land on which citrus groves and other agricultural crops were cultivated. Located in East Florida during the Territorial Period, legal entities in which the region was set changed over time, and include St. Johns, Mosquito, St. Lucia, Brevard, and St. Lucie counties. Formed from part of St. Lucie County in 1925, Indian River was one of thirteen counties established during Florida's last period of county subdivision during the 1920s. Unlike other east coast Florida counties, agriculture, not tourism, has historically been its primary economic base.

Human settlement of the Florida peninsula began about 15,000 B.C. During the earliest distinctly identified period of occupation, called the Paleo-Indian Era, which lasted until about 6,500 B.C., the inhabitants practiced a relatively nomadic lifestyle as hunters and gatherers. In time those original discoverers moved on and were supplanted by more sedentary tribes. The shift was gradual. From as early as 5,000 B.C., the Archaic inhabitants from the highlands, as part of their yearly round of hunting, gathering, and fishing, must have camped on the coast occasionally to fish, hunt, gather shellfish, fish, and plant foods.

Evidence of early man was unearthed in Indian River County immediately prior to World War I. A drainage development near Vero uncovered a human skeleton in presumed association with the remains of mammoth and other Pleistocene animals. The opinions of contemporary experts differed as to whether that find and similar finds later located near Melbourne could serve as evidence of the presence of man in the New World during glacial times. Early speculations raised by discoveries of Vero and Melbourne man have gradually been extended by additional survey and excavation. Recent examinations of the skulls suggest that they may indeed belong to the Paleo-Indian period.

Indian River County is located at a crossroads, of sorts, in which archaeologists have identified the boundaries of Circum-Glades, East-Central, and Okeechobee Basin aboriginal culture contacts. This may indicate that the region served as a transition area of cultural territories. The Ais Indians are most closely related to this region, though Jobeses, Jeaga, and Santa Lucia Indians also may have inhabited this region. The archaeology of Indian River County
the Ais region bears affinities to the St. Johns tradition to the north and the Glades tradition to the south, linking the area with influences of Timucuan and Tequesta cultures. A number of middens are located in the county. Evidence of shell middens have been found at Roseland, Sebastian, Gifford, Wabasso, and Vero Beach.4

Early Contact Through First Spanish Period (1513-1763)

In April 1513, after making landfall in the vicinity of St. Augustine, Ponce DeLeon anchored off shore of the area south of Cape Canaveral. Though he made no contact with the aboriginals there, he did sight a village, probably within the territory of the Ais. Perhaps the earliest contact with aboriginals in the Indian River area occurred in 1565 when the Frenchman, Jean Ribault, rescued two sailors who had been captives of the Ais for fourteen years. This territory generally fell under the domain of Spain through 1763, and was important in its line of defense in the New World.5

The Indian River area was on the fringes of Spanish activity and control. It has been suggested that the Ais were too distant to the south for missionary conversions and political control. Much of Spain's religious and political activity took place to the north and west, a necessary development in providing the Spanish with a first line of defense against intrusion and invasion by the British, and later the Americans. South of St. Augustine the Spanish felt more secure, and consequently developed fewer relations with Indians located there.6

Contact was made by the Spanish, nevertheless, with Indians along the Indian River. In 1622, Governor Juan de Salinas visited several south Florida Indians and was well received. Later, in 1675, Bishop Calderon made a trip to the southern peninsula, and again may have renewed relations with the Jeaga or Ais Indians. About 1567, the Spanish established the mission of Santa Lucia, just to the south of Vero Beach. Also, the Indian River played an important role due to its position at the mouth of the Straits of Florida, where a number of ships sailing to Spain were wrecked.7

Attack from the north by invading Indians and Englishmen literally drove the Ais aboriginals into extinction. The Yamassee and Creek Indians foraged into the peninsula, and by 1750, Creeks were reported on the Indian River. The population of the area declined significantly. By 1760, the only residents of the Indian River region were marauding Indians and several Spaniards who annually established fishing quarters there. The Spanish had failed to settle permanently any area of Indian River County. In 1763, after their defeat with France in the Seven Years War, the Spanish were forced to relinquish control of Florida to the British.8

English Period (1764-1783)

When the British took over from the Spanish they found Florida completed depopulated. More than 3,000 people had left with the departing

Indian River County 2
Spaniards. With no colonists, the English government realized that its plans for development of the colony were doomed to fail. A vigorous program to repopulate and permanently settle Florida was implemented immediately. The Proclamation of 1763 had offered easy terms by which prospective settlers could obtain land grants. The London Gazette advertised the extensive rich agricultural lands of Florida, and how they could be obtained. Governor Grant issued propaganda promoting the colony’s healthy climate and economic potential.

A few plantations were established in the Indian River region between 1763 and 1775. Primary to the demise of these plantations was the deteriorating security system, which coincided with the beginning of the Revolution. Indians who remained loyal to the British during the war robbed many of the homes of residents along the coast in 1776. Three years later, Spanish privateers attacked the coast, destroying the property and crops of William Watson, whose plantation was located to the south of New Smyrna. Loyalist and Tory alike often gave up and moved to safer havens for fear of either the British-backed Indians or the maulding French and Spanish, who early on identified East Florida as fair game due to its loyalist tendencies.

The outbreak of the American Revolution altered the development of British Florida. Large numbers of loyalists seeking economic stability and political asylum fled to East Florida. Most of these immigrants came from Georgia and South Carolina, and the East Florida population swelled from approximately 3,000 in 1776 to 17,000 by 1784. Many of these refugees settled around the New Smyrna area. It was an uneven process, with homesteads and plantations becoming established by new settlers, and others abandoned by well-established owners depending on the owners’ political inclinations, and on the location and persistence of Indian attacks and raids by privateers.

**Second Spanish Period (1784-1819)**

The transfer of Florida to Spain in 1784 initially slowed further development of East Florida. With the departure of the British, the population of East Florida fell to under 2,000, and numerous plantations throughout the area were abandoned. To slow this evacuation, the Spanish emulated the British and encouraged development of the interior. Agriculture, both subsistence farming and cash crops, continued to characterize this development. One of the few requirements to own land for the establishing of a farm or plantation included financial resources, and the swearing of an oath of allegiance to Spain. Furthermore, contrary to official policy elsewhere in the Spanish empire, the Crown permitted non-Catholics to settle in Florida.

The Fleming Grant was the only significant title issued by Spain in the immediate area of what became Indian River County. Located in the northeast corner of the county, the grant encompassed much of the Sebastian River, and measured approximately six miles square. George Fleming was awarded this grant in 1816 partly due to his extraordinary
personal and pecuniary services to the Spanish Crown during the rebellion. Fleming had remained loyal to Spain during the 1812 uprising and attained a commission as captain. Later, he served as an alderman in St. Augustine. Another item in his favor was that he had married into the Francisco Philip Fatio family. Fatio, a Swiss, was influential in the naval stores industry in Florida during the 1780s. The largest landholder along the St. Johns River, Fatio also received a 20,000 acre grant near the Nassau River. Fleming benefitted from the marriage, receiving the 20,000 acre grant on the Sebastian River on the eve of cession to the United States. It is not known to what extent Fleming developed his grant with sugarcane, citrus, or other cash crops.\textsuperscript{13}

The Spanish Crown, racked by European war and domestic turmoil, was ill-prepared to contend with the border chaos that gripped post-revolutionary Florida. Angry, homeless Indians, escaped slaves, British arms merchants and slave traders, irrepressible frontiersmen, and adventurers created foment and unrest. Spanish efforts to suppress violence and dissention were weak. Rather, the government continued to encourage settlement. Settlers coming from Georgia, Alabama, and South Carolina brought with them ideas of how to bring Florida into the United States. Established planters in the areas of the Halifax, Tomoka, and Indian rivers became increasingly alarmed by the violence as it spread. Criminals and other unsavory characters destroyed property and plundered homes. By 1811, one planter in the Halifax area claimed that all his neighbors had abandoned their plantations and homes.\textsuperscript{14}

Territorial and Statehood Periods (1819-1860)

The United States was anxious to acquire both East and West Florida. The vast, largely undeveloped area tempted the expansionist government, and private land speculators lobbied in Washington for its acquisition. Over the years, the Floridas had presented several problems for the United States government. First, the area was a haven for runaway slaves, and for Seminole Indians involved in armed encounters with settlers residing along the southern limits of Georgia and Alabama. Secondly, East Florida, in particular, provided a setting for contraband trade and slave smuggling, both of which presented conflicts with policies and laws of the United States government. Finally, due to its strategic geographic location, Florida in Spanish hands threatened national security. The area could serve as a base for attacking the United States if acquired by a foreign power, in particular England. When Andrew Jackson had invaded Florida in 1818 as part of the First Seminole Indian War, it became clear that Spain no longer could hold or control Florida. Mounting pressure from the United States forced the signing of the Adams-Onis Treaty of 1819.\textsuperscript{15}

After some diplomatic delays in the transferring of authority, the United States Territory of Florida was established in 1821 with Andrew Jackson serving as its first governor. In July, Jackson created St. Johns and Escambia counties as the first two political subdivisions in the newly-formed territory. St. Johns County initially encompassed all of Florida east of the Suwannee River, including the Indian River country.
After the United States acquired Florida an influx of new settlers arrived in the territory. A change of attitude towards settlement of the interior of Florida, including the area which became Indian River County, accompanied the change of flags as land speculators and settlers saw potential fortunes in the underpopulated territory. Real estate speculation fueled a boom during the 1820s, but poor transportation and health problems limited its effect. By 1825, the year of the first territorial census, there were 5,077 people in all of East Florida. Development of the Indian River Country was limited to only a few plantations. Citrus production, a part of the economy since the First Spanish Period, was moderately successful until a serious freeze occurred in 1835.16

In the 1820s, the Indian River area became part of Mosquito County, an area extending roughly from Crescent Beach, south to West Palm Beach, west to Sebring, and north to Ocala. One of the more important crops along coastal Mosquito County was the production and processing of sugar. Low bottomlands or hammocks and access to navigable waterways were essential to its production and distribution. Lands near the Tomoka, Halifax, St. Johns, and Indian rivers made attractive locations for cultivating sugar. Approximately twenty plantations could be found along the coast of Mosquito County in the 1820s.17

Because sugar planting was labor intensive, the county economy was dependent on slaves. Most settlers probably brought a small labor force with them to establish their farms or plantations. By 1830, there were over 500 black chattels in the county, and most planters there owned between thirty and sixty slaves. This era of agricultural development and prosperity, prevalent throughout much of Middle Florida between about 1820 to 1830, was cut short by increasing conflicts with the Seminole Indians, culminating in the bloody Second Seminole Indian War. Many of the thriving sugarcane plantations, and other smaller farms, fell victim to Indian attacks and were burned to the ground. The war, waged between 1835 and 1842, covered a broad area of Florida with bloody engagements ranging from near Jacksonville west to the Suwannee River, to the area south of Lake Okeechobee. The sparsely inhabited Indian River County area, however, was relatively unaffected by the war.18

During the antebellum period the population of Florida increased nearly five-fold from 34,700 in 1830 to 140,424 by 1860. Much of this population growth occurred in the panhandle. Significant changes occurred during this era. Florida was admitted to the union in 1845 as a slave state. Tallahassee became the state capital, and sent to Congress its first senators, David Levy Yulee and James D. Westcott. The slave issue dominated national politics during the 1850s. In Florida, slaves had comprised nearly seventy per cent of the population of the Mosquito County coastal region during the 1830s. The Seminole Indian War changed that statistic. The slave and agricultural economy was virtually destroyed, with many of the slaves escaping to live and fight with the Seminoles, and most of the buildings and crops destroyed by fire. By 1850, the slave population was less than thirty percent. A few small farms and homesteads dotted the Indian River.
Farmland comprised less than twenty percent of the area; less than fifteen percent of the farmland had been improved. Population increases resulted in a number of county subdivisions during the 1840s. In 1844, St. Lucie County was formed from part of Mosquito County, and the new county included what became Indian River County.19

Passage into Indian River country remained difficult. Lieutenant Jacob Blake reported to General Worth in 1843 that, "the bar at the mouth of Indian River does not admit. . .the passage of vessels drawing more than eight feet," and that the general route for all settlers to the Indian River was by intracoastal waterway. The haulover at Mosquito Inlet brought delays, and was costly, backbreaking work. Portions of the Indian River were too hazardous for all but narrow, shallow schooners. Navigation around Cape Canaveral was deemed dangerous, and in some cases more expensive than traveling by inland waterways or by land. Petitions and recommendations were made for opening channels along the Halifax and Indian rivers, and for the opening of a road from New Smyrna to St. Lucie. It was estimated that by 1844, 1,200 people had settled in the Indian River country, some of them taking advantage of the Army Occupation Act, passed at the close of the Second Seminole War, which opened Florida public lands as far south as the Peace River to settlers. It was believed that improved transportation facilities would encourage further settlement of the region.20

In 1860, the Indian River region had a population of less than ten people per square mile. Slaves comprised one-third of the population, and many of those slaves were owned by farmers of little means. Generally, farmers owned fewer than ten slaves each. Farms were scattered with most people living a subsistence way of life. The average value of Florida real estate in 1860 equalled $1,000 per square mile. The year before the Civil War, the average farm size totaled between 200 and 400 acres. The number of improved acres per farm averaged less than seventy-five acres. More than eighty percent of the region's farms included less than fifty acres. Few farms were worth more than $2,500. By then, approximately twenty percent of the region was farmland, but less than thirty percent of that land was improved. Only one percent of the farms in the region totaled 500 acres or more, representing the few plantations remaining in the area. Though rice and sugarcane were cultivated in small fields, much of the farming involved subsistence agriculture. During the late ante-bellum period political county subdivision resulted in the creation of Brevard County. That area included what later became Indian River County. Brevard County experienced many changes in boundaries between 1855 and 1905; the future Indian River County region remained in the limits of Brevard during this interval.21

Civil War Through Post-Reconstruction (1861-1885)

The Civil War did little to improve the economy of the Indian River country. After seceding from the Union in January 1861, Florida was asked to supply the Confederacy with 5,000 troops. Many male residents abandoned their farms to join the Confederate Army, leaving the economy...
almost immediately bankrupt. Union steamships patrolled the coastline. Mosquito and St. Lucie inlets fell under the purview of the South Atlantic Blockading Squadron, and those areas became favorite targets. Blockades were established, and Confederate suppliers of timber and salt attempted to smuggle through those lines their precious cargos. In March 1862, a salt works near Oak Hill was discovered by Union forces, which destroyed the machinery and kettles located there. Reconnaissance conducted by the schooner Wanderer in 1862 of the Indian River Inlet revealed that Confederates were not active in the area. Farther south, at Jupiter Inlet, federal schooners captured a number of sloops carrying coffee, gin, cotton, salt, or baled goods, and regular patrolling of the Jupiter Inlet was instituted.22

The year 1865 marked the end of the Civil War and the beginning of documented settlement of Indian River County. That year, August Park, a native of Danzig, Germany, settled his family in the area of what is now Sebastian. Park built a house on Barker’s Bluff operated a trading boat along the Indian River. By 1884, he had obtained some forty-three acres in the vicinity of Sebastian.23

Another early settler in the Indian River County was John LaRoche, who came to the area in 1880. LaRoche founded a community on what became known as Johns Island, which eventually grew to a population of some 200 residents. The small settlement boasted two churches and a school. By 1920, however, the Island was deserted. The only remaining vestige of the community is a cemetery where many of the early county settlers were buried.24

Gilded Age and Progressive Era (1885-1910)

Two of the more important developments in Indian River country included the steamboat and railroad. Transportation by water played a significant role in the settlement of Florida, and especially along the coasts and rivers. Prior to 1885, a common experience for settlers and travelers to the region included a twenty-four hour steamboat ride up the St. Johns River to Enterprise, followed by one day’s journey by stage or wagon to the Indian River region, and finally by boat to locations along the river. By 1886, the Jacksonville, Tampa, & Key West Railway had completed its Jacksonville to Enterprise line, as well as its Enterprise-to-Titusville extension, allowing wealthier settlers to ride the JT&KW 160 miles from Jacksonville to Titusville, a six-hour trip. Some settlers elected to ride the steamboat up the St. Johns River, then board the JT&KW at Enterprise for the trip to Titusville and the Indian River. By 1894, the Jacksonville, St. Augustine and Indian River Railroad had laid tracks down the east coast to Lake Worth, making travel to and from settlements even more convenient. Some travelers, however, continued to make river and rail connections to the Indian River area, using the JT&KW from Enterprise to Titusville and connecting with the Indian River Steamboat Company steamers for the final leg of the journey. A number of steamers operated on the river, including the Georgiana, the Swan, and the two-stacker rear paddlewheeler St. Lucie. The railroad soon dominated travel in the region, and by about 1920, few
steamers were left on the Indian River, or indeed in Florida. Most of those which remained serviced the Lake Okeechobee region.25

Initially incorporated as the Jacksonville, St. Augustine and Indian River Railroad, Henry Flagler's Florida East Coast Railway played an important role in the development of Indian River County. In 1891, Flagler began to examine the possibility of extending his railroad south of Daytona. Small river steamers on the Indian River secured many agricultural products from the lower east coast, and had a virtual monopoly transporting those items to markets. Flagler believed he could compete with the river boats and with the JT&KW which terminated at Titusville. Transporting tourists to resort hotels he planned to construct farther south would provide the primary income for his railroad business, which he could supplement with freight traffic from agricultural production. Many residents along the proposed road bed agreed to deliver to Flagler right-of-ways free of charge, and construction began in 1892.26

Tracks were laid through to Sebastian in late 1893. During early 1894, Flagler extended rails through the region, reaching the Lake Worth area in March. In September 1895, the JStA&IR Railway changed its corporate name to Florida East Coast Railway. Flagler developed hotels along his railroad, providing tourists with both transportation and hotel accommodations in several cities, including St. Augustine, West Palm Beach, and Miami. Flagler's influence on the development of the east coast of Florida cannot be overstated. Though he did not construct a hotel within the present boundaries of Indian River County, the railroad brought in many practical ways, an easier way of life. Previously access to the area had been restricted to riverboat. The railroad provided a transportation network on which farmers could transport crops more quickly to market, and on which travel was less tedious. Settlement and development followed at a moderate pace. Roseland, Sebastian, and Vero were station stops on 1895 maps of the FEC. Communities depicted on the peninsula by FEC maps prior to September 1895 included Orchid, Enos, Narrows, and Reams.27

The railroad and steamboat provided transportation to many settlers in what became Indian River County. A significant percentage of those people were from the North. Henry T. Gifford was one of the first settlers there, establishing a homestead near Vero in 1887. Having been advised by a physician to relocate to a warmer climate, Gifford left Vermont with his family and made the trip to the area by riverboat up the St. Johns, and then by train. By 1890, Gifford had purchased approximately 150 acres in and around the vicinity of Vero. On portions of those lands he planted citrus groves. Located approximately three miles north of the center of Vero Beach, the Town of Gifford later became a settlement for blacks who worked for the railroad and in the citrus industry. In 1895, the Florida East Coast Railway established a station at Gifford, and in 1900, the U.S. Post Office opened a branch there. By 1903, H.T. Gifford had accumulated sufficient real estate to sell land to investors and settlers. In January 1904, J.T. Gray platted and subdivided the Town of Gifford, an area east of the railroad. Later development occurred in Gifford with G.A. Gifford's subdivision in 1909, and the W.E. Geoffrey subdivision in 1916.28
Other early settlers included O.O. Helseth, who in 1896, settled and named the community of Oslo. Within a few years after moving his family from Minnesota, Helseth was responsible for helping to establish a post office and railroad station there. By 1904, he owned 159 acres in the area, and by this time the settlement had become associated with the Helseth name, which include brothers and relatives Andrew O. Helseth, Johan Helseth, and Elias Helseth. Other Scandanavian names connected with the Oslo community included Hallstrom, Kjorsikv, Hevelsrud, and Juve. In 1908, approximately forty people lived there; by 1918, the population had nearly doubled. In 1920, the Oslo Townsite was platted to the west of the Dixie Highway, showing the citrus packing house for the Oslo Packing Company. The census bureau reported 216 people residing there in 1930, and 282 by 1940.29

In 1905, St. Lucie County was carved out of Brevard County, and contained the area that became Indian River County. The population of the region from Sebastian south to Oslo was less than 1,000 people. Settlement continued at a slow pace. David Rose, a medical doctor from Canada, moved to Sebastian in 1908. There he planted citrus, but found his scant holdings would not provide him with a living. Later, he passed the state medical examination in Jacksonville and began to practice medicine traveling the Indian River between Melbourne and Ft. Pierce. W.R. Duncan, a native Floridian, moved from Marianna to Vero in 1901. The following year he began work for Henry Gifford cutting and hauling cordwood, transporting fish from the river to the depot for shipment, and cultivating Gifford's orange grove. Duncan later became involved in politics, serving as Indian River County tax assessor between 1929 and 1947, and sitting on the Vero city council for one term. By 1910, the population of the region had increased only to approximately 1,100 people.30

As the first permanent settlers moved into Indian River country post offices were established in scattered areas. The Sebastian post office was established as Newhaven in April 1882; its name was changed to Sebastian in 1884. Other early post offices include Orchid (August 1887), Vero (November 1891), Roseland (March 1892), Oslo (January 1898), and Wabasso (February 1898). The Winter Beach post office was first named Woodley when it was organized in March 1894; its name was changed to Quay in March 1902, and changed again in 1925, this time to Winter Beach. The Gifford post office opened in July 1900, and the Fellsmere office was established in April 1911.31

Smaller communities also had post offices, though few provided service for more than one year. Broadmoor opened in April 1915, but was closed and was transferred the following year to Fellsmere. In March 1915, Echo was established, but existed only until the following January. Other offices had been established earlier, but were discontinued years later. The community of Toledo, located immediately north of Gifford, opened a post office in March 1894, but in 1918 it was discontinued and moved to Quay. On the peninsula, the Stanwood post office was established in July 1888 as Enos, renamed Stanwood in 1898, and was transferred to Orchid in 1914. Narrows was established in April 1884, and had a thirty year life there.
Service was discontinued in 1913 when the office was transferred to Quay. Reams was established in September 1892, discontinued and moved to Narrows in 1896.32

By 1910, present-day Indian River County had a population of 1,039. Most of these settlements were supported by the Florida East Coast Railway, which hauled their agricultural products to markets, and delivered dry goods to their general stores. Sebastian was the largest community with 323, followed by Quay (250), and finally Vero and Wabasso, with 202 and 138, respectively. Oslo totaled only forty people, but directories indicate that fruit growers and market gardeners were in higher concentration there than anywhere else in the region. Farming was the most common means of support; fishing providing only a subsistence living to residents. During this era, improvements were made in the local education system. Earlier, progressives like Senator Duncan Fletcher and Governor Napoleon Broward had played important roles in reforming the education system, primarily reorganizing higher education in Florida. Later governors continued the work laid down by earlier progressives. No higher education system was located in the county, but local public schools constructed wood frame buildings during 1914 and 1915 in which to teach increasing numbers of students. During the 1920s, the public school board let contracts for the construction of brick buildings in Winter Beach and Wabasso.33

Winter Beach holds the distinction of one of the most renamed communities in Indian River County, and indeed in Florida. Originally named Woodley in 1894, J.T. Gray had settled the area. Gray had owned a plantation in Georgia named Woodley, and brought with him the name of his former home. In 1902, Woodley was renamed Quay, in honor of Senator Mathew Quay. In 1892, Senator Quay had spearheaded an appropriation bill for $15,000 to improve the Indian River channel from Goat Creek to the Indian River Inlet. A conservative Republican from Pennsylvania, Quay maintained a winter home in the Indian River country. About 1925, Quay was renamed Winter Beach, an attempt by developers to project a tourist image on the community. Apparently, the Braswell Realty Company was responsible for the name Winter Beach. The Braswell Company platted the subdivision of Winter Beach Estates, creating 8,000 lots. The development comprised lands extending along a one-mile stretch of the Dixie Highway, and extended two miles east across the Winter Beach bridge to the Atlantic Ocean. Two islands were included in their holdings, and the company claimed land was available along seven separate and distinct water fronts.34

Land Reclamation Era (1910-1919)

The era of land reclamation was a period of intensive drainage projects leading to extensive agricultural development. Citrus was the predominate agricultural product to benefit from land reclamation. An improved road system and an increasing population were additional significant features of the era. Two large companies were responsible for draining much of the wetlands. Fellsmere Farms was located in the north/central area of what became Indian River County. One of the largest privately-funded reclamation projects in Florida, Fellsmere was conceived as
an isolated self-sufficient farm community. The Indian River Farms Company incorporated much of the remaining wetlands throughout the region. The lands it drained were primarily for sale to developers.

Fellsmere was the most significant inland community in the area that later became Indian River County. Organized as a farming settlement in 1910, by 1911 the Fellsmere Farm Company had platted 118,000 acres of muck, prairie, and pine lands west of the Sebastian River. A town was also platted incorporating approximately ten blocks square and accommodating artesian wells and a demonstration farm. The board of directors for the farming company included bankers, lawyers, engineers, and a railroad specialist, investors primarily from the northeast. Dredges were hired to cut canals providing irrigation and drainage to the farm lands. Substantial transportation was provided to and from the community. In 1910, the Fellsmere Farms Railroad was constructed with its terminus nine miles east at the Sebastian station on the Florida East Coast Railway. Completed in 1911, the railroad brought construction materials and small dredges to the area, and later transported Fellsmere produce and crops to the FEC junction.35

The Fellsmere board of directors was composed of out-of-state investors. Advertising the community throughout the eastern half of the United States, the board used an underwriter from Chattanooga, Tennessee, as its sales agent. Fellsmere Farms sales offices also were also maintained in Jacksonville. The board issued circulars advertising cheap land prices, investment potential, and the variety of crops which could be harvested on its lands. An entertainment center for potential investors was also built, providing a view of the farm acres which people could purchase. A demonstration farm was established to show customers the variety of crops raised at Fellsmere.36

Fellsmere seemed to be an instant success. By 1912, the railroad company was advertising with its own timetable, as well as in that of the FEC Railway. A local newspaper, Fellsmere Farmer, began publication. Eight thousand acres had been drained. One of the early success stories came from the Howard and Packard section, which in January 1912, grossed $4,200 from five acres of lettuce. Egg plant was another truck crop harvested on Fellsmere farms. One estimate quoted that sweet potatoes cost $5.00 per acre to raise, and brought as much as $350 per acre at market. Other vegetables cultivated at Fellsmere included tomatoes, cucumbers, peanuts, corn, and squash. The farms promoted raising spices and nuts, ranging from macadamia nuts, and cinnamon and ginger roots, to Japanese persimmons.37

Fruit became an important industry there. Fellsmere promoters claimed that a grapefruit tree costs $6.50 to plant and maintain for five years, after which it produced $50.00 annually. Oranges had no limit as income producers. A twelve-acre grove near Fellsmere had produced $7,000; two-and-one-half acres planted by R. C. Campbell at Fellsmere had brought $2,900. Even pecan trees grew well there. It seemed that virtually everything could be raised in Fellsmere muck. Sugarcane measuring twelve

Indian River County 11
feet high was depicted in Fellsmere literature. From three to seven annual harvests from each acre of sugarcane was reported with an average of $225 per acre per harvest. Fellsmere seemed to be a self-sufficient farm writ large. Cotton, cattle, poultry, and bees complemented an already full list of industries at Fellsmere. Land at Fellsmere, however, was not cheap. Terms included $55.00 per acre with one-third down, and ten acres as the minimum investment.38

According to one source, by 1913, sixty-one buildings had been constructed in Fellsmere, and its population was estimated at 503. The Fellsmere Bank, incorporated with $25,000, opened in July 1913. The Fellsmere Farmer, established in early 1911, had reorganized into the Fellsmere Tribune by 1921. Photographs from the early-1920s depict street scenes with a concrete-paved boulevard, perhaps one of the first in the county.39

To the west of Fellsmere several miles, about 1912 a group of Dutch investors established the colony of Broadmoor. The community was located near the Ten Mile Ridge, a strip of land with an elevation of thirty-three feet above sea level. It was connected to Fellsmere by a railroad. By 1915, Broadmoor had become a self-sufficient community with a post office, general stores, schools, and other miscellaneous services. Truck crops and subsistence farming were the primary means to an income. In July 1915, a heavy rain deluged the area with thirteen inches in less than twenty-four hours. The incomplete Fellsmere Drainage System was forced to handle five times the amount of storm water it was designed to accommodate. The rising waters flooded the community, forcing an evacuation. Broadmoor never recovered. Its settlers abandoned their homes and fields, moving to higher ground and many leaving the wetlands of Indian River County. In January 1916, the post office closed there and was moved to Fellsmere. Fellsmere also suffered from the heavy rains, and went into a state of decline. In 1920, its population stood at 333. By 1930, its population had increased only to 356, and 643 by 1940.40

Land drainage in Fellsmere prompted further land reclamation activity. The Indian River Farms Company was organized about 1912, and with a capital stock of $1,000,000. Many of the organizers of and investors in the company were from out of state and believed the wetlands held great financial potential if drained and marketed properly. Among other places, company investors and officers were located at Davenport, Iowa, and Colorado Springs, Colorado. The primary focus of the company was to develop the area around Vero for settlement, and make available the surrounding lands for citrus production. In 1913, surveys were conducted of a large company-owned tract of wetlands west of the Florida East Coast Railway. Plans were designed for canals, dikes, laterals, and spillways. Dredging and excavation was begun by Fred Crane, who had previously served as a contractor on the Panama Canal. In 1915, the Indian River Farms Company platted its drainage plan, which included a nine by twelve mile area from north of Quay south to the county line, and west to Fellsmere. The main outlet canal, measuring 300 feet wide, dumped into the Indian River immediately north of Vero Beach. Smaller lateral canals
linked with the main channel in numerous locations. By 1933, the drainage system had expanded with support relief canals established near Oslo and Winter Beach, connecting with the Indian River to help with drainage during the wet seasons. Much of the property reclaimed by the Indian River Farms Company was purchased by citrus developers. Making lands available for agricultural development, the Indian River Farms Company also played a vital role in the opening of the county to an improved road system.41

The roots of a road system in Florida are linked to the Progressive Era. In February 1897, the National Good Roads Congress had convened in Orlando, Florida, indicating statewide interest in creating a statewide system of roads. By the turn-of-the-century the automobile had appeared in Florida. The automobile demanded that city planners rethink the type of materials used to construct streets, as well as the width of streets. Soon speed limits were set. Roads were first constructed with marl, a type of soil which compacted to a hard surface. Later, about 1912, prompted by organizations similar to the Good Roads Movement and with much of the funding supplied by the federal government, construction of the Dixie Highway in Florida was initiated in sections. Statewide much of the Dixie Highway had been completed by 1915, and though sections of it were paved with brick, large portions of the Dixie Highway simply were graded dirt roads. Polk County was one of the first Florida counties to support and construct a countywide road system. Begun in 1914, 217 miles of asphalt paved roads were constructed there by 1919. In 1914, road construction in the area that became Indian River County was limited to the ridge area. Two exceptions included the road from Sebastian to Fellsmere, and another road leading from Winter Beach southwest to Ft. Drum. Federal legislation helped to expand and improve the statewide system of roads. In 1916, the U.S. Congress established the Federal Aid Road Act, making available to states cooperative federal highway programs and matching funds.42

In October 1915, Florida rationalized its commitment to a road system when it established the State Road Department. During the first years of the fledgling department much of the funding was derived from contributions from cities and counties. Construction contracts were let with gasoline tax dollars supplying a percentage of the money to pay for construction, and some of the revenues generated through convict labor leased to private firms. The State Road Convict Force was established in 1917 to monitor abuses in the this system, which was later abolished in Florida in 1924. Road construction was an important issue during the administrations of governors Trammel, Catts, Hardee, and Martin. Legislation was passed, largely through the efforts of these politicians, to ensure road surface uniformity and equal treatment for each county. In 1922, standard specifications for roads and bridges were developed and published by the state. By 1918, 4,721 miles of roads had been surfaced statewide; Dade, Palm Beach, Pinellas, Broward, Marion, Polk, and Duval counties had most of these miles.43

Citrus became the most important industry in the county during the second decade of the twentieth century. According to one source, in 1901, less than 100 acres of citrus was under cultivation. The industry caught on
quickly there. In 1910, approximately 40,000 boxes of oranges were produced from 36,000 trees in the St. Lucie County area. By 1920, the orange industry of the Indian River region was thriving. In St. Lucie County, the number of trees had increased nearly five-fold to 190,000, and in 1920, 148,000 boxes of fruit were shipped. In one specific case, Charles Harris invested $300 in a grove in 1904; ten years later, his citrus holdings brought him an annual net profit of $1,340. It is apparent that large investments in Indian River County citrus were not made until the Indian River Farms Drainage Company had begun its massive land drainage and reclamation project in 1915. Among the larger citrus producers to develop were Riverfront Groves, Deerfield Groves, and Graves Brothers Company, all established about 1915. Some Indian River citrus packers associated themselves with the Florida Citrus Exchange. Florida's largest cooperative, the Florida Citrus Exchange was established in 1909. The Indian River Citrus Subexchange was just one of many organizations contributing to the success of this farm cooperative.

There were risks involved with cultivating citrus in Indian River country. Located near the coast and along wetlands, many groves were flooded by torrential rains, and occasional rising waters rotted roots and killed the trees. In the 1890s, the few settlers who lived in the area had only small investments in citrus trees. Larger citrus groves were under cultivation farther north in Brevard County, in the areas of Merritt Island and Titusville. Damage to Indian River fruit there during the 1894-1895 freezes was severe. This profitable industry suffered terribly from the freezes of December 1894 and February 1895. The effect was statewide, and by 1900, no fruit trees were located west of the Suwannee River. In 1893, orange trees capable of bearing fruit had totaled 2,687,289 statewide; in late-1895, that figure had decreased to 88,355. The 1893-1894 season had generated 2,500,000 boxes in fruit; the following year, the yield fell to 150,000. Citrus in the area that became Indian River County was in its infancy in the late-nineteenth century; land reclamation initiated the industry into a mature, large-scale business.

The Indian River soil, rich in nutrients, also yielded large quantities of truck crops and pineapples. The pineapple crop brought significant revenues to planters along the Indian River. By 1910, twelve million plants were under cultivation in St. Lucie County, with 440,000 crates of the fruit shipped annually. By 1920, competition and insect infestation had changed that production level. In that year, pineapple plants in cultivation had decreased to 1,800,000 and fewer than 9,000 crates were harvested. Pineapples though a profitable crop were especially difficult to cultivate. Red spiders attacked the plants, and competition from large Cuban plantations reduced demand and prices for pineapples. Other crops cultivated in the county included strawberries, corn, and potatoes. Truck crops in the area included tomatoes. The "Quay Brand," developed by J.D. Edwards, had its start around the turn of the century, and became a local favorite by the 1920s. Edward maintained a thirty-acre field of tomatoes near Oslo. These agricultural products were the foundation of subsistence farming in the region; cash crops were oranges, pineapples, and grapefruit.
Boom and Bust (1919-1928)

During the 1920s, the nation entered a period of rapid economic expansion. Between 1920 and 1930, the population of Florida increased from 968,470 to 1,468,211. Due to the population increase, thirteen new counties, primarily in south Florida, were organized between 1921 and 1925. Transportation networks were expanded making travel easier both to and within the state. By 1927, approximately 6,000 miles of railroad track had been constructed, and the State Road Department had paved 1,600 miles of roadway by 1928. A land boom had begun almost immediately after the war had ended. Within several years property values became inflated to dangerously high levels. The boom had its genesis in south Florida, particularly Miami, but no part of the state escaped the fever. In virtually every city and town, new subdivisions were platted and lots sold and resold for quick profits. Yet, there were distinct signs that the state economy on the whole was not following the booming real estate market. Between 1921 and 1925 the Florida manufacturing industries of lumbering, turpentining, fertilizers, and cigar and cigarette production grew slowly, and in some cases experienced decreases in the number of establishments operating and the number of wage earners employed.47

Indian River County shared in this growth. In 1919, Vero was incorporated; in 1925, it was reincorporated as Vero Beach. During the boom, many communities along the east coast added the word "beach" to their legal names in an attempt to lure tourists by connecting the commercial district with a recreational site. Wood bridges were constructed spanning the Indian River allowing for the first time tourists in large numbers to access the beaches. By the 1920s, roads had been constructed and the automobile began to exert social changes. Previously, vacationers had come by rail, and were generally only affluent people from the Northeast. In the 1920s, vehicular access to Florida was made available to middle-class tourists, for whom vacations to the state previously had not been financially possible. Federal laws governing hours in the work place resulted in more vacation time for middle class workers in northern industries, who began looking forward to annual trips to Florida. The seasonal nature of Florida tourism virtually turned over in the decade. Once a winter resort for the wealthy, Florida became a haven for middle class families, who arrived in the summertime packed in automobiles. Many who came to visit remained.48

Construction on U.S. Highway 1 in Florida began about 1920. In many locations, U.S. 1 which was completed in 1923, and the Dixie Highway were the same road. In 1923, the stretch from Sebastian to Vero Beach was semi-hard surfaced, probably macadam or shell; beginning in Vero Beach and running south to Miami the highway was hard surfaced, though a few areas remained shell or macadam. The bridge spanning the Sebastian River near Roseland was constructed during 1923, and cost $148,332 to build. Roads running west from Vero Beach and then turning north to connect with the communities of Wabasso, Winter Beach, and Fellsmere were graded dirt. The Sebastian-Fellsmere road was paved. A single road which headed southwest from Vero Beach ending at Ft. Drum

Indian River County 15
was unimproved, probably little more than a dirt trail. By 1925, construction on present-day State Road 60 had begun with the highway ending approximately ten miles west of Vero Beach.49

The creation of Indian River County in 1925 is indicative of the magnitude of growth which occurred in the region during the mid-1920s. By then, population increases demanded services closer to the larger commercial centers. Vero Beach became the county seat of an area approximately twenty miles square. Formerly, Ft. Pierce had exercised jurisdiction over an area measuring approximately fifty miles square. Both Vero Beach and Sebastian had experienced increases in population, and commercial and residential buildings programs were begun. Property prices surged upwards. Prior to 1925 a number of subdivisions in unincorporated areas had been platted, including Cunningham and Hollows (1919), Jenning's Addition to Quay (1921), Fletcher's Addition to Quay (1921), and T.H. Sibley's subdivision in Wabasso (1922). In the mid-1920s, the number of subdivisions platted increased significantly, and included the Harriston and Forbes subdivision of Quay (June 1924), followed by Cadenhead (May 1925), Gloria Gardens (June 1925), Wabasso Heights (October 1925), and Spruce Park in Gifford (April 1926). In one case, the quickened pace of development in the mid-1920s led to the plating of Weona Park in Wabasso in April 1925, and a replat of the subdivision in March 1926.50

In early 1926, a statewide depression followed the land boom, and the Florida economy began a downward spiral. Florida bank deposits had risen from $180,000,000 to $875,000,000 between 1922 and 1925. But when deposits decreased in the late months of 1925, and large withdrawals followed in early 1926, traditional months for winter tourists and speculators, the Florida financial community sensed economic change ahead. In 1926, forty Florida banks collapsed. Bad press from the New York Times and other major national journals, a breakdown of Florida East Coast Railway services, and exposed land frauds caused people to direct their savings elsewhere. Real estate assessments decreased by $182,000,000 between 1926 and 1928. Devastating hurricanes in 1926 and 1928 altered Florida's vacationland image to that of a wasteland of wind-swept beaches.51

Depression Era (1929-1940)

Floridians had hardly recovered from the land bust when, in October 1929, the stock market began to collapse leading into the Great Depression. In September 1929, the stock market's industrial index closed at a high of 452; in July 1932, the index reached its nadir of fifty-eight. During that interval, southern farm income fell by thirty-nine percent, and per capita annual income decreased from $372 to $203. Between 1929 and 1933, 148 Florida state and national banks failed. Deposits and investments fell, and annual income per capita declined from $510 to $289. Approximately one out of four Floridians was receiving some type of public relief and assistance by 1933. In Florida, an assortment of circumstances alleviated some of the economic strain experienced by more industrialized states. First, Florida's industries included citrus, lumbering and naval stores,
phosphate mining, fishing, and cattle ranching, and this diversified nature helped buoy the economy. Secondly, the state had suffered setbacks from Mediterranean fruitfly infestation in orange groves, bank collapses, and low produce prices in the late-1920s. These hardships had precluded the state from sharing in the economic development prevalent across most of America during the late-1920s. The results of these circumstances was that when the Depression struck the Florida economy was already depressed, and due to its diversified nature, the decline experience in the state was less severe than experienced in more industrialized sections of the country.52

By 1939, much of the present-day Indian River County highway system had been constructed. The primary north/south road was U.S. 1, with all but a short stretch of the road paved. U.S. 1 and A1A were the same route until Winter Beach, where A1A (then named State Road 140) crossed the Intracoastal Waterway and ran south on the peninsula to the Vero Beach bridge, where it once again crossed the Indian River, and then ran immediately west of U.S. 1 to the county line. State Highway 252 was located on the peninsula. The southern terminus was located at the Vero Beach bridge, and the road extended to a dead end approximately twelve miles north. Between the Vero Beach and Winter Beach bridges, 252 was constructed with bituminous materials. North of the Winter Beach bridge, it was graded and drained. The local name for this road was the Jungle trail. The sole east/west corridor was State Road 60, then mostly bituminous, originating in Vero and ultimately connecting with Tampa. The Fellsmere-Sebastian Road was bituminous with portions of that road having been paved in the city limits of Fellsmere. Bridges spanned the Indian River at Wabasso, Winter Beach, and Vero Beach. Secondary roads generally were in a primitive state during the 1930s, and located on these by-ways were small settlements. Homes of rural citizens, general merchandise stores, and agricultural-related buildings in the farming communities were found on these secondary roads. The Florida East Coast Railway continued to play an important role in the county, and maintained stations at Sebastian, Cummings, Wabasso, Winter Beach, Gifford, Vero Beach, and Oslo. The Fellsmere Railroad had been renamed the Trans Florida Central Railroad, which maintained a station at Fellsmere and operated on tracks west of the community approximately two miles.53

The experience of the county during the Depression decade differed little from that of the rest of the state and country. The tourist industry along the coastline, however, provided revenues to hotels and restaurants, and the other support facilities of the industry, which were not part of the economy of most other parts of the country. The changing patterns of Florida tourism played a significant role. More tourists were traveling highways as America's love affair with the automobile continued to blossom. Consequently, some communities continued to grow. By 1930, Indian River County had a population of 6,724; in 1940, that figure had increased to 8,957 with nearly one-half of the population living in Vero Beach.54

World War II to the present (1941-1989)

World War II would help bring the United States out of the
Depression. In Florida, military bases were reactivated or established with major installations in Key West, Tampa, Jacksonville, Tampa, and Pensacola. Florida was one of only thirteen states with a net population increase between 1939 and 1945. Military and war-related manufacturing were the industries contributing to this increase. Approximately $1,500,000,000 was awarded to Florida industries by the federal government during the war, and those manufacturers produced approximately one per cent of the nation's military production. Personal income in Florida increased from $513 per year in 1940 to $1,090 in 1945. In 1942, the Vero Beach airport was activated as a naval air station, and the first squadrons arrived there in January 1943. Training planes were scarce until late in the war, and on several occasions crew members were required to drive to Jacksonville to fly training missions. Later, crew members received training in Vero Beach for duty in divebombers, sea rescue planes, and tactical fighters.55

Through the 1940s, the county population remained stable, increasing only slightly. Income was derived from agriculture and citrus production, tourism, commercial fishing, and the railroad. Many servicemen stationed in Florida during the war returned with their families at its close to take up residence. The state also began to attract a growing number of retired people from northern states. This trend began in the late-1950s. Inexpensive housing and lower property taxes than in the North, and an increasing retired demographic sector of America which relied on a fixed income became attractive to people who found they could retire in Florida without spending a fortune. This process accelerated as energy costs increased in the 1970s. The population of the county continued to grow, reflecting the development of urban sprawl and commercial growth. The population in 1940 stood at 8,957. By 1960, it had nearly tripled to 25,309, and would nearly double again to 42,871 in 1980.56

The post-World War II experience of Indian River County is similar to that of virtually every American city: increasing numbers of automobiles and asphalt, an interstate highway system, suburban sprawl, the gradual erosion of the central commercial districts, and strip development along major state highways. The condominium and high-rise hotel and apartment buildings emerged as significant elements in Florida's housing patterns in the 1960s, and made their impact on the seaboard, especially along U.S. A1A. Development has destroyed much of the historic fabric of the peninsula and the Jungle Road area, including houses, docks, and the former Winter Beach bridge. The commercial areas along U.S. Highway 1 and A1A also have suffered erosions of time and circumstance. The most significant threat to the historic structures in the county continues to be unbridled development.

Communities throughout the county have taken note of their cultural heritage, and are taking certain steps to preserve what remains of their architectural heritage. In 1985, the Growth Management Act was passed by the Florida legislature designed to strengthen a 1972 law, and requiring appropriate planning to preserve state historic resources. The Vero Beach Florida East Coast Railway station, Pelican Island National Wildlife Refuge, and Spanish Fleet Survivors and Salvors Camp Site in Indian River County
are included on the National Register of Historic Places, indicating an awareness of local cultural resources. In 1989, recognizing the value of its historic buildings and sites resources, and that many of those resources have been lost, Indian River County has commissioned a study to identify historic properties in preparation for the continued growth and expansion of its unincorporated communities.
NOTES

1Works Progress Administration, "Creation of Counties in Florida: 1820 to 1936," Tallahassee, 1936.


3Ibid., Florida Archaeology, 4-5, 13.


5Rouse, Indian River Archaeology, 49-50.

6Ibid., Indian River Archaeology, 49.


8Rouse, Indian River Archaeology, 58-9.


11Michael Schene, Hopes, Dreams, and Promises (Daytona Beach, 1976), 9; Siebert, Loyalists, I: 325 ff.

12Helen Tanner, Zespedes in East Florida, 1784-1790 (Coral Gables, 1963), 130-36.


14Schene, Hopes, 17.


24. Ibid., 9.


28. Newman, *Stories of the Indian River*, 54; Brevard County Plat Book 1, page 89; St. Lucie County Plat Book 2, page 2; St. Lucie County Plat Book 2, page 32, Indian River County Courthouse, Vero Beach, Florida.


Indian River County 21

32 Bradbury, *Florida Post Offices*, 11, 25, 57, 70, 80, 83.


35 Lockwood, *Indian River County*, 49-51, 61.

36 Ibid.; Fred Kettle, *Fellsmere Farms of Florida* (Fellsmere, 1912), 1, 11-12, 42, 54.


41 St. Lucie Plat Book 2, page 25, Indian River County Courthouse; Lockwood, *Indian River County*, 69-71.


43 Kendrick, *Trails to Turnpikes*, 7, 38-9, 44, 47, 50, 57.


49 Florida Department of Agriculture, "Sectional Map of Florida," October 1925; Kendrick, Trails to Turnpikes, front end sheet, 42, 66; St. Augustine Record, November 5-6, 1977.

50 St. Lucie Plat Book 3, page 70; PB 4, page 33, 36; PB 5, page 21, 33; Indian River County Plat Book 1, page 38, 51, 80.

51 Tebeau, Florida, 385-87.


53 Florida State Road Department, "General Highway and Transportation Map, Indian River County, Florida," (1936) 1940.


Indian River County is located midway down the Florida peninsula on the Atlantic coast between the Melbourne-Titusville and Ft. Pierce areas. Bordered by Brevard, Osceola, Okeechobee, and St. Lucie counties, the county of Indian River contains 539 square miles, forty-two of those miles comprised of water. Organized in 1925, it was named after the Indian River, a body of water extending from New Smyrna south to Stuart. Inland, the county boundaries are defined by man-made canals, and are geographically arbitrary. Most settlement and development in the county has occurred along the coastline. Wetlands cover a significant area of the county. Blue Cypress Lake, which lies in the center of that wetlands, is the largest freshwater lake in the county, measuring approximately three by six miles. Those wetlands have historically served as a natural barrier to travel, and have geographically determined the areas of settlement and the establishment of roadways in the county. This low-lying area has continued to limit development in the western rural areas of Indian River County.

A number of incorporated communities were established in Indian River County during the twentieth century. Today these cities contain most of the significant governmental, educational, and commercial facilities, as well as the highest concentrations of residential dwellings. Beginning on the north end of the county, and along the coast, the primary communities include Sebastian, Orchid, Indian River Shores, and Vero Beach. Fellsmere is located inland approximately ten miles in the north-central portion of the county. Unincorporated census designated places in the county include, north to south, Roseland, Wabasso, Gifford, Vero Beach South, and Florida Ridge. Other small communities on the mainland coast are Winter Beach and Oslo. Significant roadways in the county include Interstate 95, U.S. Highways 1 and A1A on a north-south axis, and, on an east-west axis, State Road 60, which terminates in Vero Beach. State roads 505, 507, and 512 are secondary arteries providing access to Fellsmere, and making connections with Interstate 95 from the larger communities. The Florida Turnpike runs through a portion of the county, though no interchange access is available to the turnpike on this stretch of road. The Florida East Coast Railway provides the sole rail transportation in the county. The famous north-south corridor runs the length of the east coast, and a lessor known feeder line cuts across the western tip of the county near Yeahaw Junction.

Water has influenced the settlement and economic development of the county in several ways. Until the late nineteenth century, when the first major rail systems were constructed in the county, it was the principal avenue of transportation. Based on cartographic and documentary sources, it appears that the waterways of the county were the setting for most settlement and economic development prior to that time. Furthermore, waterways and marshlands influenced settlement because they provided an abundance of food. Finally, the amount of rainfall and high humidity
common to Florida have contributed to some decay of the built environment of Indian River County.

During the course of the Indian River County survey 284 historic properties, all of which were buildings, were recorded on Florida Master Site File forms. All were constructed before 1940. Buildings included in the survey contribute to the sense of time, place, and historical development of the county through their location, design, setting, materials, workmanship, feeling, and association. Buildings located within the county but not included in the survey fall into two categories: those constructed within the period of significance which have lost the integrity of their original design or architectural detailing; and those that post-date the period of significance but have no exceptional significance as defined by state and federal preservation guidelines. The historic buildings located in the survey area retain their architectural integrity to a large degree.

Historic Development Analysis

Existing and historic land use patterns and concentrations of standing structures in Indian River County appear to be dictated primarily by transportation networks. Historically, most sites were concentrated along waterways such as the Indian and Sebastian rivers, and roads such as the Dixie Highway. Railroads were built throughout the county during the late nineteenth and early twentieth centuries. Most of the historic standing structures in the unincorporated areas are located on or near these transportation arteries.

Table 1

<table>
<thead>
<tr>
<th>Condition</th>
<th>No. of Buildings</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undesignated Areas</td>
<td>113</td>
<td>39.8</td>
</tr>
<tr>
<td>Gifford</td>
<td>58</td>
<td>20.4</td>
</tr>
<tr>
<td>Wabasso</td>
<td>47</td>
<td>16.6</td>
</tr>
<tr>
<td>Roseland</td>
<td>33</td>
<td>11.6</td>
</tr>
<tr>
<td>Oslo</td>
<td>18</td>
<td>6.3</td>
</tr>
<tr>
<td>Winter Beach</td>
<td>15</td>
<td>5.3</td>
</tr>
<tr>
<td>Total</td>
<td>284</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Development in unincorporated areas of Indian River County occurred in a haphazard pattern. Approximately sixty percent of the buildings recorded during the survey were located in established communities. Gifford, located just north of Vero Beach, contains fifty-eight, or twenty
percent of the total number of buildings recorded during the survey (see Table 1). Gifford is followed by Wabasso (forty-seven), Roseland (thirty-three), Oslo (eighteen), and Winter Beach (fifteen). Nearly forty percent of the buildings recorded are not associated with a place name. These buildings are mostly scattered in the orange groves and along the major east/west running transportation arteries in the interior of the county.

Based on historical research and field survey, the historic standing structures of Indian River County range in date from about 1900 to 1940. Despite the fact that some development occurred in the area of Roseland and on Johns Island in the 1880s and 1890s, no extant buildings within the survey area were conclusively documented as dating from the nineteenth century. Survey findings indicate that eight buildings date from the first decade of the twentieth century (see Table 2). That period is associated with the construction of the Florida East Coast Railroad through the county and the establishment of what are now the incorporated areas of Vero Beach and Sebastian. The older communities of Roseland, Wabasso, and Oslo were the places in the survey area that experienced the most development during this period.

---

Table 2
Survey Findings
Date of Construction by Decade Period

<table>
<thead>
<tr>
<th>Date</th>
<th>No. of Buildings</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900-1909</td>
<td>8</td>
<td>2.8</td>
</tr>
<tr>
<td>1910-1919</td>
<td>30</td>
<td>10.6</td>
</tr>
<tr>
<td>1920-1929</td>
<td>182</td>
<td>64.1</td>
</tr>
<tr>
<td>1930-1940</td>
<td>64</td>
<td>22.5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>284</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

The major events that affected development during the decade of the 1910s revolved around agricultural expansion. The two largest farming concerns, Fellsmere Farms and Indian River Farms, undertook massive drainage projects that resulted in the reclamation of thousands of acres of land for planting and building. The success of the drainage projects prompted an increase of settlers seeking to establish farms in Indian River County. Reflecting this, many of the thirty buildings recorded from this period are located in the interior areas of the county, while others, such as those in Oslo, are associated with communities with agrarian economic bases.

The decade of the 1920s saw a significant change in settlement patterns in the county. The Great Florida Land Boom brought
unprecedented numbers of land speculators, tourists, and settlers to the state. The effect of the boom on Indian River County is evidenced by the vast increase in the number of structures dating from the 1920s. A total of 182, or sixty-four percent, of the total were recorded as being constructed during that decade. The areas along the Dixie Highway, which was constructed through the county early in the 1920s, received the greatest amount of development during the land boom. Gifford, Winter Beach, and Wabasso, all became popular building sites for residential construction.

The dramatic decrease in structures included on the inventory from the 1930s was a direct result of the Great Depression that followed the collapse of the land boom. Only sixty-four buildings recorded date from that decade. This number does, however, indicate that Indian River County fared better than other areas of Florida where development remained virtually stagnant until after World War II. The buildings constructed in the county during this period were generally built on a smaller scale, indicating the depressed nature of the economy. Gifford experienced the most growth of the established communities with nearly fifty percent of the structures recorded there dating from the 1930s.

Table 3
Survey Findings
Present Use of Buildings and Structures

<table>
<thead>
<tr>
<th>Present Use</th>
<th>No. of Buildings</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Residence</td>
<td>262</td>
<td>92.3</td>
</tr>
<tr>
<td>Apartments</td>
<td>7</td>
<td>2.5</td>
</tr>
<tr>
<td>Commercial</td>
<td>5</td>
<td>1.8</td>
</tr>
<tr>
<td>Religious</td>
<td>3</td>
<td>1.1</td>
</tr>
<tr>
<td>Industrial</td>
<td>2</td>
<td>0.7</td>
</tr>
<tr>
<td>Education</td>
<td>2</td>
<td>0.7</td>
</tr>
<tr>
<td>Storage</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td>Civic</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td>Abandoned</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td>Total</td>
<td>284</td>
<td>100.0</td>
</tr>
</tbody>
</table>

As expected, the dominant use for historic buildings in the survey area was residential. In general, historic unincorporated areas, where there were no centralized local governments to raise revenue and oversee construction of improvements, did not develop extensive commercial, governmental, educational, or recreational facilities. Rather, the historic resources included were most often located in rural or lightly developed areas. As Table 3 indicates, ninety-two percent of the buildings recorded were dwellings. If apartment houses are included as residential structures, that proportion
increases to nearly ninety-five percent. Other uses among the remaining twenty-two buildings recorded included, commercial, religious, industrial, education, storage, civic, and abandoned.

The architectural styles present in Indian River County reflect statewide trends in building construction during the period of historical significance. As is true in most areas of Florida, Frame Vernacular is the most numerous architectural style in Indian River County. As Table 4 reflects, the survey team recorded 146, or fifty-one percent, of the total as being examples of Frame Vernacular architecture. Bungalow was the next most numerous style recorded in the survey area with 118 examples, or nearly forty-two percent of the total. The only other stylistic category present in any appreciable numbers was the Mediterranean Revival with eleven recorded examples. Other styles represented by three or fewer buildings include Masonry Vernacular, Colonial Revival, Industrial Vernacular, and Neoclassical.

<table>
<thead>
<tr>
<th>Style</th>
<th>No. of Buildings</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame Vernacular</td>
<td>146</td>
<td>51.4</td>
</tr>
<tr>
<td>Bungalow</td>
<td>118</td>
<td>41.5</td>
</tr>
<tr>
<td>Mediterranean Revival</td>
<td>11</td>
<td>3.9</td>
</tr>
<tr>
<td>Masonry Vernacular</td>
<td>3</td>
<td>1.1</td>
</tr>
<tr>
<td>Colonial Revival</td>
<td>3</td>
<td>1.1</td>
</tr>
<tr>
<td>Industrial Vernacular</td>
<td>2</td>
<td>0.7</td>
</tr>
<tr>
<td>Neoclassical</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>284</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

Frame Vernacular

Frame Vernacular is defined as the common wood frame construction technique of lay and self-taught builders. This type of construction was the product of the builder's experience, available resources, and responses to the local environment. It existed generally apart from popular architectural trends and was not based on formal academic or technical training. In many instances these buildings were the residences of the early settlers of Indian River County whose primary concern was utility, not beauty.

Based on field inspection and data analysis, Frame Vernacular buildings dating from the 1900-1920 period are generally two-stories in height, with a balloon frame structural system constructed of pine, and a
foundation of masonry piers, most often made of brick. They have a regular plan, usually rectangular, but often have "L" plans which were used to maximize cross ventilation. They have an interior plan containing two rooms, (hall and parlor), two or four rooms divided by a central hall, or two rooms with a stairhall on the side. They have gable or hip roofs steep enough to accommodate an attic. Horizontal weatherboard or drop siding are most widely used exterior wall surface materials. Wood shingles were used originally for roof surfacing, but they have nearly always been replaced by composition shingles in a variety of shapes and colors. The facade of the typical frame vernacular residence is often placed on the gable end, making the height of the facade greater than its width. Porches are also a common feature of the Frame Vernacular. They include one- and two-story end porches or verandas. Fenestration is regular, but not always symmetrical. Windows are of double hung sash and doors of paneled wood. Decoration is sparse. It is generally limited to ornamental woodwork, including a variety of patterned shingles, turned porch columns and balustrade, and eave and porch brackets.

Figure 1

9095 U.S. Highway 1
Two-story Frame Vernacular

During the 1920s Frame Vernacular remained an important influence on the architecture of the county. Its design reflected a trend toward simplicity. Residences influenced by it appear to be smaller than those of previous decades, usually measuring only one story in height. The decrease in size of the private residence is largely a reflection of the diminishing size of the American family. Another influence on residential design was the proliferation of the automobile which resulted in the addition of
garages and carports. The Bungalow became the major stylistic model during and after World War I. Not only was it present in its pure form, but it was a major influence on the vernacular architecture of the period. Among the best examples of Frame Vernacular design is the residence located at 9095 U.S. Highway 1 (Figure 1). This two-story structure features a moderately-pitched side gable roof with corrugated steel surfacing, a two-story shed extension, and a second story gable roof porch extension on a one-story shed roof end porch. The building is clad with drop siding. Fenestration is regular and consists of paired and single double-hung sash windows with 8/1 lights. The house sits on a brick pier foundation.

Another example of Frame Vernacular architecture can be seen at 11296 Indian River Drive (Figure 2). This one-story Frame Vernacular building features some elements associated with the contemporary Bungalow style. It has a side gable roof with decorative exposed rafter ends and purlins. A front-facing gable roof entrance porch extends from the main facade. The exterior wall fabric is drop siding and the windows are double-hung sash with 6/1 lights. This building retains its architectural integrity to a large degree.

Figure 2

11296 South Indian River Drive
One-story Frame Vernacular

Bungalow

Beyond the Frame Vernacular, the Bungalow is the second most important influence on the residential architecture of Indian River County. The Bungalow was one of the most popular models for residential design in the United States. Originating in California, the Bungalow was given
extensive publicity in such magazines as the "Western Architect," "The Architect," "House Beautiful," and other popular magazines, thus familiarizing the rest of the nation with the style. As a result, a flood of pattern books were published, offering plans for Bungalows.

Around World War I the Bungalow became the most popular and fashionable smaller house in Indian River County. The proliferation of the Bungalow there and in communities throughout the United States was probably due, in part, to the need for more moderately priced housing following World War I. The Bungalow served as the model home of the Indian River County Development Company. Plans of model Bungalows were published in the Indian River County Home Builder and were commissioned by many home owners. For these and other reasons, the Bungalow became the prime model for residential architecture in Indian River County prior to 1930.

The Bungalow was derived from the Bengali bangla, a low house with porches, used as a wayside shelter by British travelers in India during the eighteenth and nineteenth centuries. It was what one traveler remarked, "a purely utilitarian contrivance developed under hard and limited conditions." In addition to major features of encircling porches and utilitarian construction, a marked attempt at the low profile, ventilation by means of bands of windows and axial door placement were items upon which considerable attention was spent because of the hot climate. When similar locales were chosen as building sites in the United States, notably California and Florida, the features became underscored as the characteristics of the new style.

The design of the Bungalow is clearly distinct from that of Frame Vernacular architecture in Indian River County. It is strongly horizontal whereas Frame Vernacular designs, particularly those built prior to 1920, emphasized verticality. The horizontal emphasis is expressed principally through its height and roof line. The Bungalow is always a one- to one-and-one-half story frame structure. Occasionally, it will have a full second story in height, but the story will not utilize the entire plan—it is essentially a second story with one half the area of the first floor. Furthermore, the roof line of the Bungalow has a much gentler pitch. It has a shallow, sloping, usually gable, roof. When it has a front facing gable roof over the main body of the house, a similar gable roof is almost always employed over the porch. The design provides a gable-over-gable emphasis to the facade and further accentuates the horizontal appearance of the Bungalow.

Other identifying characteristics of the Bungalow are its plan, orientation, and individual features. The plan of the Bungalow is almost always rectangular. Frequently, the narrower gable end forms the entrance facade. The narrow end usually faces the street as well. The gable end is often treated with stained wood shingles, board and batten, half timbering over stucco, or large lattice roof vents. The horizontal massing of the Bungalow is reinforced through its individual features and detail.
In Indian River County there are several excellent examples of the Bungalow. One is the house located at 9115 U.S. Highway 1 (Figure 3). Its Bungalow styling is expressed by its cross gable roof with pressed metal shingles, gable dormer, false beams in gable ends, decorative half-timbering in gable ends, brick chimney, drop siding exterior wall fabric, and continuous brick foundation. Alterations to the building include enclosure of the entrance porch with casement windows.

Another fine Bungalow is located at 9125 U.S. Highway 1 (Figure 4). Its characteristic Bungalow features include its low-pitched side gabled roof with exposed rafter ends and gable dormer. An end porch runs the length of the front facade and features elongated arch openings supported by battered brick piers. The windows are group casements. An end, exterior battered chimney stack is located on the north side of the building.
Mediterranean Revival

There were several buildings designed in Spanish and other Mediterranean influenced architectural styles in Indian River County. Spanish influenced architecture in Florida dates primarily from the 1920s and is closely associated with the Florida Boom. It was popularized by a series of expositions during the late nineteenth and early twentieth centuries. The California Building at the World Columbian Exposition at Chicago in 1893 and the Electric Tower at the Pan-American Exposition in Buffalo in 1900 introduced two distinct variations of Spanish influenced architecture. One was the Mission style and the other the Spanish Revival. The California Building, although actually displaying little which could be attributed directly to Spanish colonial ecclesiastical architecture, was the forerunner of the Mission Style. The Mission Style was most utilized in California. Some of its features, however, reappeared in the Spanish Colonial Revival style. The latter style was used extensively in California but was also important in other areas of the southwest and Florida.

The Mission Style was a variation of the Spanish Colonial style. Like the latter it incorporated stuccoed walls and tiled roofs. The Mission Style, however, was generally simpler in form, revealing comparatively little sculptural ornamentation. Curvilinear parapets, its most distinctive feature, were more pronounced and round arches more common. An example of the Mission sub-type of the Mediterranean Revival style is the building located at 6730 North Old Dixie Highway (Figure 5). This two-story structure has Mission styling expressed by its flat roof with curvilinear parapet and stucco exterior wall fabric.

Figure 5

6730 North Old Dixie Highway
Mediterranean Revival Style

Mediterranean Revival became the style of choice for developers in southeast Florida during the boom years of the mid-1920s. Although the
Mission style remained a popular vein in this trend, the Spanish Eclectic style, which borrowed from all of the Mediterranean precedents, became the dominant style for residential buildings in Florida during the boom. The style was the product of a detailed study of Latin American architecture made by Bertram Grovesnor Goodhue. In 1915, at the Panama-California Exposition in San Diego, Goodhue designed an exhibit that featured the rich architectural variety found in South America. Encouraged by the publicity afforded the exposition, other architects began to look directly to Spain where they found still more interesting building traditions.

In Florida, the Spanish Eclectic style was adapted for a variety of building types ranging from grandiose tourist hotels to two-room residences. It was so popular that many commercial and residential buildings were renovated in the 1920s to reflect the style. Identifying features of the style include flat (sometimes hip) roofs, usually with some form of parapet; ceramic tile roof surfacing; stuccoed facades; flat roof entrance porches, commonly with arched openings supported by square columns; casement and double-hung sash windows; and ceramic tile decorations.

One of the best examples of the Spanish Eclectic style in the survey area is Kline's Apartments at 1045 North Old Dixie Highway (Figure 6). This two-story structure features a flat roof with parapets and pent roofs. Pairs of canales, or roof drainage pipes, are located on all sides of the building at the roof line. A three-bay entrance porch runs the length of the front facade and features elongated arch openings and a knee wall. The exterior wall fabric is stucco.

Colonial Revival

There are three buildings with Colonial Revival styling within the survey area. The Colonial Revival style had its genesis in the Centennial Exposition of 1876 at Philadelphia. Many state buildings at the Exposition were interpretations of historically significant colonial structures. Important examples included the Connecticut and Massachusetts Pavilions and the New England Kitchen. Publicity on the Exposition and appeals for the preservation of Old South Church in Boston and Mount Vernon appeared in
periodicals simultaneously. Long-term efforts to save the buildings were mounted by organizations with patriotic motives and national coverage. Associated with the drives were attempts to preserve indigenous American architecture. About the same time a series of articles about eighteenth century American architecture appeared in the *American Architect*, the *New York Sketch Book of Architecture* and *Harpers*.

The earliest buildings designed in the Colonial Revival style were large residences in New York and New England, particularly near seaside resorts where colonial architecture remained. There were generally two approaches to Colonial Revival design. One emphasized quaintness, asymmetry and a variety of roof pitches and building materials. These characteristics owed as much to the Queen Anne style as to historical precedent. Often these buildings were informal cottages with hip, gambrel, or gable roofs with boxed eaves, regular fenestration, and offset entranceway. The more formal approach addressed the Georgian and Federal periods of early American architecture and emphasized their attention to symmetry, proportion and consistency of materials.

Colonial Revival houses of the late nineteenth and early twentieth centuries maintained many of the features of the originals. The Colonial Revival interior plan was a modification of the original colonial two or four room, central hall design. Because of the modern use of the specialized but subsidiary kitchen and bathroom, which had not been present during the colonial era, the rear portion of most Colonial Revival houses was laid out to accommodate the new rooms and did not copy the symmetry of historical antecedents. The front rooms and entrance hall, however, usually remained symmetrical.

**Figure 7**

8750 U.S. Highway 1
Colonial Revival Style

Indian River County 35
The best example of the Colonial Revival style in Indian River County is the house located at 8750 U.S. Highway L (Figure 7). It is two-story cottage based on Dutch Colonial precedents, with its most identifiable element of the style being its gambrel roof. Two large shed roof dormers extend from the front and rear slopes of the roof. Its regular fenestration consists of double-hung sash windows with 1/1 lights. The main entrance is centered on the front facade and surrounded by a shed roof portico.

Neoclassical Style

The popularity of the Neoclassical style as a residential design was more limited than the contemporary Colonial Revival style. The Neoclassical style evolved from a renewed interest in the architectural forms of the ancient Greeks and Romans. The revival of interest in classical models in the United States dates from the World's Columbian Exposition, held in Chicago in 1893. Many of the best known architects of the day designed buildings for the Exposition based on classical precedents. Examples were varied and ranged from monumental copies of Greek temples to smaller models, which drew heavily from designs of Adam, Georgian, and Early Classical Revival residences built in the United States in the eighteenth century. The exposition was well attended and publicized and soon the Neoclassical style became the fashion.

In Florida, the Neoclassical style became a popular style for commercial and government buildings, such as banks and courthouses. The application of the Neoclassical style to residential architecture is less common. Some of the characteristics of the style include a symmetrical façade dominated by a full height porch on classical columns, typically with Ionic or Corinthian capitals; gable or hip roofs with boxed eaves, frequently with dentils or modillions beneath the roof and a wide frieze band surrounding the building; doorways featuring decorative pediments; double-hung sash windows, usually with six or nine panes per sash; and roof line balustrades.

The only example of the Neoclassical style in the survey area is located at 13425 North Indian River Drive (Figure 8). Design features marking it as Neoclassical include its low-pitched hip roof with widow's walk and full-height entrance porch. The fenestration is symmetrically placed around a central

Indian River County 36
entrance with pilaster and fanlight surrounds. The building has been altered by the replacement of the original exterior fabric with asbestos siding.

*Industrial Vernacular*

Among the most unique structures in Indian River County are its industrial buildings connected with the citrus and dairy industries. The Industrial Vernacular style characterizes buildings constructed for explicit commercial and industrial applications throughout Florida and the United States. No single building type exists in a greater profusion of scales, styles, shapes, materials, and other variables than industrial structures. The most prevalent type of industrial building is the nonspecific factory of one or more stories. Both steel and wood framing were utilized depending on resources and desired strength. Generally, steel framing was used in industrial buildings higher than one story by the late-nineteenth century. Steel had first become available with the development of the Bessemer process in 1856. By 1884, the price per ton of steel had decreased significantly permitting buildings to be framed with steel members. Steel I-beams could support far more weight than traditional wood beams, and also required minimum foundation support when compared with wood-framed buildings. Steel-framed building construction would come relatively late to the South. By 1913, only eleven per cent of the nation’s steel was produced there, and consequently, high transportation costs and purchase price limited its use. Steel was not used in Florida buildings with any frequency until after the turn of the century.

*Figure 9*

![Industrial buildings served many purposes in Florida. Varied industries such as fertilizer and citrus regularly produced and processed products from within steel-framed walls. In the early-twentieth century, wood and brick buildings were constructed with less frequency as steel framing and sheeting became more available and less costly. Industrial steel buildings gradually replaced counterpart brick and wood-framed structures. This trend was especially prevalent in the citrus and fertilizer industries where large buildings, often three-stories high, were required to house packing and](image-url)

*Indian River County 37*
sorting facilities for the citrus industry, and mixing stations and storage rooms in the fertilizer industry. These buildings took on many shapes, forms, and even a variety of materials. The railroad industry also contributed industrial buildings to Florida's architecture. Perhaps its highest form was in the Jacksonville Terminal building constructed about 1916 with tri-arched lunette windows and sheets of granite rock hung on a steel skeleton, emulating the McKim, Mead, and White Pennsylvania Station.

The most distinctive collection of industrial structures is the dairy farm located at 9290 90th Avenue (Figure 9). The main building features a gable roof with 3-V crimp metal surfacing and corrugated metal exterior wall fabric. The flooring of this building is undeveloped, primarily composed of earth with some wood planks. Silos and outbuildings surround the main structure, and those buildings may also be categorized as Industrial Vernacular.

Conclusions

The historic buildings and structures in the unincorporated areas of Indian River County provide a valuable visual link to the county's past. They are, for the most part, residential buildings with simple Frame Vernacular designs. The buildings seem to be in good shape. According to survey data, over seventy percent of the total number of buildings surveyed were recorded as being in either excellent or good condition (see Table 4). An additional twenty-three percent were listed in fair condition, while only four percent were listed as being deteriorated.

<table>
<thead>
<tr>
<th>Condition</th>
<th>No. of Buildings</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>9</td>
<td>3.2</td>
</tr>
<tr>
<td>Good</td>
<td>198</td>
<td>69.7</td>
</tr>
<tr>
<td>Fair</td>
<td>65</td>
<td>22.9</td>
</tr>
<tr>
<td>Deteriorated</td>
<td>12</td>
<td>4.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>284</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

The historic buildings of Indian River County embody the county's cultural heritage. They convey a sense of time and place and represent the significant development of the county from the turn of the twentieth century through the 1930s. The historical legacy of Indian River County communities can provide a bold visual foundation for continued development that will leave residents with a comfortable feeling about the
built environment surrounding them. This legacy provides a link between old and new as Indian River County moves into the 21st century.
RECOMMENDATIONS

A historic properties survey constitutes the indispensable and basic preliminary step in a community preservation program. The survey provides the historical and architectural data base upon which sound and rational preservation related decisions can be made. Further progress in preserving the culturally significant resources of Indian River County will depend on the decision and actions of city officials and residents. To aid them in that process, the consultants who compiled the data for this report and its attendant documents have framed a set of recommendations based on their assessment of the survey area and its resources and their familiarity with the current status of historic preservation in Florida and the nation.

Before listing the recommendations, it would be useful to define for those who may have responsibility for their implementation precisely what the term "historic preservation" implies. It would be equally useful to set forth a persuasive case for preservation, for if a program is undertaken in Indian River County it will succeed only if citizens are convinced of its wisdom and benefit.

As noted in the introduction to this report, historic preservation has experienced an evolutionary change in definition. In its narrow and traditional sense, the term was applied to the process of saving buildings and sites where great events occurred or buildings which represented outstanding architectural characteristics. In recent decades historic preservation has become integrated into community redevelopment programs. The recommendations below are framed in the sense of that latter objective.

Arguments on behalf of a community program of historic preservation can be placed in two broad categories: (1) esthetic or social; and (2) economic. The esthetic argument has generally been associated with the traditional purpose of historic preservation, that is, preserving sites of exceptional merit. The 1966 National Historic Preservation Act extended that definition to include sites or districts of local as well as national distinction for the purpose of National Register listing. There has been, concomitantly, a growing appreciation of the importance of districts that express architectural or historic value in their totality. No single building in them may be significant but together they create a harmonious scene. In such cases it is often necessary to preserve the individual elements to maintain the harmony of all.

One reason for historic preservation is the sense of place it provides a community. Older buildings give a place distinctiveness, setting it apart from other towns, cities, neighborhoods, or rural areas. The ritual destruction of older buildings that has normally accompanied twentieth century "urban renewal" programs often resulted in a tragic loss of community identity. In a modern era of franchised architecture, many areas of Florida have become indistinguishable one from another. The loss of familiar surroundings disrupts the sense of continuity in community life and contributes to feelings of personal and social disorder. The buildings
associated with a community develop an agreeable character over a long period of time, and that alone is reason enough for their preservation.

Historic resources are, essentially, irreplaceable. Any professionally unrecorded disturbance of the archaeological resource results in the irrevocable loss of an only source of information about the prehistoric past and, in cases, of the historic past. Such information is not only aesthetically satisfying to professional historians and archaeologists, but often useful in understanding human adaptation to the natural environment.

A second argument used on behalf of historic preservation is economic. Ours is a profit-oriented society and the conservation of older buildings must be shown to be financially feasible and economically advantageous. Current federal tax law contains specific features which relate to the rehabilitation of eligible commercial structures located in a certified local or National Register historic district or individually listed in the National Register. Tax benefits are also available for the conservation of archaeologically sensitive areas. The features are described more specifically below. Indirectly, owners of historic properties can expect to benefit from enhanced values in future years. But it will first be incumbent on governmental officials and interested, knowledgeable residents to encourage and promote preservation action.

Beyond pure aesthetic and commercial value, there are additional benefits to reusing extant historic buildings. Historic buildings were frequently built with craftsmanship and materials that cannot be duplicated in today's market. Historic buildings have thicker walls, windows that open, higher ceilings, and other amenities not found in new buildings. They are also natural energy savers, having been designed in the pre-air conditioning era.

Furthermore, the rehabilitation of older buildings is a labor-intensive activity that contributes to the economic well-being of the community. Initial preservation activities frequently serve as a catalyst for subsequent activities. Once a few owners rehabilitate their buildings, others follow suit.

Another economic benefit of preservation is tourism. Recent studies by the National Trust for Historic Preservation and Southern Living Magazine have confirmed that historic buildings rank very high in tourist appeal among Americans. Historic markers, signage, advertising, and other promotional devices can draw attention to historic sites.

Above all it must be emphasized that nothing will happen unless officials, the business community, property owners, and local residents cause it to happen. Federal and state officials have no authority to undertake a local historic preservation program. They will not prevent the destruction of historic buildings or archaeological sites. Federal authority is strictly limited to properties or to projects requiring federal licences or funding. Under no circumstances can federal or state governments forbid or restrict a private owner from destroying or altering a historic property when federal or state funds are not involved. Since in Florida most zoning and
code regulations of private property are vested in county or municipal governments, specific restrictions or controls designed to preserve significant resources are their responsibility.

It also must be noted that historic preservation does not seek to block or discourage change. Preservation does seek to reduce the impact of change on existing cultural resources and to direct it in a way that will enhance the traditional and historic character of an area. Finally, it must be noted that the recommendations presented below should not be construed as definitive nor as a substitute for a rational plan of community development that is sympathetic to the area's past.

Below are the consultant's specific recommendations for preservation action and public policy development.

1. Survey:

A survey is a professionally directed and systematic effort to locate, identify and evaluate historic resources in a prescribed geographic area. The survey provides a base of information that permits authorities and residents to make informed judgements about the preservation or protection of historic resources. The survey information is required to prepare nominations of eligible historic resources to the National Register of Historic Places or to designate historic resources for protection under local ordinance.

In the course of a survey, a standard form is prepared for each property describing its physical characteristics and historical significance. The form used for this purpose in Florida is called the Florida Master Site File form. Listing in the Florida Master Site File does not mean that the property described on the individual form is either "significant" or "historic" in the sense those terms are generally applied to valuable historic resources. In the case of buildings, for example, the criteria for listing in the Florida Master Site File require simply that the building is more than fifty years old and essentially retains its original architectural integrity.

Archaeological survey is an effort to locate, identify, and assess the significance of historic resources below the ground. These consist of prehistoric (pre-1500 A.D.) and historic (post-1500 A.D.) resources. In the case of Indian River County, the archaeological component of the historic resources will be exclusively prehistoric. Archaeological survey is more difficult and costly than architectural survey for the obvious reason that the historic resources are not apparent. In order to gather sufficient information to plan effectively for the preservation of archaeological sites, knowledge must be acquired or assembled about the potential existence of archaeological sites and the locations within the County where these might be expected to be found. This requires the establishment of a model for site occurrence that is based on known sites and methodical field examination of areas suspected of containing sites.

With that in mind, the following recommendations for continuing survey to identify the historic resources of Indian River County are made:
1. **Archaeological Survey:** A preliminary archaeological survey is recommended. This involves collection of information previously acquired by investigators and recorded in secondary literature (published reports) or recorded in the Florida Master Site File for assessment to establish a basis for predicting the location of archaeological sites. Acting on the basis of understanding the location for prehistoric habitation, archaeologists can predict with some accuracy the probability of finding sites in places where the soil type, vegetation, and topography would have proved inviting. Sites will, for example, generally be found along fresh water streams.

Some field testing of hypotheses developed through the literature search and examination of soils and topography will generally be necessary. A survey of this kind will require about three months to complete. The survey should produce a report on the number, location, and significance of recorded sites, an analysis of the environment in which they were found, a model employing base maps that can be used to predict where other sites might be located, a suggested method for testing such locations, and an outline of the scope of such additional testing. A preliminary archaeological survey will require about three months to complete.

On the basis of the preliminary survey, closer examination of identified areas may be undertaken.

2. **Building Survey:** Survey of the buildings in the unincorporated parts of Indian River County has been completed. One copy of the Florida Master Site File forms for the recorded buildings has been deposited with the Bureau of Historic Preservation in the Department of State and another copy with the Planning Department in Indian River County. The Indian River County Historical Society should be advised of the existence of the files, for they constitute a permanent record of the extant fifty-year old buildings in the County in February, 1989. Many of those buildings shall be destroyed in coming years. While many of them do not possess sufficient historic or architectural value to warrant their preservation, they do form a part of the County's historical record. Knowledge of the buildings' location and identity may prove useful to historians and planners in future years. In short, the files should be carefully maintained and guarded.

It must also be noted that although survey of the unincorporated parts of the County has been completed, there has been no comparable examination of the incorporated areas. Incorporated cities must complete survey of the buildings within their environs in order to permit comprehensive planning on a countywide basis to occur.

2. **Historic District and Individual Landmark Designation**

A logical consequence of the survey of historic buildings and archaeological sites should be formal recognition of their individual and collective significance. Formal recognition should proceed at two levels of government: local and federal. A distinction needs to be made between a locally registered and a federally registered historic property.
The **National Register of Historic Places** is the official federal list of culturally significant properties in the United States. The list is maintained by the U.S. Department of the Interior. The buildings, sites, structures, objects, and districts named to it are selected under criteria established by the department. Listing is essentially honorary, and does not imply federal protection or control over private properties listed unless federal funds or activities are directed toward them. Under current law commercial properties within a National Register historic district are eligible for federal tax and other benefits if they are first certified as contributing to the characteristics of the district. Buildings individually listed in the National Register are automatically considered certified historic structures.

There are various formats for nominating properties to the National Register. One is the individual nomination. Another is the historic district which designates an historic area within defined and unified boundaries. Others include thematic nominations, which concerns geographically diffuse properties united by a common theme. A final format is the multiple resource area which unites scattered resources within a defined geographic area that have common links to history, pre-history, or architecture.

A local historic district and individual historic landmarks are established under local ordinance. They may be synonymous with National Register properties or separate from them. The properties within a local historic district are eligible for federal tax advantages and other benefits only if the district is either simultaneously listed in the National Register or if it is certified by the United States Department of the Interior.

The consultants did not find any basis in the unincorporated parts of the County for creation of historic districts comprised of architectural resources.

Indian River County does not have a preservation ordinance nor does any community within the county have one. It is doubtful that such a measure will be enacted by any government, municipal or county, within a predictable period of time. Accordingly, the preservation of historic resources in Indian River County shall have to depend at this time upon the introduction of reasonable precautionary measures into permitting procedures for land development and building alterations.

### 3. Historic Preservation Ordinance

The most effective legal tool available for the protection of historic resources is the historic preservation ordinance. The exercise of governmental controls over land use is essentially the prerogative of local government and, accordingly, the protection of historic resources must rely upon county and municipal enforcement. Through the review and permitting processes, local officials may exercise some degree of persuasion to protect historic resources. Ultimately, however, an ordinance providing for approval of projects affecting such resources shall be required. The 1980 amendments to the National Historic Preservation Act encouraged local governments to strengthen their legislation for the designation and protection of historic...
properties. In Florida, the home-rule law permits local government to exercise such authority.

Hundreds of communities throughout the nation have in recent years adopted historic preservation ordinances, contributing to the development of a sizeable body of legal precedent for such instruments.

There is no compelling need in Indian River County to consider adoption of a historic preservation ordinance for the purpose of protecting buildings in the unincorporated areas. The adoption of such legal measures may eventually be considered by incorporated jurisdictions, depending upon the results of findings in those areas. Similarly, archaeological survey will be required to determine the significance of below ground resources. In any case, protection of those resources can be effectively accomplished through establishment of appropriate permitting procedures in the development review process.

4. County Actions

Physical changes made under the auspices of public agencies and departments should not compromise the historical integrity of historic districts or buildings. A review of physical features such as street lights, utility poles, street signs, and other appurtenances should be conducted to insure their compatibility with historic resources. The general rule for evaluating these types of features is that they should be as unobtrusive as possible.

Signs: Signs, commercial and public, constitute the most disruptive visual element in the modern urban landscape. Signs are a commercial necessity and an aid to shoppers and visitors, but they should not be permitted to obscure or diminish the integrity of surrounding architectural or scenic elements. Signs can be visually pleasing and architecturally harmonious with surrounding elements.

Historic Preservation Element: Historic Property Associates further recommends that Indian River County prepare a historic preservation element for inclusion in its comprehensive plan. Current state law requires all units of local government to adopt a comprehensive plan that provides guidelines for land use decisions. Under the present law, a historic preservation and scenic element is permitted as an optional element in the comprehensive plan. The element should identify historic and cultural resources and prescribe policies for managing them. As a part of the comprehensive plan, an effective preservation element will integrate plans to preserve and enhance historic resources with plans for improving or managing other community elements, such as housing, transportation, utilities, and so forth.

Few community decisions or actions that affect a city's physical character fail to have an effect upon historic resources. These resources must, therefore, be taken into consideration in the community planning process, if their preservation is to be guarded. The plan should also
encourage public agencies that make decisions or take actions affecting buildings, streets, physical appurtenance such as lighting and signs, and so forth to consider preservation goals and policies. A city that uses its comprehensive plan wisely can make optimal use of its land regulation authority to protect and enhance its historic and cultural resources. In developing such a plan, the city should follow procedures for identifying and evaluating historic resources that are consistent with standards established by the United States Department of the Interior and the State of Florida's Division of Historic Resources.

**Building Code**: By ordinance Indian River County has adopted the Southern Standard Building Code to govern the physical specifications for new or rehabilitated structures. Modern requirements relating to such elements as plumbing, electrical appurtenances, air conditioning, access, insulation, material type (particularly roofing material) and others, if adopted or used in the rehabilitation or improvement of a qualified historic structure, may jeopardize the architectural integrity of the structure. Section 101.5 of the code therefore specifies the following:

**SPECIAL HISTORIC BUILDINGS AND DISTRICTS:**
The provisions of this code relating to the construction, alteration, repair, enlargement, restoration, relocation, or moving of buildings or structures shall not be mandatory for existing buildings or structures identified and classified by the state or local jurisdiction as Historic Buildings when such buildings or structures are judged by the building official to be safe and in the public interest of health, safety and welfare regarding any proposed construction, alteration, repair, enlargement, restoration, relocation or moving of buildings within fire districts. The applicant must submit complete architectural and engineering plans and specifications bearing the seal of a registered professional engineer or architect.

It is important to note that such exceptions are granted only to those buildings or structures designated under state or local jurisdiction as "historic." Although Indian River County by its adoption of the code containing the above provision, subscribed to such exception for "historic" buildings, it has not established by ordinance any procedure for conferring such a designation.

**Zoning Code**: The introduction of inharmonious elements within a historic setting may destroy the integrity of a historic resource. Historic architectural controls are merely a special kind of zoning and should be considered a reasonable regulation of property applied in the interest of the community. Zoning is the most common historic preservation tool and one that at the same time presents significant dangers to historic resources if it is wrongfully applied. The introduction of commercial buildings in a residential neighborhood, for example, may lead to the neighborhood's destruction. The term zoning applies to a number of land use controls that
are discussed in this element. Examples are the adoption of a historic preservation ordinance and instituted changes in the zoning code, as suggested in a preceding chapter.

Zoning can also be used to protect archaeological resources. Special agricultural zoning, for example, can be employed to protect or preserve areas and sites in rural parts of the county containing significant historic resources. Alternatives such as intensive horticulture, specialty agriculture, aquaculture, or nurseries are suggested alternative uses to intensive development.

5. Private and Voluntary Financial and Legal Techniques

A variety of legal and financial incentives and instruments are available for use by government and its citizens to assist in the preservation effort. Some are already provided through federal or state law or regulations; others must be adopted by the local government. In most cases, the instruments that local government and the community's residents can employ in the preservation process are familiar devices in real estate and tax law.

Voluntary preservation and conservation agreements represent the middle ground between the maximal protection afforded by outright public ownership of environmentally significant lands and the sometimes minimal protection gained by government land use regulation on the other. For properties that are unprotected by government land use regulation, a voluntary preservation agreement may be the only preservation technique available. For other properties, government regulation provides a foundation of protection. The private preservation agreement reinforces the protection provided under a local ordinance or other land use regulation.

Voluntary preservation agreements have been used for years to protect property for private, public and quasi-public purposes. Before the advent of zoning, many of the covenants and development restrictions used in modern condominium or subdivision declarations were used to address such fundamental zoning concerns as commercial and industrial uses of property, the sale of alcoholic beverages and other illicit purposes. With the advent of the "Scenic Highway" in the 1930s, scenic easements were used to protect the views from such highways as the Blue Ridge Parkway, the George Washington Memorial Parkway and the Great River Road along the Mississippi River.

Easements: Because of federal tax considerations, the charitable gift of a preservation easement is by far the most commonly used voluntary preservation technique. A preservation easement is a voluntary legal agreement between a property owner (the "grantor") and a preservation organization or unit of government (the "holding organization" or "grantee"). The easement results in a restriction placed against the future development of a property. It runs with the land. In use as a historic preservation instrument, the easement is usually placed with a non-profit organization that is qualified to maintain it over a period of time. Tax advantages are
available for some easements. Federal law permits, for example, the donation of a facade easement for the purpose of preserving the exterior integrity of a qualified historic building. Scenic or open space easements are used to preserve archaeological sites.

**Mutual covenants:** Mutual covenants are agreements among adjacent property owners to subject each participating property owner’s property to a common system of property maintenance and regulation. Typically such covenants regulate broad categories of activity, such as new construction with viewsheds, clear cutting of trees or other major topographical changes, subdivision of open spaces, and major land use changes. Such control is critical in historic areas that involve substantial amounts of open space, where development of the land would irreversibly damage the historic character and setting of an area.

**Purchase of development rights:** This device, equivalent to an easement, involves the acquisition of certain rights to a property. The value of the development right is defined as the difference between the property's market value and its useful value.

**Transfer of development rights:** This legal instrument is employed to protect historic resources, such as archaeological sites, by permitting the right to develop a property to be transferred to another location, sparing the original property from destruction or alteration.

**Charitable gifts:** Charitable gifts have traditionally played an important role in preserving historic properties. Broadly stated, a taxpayer is entitled to a charitable contribution deduction for income, estate and gift tax purposes for the amount of cash or the fair market value of property donated to charity during the taxable year. Familiarity with the income, estate and gift tax treatment of charitable gifts is essential to understanding the opportunities that are available through use of this device for historic preservation purposes.

**Revolving fund:** A revolving fund, normally administered by a non-profit or governmental unit, establishes a monetary basis on which property can be bought, improved, maintained, and sold. Revolving fund monies are subsequently returned and reused. The funds act to create a new economic and social force in the community.

6. Federal Financial Incentives and Programs

**Rehabilitation tax credits:** Federal tax credits upon the expenses incurred in the rehabilitation of a qualified historic structure have been present for a decade. Present law (the 1986 Tax Reform Act) provides for a twenty percent credit for certified historic structures and a ten percent credit for structures more than fifty years old.

Despite the severe restrictions placed upon the use of real estate and other forms of tax shelter in the 1986 law, it increases the attractiveness of old and historic building rehabilitation by virtually eliminating all forms of
competing real estate investment, with the exception of the low-income housing tax credit.

The 1986 Act opens new opportunities for the nonprofit organization to get involved in real estate. The Act's extension of the depreciation period for real estate considerably reduces the penalties enacted in the Tax Reform Act of 1984 to discourage taxpayers from entering into long-term leases or partnerships with tax-exempt entities. Those penalties had the effect of hampering partnerships between nonprofit and government agencies and private developers.

In addition, the increasing emphasis on "economic" rather than tax-driven deals as a result of the 1986 Act's limitations on the use of tax shelter and the ten percent set-aside for nonprofit sponsors under the new low-income housing tax credit ensure that tax-exempt organizations will participate increasingly in rehabilitation projects. This should open new and innovative ownership, tax structuring and financing opportunities for both the development community and nonprofit preservation organizations.

Low-income housing credits: The 1986 Act provides for special relief for investors in certain low-income housing projects.

Community Development Block Grant funds: The federal Community Development Block Grant program permits the use of funds distributed as community block grants for historic preservation purposes, such as survey of historic resources.

Other federally-assisted measures: In addition to tax incentives and funded support programs, the federal codes are replete with incentives to assist historic preservation activity. Such assistance often comes in the form of relief from rules and requirements that normally apply to non-historic buildings or property. In coastal zone areas where specific building elevations are required for federal insurance purposes, for example, exemptions are provided to qualified historic structures. Other examples of such measures abound.

7. State incentives and programs

The Florida Legislature has enacted a number of statutes to stimulate redevelopment of areas defined variously as blighted, slums, or enterprise zones. Since such areas are often rich in older or historic building stock, the statutes provide a major tool for preservation and rehabilitation. State incentives and programs encouraging revitalization of areas defined as enterprise zones are:

a. The Community Contribution Tax Credit, which is intended to encourage private corporations and insurance companies to participate in revitalization projects undertaken by public redevelopment organizations in enterprise zones. This credit explicitly includes historic preservation districts as both eligible sponsors and eligible locations for such projects. This tax credit actually allows a corporation or insurance company a 55 cents refund
on Florida Taxes for each dollar contributed up to a total contribution of $400,000, assuming the credit does not exceed the state tax liability.

b. Tax increment financing provides for use of the tax upon an increased valuation of an improved property to amortize the cost of the bond issue floated to finance the improvement. Tax increment financing can effectively pay for redevelopment by requiring that the additional ad valorem taxes generated by the redeveloped area be placed in a special redevelopment trust fund and used to repay bondholders who provided funding at the beginning of the project.

c. The State of Florida permits counties to offer property tax abatement to property owners in historic districts. The program has not been administratively implemented, however.

d. Job creation incentive credits.

e. Economic revitalization tax credits.

f. Community development corporation support and assistance programs.

g. Sales tax exemption for building materials used in rehabilitation of real property in enterprise zones.

h. Sales tax exemption for electrical energy used in enterprise zones.

i. Credit against sales tax for job creation in enterprise zones.

j. State and local incentives and programs encouraging revitalization not only of enterprise zones, slums, or blighted areas, but of historic properties in general include the reduced assessment and transfer of development rights provisions listed above and, most notably, Industrial Revenue Bonds.

While many of the incentives and programs listed above appear directed toward areas defined as slums or blighted, preservationists cannot overlook the economic encouragement they offer for the rehabilitation of historic structures and districts falling within these definitions. Moreover, there are significant incentives among them which are available to historic properties and districts without regard to blight or urban decay. These prominently include the Community Contribution Tax Credit and Tax Increment Financing.

8. Other programs

Marker program: The State of Florida has a marker program, as do several counties and cities throughout the state. A marker program must be carefully implemented and administered and the sites for placement of markers chosen with caution. Such a program should be implemented in cooperation with the Indian River County Historical Society and other interested and knowledgeable organizations.
Plaque program: Related programs include the award of plaques or certificates of historical significance to the owners of buildings that meet specific criteria established for the program. Awards of this kind are often employed to encourage preservation by recognizing outstanding efforts by property owners as well as to identify important sites and buildings.

A program to award plaques under some kind of official sponsorship may be accomplished in concert between local officials and a private organization involved in historic preservation activity. In undertaking such a program, however, its directors must understand the absolute necessity for establishing written and well defined criteria to govern the awards. The awards should, moreover, be made by a qualified jury or awards committee acting upon the established criteria. In the absence of such steps, the awards will become meaningless or, worse, controversial and possibly injure the preservation effort in the community.

Information materials: Through its various offices and departments, the county should promote historic resources. The production of maps, brochures, and other informational material designed to acquaint visitors and residents with the county and its resources should include material on historic resources.

9. Private Actions

Financial incentives provide perhaps the most persuasive argument for historic preservation. Federal tax incentives for historic preservation, which have provided the major impetus for rehabilitation of historic buildings in the past decade, have recently experienced changes in the Tax Reform Act of 1986. Although the credits for rehabilitation were lowered in the new law, they still appear to be an attractive investment incentive, particularly for owners who have depreciated their property over a number of years.

The State of Florida has become increasingly active in historic preservation during the 1980s. It currently spends more dollars on historic preservation than any other state in the nation. The Florida Department of State is responsible for dispersing state preservation dollars. It provides funding in the areas of acquisition and development, survey and registration, and preservation education. Indian River County should make sure that it is on the current mailing list of the Bureau of Historic Preservation and should consider applying for grants for appropriate projects in the future. Any public or private agency or group within the community that requires current information on available loans, grants, funding sources or funding programs for historic preservation is advised to inquire with one of the following:

- George W. Percy
  State Historic Preservation Officer
  Division of Historic Resources
  Department of State
  R.A. Gray Building
  Tallahassee, Florida 32302

Indian River County 51
- Florida Trust for Historic Preservation
  P.O. Box 11206
  Tallahassee, Florida 32302

- Cultural Resources
  National Park Service
  U.S. Department of the Interior
  Washington, D.C. 20240

- National Trust for Historic Preservation
  1785 Massachusetts Avenue, N.W.
  Washington, D.C. 20036

Among the projects for which funding may be sought are survey of architectural and archaeological resources, preparation of National register nominations, completion of a Historic Preservation Element to the Comprehensive Plan, acquisition of culturally significant properties, and rehabilitation of historic structures.

There are also a variety of programs available for community development under the auspices of the Department of Housing and Urban Development. Information on the status of the various programs and their relation to historic preservation programs should be obtained through the Florida Department of Community Affairs.

Summary of Recommendations

1. There are no buildings or groups of buildings in the unincorporated parts of Indian River County that county authorities should consider for National Register activity.

2. The largest number of older buildings in the county are located within incorporated jurisdictions. Incorporated towns and cities should undertake survey of their environs.

3. To provide a basis for evaluating all historic resources in the county, an archaeological survey is warranted. A preliminary survey should initially be undertaken.

4. A Historic Preservation Element should be considered for attachment to the required Comprehensive Plan.

5. Since there is no historic district potential (comprised of buildings) in the unincorporated parts of the County, the majority of the state and federal incentive programs for historic preservation listed above will not apply to the buildings included in this survey. Many of the financial devices will be applicable to the preservation of significant archaeological resources.

6. County authorities may consider a marker program describing events at specific historic sites. A program of that kind should be undertaken with the cooperation of the Indian River County Historical Society.

Indian River County 52
BIBLIOGRAPHY

PRIMARY SOURCES

Manuscripts Collections


Personal Narratives. Manuscript Collection. Indian River County Historical Society, Vero Beach, Florida.


Published Documents


Public Records

Brevard County Courthouse, Titusville, Florida.

Indian River County Courthouse, Vero Beach, Florida.

Deed records, map books, plat books, property appraiser records.
Guidebooks, Pamphlets, Brochures, and Travel Accounts


"Vero: The Translation of the word from the Latin is 'To Speak the Truth'." Vero Board of Trade, n. d.


Newspapers

Jacksonville *Florida Times-Union*
Sebastian *Indian River News*
St. Augustine *Record*
Vero Beach *Press Journal*

Maps

The following maps are located at the Historic St. Augustine Preservation Board, St. Augustine (SA), or the P. K. Yonge Library of Florida History, University of Florida, Gainesville (PKY):


Boyd, David E. "The missions of la Florida at the time of Bishop Calderon's Visitation," 1674-1675. PKY 1288.


Florida State Road Department. "General Highway and Transportation Map; Indian River County, Florida." Tallahassee, (1936), 1940.

Great Britain. Colonial Office. "Descripcion Geographica de la parte que los espanoles possen actualmente en el continent de la Florida," 1700. PKY (no number; card catalog number F912, H912c).
Great Britain. Colonial Office. "Map of part of East Florida from St. John's River to Bay of Mosquitos, showing names of proprietors of estates," 1764. PKY (no number; card catalog number F912, H912c).


Lucas, F. "Geographical, statistical, and historical map of Florida," 1822. PKY 245.


"Map of Florida showing all forts," 1900. PKY 1297.

Mexia, Albara. "Map of all actual areas, etc...which extend from the city of San Agustin....." 1605. PKY 977.

Moncrief, James. (No title) Description: Concesiones espanolas de tierra, c. 1764. SA 149.

Moncrief, James. (No title) Description: Concesiones espanolas de tierra, c. 1764. SA 150.


Nicholson, W. L. Topographer. "Post Route map of the State of Florida, with adjacent parts of Georgia and Alabama, also the neighboring West India Island," 1884. PKY 1179.


Tanner Map, 1823. St. Augustine Historical Society.


Indian River County 56
Works Progress Administration. "Creation of Counties in Florida, 1820 to
1936." Tallahassee, 1936.

Unpublished Sources

Federal Writers Project. "Indian River County." West Palm Beach, 1936.

Harrison, A.M. "Report to the Superintendent of the U.S. Coast Survey
upon Ancient Tumuli in East Florida." Archives of Anthropology,
Smithsonian Institution, 1874.

"Vero Beach and Indian River County." n.p., 1928.

State and City Directories

R. L. Polk, Florida State Gazeteer and Business Directory. 1884-85,
1886-87, 1895, 1907-08, 1911-12, 1918, 1925.

SECONDARY SOURCES

Books

Advisory Council on Historic Preservation. Adaptive Use: A Survey of

Bannon, John Francis. The Spanish Borderlands Frontier, 1513-1821. New
York, 1970.

Blumenson, John J. G. Identifying American Architectures: A Pictorial

Bolton, Herbert E. The Spanish Borderlands: A Chronicle of Old Florida
and the Southwest. New Haven, 1921.

Bradbury, Alford, and E. Story Hallock. A Chronology of Florida Post

Bramson, Seth. Speedway to Sunshine; The Story of the Florida East

Bushnell, Amy. The King's Coffer. Proprietors of the Spanish Florida

Chatelain, Verne E. The Defenses of Spanish Florida, 1565 to 1763.
Washington, 1941.


Cutler, Harry. History of Florida, Past and Present, Historical and
Biographical. 3 vols. Chicago, 1923.


Florida State Planning Board. *Florida Historic Sites Survey.* Tallahassee, 1940.


------. *Duncan Upshaw Fletcher.* Tallahassee, 1971.


Lockwood, Charlotte. *Florida's Historic Indian River County.* Vero Beach, 1976.


Works Progress Administration. Spanish Land Grants in Florida. 5 vols. Tallahassee, 1940.


Articles


Chatelain, Verne E. "Spanish Contributions in Florida to American Culture." Florida Historical Quarterly 19 (January 1941): 213-245.


Unpublished Sources


## INVENTORY OF SITES SURVEYED
### INDIAN RIVER COUNTY

<table>
<thead>
<tr>
<th>Address</th>
<th>Style</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bay Street</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building on West side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>between 130th and 133rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>streets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12830</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td>12840</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td>12920</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>12973</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>12995</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>13445</td>
<td>Bungalow</td>
<td>c 1915</td>
</tr>
<tr>
<td><strong>Berry Avenue</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12800</td>
<td>Frame Vernacular</td>
<td>c 1905</td>
</tr>
<tr>
<td>12860</td>
<td>Frame Vernacular</td>
<td>c 1905</td>
</tr>
<tr>
<td>12868</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td>12885</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td>12920</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>12960</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>12965</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>12970</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td><strong>Blue Cypress Lake Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4505</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td><strong>County Road 630</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building on South side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East of 70th Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building on North side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East of 70th Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6480</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td><strong>Indian River Drive (North)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13425</td>
<td>Neoclassical</td>
<td>c 1915</td>
</tr>
<tr>
<td>13618</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>13690</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td>13695</td>
<td>Frame Vernacular</td>
<td>c 1935</td>
</tr>
<tr>
<td>13805</td>
<td>Frame Vernacular</td>
<td>c 1905</td>
</tr>
<tr>
<td>13875</td>
<td>Frame Vernacular</td>
<td>c 1900</td>
</tr>
<tr>
<td>13875 1/2</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td><strong>Indian River Drive (South)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11296</td>
<td>Bungalow</td>
<td>1927</td>
</tr>
</tbody>
</table>
Old Dixie Highway (North)

Building on the Northeast corner of Old Dixie Hwy. and 8th Street

Building on Northwest corner of N. Old Dixie and 7th Street

Building on East side between 79th and 81st streets

315
395
435
495
575
585
590-592
625
635
645
655
775
837
955
1035
1045
1220
1250
5056
6500
6580
6655
6660
6700
6730
6790
6810
8356
8370
8390
8430
8440
8450
8460
11089
11225
11405
11465
13275

Masonry Vernacular  c 1935
Bungalow  c 1920
Frame Vernacular  c 1925
Frame Vernacular  c 1915
Mediterranean Revival  c 1925
Bungalow  c 1920
Frame Vernacular  c 1910
Mediterranean Revival  c 1925
Bungalow  c 1925
Bungalow  c 1925
Bungalow  c 1925
Bungalow  c 1925
Bungalow  c 1930
Bungalow  c 1920
Frame Vernacular  c 1915
Bungalow  c 1925
Bungalow  c 1925
Mediterranean Revival  c 1925
Frame Vernacular  c 1920
Bungalow  c 1930
Bungalow  c 1920
Mediterranean Revival  c 1920
Bungalow  c 1925
Bungalow  c 1920
Frame Vernacular  c 1925
Bungalow  c 1915
Mediterranean Revival  c 1925
Frame Vernacular  c 1920
Frame Vernacular  c 1920
Frame Vernacular  c 1925
Frame Vernacular  c 1915
Frame Vernacular  c 1930
Bungalow  c 1925
Bungalow  c 1925
Bungalow  c 1925
Bungalow  c 1925
Frame Vernacular  c 1925
Frame Vernacular  c 1925
Frame Vernacular  c 1925
Bungalow  c 1925
Frame Vernacular  c 1925
Frame Vernacular  c 1925
Bungalow  c 1925
Bungalow  c 1925
Mediterranean Revival  c 1925
Mediterranean Revival  c 1925
Bungalow  c 1920
### Old Dixie Highway (South)

- **Building on east side of street across from 1723 Old Dixie Highway**
  - Frame Vernacular 1928

- **Building on west side of street between Oslo Road and 7th Lane SW**
  - Frame Vernacular 1900

- **Building on west side between 4th Place and 3rd Street SW**
  - Bungalow c 1920

- **Building on west side between 4th Place and 3rd Street SW**
  - Bungalow c 1920

- **Building on west side between 4th Place and 3rd Street**
  - Frame Vernacular c 1920

  - 425 Frame Vernacular c 1910
  - 653 Frame Vernacular c 1920
  - 655 Frame Vernacular 1905
  - 933 Frame Vernacular c 1915
  - 999 Bungalow 1917
  - 1001 Bungalow 1923
  - 1059 Bungalow c 1940
  - 1723 Masonry Vernacular 1918
  - 1784 Frame Vernacular 1928

### Roseland Avenue

- 12750 Frame Vernacular c 1900
- 12875 Frame Vernacular c 1935
- 12975 Bungalow c 1925
- 12985 Frame Vernacular c 1925

### U.S. Highway 1

- **Building on the West side at end of 50th Ave.**
  - Masonry Vernacular c 1920

  - 601 Industrial Vernacular c 1930
  - 5260 Frame Vernacular c 1920
  - 5600 Frame Vernacular c 1920
  - 8180 Frame Vernacular c 1925
  - 8345 Frame Vernacular c 1925
  - 8730 Frame Vernacular c 1920
  - 8750 Colonial Revival c 1920
  - 8950 Mediterranean Revival c 1925
  - 9085 Frame Vernacular c 1925
  - 9095 Frame Vernacular c 1920
  - 9115 Bungalow c 1920
  - 9125 Bungalow c 1920
  - 9140 Frame Vernacular c 1920
  - 9150 Frame Vernacular c 1915
  - 9707 Frame Vernacular c 1940
U.S. Highway 1 continued

6th Avenue
Building on East side between 8th Street and 8th Place
785
Bungalow c 1920

8th Court SW
935
Frame Vernacular c 1920

8th Street SW
2191 Bungalow c 1920
2416 Frame Vernacular c 1920
2801 Bungalow c 1930
5055 Bungalow c 1925
5175 Colonial Revival c 1920
5380 Bungalow c 1925
6880 Frame Vernacular c 1930
7410 Frame Vernacular c 1930

9th Court SW
955 Frame Vernacular c 1930

9th Street SW
407 Frame Vernacular c 1930
601 Bungalow c 1920
605 Frame Vernacular c 1920
1035 Frame Vernacular 1903
3901 Frame Vernacular c 1930

10th Court SW
916 Bungalow c 1930

10th Lane
1050 Bungalow c 1935
1071 Bungalow c 1930
1090 Bungalow c 1930
1115 Bungalow c 1930

11th Avenue
West side of avenue between 12th and 13th streets
1204 Bungalow c 1920

12th Avenue
1224 Frame Vernacular c 1915
17th Avenue
3880 Frame Vernacular c 1925

18th Avenue
3810 Frame Vernacular c 1925
3860-3862 Frame Vernacular c 1930
3875 Frame Vernacular c 1925

19th Avenue
3840 Frame Vernacular c 1925

25th Avenue
Building on Northeast corner of 25th Avenue and 42nd Place
4216 Frame Vernacular c 1930

26th Street
4775 Colonial Revival c 1915
5900 Bungalow c 1920

27th Avenue
2685 Frame Vernacular c 1930
4220 Frame Vernacular c 1930
4251 Frame Vernacular c 1930
4260 Frame Vernacular c 1930
4306 Frame Vernacular c 1920

27th Avenue SW
1025 Frame Vernacular c 1920
1125 Bungalow c 1925
1150 Bungalow c 1925
2255 Bungalow c 1925
2450 Frame Vernacular c 1930
2480 Bungalow c 1925

28th Avenue
4115 Frame Vernacular c 1930
4127 Frame Vernacular c 1930
4133 Frame Vernacular c 1925
4135 Frame Vernacular c 1925
4240 Frame Vernacular c 1925

28th Court
4251 Frame Vernacular c 1930

29th Avenue
796 Frame Vernacular c 1920
<table>
<thead>
<tr>
<th>Street</th>
<th>House Numbers</th>
<th>Architectural Style</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>33rd Street</td>
<td>6435</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6500</td>
<td>Mediterranean Revival</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6580</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6815</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6825</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6975</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>34th Street</td>
<td>6355</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td></td>
<td>6725</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>6735</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>37th Street</td>
<td>1720</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1725</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1730</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1765</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1780</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1820</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1835</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1865</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1905</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1925</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>Bungalow</td>
<td></td>
<td>c 1925</td>
</tr>
<tr>
<td>38th Place</td>
<td>1765</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1805</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1860</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1880</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1910</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>1911</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>39th Street</td>
<td>1715</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1755</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1774</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1774 A</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>1774 B</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td>Street and Address</td>
<td>Style</td>
<td>Year</td>
<td></td>
</tr>
<tr>
<td>--------------------</td>
<td>--------------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>39th Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1774 C</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>1905</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>1915</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>41st Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3870</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>5820</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
<td></td>
</tr>
<tr>
<td>42nd Place</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2620</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>2640</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>42nd Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2464</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>43rd Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>310</td>
<td>Frame Vernacular</td>
<td>c 1935</td>
<td></td>
</tr>
<tr>
<td>1179</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
<td></td>
</tr>
<tr>
<td>1775</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
<td></td>
</tr>
<tr>
<td>1815</td>
<td>Bungalow</td>
<td>c 1920</td>
<td></td>
</tr>
<tr>
<td>43rd Place</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3270</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>3280</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>3290</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>43rd Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3126</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>3126 Apt. 3</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>3126 Apt. 4</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>44th Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8960</td>
<td>Mediterranean Revival</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>45th Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building on Southeast corner of 45th Street and 66th Avenue</td>
<td>Mediterranean Revival</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>2390</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>2410</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>2420</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>3566</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>3568</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>4620</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
<td></td>
</tr>
<tr>
<td>6120</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
<td></td>
</tr>
<tr>
<td>48th Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8575</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>Street</td>
<td>Address</td>
<td>Style</td>
<td>Year</td>
</tr>
<tr>
<td>-----------------</td>
<td>-------------</td>
<td>----------------</td>
<td>------</td>
</tr>
<tr>
<td>49th Street</td>
<td></td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>Building on North side immediately East of FEC tracks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50th Avenue</td>
<td>8725</td>
<td>Bungalow</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>8799</td>
<td>Frame Vernacular</td>
<td>1917</td>
</tr>
<tr>
<td>51st Court</td>
<td>710</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>719</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td>55th Avenue</td>
<td>8540</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>8600</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>8670</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td></td>
<td>8672</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td>63rd Street</td>
<td>3250</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>65th Street</td>
<td>3375</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>67th Street</td>
<td>3425</td>
<td>Bungalow</td>
<td>c 1920</td>
</tr>
<tr>
<td>69th Street</td>
<td>3545</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>4620</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>7220</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td>73rd Street</td>
<td>3890</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>79th Terrace</td>
<td>8410 A</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>8410 B</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>8410 C</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>8410 D</td>
<td>Bungalow</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>8410 E</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td>81st Court</td>
<td></td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td>Building on Southwest corner of 130th Street and 81st Court</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12929</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>12970</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>Street Name</td>
<td>Address</td>
<td>Type</td>
<td>Year</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------</td>
<td>-----------------</td>
<td>------</td>
</tr>
<tr>
<td>82nd Street</td>
<td>4710</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>4736</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>4737</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>4746</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>4766</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td>83rd Place</td>
<td>4615</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>4740</td>
<td>Bungalow</td>
<td>c 1920</td>
</tr>
<tr>
<td>84th Street</td>
<td>4790</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>5290</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>5480</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>5825</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6390</td>
<td>Bungalow</td>
<td>c 1930</td>
</tr>
<tr>
<td></td>
<td>6850</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>6909</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>7575</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>7670</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>7675</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td></td>
<td>7801</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td></td>
<td>8715</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>85th Street</td>
<td>5118</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>5445</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>5490</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>5497</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td>87th Street</td>
<td>4600</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>4740</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>5090</td>
<td>Bungalow</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>5095</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>5118</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>5130</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td></td>
<td>5445</td>
<td>Frame Vernacular</td>
<td>c 1920</td>
</tr>
<tr>
<td></td>
<td>5490</td>
<td>Bungalow</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>5497</td>
<td>Frame Vernacular</td>
<td>c 1915</td>
</tr>
<tr>
<td>90th Avenue</td>
<td>9290</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>126th Place</td>
<td>8160</td>
<td>Frame Vernacular</td>
<td>c 1930</td>
</tr>
<tr>
<td>130th Street</td>
<td>7757</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td></td>
<td>8150</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
</tr>
<tr>
<td>138th Avenue</td>
<td>Building on West side</td>
<td>Building on East side</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------</td>
<td>----------------------</td>
<td></td>
</tr>
<tr>
<td>North of 112th Street</td>
<td>Bungalow</td>
<td>Frame Vernacular</td>
<td></td>
</tr>
<tr>
<td>just south of North County line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9955</td>
<td>Bungalow</td>
<td>c 1920</td>
<td></td>
</tr>
<tr>
<td>10055</td>
<td>Bungalow</td>
<td>c 1920</td>
<td></td>
</tr>
<tr>
<td>10101</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>10795</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>11050</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>11054</td>
<td>Frame Vernacular</td>
<td>c 1925</td>
<td></td>
</tr>
<tr>
<td>11055</td>
<td>Bungalow</td>
<td>c 1925</td>
<td></td>
</tr>
</tbody>
</table>
NATIONAL REGISTER PROGRAM

The National Register of Historic Places is an official listing of historically significant sites and properties throughout the country. Maintained by the National Park Service, U.S. Department of Interior, it includes districts, sites buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering, or culture. These sites and properties reflect the prehistoric occupation and historical development of our nation, state, and local communities.

Listing in the National Register does not, in itself, impose any obligation on the property owner, or restrict the owner's basic right to use or dispose of the property as he or she sees fit. It does, however, encourage the preservation of significant historic resources in three ways:

1) by providing official recognition of the historic significance of the property and encouraging consideration of its historic value in future development planning;

2) by imposing limited protection from activities involving funding, licensing, or assistance by Federal agencies that could result in damage or loss of its historic values;

3) by making the property eligible for federal financial incentives for historic preservation.

Redevelopment of a listed property which involves federal funding, licensing, or assistance will be subject to review by the State Historic Preservation Officer and the Advisory Council on Historic Preservation to insure that adequate and appropriate consideration is given to the preservation of the historic qualities for which it was originally listed. This review requirement will also apply to any federally funded, licensed, or assisted activities undertaken by others that could have an adverse effect on the property.

Federal financial incentives for historic preservation include eligibility for direct matching grants and investment tax credits for the rehabilitation of income-producing properties.
NATIONAL PRESERVATION LAWS

Antiquities Act of 1906
Public Law 59-209 16 U.S.C. 431-33

This act authorizes the President to designate historic and natural resources of national significance located on federally owned or controlled lands as national monuments. It provides for the protection of all historic and prehistoric ruins and objects of antiquity located on Federal lands by providing criminal sanctions against excavation, injury, or destruction of such antiquities without the permission of the Secretary of the department having jurisdiction over such resources. The Secretaries of the Interior, Agriculture, and Defense are authorized to issue permits for archaeological investigations on lands under their control to recognized educational and scientific institutions for the purpose of systematically and professionally gathering data of scientific value. For further information consult the Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240.

Historic Sites Act of 1935
Public Law 74-292

This act establishes as national policy the preservation for public use of historic resources by giving the Secretary of the Interior the power to make historic surveys to document, evaluate, acquire, and preserve archaeological and historic sites across the country. It led to the eventual establishment within the National Park Service of the Historic Sites Survey, the Historic American Buildings Survey, and the Historic American Engineering Record. For further information consult the Associate Director for Cultural Resources, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240.

National Historic Preservation Act of 1966
Public Law 89-665 16 U.S.C. 470-470m.

This act authorizes the Secretary of the Interior to expand and maintain a National Register of districts, sites, buildings, structures, and objects of local, State, and national significance and to grant funds to States for the purpose of undertaking comprehensive statewide historic surveys and preparing matching grants-in-aid to the States for the preservation, acquisition, and development of National Register properties and provides funding to the National Trust for Historic Preservation to implement its programs. The Advisory Council on Historic Preservation was established through this act to advise the President and Congress on matters relating to historic preservation and to comment on federally licensed, funded, or executed undertakings affecting National Register properties. Under section 106, Federal agencies are required to take into account the effect of their proposed undertakings on properties listed in or eligible for inclusion in the National Register before the expenditure of Federal funds or the issuance of any licenses, and to allow the Advisory Council a reasonable opportunity to comment. For further information about grants or nominations, consult
the Associate Director for Cultural Resources, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240. For further information on the council’s procedures, consult the Advisory Council on Historic Preservation, Old Post Office Building, 1100 Pennsylvania Avenue, NW, Room 809, Washington, D.C. 20004. This act was amended significantly by the National Historic Preservation Act Amendments of 1980.

The Department of Transportation Act of 1966
Public Law 89-670 23 U.S.C. 138 - "4(f)"

This act directs the Secretary of Transportation not to approve any program or project that requires the use of land from a historic site of national, State, or local significance as determined by Federal, State, or local officials having jurisdiction thereof unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such historic property. This means that the Federal Highway Administration, the Federal Aviation Administration, the Urban Mass Transportation Administration, and the U.S. Coast Guard must consider the potential effect of their projects on historic resources whether or not the historic resource affected is listed in or determined to be eligible for the National Register. For further information consult the Office of Environmental Affairs, U.S. Department of Transportation, Washington, D.C. 20590.

National Environmental Policy Act of 1969

Under this act Federal agencies are obligated to consider the environmental costs of their projects as part of the Federal planning process. For major Federal actions significantly affecting the quality of the human environment, Federal agencies are to prepare an environmental impact statement. The Department of the Interior and the Advisory Council on Historic Preservation comment on environmental impact statements to evaluate impact on historic resources. For further information consult the Office of Review and Compliance, Advisory Council on Historic Preservation, Old Post Office Building, 1100 Pennsylvania Avenue, NW, Room 809, Washington, D.C. 20004.

Executive Order 11593, Protection and Enhancement of the Cultural Environment
16 U.S.C., 470 (Supp. 1, 1971)

With this order, the President directs Federal agencies to take a leadership role in preserving, restoring, and maintaining the historic environment of the Nation. Federal agencies must survey, inventory, and nominate all historic resources under their jurisdiction or control (to the extent that the agency substantially exercises the attributes of ownership) to the National Register. Until these processes are completed, agency heads must exercise caution to assure that potentially qualified Federal property is not inadvertently transferred, sold, demolished, or substantially altered. When planning projects, agencies are urged to request the opinion of the Secretary
of the Interior as to the eligibility for National Register listing of properties whose resource value is questionable or has not been inventoried. Agencies are directed to institute procedures, in consultation with the Advisory Council on Historic Preservation, to ensure that Federal plans and programs contribute to the preservation and enhancement of nonfederally owned historic resources. The procedures of the Advisory Council on Historic Preservation recommend that Federal agencies comply by identifying all potential historic resources in the environmental impact area of projects which they fund, license, or execute. Properties that have been determined eligible under this process receive the same protection as National Register listed properties under section 106 of the National Historic Preservation Act, as amended, but they are not eligible to be considered for National Park Service matching grants-in-aid. For information and procedures on requesting determinations of eligibility, consult the National Register of Historic Places, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240. Substantial portions of the order were incorporated into and modified by the National Historic Preservation Act Amendments of 1980.

The Archaeological and Historic Preservation Act of 1974
Public Law 93-291 16 U.S.C. 469a

This act calls for the preservation of historic and archaeological data that would otherwise be lost as a result of Federal construction or other federally licensed or assisted activities. It authorizes the Secretary of the Interior, or the agency itself, to undertake recovery, protection, and preservation of such data. When Federal agencies find that their undertakings may cause irreparable damage to archaeological resources, the agencies shall notify the Secretary of the Interior, in writing, of the situation. The agencies involved may undertake recovery and preservation with their own project funds, or they may request the Secretary of the Interior to undertake preservation measures.

Archaeological salvage or recording by the Historic American Buildings Survey or the Historic American Engineering Record are among the alternatives available to the Secretary. This act presents two innovations over previous law: (1) previously, only dams were covered, now all Federal projects are; and (2) up to 1 percent of project funds may be used for this purpose. For further information consult the Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240. This act was amended by the National Historic Preservation Act Amendments of 1980.

Housing and Community Development Act of 1974
Public Law 93-333

This act replaces the Department of Housing and Urban Development (HUD) categorical grant programs that previously funded urban renewal, planning, and other federally assisted community development activities with a comprehensive block grant program. Funds may be used for a broad range of community development activities. The acquisition, rehabilitation,
preservation, and restoration of historic properties, historic preservation planning and surveys, and adaptive use of historic resources may be funded with block grants. Funds may be used as the match for grant money from NPS. Communities receiving funds must comply with Federal laws and regulations protecting historic resources; HUD has delegated these responsibilities directly to the recipients who now function as Federal officials. For further information consult the Assistant Secretary for Community Planning and Development, Department of Housing and Urban Development, Washington, D.C. 20410.

Emergency Home Purchase Assistance Act of 1974
Public Law 93-449 12 U.S.C. 1723e

This act authorizes Federal insurance for loans to finance the restoration or rehabilitation of residential structures listed in or eligible for the National Register. Address inquiries to Director, Title I Insured Loan Division, Department of Housing and Urban Development, 451 7th Street, SW, Room 6133, Washington, D.C. 20410.

Amendment to the Land and Water Conservation Fund Act of 1965
Public Law 94-422 16 U.S.C. 4601-4 1976

This act allows the Secretary of the Interior, at his discretion, to increase the maximum percentage of Federal funding from 50 percent to 70 percent for statewide historic preservation plans, surveys, and project plans as allowed under the National Historic Preservation Act of 1966. It establishes a Historic Preservation Fund to carry out the provisions of this act and establishes the Advisory Council on Historic Preservation as an independent agency. Section 106 of the National Historic Preservation Act is amended to direct Federal agencies to take into account in the planning process properties eligible for inclusion in the National Register, as well as those already listed. For further information consult the Associate Director for Cultural Resources, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240.

Public Buildings Cooperative Use Act of 1976
Public Law 94-541 90 STAT. 2505, 40 U.S.C. 175

This act requires the General Service Administration (GSA) to acquire structures of historic or architectural significance for Federal office buildings. Unless the choice is infeasible and imprudent, GSA will give preference in its purchase and utilization of space to historic structures over other existing structures and over the alternative of new construction. GSA is also required to encourage the public use of such buildings by accommodating commercial, cultural, educational, and recreational uses of them both during and outside regular Federal working hours and to provide the handicapped access to them. Address inquiries to Historic Preservation Officer, General Services Administration, Washington, D.C. 20405.

Archaeological Resources Protection Act of 1979
Public Law 96-95
This act establishes terms and conditions for the granting of permits to excavate or remove archaeological resources on public or Indian land. It provides for the custody and disposition of resources removed and imposes criminal penalties for excavating, removing, or damaging archaeological resources on these lands without a permit, and civil penalties for violating regulations or permits issued under this act. It directs the Secretary of the Interior to improve cooperation and exchange of information between (1) private individuals with collections of archaeological resources and data, and (2) Federal authorities responsible for the protection of archaeological resources on public and Indian land and professional archaeologists. For further information, consult the Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C. 20240.

National Historic Preservation Act Amendments of 1980
Public Law 96-515

These amendments continue existing National Register programs, require public and local government participation in the nomination process, and prohibit listing of properties if the owner objects. The amendments specifically authorize the National Historic Landmarks program, strengthen the role of State programs, establish statutory authority for existing elements of programs (such as SHPOs, review boards, and public participation), and establish statutory standards for State programs. The amendments require the States and the Department of the Interior to establish mechanisms to certify qualified local governments to participate in nomination and funding programs. Ten percent of historic preservation fund (HPF) money is authorized for preserving threatened National Historic Landmarks, demonstration projects, and training in preservation skills. The amendments authorize $150 million annually for the HPF program for fiscal years 1982-87 and federally guaranteed market-rate loans for preserving National Register properties. They establish statutory responsibilities for Federal agencies to manage federally-owned historic properties, surveys and nominations, recording of buildings to be lost, appointment of agency preservation officers, leasing of historic Federal buildings, and increased sensitivity of Federal programs to meeting preservation objectives.
The Historical Resources Act
(Chapter 267, F.S. 1986)

This act, initially signed into law by the Governor in 1967, contains Florida's primary historic preservation legislation. Citing the necessity to preserve the state's cultural heritage, the law promulgates a series of goals and objectives for state action. It lists the historic preservation responsibilities for each state agency in the Executive Branch, paralleling those in the 1966 National Historic Preservation Act, which apply to federal agencies. The Florida law creates the Division of Historical Resources within the Department of State as the agency responsible for coordinating and overseeing the state's historic preservation activities. The division is charged under the law with carrying out on behalf of the state the programs established by the National Historic Preservation Act of 1966.

Florida Environmental Land and Water Management Act of 1972
(Chapter 280, F.S. 1986)

This act established "Areas of Critical State Concern" and requires within such areas a review of the impact of projects upon historic and archaeological sites.

The Florida Coastal Management Act of 1978
(Chapter 380, F.S. 1985)
Environmental impact statements, required under this act, must address historic resources.

The Florida State Comprehensive Planning Act of 1972
(Chapter 186, F.S.)
and
The State Comprehensive Plan
(Chapter 187, F.S.)

These acts direct the development of a state comprehensive plan, create regional planning councils, and set forth requirements for protecting historic resources in state, local, and regional planning efforts.

The Local Government Comprehensive Planning and Land Development Regulation Act
(Chapter 163, F.S. 1986)

This act requires historic resources to be addressed in each of the mandatory elements prepared in conformance with state planning requirements.

Assessments: Part II Special Classes of Property
(Chapter 193.441-193.623 F.S.)
This act provides for a reduction in property taxes through a deferred tax liability for the protection of archaeological and historic sites through development rights transfers.

Conservation Easements
(Chapter 704.06 (3) F.S.)

This act provides economic incentives for protecting historic resources through less than fee acquisitions.

Offenses Concerning Dead Bodies and Graves
(Chapter 872, F.S. 1985)

Although not a historic preservation law, the provisions of this act may apply to prehistoric and historic grave sites.

Preservation of Cemeteries and Burials
(Chapter 872.05, F.S. 1987)

Although not originally intended as a preservation law, 872.05, F.S. 1987, provides penalties for willfully destroying, mutilating, defacing, injuring or removing any tomb, monument, gravestone, burial mound, earthen or shell monument containing human skeletal remains or associated burial artifacts. Such action is a misdemeanor of the first degree. However, if the damage to such property is greater than $100 or if any property removed is greater than $100 in value, then the perpetrator is guilty of a felony of the third degree.

Further, Section 872.05, Florida Statutes provides that any person who knows or has reason to know that an unmarked human burial is being disturbed, destroyed, defaced, mutilated, removed, excavated, or exposed shall immediately notify the local law enforcement agency with jurisdiction in the area where the unmarked human burial is located. When an unmarked human burial is discovered other than during an archaeological excavation authorized by the state or an educational institution, all activity that may disturb the unmarked human burial shall cease immediately, and the district medical examiner shall be notified. Such activity shall not resume unless specifically authorized by the district medical examiner or State Archaeologist.