

St. Lucie County



# Historic Resources Survey

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## EXECUTIVE SUMMARY

Janus Research, of Coral Gables and St. Petersburg, Florida, conducted this historic resources survey of the unincorporated areas of St. Lucie County and St. Lucie Village from August 2002 through March 2003 at the request of the Board of County Commissioners. The objective of this survey consisted of four distinct components that resulted in this report. These tasks, performed by Janus Research staff, included:

- Updating forms for previously recorded historic resources;
- Documenting historic resources that had not been previously identified, including buildings, cemeteries, and roadways;
- Assessing these historic resources in terms of their eligibility for listing in the *National Register of Historic Places (NRHP)* and at the county level; and
- Producing a draft historic preservation ordinance for the county that addresses historic resource directives under the Land Use and Conservation elements of the St. Lucie County Comprehensive Plan.

This survey complies with the Florida Division of Historical Resources (FDHR) and that agency's responsibilities under the requirements of the *National Historic Preservation Act (NHPA) of 1966* (as amended), as implemented by 36 CFR Part 800 (*Protection of Historic Properties*, revised January 2001); Chapters 267 and 380, *Florida Statutes*; the minimum field methods, data analysis, and reporting standards embodied in the FDHR *Historical Preservation Compliance Review Program* (November 1990) and *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*; and any pertinent St. Lucie County concerns. All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

Principal investigators meet the minimum qualifications for archaeology, history, architecture, architectural history, or historic architecture contained in 36 CFR 61 (*Procedures for Approved State and Local Historic Preservation Programs*, Appendix A, Professional Qualifications Standards). Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P. Archaeological tasks were conducted under the direction of James Pepe, M.A.

The project area is located within the unincorporated areas of St. Lucie County and in St. Lucie Village. The survey encompasses the resources within the county, excluding the incorporated cities of Fort Pierce and Port St. Lucie. Resources were, however, documented within incorporated St. Lucie Village.

The historic resources survey resulted in the identification of 597 historic resources in unincorporated St. Lucie County and 51 historic resources in St. Lucie Village. Four hundred and eighteen newly recorded resources are located in unincorporated St. Lucie County and 29 newly recorded resources are located in St. Lucie Village. One-hundred and seventy nine previously recorded resources were identified in unincorporated St. Lucie County and 22

resources were previously recorded in St. Lucie Village. In addition, 18 roadways are newly recorded and one roadway was previously recorded. The Florida Master Site File (FMSF) forms for all documented historic resources are located in Appendix E.

Four of the identified historic resources, Casa Caprona (8SL69), St. Lucie Village Historic District (8SL76), the Captain Hammond House (8SL77), and Immokolee (8SL287), are currently listed in the *NRHP*. One resource, the Edwin Binney Estate (8SL117), is considered potentially eligible for listing in the *NRHP* on an individual basis. Three separate Multiple Property Submissions (MPS) were identified during the survey. These include individually *NRHP*-eligible resources of: White City (ten properties), South Indian River Drive (ten properties) and Rural St. Lucie County (five properties). An MPS is a flexible tool used for recording *NRHP* properties that differs from a traditional *NRHP* Historic District. An MPS is a collection of individually eligible buildings or small clusters of contiguous buildings related by a theme, common period of development, historic contexts, and primary property types, whereas from a historic district possesses a significant concentration or continuity of buildings. Additionally, one district (White City) and 15 resources are considered potentially eligible at the county level. Seven resources in St. Lucie Village are also considered potentially eligible at the local level.

The remaining 553 historic resources in unincorporated St. Lucie County were divided into two categories: 329 were classified as potentially eligible at the county level if additional research and analysis reveals historical or architectural significance, and 224 are considered ineligible for the *NRHP* or at the county level. In general, the latter resources have experienced non-historic modifications that compromise their integrity; therefore, the buildings do not maintain sufficient architectural significance to be individually listed in the *NRHP* or at the county level. In several cases, the resources do not maintain historical significance because they are not associated with important local persons or events. Also, areas surrounding the resources did not maintain a contiguous collection of intact historic resources, large numbers of non-historic infill buildings have been constructed within the areas, and many of the buildings exhibit modifications that compromise their integrity. Consequently, there is insufficient historic integrity for potentially *NRHP*-eligible or county-level historic districts to exist in the areas.

Of the 298 documented historic roadways identified during the survey, 19 roads are notable for their importance to the development of the county and its transportation system. Therefore, these roads were documented on FMSF forms. None of the roads were considered eligible for listing in the *NRHP* due to the lack of integrity or engineering distinction. Six of the roads are considered potentially eligible at the county level and 11 roads fall within the proposed White City Historic District, which is potentially eligible at the county level. The remaining two roadways are considered ineligible at the county level.

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## Acknowledgments

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## **ACKNOWLEDGMENTS**

Throughout the course of this project, many people contributed their time, knowledge, and effort, which resulted in the successful completion of the St. Lucie County Historic Resources Survey. Assistance is often needed to gather various maps, identify sources of local history, and locate historic resources. We would like to acknowledge those who helped us produce this work.

The financial and administrative support provided by St. Lucie County was integral to this project. The county also made available materials, services, and resources necessary for the field survey, research process, and preparation of the final report. We feel very fortunate to have had access to information such as the property appraiser's data. Additionally, we greatly appreciate the assistance of the county staff, their input on the production of the report, information regarding surveyed properties, and enthusiastic support of historic preservation. In particular, we would like to thank Planning Manager David Kelly; Diana Waite, Planner III; Janet Merkt, GIS Analyst; and the St. Lucie County Historical Commission for their guidance and input. In addition, we would like to thank the staff at the St. Lucie County Historical Museum for allowing us to use their research facilities.

We also would like to recognize Lucille Rights-Murtough for her invaluable assistance in researching historical information and providing us with materials from her private collection. We would like to thank Pat Ferrick, from the White City Improvement Club, for providing us with articles and historic photographs that aided us in compiling information about White City; and Rosalea Dorsey for giving us photographs, written material, and guided tours of her property on the Indian River.

In addition, we are grateful to the citizens and property owners of St. Lucie County for their interest in this project and their patience when we conducted site inspections and took photographs of their properties. It is our hope this report will facilitate the county's efforts to recognize and preserve the heritage of St. Lucie County.



**Survey Area**

### SURVEY AREA

The survey area for the St. Lucie County Historic Resources Survey consists of unincorporated St. Lucie County and St. Lucie Village (Figure 1). The approximate boundaries of the survey were the boundaries of St. Lucie County, excluding the cities of Fort Pierce and Port St. Lucie.

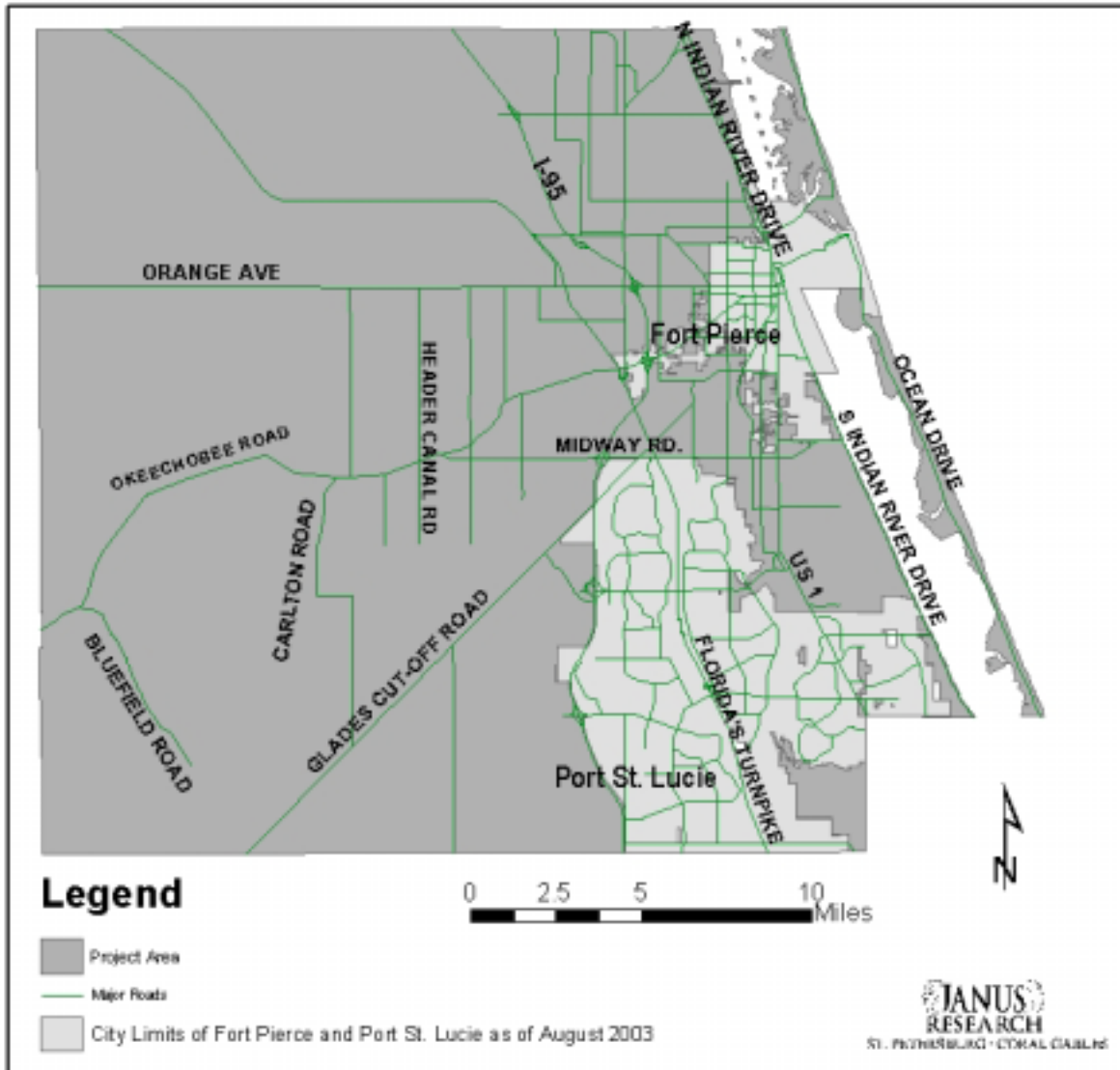


Figure 1: Survey Boundaries



## Introduction and Purpose

St. Lucie County  
**Historic Resources Survey**

## **INTRODUCTION AND PURPOSE**

In March 2002, the Board of County Commissioners of St. Lucie County solicited offers for a comprehensive historical survey. The survey was to include updating the inventory of historic structures and buildings in unincorporated St. Lucie County and St. Lucie Village and creating a preservation ordinance that addresses historical resource directives under the Land Use and Conservation elements of the St. Lucie County Comprehensive Plan. The final document would address the protection of the full range of historic resources in unincorporated St. Lucie County and St. Lucie Village. In May 2002, St. Lucie County engaged Janus Research to conduct this intensive-level historic resources survey for all buildings, cemeteries, and roadways constructed prior to 1955 within the unincorporated areas of the county and in St. Lucie Village.

This historic resources survey report is the result of the survey and evaluation of specified historic resources in the county. This report contains information regarding St. Lucie County's historic resources and the importance of these resources to the distinctive identity and heritage of the county. Within this report, historic resources are identified and evaluated, and suggestions and recommendations are offered to insure the resources are recognized and protected for current and future use. St. Lucie County's extant historic resources enhance the quality of life for those who live and work in the county, and they help to establish a sense of place. Without an understanding and appreciation for those historic resources, St. Lucie County would lose an integral aspect of its identity.

The preservation of historic resources has the potential for civic improvement, and many communities such as St. Lucie County invest in the identification and analysis of historic resources, which highlights existing resources and charts a path for maintaining them. The results of preservation activities are limitless, providing an array of social, economic, and aesthetic benefits. Various benefits of preservation include:

- Preservation, enhancement, and maintenance of existing resources;
- The recycling or adaptive use of buildings for continued use and benefit;
- The maintenance or enhancement of property values;
- The retention of the indigenous character and sense of time and place, which provides an identity to the community and its residents;
- Enhancement of the aesthetic qualities of the community and promotion of support for design standards; and
- Guidance for the orderly growth and development of the community.

Overall, 648 historic resources were identified and documented in the survey component of this study. These resources encompass various styles and types of buildings, including commercial and residential, high style and vernacular, and cemeteries. In addition, 298 historic roads were identified. Nineteen of these roads were documented on FMSF forms.

This historic resources survey provides written and photographic documentation of 648 historic resources and 19 roadways. Following the survey information is an analysis of the findings, which outlines the building styles, types, and predominant characteristics.



This historic resources survey is intended as a tool for the use of the local government and citizens of St. Lucie County to protect their environment. These resources should be viewed as a continually contributing component to the development and growth of St. Lucie County. Cemeteries and roadways, as well as buildings that are residential, commercial, high style, or vernacular, remain viable and valuable resources within St. Lucie County.



## Project Methods

St. Lucie County  
**Historic Resources Survey**

## PROJECT METHODS

### Historic Resources Survey Methods

The primary goals of the historic resources survey were to locate, document, and evaluate resources in unincorporated St. Lucie County and in St. Lucie Village that were constructed prior to 1955. Janus Research's survey methodology consists of several stages that produce efficient and accurate survey results.

The first stage consisted of gathering all information previously compiled on the county's development and historic resources. This background research oftentimes reveals historic resources that may not be readily apparent due to their simple or unassuming appearance. This research was conducted through a variety of primary and secondary sources, such as newspaper and magazine articles, period photographs, books, and historic maps.

Surveys previously conducted within the county are also an important source of background information. Several prior historic resource surveys have been conducted within St. Lucie County (Table 1). These surveys were relied upon to gather history and determine previously identified historic resources.

**Table 1. Previous Historic Resources Surveys Conducted in St. Lucie County**

Report Title	Author	Date
A Cultural Resources Assessment Survey of the Seaside Development Tract, St. Lucie County, Florida	Johnson, Robert E.	2002
A Cultural Resource Reconnaissance of the Walton Road PD&E Study from West of Village Green Drive to East of Lennard Road, St. Lucie County, Florida	Estabrook, Richard W.	2002
A Cultural Resource Reconnaissance of the Proposed Jurisdictional Roadway Transfers State Road 68/Avenue "A" (Section 94070007), State Road 68/North 7 <sup>th</sup> Street (Section 94070007), State Road 68/Orange Avenue (Section 94070000), State Road 707/Citrus, St. Lucie County, Florida	Estabrook, Richard W.	2002
A Cultural Resources Assessment Survey of the Glassman Indrio & Johnston Trace, St. Lucie County, Florida	Johnson, Robert E.	2002
A Cultural Resources Assessment Survey of the Island Dunes Commercial Site, St. Lucie County Florida	Johnson, Robert E.	2002
A Cultural Resources Assessment Survey of the Proposed Pavilion Development Tract, St. Lucie County, Florida	Johnson, Robert E.	2002
An Archaeological and Historical Survey of the Existing AT&T Blakeslee Creek Tower Location in St. Lucie County, Florida	Sims, Cynthia L.	2002
An Archaeological and Historical Survey of the Proposed PSL City Hall Tower Location in St. Lucie County, Florida	Ambrosino, Meghan L.	2002
An Intensive Cultural Resource Assessment Survey of the Proposed Platts Creek Wetland Mitigation Tract, St. Lucie County, Florida	Handley, Brent M.	2002
Cultural Resources Reconnaissance Survey, Duda Tract, St. Lucie County, Florida	Dickinson, Martin F.	2002

<b>Report Title</b>	<b>Author</b>	<b>Date</b>
Cultural Resources Survey and Assessment, Westchester DRI, St. Lucie County, Florida	Dickinson, Martin F.	2002
A Cultural Resource Reconnaissance of Three Proposed Retention Ponds along the State Road 5 (US 1) Improvements Project from Rio Mar Drive to Edwards Road in St. Lucie County, Florida	Estabrook, Richard W.	2001
An Archaeological and Historical Survey of the Biltmore Commercial Tower Location in St. Lucie County, Florida	Sims, Cynthia L.	2001
An Archaeological and Historical Survey of the Proposed Power Services Tower Location in St. Lucie County, Florida	Jones, Paul L.	2001
An Intensive Cultural Resource Assessment Survey of the Proposed Treasure Coast Mitigation Bank, St. Lucie County, Florida	Handley, Brent M.	2001
Port St. Lucie Cell Tower Site	Jones, Lucy D.	2001
A Cultural Resource Assessment Survey of the Rive Point Tract, St. Lucie County, Florida	Johnson, Robert E.	2000
A Cultural Resource Reconnaissance of the Fort Pierce Maintenance Yard – Lease No. 2615 in St. Lucie County, Florida	Estabrook, Richard W.	2000
A Cultural Resource Reconnaissance of the Aico Road Roadway Jurisdiction Transfer from 0.569 miles Southeast of Indrio Road to Indrio Road in St. Lucie County, Florida	Estabrook, Richard W.	2000
A Cultural Resources Assessment Survey of the Glassman Tract A Parcel, St. Lucie County, Florida	Johnson, Robert E.	2000
A Cultural Resources Assessment Survey of the South Island Tract, St. Lucie County, Florida	Basinet, Alan B.	2000
A Cultural Resources Assessment Survey of the Glassman Tract E Parcel, St. Lucie County, Florida	Johnson, Robert E.	2000
Cultural Resource Assessment Survey of the Midway Site Project Area, St. Lucie County, Florida	Janus Research	2000
A Cultural Resource Assessment Survey of the Riverwalk Tract, St. Lucie County, Florida	Johnson, Robert	1999
Cultural Resource Assessment Survey SR 614 (Indrio Road) from I-95 to Kings Highway (SR 713), St. Lucie County, Florida	Almy, Marion M.	1999
A Cultural Resource Assessment Survey of Study Area M-12 in St. Lucie County, Florida	Ashley, Keith	1997
Cultural Resource Assessment of State Road 5 (US 1) from South of St. Lucie Boulevard to North of Kings Highway, St. Lucie County	Lewis, Scott P.	1997
Submerged Historic Properties Survey, Capron Shoal Burrow Site, Fort Pierce Beach Erosion Control Project, St. Lucie County, Florida	Hall, Wes	1997
Cultural Resource Assessment of Proposed Federal Building – Courthouse, Fort Pierce, Florida	Hamby, Theresa M.	1996
Pelican Pointe Subdivision Project Site Located on Hutchinson Island, St. Lucie County, in Section 22, Township 36 South, Range 41 East, Cultural Resources Assessment	Storm L. Richards & Associates	1996

Report Title	Author	Date
A Cultural Resources Survey of the Proposed USDA-ARS Horticultural Research Laboratory Facility, Fort Pierce, St. Lucie County, Florida	Johnson, Robert E.	1995
Amendment to: A Cultural Resources Survey of the Proposed USDA-ARS Horticultural Research Laboratory Facility, Fort Pierce, St. Lucie County, Florida	Johnson, Robert E.	1995
Cultural Resource Assessment: A Proposed Roadway Expansion to State Road 68 (Orange Avenue) from I-95 to Angle Road, St. Lucie County	Lewis, Scott	1995
Cultural Resource Survey of SR 5 (US 1) from Rio Mar Drive to North of Virginia Avenue, St. Lucie County	Almy, Marion M.	1994
Cultural Resource Assessment Survey of SR-5 (US-1) from Port St. Lucie Boulevard to Rio Mar Drive in St. Lucie County, Florida	McMurray, Carl	1992
Historic Properties Survey of Fort Pierce, Florida	Bennett, Robert B., Jr.	1992
Cultural Resource Survey Assessment of a Portion of SR-615 in St. Lucie County, Florida	Browning, William D.	1990
Historic Properties Survey of St. Lucie County, Florida.	Adams, William R.	1990
Proposed Milling, Resurfacing, & Widening of SR 5/US 1, from Indian River County Line South to Bridge 940029 over Taylor Creek, St. Lucie County, Florida	Browning, William D.	1988
Cultural Resource Assessment Survey of the Proposed St. Lucie West Development Site, St. Lucie County, Florida	Austin, Robert J.	1985
Cultural Resources Survey of a Section of the Midway-Jensen-Crane Transmission Line Corridor [St. Lucie County, Florida]	Phillips, John C.	1985
A Report to the St. Lucie County Historical Museum	Sigler-Lavelle, Brenda	1982
A Cultural Resource Assessment of Selected Magnetic Anomalies, Fort Pierce, Florida, Beach Erosional Project [St. Lucie County, Florida]	Bond, C.	1979
Archaeological and Historical Survey of General Development Corporation's Sharratt Tract [St. Lucie County, Florida]	Clausen, Carl J.	1979
Cultural Resource Survey of Planned Midport Development [St. Lucie County, Florida]	Clausen, Carl J.	1978
The Fort Pierce Collection	Clausen, Carl J.	1970

The next stage of the project involved conducting the historic resources field survey. Tax roll information provided by the St. Lucie County Property Appraiser's office was used to compile a preliminary list of all structures built prior to 1955. Janus Research then obtained aerial photographs of the entire county limits, which were taken into the field where an architectural historian and at least one historical technician conducted the reconnaissance survey. During this portion of the survey, all resources within the specified project area featuring materials, construction methods, and styles indicative of a construction date before 1955 were noted on the aerials. Based on this information, the team next surveyed the streets on foot and evaluated the resources according to the guidelines established by the *NRHP* and the Florida Department of State. Each historic resource, regardless of integrity and condition, was recorded on an FMSF form, assigned a recorder number, located on a USGS Quadrangle map, and photographed. Photographs were taken with a high-resolution digital camera. A log

was kept to record the resource's physical location and the compass direction of each photograph. A total of 648 properties were recorded during the survey.

During the next stage, information collected from the field survey was brought back to Janus Research's main office in St. Petersburg and the field site file forms were compiled. The field data was entered into a Microsoft® Access database. On this computer-generated form, each resource's physical architectural information, style, and present and original use was determined. The characteristics and condition of each building were evaluated based on a visual inspection of exterior elements such as the roofing materials, exterior wall fabric, windows, foundation, chimneys, architectural details, and the general appearance of the building.

The final stage of the survey methodology involved the determination of the architectural and historical significance of each resource by evaluating them at the local, state, and national level; this includes evaluating their potential eligibility for listing in the *NRHP*. The integrity of each resource was determined from site observations, field data, and photographic documentation. The context for evaluating significance was established based on the research and survey conducted by Janus Research. The resulting data is presented in the report in tables and text relating to the identified resources. This information assisted in the developmental history of the county and the formulation of recommendations. A bibliography of the sources consulted during the project is located at the end of this report.



## Survey Criteria

St. Lucie County  
**Historic Resources Survey**

## SURVEY CRITERIA

This survey employs the criteria for listing of historic resources in the *NRHP* as a basis for site evaluations. Survey findings can be utilized by various agencies required to comply with both state and federal preservation regulations as an authoritative database. In order to evaluate the diverse resources found in the United States, the criteria are worded in a subjective manner. The following is a brief description of the criteria established by the U.S. Department of the Interior to evaluate properties for inclusion in the *NRHP*.

### 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, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our 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 has yielded, or may be likely to yield, information important in prehistory or history.

Resources such as 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 last 50 years are not generally considered to be eligible for the *NRHP*. However, if they are integral parts of districts that satisfy the criteria or if they fall within the following categories, these properties will qualify for listing in the *NRHP*:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- A building or structure removed 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
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or



- 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
- 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
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- A property achieving significance within the past fifty years if it is of exceptional importance.

The Division of Historical Resources encourages use of the FMSF, maintained in Tallahassee, to inventory properties of a certain vintage that, while not independently meeting the strict criteria of the *NRHP*, may have significance when they are assessed in the overall context of a community's strategic planning process. It is important to note the FMSF is **not** a state historic register, but a repository that holds thousands of documents intended for use as planning tools and a central location for storing archival data on the physical remains of Florida's history. FMSF forms are permanent documentation of historic resources.

With a background and extensive experience in architectural history and historic preservation, Janus Research has surveyed thousands of buildings, including multiple resources throughout South Florida in Palm Beach, Miami-Dade, Monroe, Broward, St. Lucie, and Martin counties. Therefore, the survey team was familiar with the types of area resources and the available research materials located in the local public and private facilities.

During the historic resource survey, the survey team recorded all historic resources in the specified project area that were built prior to 1955 and appeared on the St. Lucie County Property Appraiser's tax rolls. Each resource was recorded regardless of integrity or condition. On the FMSF forms, each building's integrity was evaluated on the basis of the criteria established by the U.S. Department of the Interior. Deterioration, extensive modifications, the use of incompatible exterior siding or windows, and porch enclosures are typical alterations that compromise a building's architectural integrity. The condition of the county's resources also was evaluated according to the Department of the Interior's standards. The year 1954 was chosen as the cut-off date for the survey because it fulfilled the 50-year criteria used by the *NRHP* for assessing historic buildings, and it allowed buildings that will soon meet the age requirement to be documented and included in planning processes.



**Developmental History  
of St. Lucie County**

St. Lucie County  
**Historic Resources Survey**

## **DEVELOPMENTAL HISTORY OF ST. LUCIE COUNTY**

### **Introduction**

St. Lucie County is situated near the midway point of Florida's east coast. It lies just less than 200 miles south of St. Augustine, the oldest permanently-occupied European settlement in the United States. The abundance of fish and game in and along the banks of the scenic Indian River lured pre-Columbian peoples to the area. The name "St. Lucie" came from the name Santa Lucia, which the Spanish explorers named the area during Florida's Colonial period (ca. 1513–1821). Settlement of the area by Anglo-Americans, however, did not begin until the 1840s, when Fort Pierce was established as a military outpost during the Second Seminole War. Early settlers, like many of the Indians, depended on fish and the meager crops they raised for their subsistence. Intensive settlement of the area did not occur until after the Civil War due to the remoteness of the region, the lack of adequate transportation, and the ever-present threat of Indian attack (Historic Property Associates 1990:1).

Towards the end of the nineteenth century, small settlements were scattered along the Indian River. They were relatively isolated until the Florida East Coast (FEC) Railway reached the county in the 1890s. In addition to bringing prospective settlers to St. Lucie County, the railroad improved commerce in the region by providing a direct link to northern markets for seafood and agricultural products (Historic Property Associates 1990:1).

The county's agricultural base was expanded in the first two decades of the twentieth century by extensive drainage projects. Vast areas of land were reclaimed during this time and expansion followed. By 1920, St. Lucie County had become known as one of Florida's principal agricultural regions. During the mid-1920s, the county experienced an economic boom, like many other areas in Florida, and entered its most significant period of development. The land boom of the 1920s, fueled by speculation in real estate, brought thousands of tourists and new settlers to St. Lucie County. The building boom in the county and in the state was spectacular, but short-lived. By 1926, the bottom fell out of the real estate market, and Florida's economy was in a depression three years before the rest of the nation (Historic Property Associates 1990:1).

During the depression years of the 1930s, development in St. Lucie County decreased significantly; however, the area fared better than many of its neighbors, due in large part to construction of the Fort Pierce harbor. The harbor served as the primary shipping point for citrus products for the central region of the state in the 1930s (Historic Property Associates 1990:1).

During the post-World War II period, St. Lucie County became one of the nation's major training grounds for the various military branches. The influx of thousands of servicemen and their families boosted the economy. As a result, the county, as well as many other areas in the state, experienced a second economic boom. The county also experienced the expansion of railroads, airlines, and highways following the war (Miller 1990).

By the late 1940s, Florida's economy was almost fully recovered and tourism once again became the major source of the state's economy. The population also increased because many military families remained in Florida after the war (Miller 1990). Construction increased during the late 1940s and early 1950s as well. Many residential homes were constructed during this time. Simple masonry and Ranch style homes were built during this time and are found in the rural areas and in subdivisions all over St. Lucie County.

The following narrative is designed to provide a broad context for historic resources surveyed in unincorporated St. Lucie County and in St. Lucie Village during this project. Fortunately, several other surveys have been conducted in St. Lucie County and much of the county's history has been documented. Therefore, sources such as the Historic Properties Survey of St. Lucie County, Florida, (Historic Property Associates 1990) have been used extensively in the preparation of the narrative. Important themes and events that have shaped the development of St. Lucie County have been emphasized. The various periods of history expanded upon in this developmental history should be a useful tool for determining the significance of the county's historic resources, and preparing county designation reports and nominations to the *NRHP*.

The scope of this project included the documentation of historic resources in unincorporated areas of St. Lucie County and in St. Lucie Village. Concentrations of historic resources were identified in specific areas of the county that are not incorporated (except for St. Lucie Village, please see page 146), but play an important role in the developmental history of the entire county. Communities such as Eden, Eldred, Ankona, Indrio (formerly Viking), White City, and Walton (formerly Tibbals) contribute to the social and economic trends of St. Lucie County. Therefore, a brief history of these communities has been included in order to provide context for the development of these settlements.

### **European Contact and Colonial Period (ca. 1513–1821)**

The earliest contact between the native populations and the Europeans occurred through slave hunting expeditions. "Slaving expeditions," which provided workers for the mines of Hispaniola and Cuba, were not recorded in official documents as the Spanish Crown prohibited the enslavement of Caribbean natives. Evidence of these slave raids comes from the familiarity with the Florida coast stated by navigators of the earliest official coastal reconnaissance surveys (Cabeza de Vaca 1542:Chapter 4). The hostile response of the native population to expeditions during the 1520s may confirm this hypothesis.

Official credit for the discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the eastern coast of the peninsula (Tebeau 1971:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at Biscayne Bay. The expedition then continued southward, following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. Other Spanish explorers followed Juan Ponce de León, and over the next 50 years the Spanish government and private individuals financed expeditions hoping to establish a colony in "La Florida." In 1565, King Philip II of Spain licensed Pedro

Menéndez de Avilés to establish a settlement in St. Augustine, Florida. Between 1565 and 1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards “of marked religious zeal” to introduce Christianity to the Native American people (Gannon 1965:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline) and Santa Elena, and smaller outposts and missions were located in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

Present-day St. Lucie County was inhabited by the Ais, who were sometimes friendly and sometimes aggressive towards the Spaniards and others who tried to settle in their territory or were stranded by shipwrecks (Rights 1994:13–15). In November 1565, Menéndez negotiated a treaty with the Ais and built a fort south of the Sebastian River. He then sailed for Havana, leaving Capt. Juan Velez de Medrano with troops and French prisoners captured from a nearby garrison. Velez ran low on supplies and sailed for Havana after many of his men mutinied. He intercepted a supply ship headed for Sebastian, stocked up, and moved his men south to Jupiter Inlet. Unable to cross the inlet, Velez built a fort on the north side and named it Santa Lucia after the patron saint of the day the fort was founded. The name later changed to St. Lucie and was given to the river north of the inlet (Van Landingham 1976:4–5).

In 1567, Brother Francisco Villareal was sent to one of the large Tequesta villages located on Biscayne Bay. In 1568, a skirmish between the Spanish soldiers and the Tequesta Indians temporarily closed the mission. By the end of 1568, the Tequesta were willing to reopen the mission, largely due to the work of Don Diego, a Tequesta who had visited Spain. Despite zealous attempts, the native groups in Florida continued to resist conversion and, in 1572, Jesuit authorities decided to abandon their missionary efforts in Florida.

Undaunted, Menéndez turned his attention to another order, the Franciscans, and entreated them to send priests. The Franciscan mission effort was most successful in the northern areas of Florida. One possible reason may have been differences in Native American settlement patterns and economies. According to Milanich (1978:68), the failure of the Spanish missions among the southern Florida native populations was due partially to the groups’ subsistence pattern, which required seasonal movement for maximum resource exploitation. Consequently, for the remainder of the First Spanish period (1565–1763), southern Florida was virtually ignored as the Spanish concentrated their efforts in the northern half of the peninsula.

In September 1696, Jonathan Dickinson and his family, all Quakers, were shipwrecked en route to Philadelphia in the area of Jupiter Inlet. They were captured by the Jobe Indians and later made their way by land to St. Augustine. His journal of the trip describes the Ais as whale hunters and shipwreck salvagers with a diet that primarily came from the sea (Rights 1994:15–17). In 1715, the Spanish Treasure Fleet sailed for home with 12 ships carrying an estimated \$12 million in gold, silver, and other treasure. While sailing along the east coast of Florida, the fleet was hit by a fierce hurricane; only one ship survived. Shipwreck survivors set up camp approximately 2.5 miles south of Sebastian Inlet, opposite one of the wrecks. The Ais were used as divers, and at least one-third died during the salvage operation (Rights 1994:21–23).

Another attempt to build a mission in southeastern Florida took place nearly 150 years after the establishment of St. Augustine. Because it was in Spain's best interest to maintain control along the Florida coastline and alliances with the native groups inhabiting the coast, a missionary effort was supported in the Biscayne Bay area (Parks 1982:55–65). Father Joseph María Monaco and Joseph Xavier Alaña were sent from Cuba in 1743, and arrived at a Native American village located at the mouth of the Miami River. The village did not appear any more receptive towards accepting Christianity than before. After Joseph Xavier Alaña conveyed this to the Governor of Cuba, the mission was closed, and the fort they had erected was destroyed to prevent its fall into hostile hands (Parks 1982:55–65). Although the Spanish were resigned to the fact that missionization and settlement of South Florida came at too high a price, they did strive to maintain good relations with the various native people who lived in the area. In 1807, Spain granted approximately 2,000 acres on a barrier island to James Hutchinson, who planned to begin a hog farm. He died within a year, and his family returned north, but the island retained his name (Van Landingham 1976:5).

By the beginning of the eighteenth century, the Native American population of Florida, including southern Florida, had declined considerably as a result of disease, slave raids, intertribal warfare, and attacks from English-aided Creek, and other Indians (Wright 1986:218; Tebeau 1966:37; Steele 1992:11). In 1740, Gen. James Oglethorpe, with the aid of Creek warriors from several different towns, led an attack on St. Augustine (Tebeau 1971:68; Steele 1992:11). Shortly after this attack, Cowkeeper, the Oconee chief, led 130 families from the Hitchiti-speaking, Lower Creek towns of Apalachicola, Chiaha, Oconee, and Sawokli to Payne's Prairie, just south of the present-day town of Gainesville (Swanton 1946; Steele 1992:11).

The next significant migration of Creeks into the largely depopulated Florida peninsula occurred after 1755. Two new settlements of Lower Creeks were established at Tallahassee and the southwestern corner of Lake Miccosukki, in present-day Jefferson County. Hitchiti was the main language spoken at these new settlements and eventually, the terms "Hitchiti" and "Mikasuki" became synonymous for the same language and/or peoples who spoke this language (Swanton 1946; Steele 1992:12; Tiger and Kersey 2002:7).

The Alachua band, led by Cowkeeper and his descendents, eventually came to be known as "Seminole." Unless directly affected, the Seminoles were usually indifferent to British and early United States politics, preferring to deal with these nations either not at all, or on their own terms instead of as part of the Creek confederacy (Steele 1992:11–16).

Throughout the second half of the eighteenth century, Lower Creek settlement of northern Florida increased. Eventually, at least one band of Muscogee-speaking Upper Creeks also immigrated to Florida. Their main settlement was north of modern-day Tampa at Chuckachatti, also known as New Eufala, among other names. This town was established sometime in the 1760s. Upper Creeks made additional migrations to Florida during and after the American Revolution. These migrations were due to several factors, including the expansion of white settlement, farming, and hunting in Georgia, as well as the allure provided by the prosperity of the Alachua Seminoles (Weisman 1989:69–74; Steele 1992:16–21).

By the 1790s, the town of Mickasuky and the adjacent villages had become a center of pro-British, anti-U.S. activities. Hitchiti-speaking Lower Creeks, Muscogee-speaking Upper Creeks, and escaped black slaves all found haven at this settlement. The growing threat posed to the U.S. by this town led to its destruction by U.S. forces in 1818 (Steele in Pepe, Steele, and Carr 1998:65).

During the eighteenth century, Cuban fishermen had established seasonal fishing camps or ranchos along the Gulf coast. These fishermen were engaged in catching mullet and drying them for sale in the Havana markets. By the early nineteenth century, Native Americans were often employed as workers in these “ranchos pescados,” which is probably why they were called “Spanish Indians” in Anglo-American documents (Wright 1986:219). The origins and ethnicity of these “Spanish Indians” is not clear and has been a matter of considerable historical debate.

The relatively small numbers of Native Americans in Florida at the end of the eighteenth century increased dramatically as a result of the Creek Rebellion of 1813–1814. This rebellion was part of a larger nativistic movement that swept through the Southeast in the first two decades of the nineteenth century. Its main proponent was the great Shawnee leader, Tecumseh.

Tecumseh organized many Creek, and other native towns in the Southeast, against the encroachment of white civilization and culture. He taught that the white invaders could be driven away through a combination of intertribal solidarity and a return to native religion and culture. Among the Creeks, his teachings were adhered to most strongly among the mostly Muscogee-speaking Upper Creeks, although a few mostly Hitchiti/Mikasuki-speaking Lower Creek towns also were converted. Creek adherents of this movement were known by Anglo-Americans as “Red Sticks.”

The Red Sticks rose up in rebellion against white settlements, mostly in Alabama and Georgia, during 1813 and 1814. The rebellion was eventually crushed by a combination of U.S. troops and pro-U.S. Cherokee under the command of General Andrew Jackson at the Battle of Horseshoe Bend in March of 1814. More Native Americans died in this battle than any other in the history of the United States. This defeat and the harsh conditions Jackson forced on the Creeks through the subsequent Treaty of Fort Jackson led to a massive migration of Creek refugees into Florida. It is safe to say that by 1820, two-thirds of the native population of Florida consisted of recent refugees of the Creek War, many of whom were Red Sticks with strong anti-U.S. sentiments (Martin 1991; Steele in Pepe, Steele, and Carr 1998:51–53).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African-American slaves also had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

### **The Territorial and Statehood Period (1821–1860)**

In 1821, after several years of negotiations with Spain, the U.S. acquired Florida as a territory. The population of the territory at that time was still centered in the northern areas around Pensacola, St. Augustine, and Tallahassee, although by the mid-1820s a few scattered plantations were recorded on the southwest Gulf Coast, as far south as Marco Island. These plantations generally were owned by European-American settlers and employed Native Americans and escaped slaves (Tebeau 1966:33–34).

Although generally indifferent to the United States, after the Creek War, the original Alachua band of Seminoles soon found themselves outnumbered by strongly anti-U.S. Creeks. Some of these dissidents spoke Hitchiti/Mickasuky, whereas others spoke Muscogee. However, by 1828, it seems that many Anglo-Americans had come to call all dissident native groups in Florida “Mickasuky,” regardless of the language spoken (Steele in Pepe, Steele and Carr 1998:65). On the other hand, many Anglo-Americans began, or continued, to call all Native Americans in Florida by the term Seminoles, no matter their origins, native language, or political leanings.

As more European-American settlers moved into Florida, conflicts arose with the Seminole and Mickasuky people over available land. Pressure began to bear upon the government to remove the Native Americans from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823) restricted the Seminole/Mickasuky people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967:Rear foldout map). The Seminoles/Mickasuky did not approve of this treaty because they were reluctant to move from their established homes to an area that they felt could not be cultivated. Other treaties soon followed such as Payne’s Landing (1832) and Fort Gibson (1833), which called for Seminole/Mickasuky immigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would culminate in the Second Seminole War in 1835.

In the beginning of the Second Seminole War, the area around Lake Tohopekaliga was a Seminole/Mickasuky stronghold. They kept their cattle in the woods around the lake and retreated into the cypress swamp west of the lake at the approach of soldiers (Mahon 1967; Sprague 1964; Moore-Willson 1935). Tohopekaliga means “Fort Site” and the lake was so named because the islands within the lake housed the forts and stockades of the Seminoles/Mickasuky (Moore-Willson 1935:29).

In January 1837, General Jesup’s men encountered the Seminoles/Mickasuky near the “Great Cypress Swamp.” The soldiers drove the Indians into the swamp, across the “Hatcheelustee” and into even more dense swamp (Sprague 1964:172). On the 28<sup>th</sup> of January, the army “moved forward and occupied a strong position on Lake Tohopekaliga, within a few miles of the point at which the Cypress Swamp approaches it, where several hundred head of cattle were taken” (Sprague 1964:172). Hetherington (1980:3), citing Major Edward Keenan, a “noted authority on the Seminole Wars,” believes that General Jesup’s base camp was located in the vicinity of the present-day Kissimmee Airport. The “Great Cypress Swamp” and “Hatcheelustee Creek” referred to by Sprague (1964) are now called Reedy Creek



Swamp and Reedy Creek (MacKay and Blake 1839; Mahon 1967:Rear fold out map; USGS Lake Tohopekaliga Quadrangle Map 1953; Hetherington 1980:3).

During the Second Seminole War, the conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles into the Lake Okeechobee and Everglades regions. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned the task of penetrating the Everglades (Mahon 1967:219–220). Powell's detachment had several skirmishes with Seminole people near Jupiter Inlet. It is probable that these Seminoles were descendents of the original Alachua band of Seminoles (Steele in Pepe, Steele and Carr 1998:66). Powell established a depot on the Miami River and erected Fort Dallas in the approximate location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993:47).

In 1838, Lt. Col. Benjamin Kendrick Pierce, brother to future President Franklin Pierce, and his troops constructed a fort south of the Indian River Inlet. The men named the fort after their commander. Gen. Jesup and Lt. Powell both brought troops to Fort Pierce. Two future Civil War generals, William T. Sherman and Joseph E. Johnston, also were stationed at Fort Pierce. The most important incident at the fort was Sherman's capture of Seminole Chief Coacoochee, also known as Wildcat. The fort remained in operation throughout the war, but was abandoned in 1842 at the war's end (Van Landingham 1976:6).

The Second Seminole War had a deleterious effect on new settlement in Florida. To encourage settlement in the middle portion of the territory after the war, the *Armed Occupation Act of 1842* offered settlers 160 acres of land at no cost, provided they built a house, cleared five acres, planted crops, and resided on the land for five years. Any head of a family, or single man over 18 years of age and able to bear arms, was eligible to receive a homestead. This act, plus the end of the Second Seminole War, created a small wave of immigration by Anglo-American pioneers to central Florida. Most of these immigrants were Anglo-American farmers and cattle ranchers, or "crackers," from the southeastern United States (Gaby 1993).

Taking advantage of the lands offered by the Act, pioneers settled along the Indian River in what is currently known as St. Lucie County. Most settlers lived south of the Indian River Inlet, on the west side of the river, near the recently abandoned Fort Pierce. As in other Florida counties, some of the first settlers moved from other southern states. These settlers included Col. Samuel H. Peck, a banker and physician from Savannah; Capt. Mills O. Burnham, the first settler to plant pineapples; and Ossian B. Hart, future governor of Florida. Several sailors, slaves, and carpenters lived among the planter families. In 1843, a fire destroyed Fort Pierce, but the other buildings along the river, forming a colony named Susanna, were unharmed. Between 1845 and 1850, Santa Lucia County was formed from Mosquito County, with boundaries of Cape Canaveral on the north, Lake Worth on the south, the Kissimmee River on the west, and the Atlantic Ocean on the east (Van Landingham 1976:8–9) (Figure 2).



**Figure 2: 1850 Map of Florida Showing Santa Lucia County**  
 From the Private Collection of Roy Winkleman

The Seminole Indians had not totally dispersed from Florida during the war. Many Native Americans escaped capture by hiding in swamps and quite a few Seminoles lived in the Fort Pierce area. The new settlers lived peacefully with the neighboring Seminoles until 1849 when Mr. Barker, a trading post operator, allegedly sold the Seminoles defective gunpowder. A band of Seminoles attacked Barker and his brother-in-law, Major Russell. Barker was killed and Russell was injured. A panic swept through the settler families and most of them left the next day for St. Augustine. In response to the settlers fleeing their homes, the War Department sent Lt. Ripley from St. Augustine to protect those remaining. In 1850, Fort Capron was established as a permanent military post. Built near the Russell home on the site

of present-day St. Lucie, it remained in operation until 1859, the end of the Third Seminole War. A military road connected Fort Brooke in Tampa to Fort Capron in St. Lucie and was the only road connecting the East and West coasts for many years. Indrio Road now roughly follows this military trail. Once a military presence was established, many families moved back to Susanna, including Capt. Russell. The town became the county seat after Santa Lucia County was renamed Brevard County in 1855 (Van Landingham 1976:9–10).

### **Civil War and Post War Period (1860–1897)**

With the beginning of the Civil War, cattle were needed to help feed the Confederate Army. Herds from as far south as central Florida were driven to railheads near the Georgia border. However, cattle ranchers discovered they could sell their herds in Cuba for a greater profit and began dealing with blockade-runners. The Union attempted to stop all shipping from Florida ports, but blockade-runners were too abundant. Cattle ranchers from all over Florida drove their cattle to Punta Rassa to be shipped to Cuba for payment in Spanish gold. Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government and in 1863 teamed up with James McKay from the Tampa area to supply cattle to Cuba. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin supplied the cattle. It is not known how many cattle were shipped from the port during the Civil War. However, after the war, it is reported that in the decade between 1870 and 1879, more than 165,000 head were shipped (Grismer 1949).

During the Civil War, the community of Susanna maintained a peaceful existence. The colony was far from the northern border of Florida where the war skirmishes took place. The residents' contact with war activities was through blockade-runners using the Indian River as a hiding place from Federal ships. In 1865, Confederate Secretary of War John C. Breckenridge sailed down the river to Cuba during his escape from Union troops (Van Landingham 1976:13).

The end of the Civil War brought a new period of development for present-day St. Lucie County. Around 1872, Alexander Bell and his family built a homestead south of Taylor Creek along the Indian River near the home of Major James Paine and his family, who had settled there in 1857. This area became known as St. Lucie Village in the 1870s (St. Lucie Historical Society n.d:4). Like other central Florida locations, the cattle industry became increasingly important in the area after the Civil War. The lower Kissimmee River Valley, with its sparse population and large open ranges, was ideal for raising cattle and many ranchers owned thousands of head. Basinger, on the edge of the Kissimmee River, was the center of the cattle industry; however, these cattlemen had herds ranging as far east as Fort Pierce. Cattle families like the Hendrys eventually moved to Fort Pierce in the late 1870s to make cattle a predominant industry in present-day St. Lucie County.

Beginning about 1870, as rail lines began to spread south, many settlers began to buy the land on which they had homesteaded for so many years in anticipation of the coming railroad (Hetherington 1980:86). By 1879, a two-story building near Fort Pierce housed a trading post. It remained a general merchandise store until the 1940s. An oyster cannery was established in the same area. In addition to oyster canning, commercial fishing was

profitable, as well. Agriculture, which included cattle, citrus and pineapple cultivation, also began to develop (Van Landingham 1976:14–17).

In 1879, Capt. Thomas E. Richards homesteaded land in St. Lucie County that he named Eden, as he felt it looked like the Garden of Eden. He planted a large number of pineapple plants, about three-fourths on Hutchinson Island and one-fourth on the sandy ridge of his homestead. The pineapples on the homestead were the only ones that survived. Soon, other homesteaders began growing pineapples, as well. The village of Eldred, named for pineapple plantation owner, Lucius Eldred, also was established around 1879 (St. Lucie Historical Society n.d.:2). By 1895, Jensen, just south of Eden, was named “Pineapple Capital of the World,” with one million boxes shipped yearly. Eventually, pineapples were grown from Vero Beach south to Stuart (Rights 1994:127–133).

In the 1880s, interest in the resources of South Florida increased due in large part to people like Hamilton Disston and Henry B. Plant. By 1881, the state of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the war, when the railroads failed, the land reverted to the state. Almost \$1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the state of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the state in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the state in which Disston agreed to purchase Internal Improvement Fund Lands at \$0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4 million acres for the sum of \$1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3.5 million acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa and Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs, Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the \$0.25 per acre price Disston paid under the land contract, as they were required to pay \$1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value.

In August 1881, at the same time Disston's companies were beginning their work, the legislature granted a state charter to the privately owned Florida Coast Line Canal & Transportation Company to construct a continuous waterway from the St. Johns River to Miami; the intracoastal channel would provide a sheltered, inland passage for shallow-draft vessels. The charter granted the company 3,840 acres of land for every mile of canal built. Construction began in 1883 on a 5-foot-deep, 50-foot-wide, intracoastal channel connecting coastal bays, rivers, and lakes, including Lake Worth. Although the canal company dredged almost continuously from 1883 until the 268-mile channel was completed in 1912, the firm's waterway operations were never successful. While the channel was still under construction, the company faced a formidable challenge from competing transportation interests expanding into South Florida (Buker 1975:117, 120). Between 1894 and 1895, construction of the Florida Coast Line Canal was underway in St. Lucie County. Construction began in 1889 and was completed in 1912 (Hanna and Hanna 1950; Dovell 1952).

During the mid-1880s, population in present-day St. Lucie County increased as more families settled there. In addition to the St. Lucie post office, a post office opened in Fort Pierce in 1888. The town of Fort Pierce was establishing permanency with the construction of churches and a school. The pineapple industry became the leading industry at this time. In 1886, the House of Refuge at Indian River Inlet was built in Pepper Park to provide aid and care to shipwreck survivors and assist in the accounting and recovery of the ships' survivors. It later became part of the Life Saving Station, which later became a part of the Coast Guard (Rights 1994:85-87).

In the late 1880s, steamboats began service on the Indian River. The most famous ship, the *St. Lucie*, was owned and operated by the Jacksonville, Tampa, and Key West Railway. The steamboats only lasted a few years and were put out of service when Henry M. Flagler developed the Florida East Coast (FEC) Railway (Van Landingham 1976:20, 25). Investing funds from his Standard Oil Company fortune, Henry Flagler undertook the ambitious endeavor of connecting Jacksonville to Miami by rail along Florida's east coast. His FEC Railway entered Miami in 1896, and was extended to Key West over open water by 1912 (Florida Department of Transportation 1991:12). The railroad arrived at Fort Pierce on January 29, 1894. With it came investors, visitors and new residents. Fast transportation was made available for people and products destined for northern markets. Fort Pierce was the division point for the railway, with a round house where the trains turned around, carsheds, repair shops, and facilities for supplying the trains with water and coal. Crews also switched there (Van Landingham 1976:25–27, Rights 1994:91–93, 155). Two trains north and two trains south passed by daily, enabling commutation, shopping and visitation. Including Fort Pierce, the stations in the Flagler system were all identical with yellow ochre paint. The Depression caused the FEC Railway's bankruptcy in 1939 (Rights 1994:92–93).



**Figure 3: FEC Engine #30, Fort Pierce, Florida, Circa 1920**  
*Courtesy of the Florida Photographic Collection*

Ankona was founded on a sand ridge south of Fort Pierce, and was named for the Ankeny family, who settled there in 1883. Scandinavians settled the community of Viking in the 1890s near the former Fort Capron. The town was later renamed Indrio, a combination of the first three letters of Indian and *rio*, the Spanish term for river. In the early 1890s, White City was planned and promoted as a settlement for Danes with the help of Louis Pio, who ran the Florida Exhibit at the Chicago World's Fair in 1892 (Rights 1994:105). In 1893, the settlement was named after "the great White City," which the World's Fair had been dubbed (Shaw 2003:C1; White City Historic Committee 1996:7). In 1899, a post office opened in Tibbals, named after the builder of the Beulah Plantation nearby. The name Tibbals was changed to Walton in the early 1900s after a seventh-century English author and

fisherman (Van Landingham 1976:28; St. Lucie County Historical Society n.d.; Bradbury and Hallock 1962).

### **Spanish-American War Period/Turn-of-the-Century (1898–1915)**

At the turn-of-the-century, Florida's history was marked by the outbreak of the Spanish-American War in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state's coastal cities. Harbors in Tampa, Pensacola, and Key West were improved as more ships were launched with troops and supplies. "The Splendid Little War" was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (Miller 1990).

By the turn of the century, the area around the Indian River Inlet had become famous for sport fishing. Visitors came from throughout the U.S. and Europe, and several wrote about the good fishing, oystering and duck hunting in the waters around St. Lucie. Fish weighing up to 200 pounds were not surprising catches. Commercial fishing flourished, as well, with fish dealers from as far north as Titusville setting up camps in the St. Lucie County area (Rights 1994:111).

Fort Pierce was incorporated as a city in 1901 with 53 qualified male voters. A new school was built to replace the Fort Pierce schoolhouse that burned in 1901. In 1905, St. Lucie became a county when it was divided from Brevard County; it was bounded by the St. Lucie River to the south, the Sebastian River to the north, Osceola County to the west, and the Atlantic to the east (Van Landingham 1976:36, 42, 49, 52, 55).



**Figure 4: Gathering to Celebrate the Forming of St. Lucie County in 1905**

*Courtesy of the Florida Photographic Collection*

In 1904, Governor Napoleon Bonaparte Broward initiated significant reforms in Florida's politics. Several of Broward's major issues included the Everglades drainage project, railroad

regulation, and the construction of roads. During this time, railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened new lines to export Florida's agricultural and industrial products (Miller 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and 1910, the state population increased from 528,542 residents to 752,619.

Due to easier access to the county, the population increased and many subdivisions were platted. Surveyor Franklin Sheen created a replat for White City in 1907 and Russell's subdivision, containing St. Lucie Village, was replatted the same year. Part of Russell's subdivision became Stuart's Subdivision in 1911, while another part became Koblegard's Subdivision. St. Lucie Gardens was platted by the Franklin Land Company in 1910 on the west side of the FEC Railway and stretched from Ankona to Eden (St. Lucie County n.d.).

In 1910, cattle, pineapple and fish continued to be the main industries of the county. The East Coast Cattle Company, owned by K. B. and Frank Raulerson, was a prominent cattle company. During the early twentieth century, Fort Pierce became the business and commercial center of the county. A courthouse was built there in 1909 and Fort Pierce remains the present county seat (Van Landingham 1976:36, 42, 49, 52, 55) (Figure 5).



**Figure 5: St. Lucie County Courthouse, Fort Pierce, Florida, Circa 1912**

*Courtesy of the Florida Photographic Collection*

Rapid and widespread growth was the theme of this period in Florida history. Thousands of miles of railroad tracks were laid, including the FEC, Atlantic Coast Line, and Seaboard Air Line railroads. While agriculture, especially the citrus industry, had become the backbone of Florida's economy, manufacturing and industry began growing during the beginning of the century. Fertilizer production, boat building, and lumber and timber products were strong secondary industries (Weaver et al. 1996:3).



In the northern part of St. Lucie County, new land was made suitable for farming when the Fort Pierce Farms Drainage District was formed. Approximately 50 miles of canals were dug in the district to drain water into the Indian River rather than the St. Lucie River and surrounding wetlands (Rights 1994:164–167).



**Figure 6: Bridge in Fort Pierce Farms, Circa 1927**

*Courtesy of the Florida Photographic Collection*

### **World War I and Aftermath Period (1916–1919)**

The World War I and Aftermath period of Florida's history begins with the United States' entry into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the economy was boosted greatly by the war. For example, the war brought industrialization to port cities such as Tampa and Jacksonville, where shipbuilding accelerated. These cities also functioned as supply depots and embarkation points. An indirect economic benefit of the war was an increase in agricultural production, as beef, vegetables, and cotton were in great demand (Miller 1990). In St. Lucie County, pineapples fell victim to nematodes, spider mites, colder weather, and a lack of fertilizer due to the war, and growers turned to citrus and truck crops (Rights 1994:135).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

### **Florida Boom Period (1920–1929)**

After World War I, Florida experienced unprecedented growth. Many people relocated to Florida during the war to work in wartime industries or were stationed in the state as soldiers. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed. Real estate activity increased steadily after the war's end and drove up property values. Prices on lots were inflated to appear more enticing to out-of-state buyers. Every city and town in Florida had new subdivisions platted and lots were selling and reselling for quick profits. Southeastern Florida, including cities such as Miami and Palm Beach, experienced the most activity, although the boom affected most communities in central and South Florida (Weaver et al. 1996:3).

St. Lucie County also benefited from the land boom. In 1919, Fred G. McMullen, president of the Fort Pierce Bank, formed the Fort Pierce Financing and Construction Company. It joined with the Fort Pierce Inlet District to build a port at Fort Pierce. Many townspeople invested in this project. Many other building projects, including a toll bridge between the mainland and Fort Pierce Beach and a casino on Causeway Island, were undertaken during this period (Williams 1963:28–29).

Developers and speculators flooded the area, and together with the local citizens bid on and bought up local land, pushing up prices. A downtown Fort Pierce corner lot sold for \$65,000, house lots were \$6,000, and riverfront property sold for \$115 per front foot. One parcel of land might change hands eight or ten times a day (Rights 1994:160; Williams 1963:28).

Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the land boom to spread (Figure 7). On a daily basis, up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

The boom period began to decline in August 1925, when the FEC Railway placed an embargo on freight shipments to South Florida. Ports and rail terminals were overflowing with unused building materials. In addition, northern newspapers published reports of fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern Florida; together, the hurricanes killed more than 2,000 people and destroyed thousands of buildings. The collapse of the real estate market and the subsequent hurricane damage effectively ended the boom. The 1929 Mediterranean fruit fly infestation that devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4).

St. Lucie County fared better because Fort Pierce Harbor was the primary central Florida shipping point for a variety of products, most importantly citrus (St. Lucie County Board of Commissioners 1944). The Fort Pierce Bank closed, but the St. Lucie Bank was kept open by Edwin Binney of the Binney and Smith Company, who deposited a large amount of capital and put up collateral to secure bank loans (Rights 1994:161).



**Figure 7: Construction of U.S. Highway 1 near Fort Pierce, Circa 1920**

*Courtesy of the Florida Photographic Collection*

By the time the stock market collapsed in 1929, Florida was suffering from an economic depression. Construction activity had halted and industry dramatically declined. Subdivisions platted several years earlier remained empty and buildings stood on lots partially finished and vacant (Weaver et al. 1996). During this decade, a group of well-known industrialists touted plans to develop Indrio into “America’s Most Beautiful Town.” The development died when the real estate market collapsed, and many buildings were left to deteriorate or be torn down (Miley 1980:44–45).

### **Depression and New Deal Period (1930–1940)**

This era of Florida’s history begins with the stock market crash of 1929. As previously discussed, there were several causes for the economic depression in Florida, including the grossly inflated real estate market, the hurricanes, and fruit fly infestation. During the Great Depression, Florida suffered significantly. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state’s teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990).

As a result of hard economic times, President Franklin D. Roosevelt initiated several national relief programs. Important New Deal–era programs in Florida were the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC). The WPA provided jobs for professional workers and laborers, who constructed or improved many roads, public buildings, parks, and airports in Florida. The CCC improved and preserved forests, parks, and agricultural lands (Miller 1990). In St. Lucie County, these programs built a post office in Fort Pierce and a Coast Guard building on South Beach on Hutchinson Island (Rights 1994:163). By 1936, much of St. Lucie’s highway system was in place. U.S. 1 was the major north-south artery and was almost completely paved at this time. A1A, which runs parallel to

U.S. 1 from the county line south to Fort Pierce, paralleled the FEC Railway (Florida State Road Department 1940).

The Depression affected most areas of the state's economy. Beef and citrus production declined, manufacturing slowed, and development projects were stopped. Even the railroad industry felt the pressures of the 1930s, and had to reduce service and let go some personnel. In addition, the increasing use of the automobile lessened the demand for travel by rail. Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable, and more middle-class families were able to vacation in the "Sunshine State" (Miller 1990).

### **World War II and the Post-War Period (1941–present)**

From the end of the Great Depression until after the close of the post–World War II era, Florida's history was inextricably bound with the war and its aftermath. It became one of the nation's major training grounds for the various military branches, including the Army, Navy, and Air Force. Prior to this time, tourism had been the state's major industry and it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida, and also introduced these new residents to the warm weather and tropical beauty of Florida.

German U-boats plied the waters off Florida's Atlantic coast, attacking Allied ships. In May 1942, "three torpedoed ships could be seen flaming and burning" off St. Lucie's beaches. During the war, the Coast Guard Auxiliary Flotilla 8 was formed and used the House of Refuge at Indian River Inlet as a base for shore patrols. After spotting a submarine signal, the Auxiliary found an abandoned receiving station on North Beach. The House of Refuge was torn down after the war because of its deteriorated shape. North and South Beaches on Hutchinson Island were closed to civilians after the U.S. Naval Amphibious Training Base was established there in January 1943. Around 140,000 men came through St. Lucie County in the next three years. Landing craft crews were trained at the base, and Army and Navy amphibious groups learned "reconnaissance and plotting of proposed landing beaches, and removal of obstacles to support assault craft operations." Underwater Demolition Teams set off practice explosions that broke windows and cracked a swimming pool in Fort Pierce (Rights 1994:85–87, 177–181).

Railroads once again profited, since servicemen, military goods and materials needed to be transported. However, airplanes were becoming the new form of transportation, and Florida became a major airline destination. The highway system also was being expanded at this time. The State Road Department constructed 1,560 miles of highway during the war era (Miller 1990).

At the conclusion of World War II, Florida's economy was almost fully recovered. Tourism quickly rebounded and once again became a major source of the state's economy. Additionally, former military personnel found the local climate amenable and remained in

Florida permanently after the war. These new residents greatly increased the population in the 1940s (Miller 1990).

By 1950, the start of the Korean War, the population of St. Lucie County had grown to 20,180. Three years later, a native of Fort Pierce, Dan McCarty, was elected governor of Florida (Figure 8). During the 1950s, the county experienced the opening of the first portion of the Sunshine State Parkway between Fort Pierce and North Miami, the establishment of Fort Pierce as a port of entry, and the opening of the St. Lucie County Public Library (St. Lucie County Historical Commission 2001:43–44).



**Figure 8: Governor Dan McCarty and Family in 1952**

*Courtesy of the Florida Photographic Collection*

In 1953, the publisher of *Look* magazine filed a plat for a retiree community he called River Park. The first residents moved in four years later. In 1958, the General Development Corporation bought River Park and an adjacent 40,000 acres in partnership with the Mackle Brothers of Miami (Roberts and Mackle interviews 1991).

A bridge was built across the St. Lucie River in 1959; the town of Port St. Lucie was incorporated in 1961. Since its inception, the town has grown tremendously and is beginning to outstrip neighboring Fort Pierce in terms of growth (Rights 1994:183–185).

In the 1960s, at the height of the cold war, the local newspaper sponsored a fallout shelter. During this decade, Port St. Lucie and St Lucie Village were incorporated, New County Courthouse was constructed, and North Bridge was replaced with a newer structure. Part of the lost treasure from the Spanish Treasure Fleet of 1715 was found in 1963, leading to the area from Titusville to Jupiter being called the “Treasure Coast.” In 1968, the last

FEC Railway passenger train stopped at Fort Pierce (St. Lucie County Historical Commission 2001:45).

The 1970s witnessed St. Lucie County's participation in the Bicentennial. In 1974, construction began on Ocean Village, a real estate complex on Hutchinson Island; the Peter P. Cobb Bridge, a high rise bridge connecting the mainland with South Beach, opened in the same year. By 1980, there were 32,506 households in St. Lucie County. I-95 was completed through the county in the fall of 1982 (St. Lucie County Historical Commission 2001:46–47).

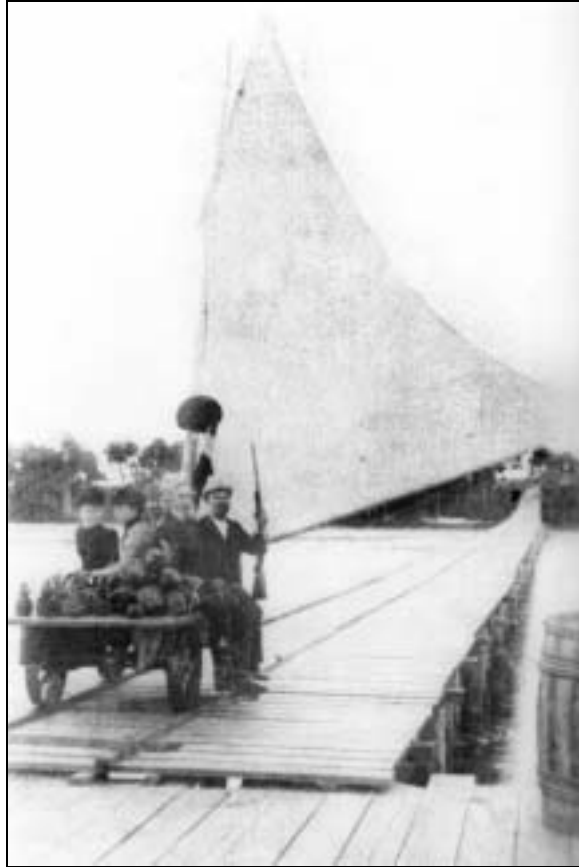
In 1990, the beautification of downtown Fort Pierce began. Five homemade rafts used by Cuban refugees came ashore on the beaches of the county in 1994 and were exhibited in the St. Lucie County Historical Museum. Port St. Lucie adopted its city motto, "A City for All Ages," during this decade. By 1999, there were 71,820 households in St. Lucie County (St. Lucie County Historical Commission 2001:47–48).

Within the last several years, St. Lucie County has initiated preservation efforts in order to recognize its cultural resources. This historic resources survey is a large part of St. Lucie County's awareness of the area's heritage, and it is hoped this project will assist the county in strategizing its preservation priorities.

### **Eden**

Eden is a small village located on South Indian River Drive, approximately 12 miles south of Fort Pierce. In 1879, Captain Thomas E. Richards, from Newark, New Jersey, sailed his boat, the "Zephyr," down the east coast of the United States into Florida; he eventually arrived in the Indian River. Richards anchored the Zephyr and, with his son Will, came ashore at the bank of the Indian River (Brown 1996:vi–vii). Richards named his new home "Eden," because it reminded him of the Garden of Eden, and planned to plant pineapple on the two miles of land he had purchased from the government (Rights 1994:127). At this time, Richards constructed two small thatch huts out of palmetto—one for sleeping and one for storage (Brown 1996:7–8).

In 1880, Richards brought his daughter Lucie to Eden; however, upon seeing the shore from the sailboat, Lucie proclaimed "...but what a disappointment! This is not the Eden I expected, but a wild and primitive place and we are truly pioneers" (Brown 1996:7). During the next year, Richards and his children began building a house, and by the end of the year, his wife Rebecca traveled from Newark to join them (Brown 1996:30).



**Figure 9: Historic Photograph of Captain Thomas Richards on His Wind-Powered Pineapple Tram, Date Unknown**

*Courtesy of the St. Lucie County Historical Museum*

By 1882, more families were homesteading along South Indian River Drive; the Ankenys, the Bakers, and the Cards were among them (Brown 1996:33, 49–50, 60). Eden opened the first post office in St. Lucie County in 1882 (Bradbury and Hallock 1962). Although early pioneers were settling in the areas around Eden, there were not enough children to open a school. According to Lucie Richards, in a letter dated April 1882, “It takes six pupils, but there are only the two of us, and I think we will have to go our uneducated way, and if we had a school, who would do my part of the [house] work” (Brown 1996:46).



**Figure 10: Mr. and Mrs. Card with their Tenants on the Card Plantation**

*Courtesy of the St. Lucie Historical Museum*

Eden became a destination for visitors from all over the country. When the Richards finished their family home, they took in seasonal borders. Visitors from New York, such as Mr. and Mrs. Corning and a young woman named Mary Brill, stayed with the family during the winter months in what they now called the Eden Hotel (Brown 1996:61–63, 80). Miss Brill, known to the family as Polly, died in the house in 1883 and was buried on the property in a small lime grove on a hill (Brown 1996:71). By July 1888, Eden and the surrounding areas had become quite civilized and, in a letter dated that month, Lucie Richards finally acknowledged she was living in Eden (Brown 1996:91–93).

In 1925, Eden was described in the Fort Pierce city directory as “...the original home of the pineapple industry and of the oranges which gave to the Indian River variety its distinctive fame; more pineapples are produced in the vicinity of Eden than in all the remainder of the United States” (Miller 1925–1926:228). Between 1925 and 1928, about 20 families were living in Eden, including the Denisons, Edsons, LaTourneaus, Millers, and Richards. The Congregational Church was also in operation at that time (Miller 1925–1926:228; Florida Piedmont Directory Company 1927–1928:226).

The Richards’ home, also known as Eden Grove, burned in 1989. Members of the Richards family are buried in the Eden Cemetery, located on South Indian River Drive. Presently, Eden consists of mostly residential housing with many homes fronting South Indian River Drive; some of the residences date from late 1800s to the 1950s, while many were built within the last 30 years.



### **Eldred**

Eldred is a small village located approximately five miles south of Fort Pierce (Fort Pierce City Directory 1925–1926:228). The village of Eldred was named for Lucius Eldred, who purchased land for a pineapple plantation in 1879 (St. Lucie Historical Society n.d.:2). Similar to other small communities on South Indian River Drive, such as Eden, Eldred consisted of a post office and an FEC Railway station (Miller 1918:146). In 1918, about 15 families were living in Eldred, including the Abdells, the Britts, the McCarty's, and the Newtons. By 1926, the population doubled to around 30 families. In the mid 1920s, the FEC station and ticket office were no longer in business; however, the *Okeechobee News* ran an office from the small town (Miller 1925–26:229). Large residences once owned by the Britts and the Abdells remain on South Indian River Drive.

### **Ankona**

Ankona is a small village on South Indian River Drive, approximately seven miles south of Fort Pierce. Ankona was settled by Dr. John Fletcher Ankeny, who purchased land along the Indian River south of Fort Pierce. In April 1883, it was requested by his family that the area be named Ankeny; however an Ankeny, Ohio, already existed and the postal service would not allow it (St. Lucie Historical Society n.d.:1; Rights-Murtough 2003). Ankona had the second post office in present-day St. Lucie County, which opened in 1886 (Bradbury and Hallock 1962). In 1893, the railroad came through and divided Ankona in half. By 1895, the residents were able to meet the county specifications for a school. Built near the McCarty Plantation, the small wood school opened in 1896 (Schubert 1967:1–7).

Ankona remained a small community throughout the years. In 1935, only 14 families were living there. Residents included fruit growers, two florists, a mechanic, and a postmaster (Fort Pierce Chamber of Commerce 1935:133–134). The Ankeny House and the Palms Cemetery, both located in Ankona on South Indian River Drive, are remnants of the original settlement.

### **Indrio**

Indrio, originally called Viking, is located west of North U.S. Highway 1 on Indrio Road, approximately seven miles north of Fort Pierce. In the early 1890s, there were few families living just north of Fort Pierce. The Daniels were one of the first families who owned a large tract of land in the area (Tyre n.d.:1). Scandinavians settled near the former Fort Capron in the 1890s and named the community Viking. Jens Helseth, founder of the community, established an 80-acre pineapple plantation that quickly evolved into an important agricultural center. In 1894, the FEC Railway established a stop at Viking. In 1905, Helseth donated one acre of his homestead for the Viking Cemetery and the first of the Scandinavian settlers, Captain Ericksen, was buried there (Hoskins 2001:2). This cemetery, located on Indrio Road just west of North U.S. Highway 1, contains the graves of the Helseth family and others that lived in Viking in the early years.

In 1925, advertisements in newspapers throughout the county were offering recreational amenities for a town called “Indrio” (Miley 1980:44). Viking was renamed Indrio by Mrs. Edwin Binney, wife of the inventor of Crayola crayons, using a combination of the first three letters of Indian and *rio*, the Spanish term for river (St. Lucie Historical Society n.d.:4). Amenities ranged from a saltwater bathing casino to tennis courts, golf courses, and a bridle path (Miley 1980:44). It also included a beautiful club building, private residences, and recreational facilities (Miley 1980:44). Seven prominent businessmen, including Edwin Binney and Frank Shutts, owner of the *Miami Herald*, were involved in the elaborate plan to transform the village of Viking into a tourist destination called Indrio. However, the collapse of the real estate market forced the promoters to abandon the development in 1926 (Miley 1980:44). Indrio remains a quiet area to this day, with little or no evidence of the grandiose plans of the booming 1920s. The Edwin Binney Estate still stands on the south side of Indrio Road, under the beautiful oak canopy planted by the family.

### White City

White City is located approximately five miles southwest of Fort Pierce, just east of the St. Lucie River. Portions of White City are situated to the north and south of Midway Road, the main thoroughfare.

Frank Bell was one of the earliest settlers in the area now known as White City. He lived in the vicinity of Sunrise Boulevard and Bell Avenue. He was a member of the school board and a member of the county commission (Rights 1994:105). Frank Bell and Edward Traynor, another early settler, donated the land for the White City Cemetery, situated near Bell’s former homestead (Rights-Murtough 2003). With so few people living in the area, White City did not develop until the 1890s, when Louis Pio arrived in St. Lucie County.

Louis Pio, a Dane from Chicago, ran the Florida Exhibit at the Chicago World’s Fair in 1892. While in Chicago, he met Henry Flagler, who was sponsoring the exhibit. After hiring Pio to write a promotional brochure, Flagler encouraged him to go to Florida. A new town along the route of Flagler’s railroad, which was quickly moving south, would be beneficial to the railroad tycoon. Soon after, a group of settlers rowed up the north fork of the St. Lucie River chose the location of the new town in an area that was high and dry, and purchased it from Flagler (White City Historic Committee 1996:7–8).

Pio named “White City” for the White City, the main exposition of the World’s Fair, which exhibited “classical beauty and majesty never seen in America” (White City Historic Committee 1996:7). The main street in the new community in St. Lucie County was named Midway Road in honor of the exposition’s main artery. The World’s Fair influenced small communities and towns all over the nation and beautification efforts, referred to as the City Beautiful movement, ensued (White City Historic Committee 1996:7).



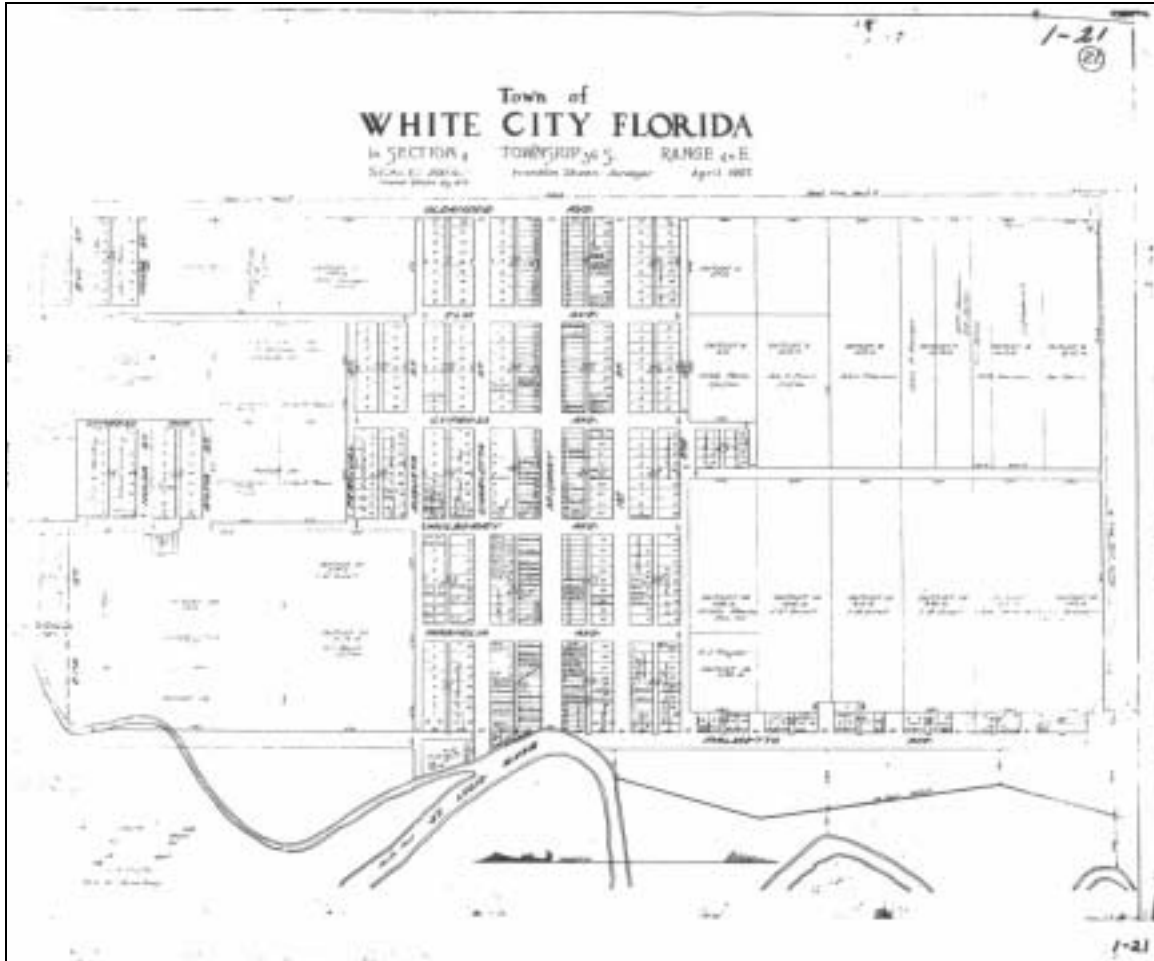
**Figure 11: Historic Photograph of the North Fork of the St. Lucie River near White City, Date Unknown**

*Courtesy of Mrs. Clara Sogaart LePore*

Louis Pio's plan to promote White City with the help of Danish settlers had an unstable beginning. A number of Scandinavians left the town after Col. Myers, who kept surplus cash from lot payments in his bank, absconded with the money. Many who stayed had their crops destroyed in the freeze of 1894–1895 (Rights 1994:105). White City survived partly because the railroad and canal companies, which owned the land in the area, opened a commissary and gave each settler a monthly credit for the next two years. In 1896, the railroad companies offered to deed the land in White City to the settlers if they improved their property to the amount of their indebtedness. The property owners would then be allowed to work out the interest improving local roads. As a result, the situation improved and in the early 1900s, a bridge was built across the St. Lucie River to the railroad station, which was later called Carson (Rights 1994:105–106).

White City became a close-knit community after surviving the 1890s. In the early 1900s, the Immigrant House, built on the riverbank at Midway Road, provided shelter and a short-term home for Scandinavian immigrants. New arrivals were allowed to stay until a home could be built for them. Before the railroad extended to Okeechobee, fruit from the area was hauled to White City to be loaded on the trains. Native Americans also used the old military trail, passing through White City on their way to Fort Pierce (Rights 1994:107).

Surveyor Franklin Sheen created a plat for the Town of White City in 1907 and it was recorded in 1908 in the official land records of St. Lucie County (Figure 12). It is evident from the plat that the White City of the World's Fair and the City Beautiful movement influenced the inclusion of broad streets, varied lots sizes, and service alleys (White City Historic Committee 1996:7).



**Figure 12: Town of White City Plat, Dated 1907**

*Courtesy of the Ft. Pierce City Clerk*

White City historically relied on agriculture for its economic stability. Pineapples and vegetables were among the crops grown for consumption and export. Citrus, however, became the mainstay crop during World War I and it has continued to play an important role in White City's economy (White City Historic Committee 1996:9). The Nelsons, longtime citrus farmers, continue to farm and sell citrus and citrus products in White City today.

White City's simple beginnings, centered on the farmers and businesses along Midway Road (Figure 13). It eventually developed into a unique community inhabited by many descendants of its original pioneers, and featuring the historic fabric of its past. The White City Mercantile building, located on the north side of Midway Road, was built in the early 1900s and still operates today (Figure 14). Other prominent buildings, such as the White City School (built in 1927; Figure 15), the Christensen House, the Dutton Memorial Church (now part of the Islamic Center), and the Nels Hansen House (now owned by the Nelsons), still stand as a testament to the pioneers of White City.



**Figure 13: Historic Photograph of Midway Road, Circa 1920**  
*Courtesy of the St. Lucie County Historical Museum*



**Figure 14: Construction of the White City Mercantile Building, Circa 1900**  
*Courtesy of Mrs. Clara Sogaart LePore*



**Figure 15: Historic Photograph of the White City School, Date Unknown**  
*Courtesy of the St. Lucie County Historical Museum*

### Walton

Walton is a village located on South Indian River Drive, approximately 10 miles south of Fort Pierce. In 1899, a post office opened in Tibbals, which was named after L. P. Tibbals, the builder of the Beulah Plantation, located nearby. The town's name was changed to Walton in the early 1900s, after Izaak Walton, a seventeenth-century English author and a noted fisherman (Van Landingham 1976:28; St. Lucie County Historical Society n.d.; Bradbury and Hallock 1962). Around this time, a wooden train depot was located in Walton on the FEC railroad tracks, west of South Indian River Drive. In 1912, it was moved on rollers to its present location on Ridge Avenue (*St. Lucie County Tribune* 1912). By 1918, the Walton Inn, the Walton Fish Company, and the Indian River Heights Land Company operated out of this small village. About 30 families lived in Walton during this time, including the Baileys, Ehrharts, Giffords, Jennings, Jorgensens and the Taylors. (Miller 1918:164). Approximately 25 historic buildings remain in the area today.



**Figure 16: Advertisement for the Walton Inn**  
*From the 1918 City Directory of Fort Pierce and St. Lucie County*



# Historic Resources Results

St. Lucie County  
**Historic Resources Survey**



## HISTORIC RESOURCES RESULTS

The following portion of the report focuses on the historic resources identified within the survey area. The survey area boundaries (Figure 1) were selected by the county to include all unincorporated areas and incorporated St. Lucie Village (see St. Lucie Village sub-section on page 146). In unincorporated St. Lucie County, 597 historic resources were identified during this survey; 179 historic resources were previously recorded in the FMSF, primarily as part of the Historic Property Survey of St. Lucie County (Historic Property Associates, Inc 1990) (Table 2). As part of this project, updated FMSF forms were prepared for the 179 previously recorded resources, and original FMSF forms were prepared for the remaining 418 newly recorded historic resources. The forms are included in Appendix E.

Included in this part of the report is an analysis of the survey results. An overview of the county's architectural styles is provided to establish a context for determining the architectural significance of the buildings. Images of representative buildings are located in this section to illustrate the elements of each style. The buildings identified in the survey are listed in a comprehensive table located Appendix B; the FMSF identification number, address, architectural style, and approximate date of construction are found in this table. In addition, lists of all buildings, categorized by style, are included in this section of the report (Tables 6–17).

**Table 2. Previously Recorded Resources in Unincorporated St. Lucie County**

FMSF #	Survey Record #	Site Name/Address
8SL69	044	Casa Caprona/2605 St. Lucie Boulevard
8SL77	538	Captain Hammond House/5775 South Citrus Avenue
8SL78	167	Fairmont Manor/5707 South Indian River Drive
8SL80	007	5101 Header Canal Road
8SL81	005	16414 Okeechobee Road
8SL82	004	16410 Okeechobee Road
8SL83	003	16406 Okeechobee Road
8SL84	013	Hayes House/3396 South Brocksmith Road
8SL85	012	3550 South Brocksmith Road
8SL88	008	4391 McCarty Road
8SL89	009	3755 McCarty Road
8SL90	011	12106 Okeechobee Road
8SL91	526	Oma James Grocery/12991 Okeechobee Road
8SL92	018	Tate Williams House/3620 11 Mile Road
8SL93	020	A. M. Sample House/4395 11 Mile Road
8SL94	021	10185 Muller Road
8SL95	017	3549 11 Mile Road
8SL97	016	Letts House/11006 Okeechobee Road
8SL98	015	Old Standard Growers House/9101 Okeechobee Road
8SL99	030	2950-A Coolidge Road
8SL100	031	Keystone Grove/2950 Coolidge Road
8SL101	029	8101 Okeechobee Road
8SL102	028	8026 Okeechobee Road

<b>FMSF #</b>	<b>Survey Record #</b>	<b>Site Name/Address</b>
8SL103	027	Coolidge House/7958 Okeechobee Road
8SL104	026	7652 Okeechobee Road
8SL106	014	3200 South Jenkins Road
8SL108	001	26001 Orange Avenue
8SL109	006	4196 Header Canal Road
8SL111	037	2626 North Kings Highway
8SL113	036	Taylor Dairy Farmhouse/2395 Taylor Dairy Road
8SL114	024	3920 Seminole Road
8SL115	023	Fort Pierce Farms Schoolhouse/8850 Indrio Road
8SL116	025	5775 Russos Road
8SL117	038	Edwin Binney Estate/6701 Indrio Road
8SL120	080	5698 South U.S. Highway 1
8SL121	081	6010 South U.S. Highway 1
8SL124	115	Nels Hansen House/5102 South Oleander Avenue
8SL125	116	Captain Hansen House/5101 South Oleander Avenue
8SL126	100	White City School/905 West 2 <sup>nd</sup> Street
8SL127	099	Chamberlin House/1001 West 2 <sup>nd</sup> Street
8SL128	098	Richard Hayes House/1002–1006 West 2 <sup>nd</sup> Street
8SL129	097	1003 West 2 <sup>nd</sup> Street
8SL130	096	John Small House/1013 West 2 <sup>nd</sup> Street
8SL132	077	Gustav Ringdahl House/1203 West 1 <sup>st</sup> Street
8SL133	076	Irene Peterson House/1108 West 1 <sup>st</sup> Street
8SL134	072	Nels Jorgensen House/5006 South Citrus Avenue
8SL135	073	Andrew Jorgensen House/5004 South Cypress Avenue
8SL136	075	John Waldron House/1009 West 1 <sup>st</sup> Street
8SL137	074	Bob Hayes House/1001 West 1 <sup>st</sup> Street
8SL138	090	Mary Kerr House/5204 South Citrus Avenue
8SL139	095	Ray Kerr House/5704 South Citrus Avenue
8SL140	094	Charlie Moore House/5701 South Citrus Avenue
8SL141	093	5602 South Citrus Avenue
8SL142	092	5400 South Citrus Avenue
8SL143	091	5308 South Citrus Avenue
8SL144	078	1001 West Enders Road
8SL146	109	Ulrich House/1310 West Midway Road
8SL147	079	4911 Magnolia Avenue
8SL148	071	1109 West Midway Road
8SL150	070	Stetcher House/1103 West Midway Road
8SL151	107	Islamic Center/1104 West Midway Road
8SL152	108	1010 West Midway Road
8SL154	069	Lawrence White House/1005 West Midway Road
8SL155	106	White City Mercantile Building/1000 West Midway Road
8SL156	084	4809 Sunrise Boulevard
8SL157	083	Potter House/4713 Sunrise Boulevard
8SL158	082	Rickerson House/4601 Sunrise Boulevard

<b>FMSF #</b>	<b>Survey Record #</b>	<b>Site Name/Address</b>
8SL159	119	Burt Bell House/3603 Sunrise Boulevard
8SL160	120	O. A. Charles House/3519 Sunrise Boulevard
8SL161	121	3419 Sunrise Boulevard
8SL162	123	3115 Sunrise Boulevard
8SL163	124	3109 Sunrise Boulevard
8SL165	064	3195 McNeil Road
8SL166	062	3158 McNeil Road
8SL167	063	3163 McNeil Road
8SL168	061	2602 McNeil Road
8SL169	056	2311 South 36 <sup>th</sup> Street
8SL170	057	2307 South 36 <sup>th</sup> Street
8SL171	058	2304 South 39 <sup>th</sup> Street
8SL172	060	2810 South 35 <sup>th</sup> Street
8SL173	059	3652 Kirby Loop Road
8SL174	066	Crooks House/3100 Old Edwards Road
8SL175	065	3121 Old Edwards Road
8SL176	067	3398 South 25 <sup>th</sup> Street
8SL177	068	4665 South 25 <sup>th</sup> Street
8SL178	122	3208 Sunrise Boulevard
8SL179	118	4111 South Oleander Avenue
8SL182	117	4901 South Oleander Avenue
8SL183	089	4911 Elm Avenue
8SL184	088	4909 Elm Avenue
8SL185	085	4801 Elm Avenue
8SL186	086	4906 Elm Avenue
8SL187	087	4908 Elm Avenue
8SL188	104	Christensen House/511 West Midway Road
8SL189*	105	Roma Rasmussen House/1400 East Midway Road
8SL191	114	Peter Jensen House/5306 South Oleander Avenue
8SL193	113	Pete Robinson House/5902 South Oleander Avenue
8SL194	112	Seese House/6001 South Oleander Avenue
8SL195	111	George Hackney House/6300 South Oleander Avenue
8SL196	110	Hammley House/6400 South Oleander Avenue
8SL197	102	All Florida Insurance/382 East Midway Road
8SL198	103	385 East Midway Road
8SL199	101	Pools/380 East Midway Road
8SL200	157	123 East Midway Road
8SL201	158	120 East Midway Road
8SL203	523	21 Netherby Avenue
8SL204	524	Lime Tree Cottage/16 Netherby Avenue
8SL207	179	13075 South Indian River Drive
8SL208	180	12623 South Indian River Drive
8SL209	181	12563 South Indian River Drive
8SL210	182	12435 South Indian River Drive

<b>FMSF #</b>	<b>Survey Record #</b>	<b>Site Name/Address</b>
8SL211	188	Captain John Miller House/12387 South Indian River Drive
8SL212	189	11995 South Indian River Drive
8SL213	190	Griffiths-Hybrid Croton Farm/11705 South Indian River Drive
8SL214	191	11205 South Indian River Drive
8SL215	192	11203 South Indian River Drive
8SL216	193	The Pinquet/11107 South Indian River Drive
8SL217	195	10303 South Indian River Drive
8SL218	194	10609 South Indian River Drive
8SL219	196	10195 South Indian River Drive
8SL220	178	9015 South Indian River Drive
8SL221	177	8503 South Indian River Drive
8SL222	176	8303 South Indian River Drive
8SL223	175	R. V. Ankeny House/8205 South Indian River Drive
8SL224	174	Russell House/8103 South Indian River Drive
8SL225	173	Peter Ankeny House/8005 South Indian River Drive
8SL226	172	Burnett House/8001 South Indian River Drive
8SL227	171	7901 South Indian River Drive
8SL228	170	7809 South Indian River Drive
8SL229	169	6109 South Indian River Drive
8SL230	168	Eldred-Thomas House/6101 South Indian River Drive
8SL231	166	5703 South Indian River Drive
8SL232	165	5603 South Indian River Drive
8SL234	164	Robinson House/5309 South Indian River Drive
8SL235	163	William Robinson House/4955 South Indian River Drive
8SL236	162	Riverhill/4625 South Indian River Drive
8SL237	159	Britt House/4511 South Indian River Drive
8SL238	160	M. E. Card House/3915–3917 South Indian River Drive
8SL258	125	1913 Old Dixie Highway
8SL259	126	1927 Old Dixie Highway
8SL260	127	1931 Old Dixie Highway
8SL262	138	Dixie Summerlin House/225 St. Lucie Boulevard
8SL264	135	2917 Old Dixie Highway
8SL266	042	Treasure Coast Antiques/4343 North U.S. Highway 1
8SL270	143	2660 North US Highway 1/2660 North U.S. Highway
8SL271	132	2009 North 3 <sup>rd</sup> Street
8SL272	131	2005 North 3 <sup>rd</sup> Street
8SL273	129	1930 North 3 <sup>rd</sup> Street
8SL274	128	1908 North 3 <sup>rd</sup> Street
8SL275	130	1931 North 3 <sup>rd</sup> Street
8SL276	051	Autoland Auto Sales/3328 Orange Avenue
8SL277	053	4012 Orange Avenue
8SL280	054	Counseling & Recovery Center Inc./4753 Orange Avenue
8SL281	035	5300 Orange Avenue
8SL282	045	510 Hartman Road

FMSF #	Survey Record #	Site Name/Address
8SL283	046	901 South 33 <sup>rd</sup> Street
8SL285	002	Kenansville Post Office/25999 Orange Avenue
8SL286	019	Boykin House/3684 11 Mile Road
8SL287	505	Immokolee/8431 Immokolee Road
8SL1099	161	Richard Chase House/3131 South Indian River Drive
8SL1103	032	5855 Orange Avenue
8SL1104	034	A-Liberty Bail Bonds/5807 Orange Avenue
8SL1105	033	Miller Appliances/5701 Orange Avenue
8SL1106	055	5115 Orange Avenue
8SL1107	052	3625 Orange Avenue
8SL1108	050	3325 Orange Avenue
8SL1109	049	3323 Orange Avenue
8SL1110**	047	3310 Orange Avenue
8SL1111	048	3312 Orange Avenue
8SL1117	142	2840 North U.S. Highway 1
8SL1119	041	5073 North U.S. Highway 1
8SL1125	040	4809 North U.S. Highway 1
8SL1126	423	Viking Cemetery/Indrio Road
8SL1130	039	U.S. 1 North Weigh Station/6147 North U.S. Highway 1
8SL1131	197	3425 Matthews Road
8SL1133	559	13501 Okeechobee Road
8SL1142	022	9703 Indrio Road
8SL1171	648	Carlton Cemetery/Okeechobee Road
8SL1172	010	Hinton House/Okeechobee Road

\* This resource was moved to the Savannah Recreation Area located within the city of Fort Pierce

\*\* This resource is located on property that recently was annexed by the city of Fort Pierce

During the field investigation, it was noted that a number of buildings that were either previously recorded or identified on the property appraiser's list had been demolished. The following two lists include these 30 buildings:

#### **Demolished Previously Recorded Buildings in St. Lucie County: 20 Total**

- 8SL86 – 4300 McCarty Road
- 8SL87 – 4785 McCarty Road
- 8SL107 – 15324 SR 68 (Orange Avenue)
- 8SL110 – 7550 Research Center Road
- 8SL122 – 6001 South U.S. Highway 1
- 8SL123 – 7101 South Oleander Avenue
- 8SL131 – John Traynor House/1102 West 2<sup>nd</sup> Street
- 8SL149 – Green House/1107 West Midway Road
- 8SL153 – A. Jorgensen House/1009 West Midway Road
- 8SL180 – 4122 South Oleander Avenue
- 8SL181 – 4200 South Oleander Avenue

- 8SL190 – George Dutton House/604 West Midway Road
- 8SL192 – Ed Ulrich House/5800 Oleander Avenue
- 8SL202 – 13706 South Indian River Drive
- 8SL233 – 5409 South Indian River Drive
- 8SL265 – 5483 Old Dixie Highway
- 8SL268 – 3601 Ridge Haven Road
- 8SL26 – Siesta Motel Motor Court/3422 Ridge Haven Road
- 8SL278 – 3905 SR 68 (Orange Avenue)
- 8SL279 – 3901 SR 68 (Orange Avenue)

**Demolished Buildings Not Previously Recorded (Historic According to the St. Lucie County Property Appraiser Information): 10 Total**

- 5905 Oleander Avenue
- 1009 Midway Road
- 2014 South 35<sup>th</sup> Street
- 112 Harris Street
- 4249 Hagen Drive
- 4250 Hagan Drive
- 3622 U.S. Highway 1
- 1507 South 33<sup>rd</sup> Street
- 13513 South Indian River Drive

In addition, several previously recorded buildings and at least 150 additional buildings in the project area were not accessible from the public right-of-way. A list of all buildings that could be identified by a physical address was given to St. Lucie County staff. Any properties without an identifiable address were noted on the aerial photographs. Permission letters to gain access were sent to all property owners who could be identified to sign and return. The properties that Janus Research staff had permission to access were documented and included in this survey. A list was not created of the newly identified inaccessible buildings because the majority of them did not have an address and the property owners could not be identified. The following list includes **only** the previously recorded buildings where the property owners were identified and no access was granted. The FMSF forms for these buildings were not updated as a result of the access issues.

**Previously Recorded Buildings Not Accessible from the Right-of-Way (Permission Not Given by Owners to Access Property): 10 Total**

- 8SL96 – Walter Dickey House/1065 SR 70 (Okeechobee Road)
- 8SL105 – 8560 SR 70 (Okeechobee Road)
- 8SL112 – 3926 Kings Highway
- 8SL119 – Farmer’s Market Office/3479 South U.S. Highway 1
- 8SL164 – 4880 Sunrise Boulevard
- 8SL205 – Edenlawn/13377 South Indian River Drive
- 8SL206 – 13301 South Indian River Drive

- 8SL253 – Brewer House/127 St. Lucie Lane
- 8SL284 – Eli Morgan House on Bluefield Road
- 8SL1122 – Emerson Boulevard Accessory Building

### **Analysis of Survey Findings**

Whether or not they are architecturally or historically significant, the historic resources included in the survey area contribute in some way to the character of St. Lucie County. Through their location, design, setting, materials, workmanship, feeling, and association, these historic resources convey the prevalent architectural trends and historical development of the county. The 648 pre-1955 historic buildings, structures, and cemeteries included in this survey were inventoried regardless of their physical condition or integrity. Several of the resources surveyed have been significantly modified to the extent that the majority of their original historic fabric is no longer intact. Nevertheless, each of the surveyed resources is documented on an FMSF form and included in the analysis of the survey findings. In addition, 29 GIS maps based on the county's schematic of combined Public Land Survey System (PLSS) sections were produced. Each GIS map displays each resource annotated by the FMSF number, and includes a corresponding table with the address and county parcel identification number. These maps have been bound in the separate Historic Resources Map Booklet, which will be included with the report.

## Development Patterns of Historic Resources

Within the survey area, the development patterns of St. Lucie County's historic resources are illustrated in Table 3. The eight periods established during the survey reflect the developmental history of the county. These patterns of development also provide the contexts necessary for determining the significance of the various historic resources. The titles and dates of these historic periods were determined by the associated times in St. Lucie County's history and also the time frames established by the FMSF.

**Table 3. Development Patterns of Historic Resources in Unincorporated St. Lucie County**

Historic Contexts	Total
Post-Reconstruction	13
Spanish-American War	62
World War I and Aftermath	6
Florida Land Boom and Bust	115
Depression/New Deal	66
World War II and Aftermath	203
Modern	132

### Post-Reconstruction

Thirteen resources in the survey area were constructed during this period. These resources are mostly concentrated in three areas: South Indian River Drive, North Indian River Drive, and White City. These areas developed early in the county's history.

### Spanish-American War

Sixty-two resources in the survey area that were constructed during this historic period remain, dating from around 1898 to 1915. St. Lucie County is unique because it possesses many buildings built before the Land Boom of the 1920s. Many of these pre-1920 buildings are related to pineapple farming, the citrus industry, and cattle ranching.

### World War I and Aftermath

Six resources in the survey area constructed during this period remain. Although there are few remaining buildings from this period within the sections of St. Lucie County covered in this survey, overall these years were marked by a great deal of growth and construction activity, leading to the Land Boom era of the 1920s.

### Florida Land Boom and Bust

There are 115 extant historic resources in the survey area that were constructed during this era, dating from approximately 1920 to 1929. During Florida's Land Boom of the 1920s, many homes were constructed to meet the needs of an expanding population. St. Lucie County and the rest of the state experienced a boom in construction until around 1926, when the real estate market soured.

### Depression/New Deal

The collapse of the Land Boom in 1926, the disastrous hurricane of 1928, the fruit fly infestation, and the effects of the Great Depression slowed building activity in the survey



area from 1930–1940. However, despite the negative turn of events, 66 buildings in the project area remain from this era.

### **World War II and Aftermath**

Construction increased during the years 1941 through 1949. Two hundred three buildings documented in the survey area were constructed in this era. The United States' participation in World War II returned prosperity to communities throughout the country. Many former military personnel settled in Florida where they had been stationed or trained. Therefore, a large amount of building activity occurred in the latter half of the 1940s, following the conclusion of the war. One-story Masonry Vernacular residential and commercial buildings were common building forms during these years. Despite the changes in architectural designs, the buildings of this time period still contribute to the community's planning and development.

### **Modern**

The Modern era begins in 1950 and extends through the present day. The 132 buildings in the survey area constructed in this time period represent the post-war construction boom in St. Lucie County. Most of the buildings constructed during this period represent the simple Masonry Vernacular style; however a few Contemporary-style buildings are present.

## **Historic and Present Functions of Surveyed Resources in Unincorporated St. Lucie County**

Tables 4 and 5 outline the historic and present functions of the historic resources identified in unincorporated St. Lucie County during the survey. Historically, the uses ranged from depot to farmstead, with the two most dominant uses being residential and commercial. Currently, the resources also reflect diverse functions. Several new uses have appeared in the survey area during the last 50 years, including art galleries and office buildings. These new functions represent the adaptive use of historic buildings.

**Table 4. Historic Functions of Resources in Unincorporated St. Lucie County**

<b>Historic Function</b>	<b>Number of Resources</b>
Apartment	1
Barn	7
Cemetery	6
Church	1
Commercial and apartments	1
Commercial	17
Depot	1
Duplex	3
Farmers market structure	1
Farmstead	1
Garage	3
Government	1
Military	1
Motel	3
Outbuilding	1

Historic Function	Number of Resources
Private residence	532
Resort complex – multiple recreational structures	2
School	2
Shed	8
Shop unspecified	2
Storage building	2
Store unspecified	1

**Table 5. Present Functions of Resources in Unincorporated St. Lucie County**

Present Function	Number of Resources
Agricultural	1
Apartment	6
Automobile dealership	1
Barn	6
Cemetery	6
Church	1
Commercial	28
Community center (e.g., recreation hall)	1
Cottage	1
Duplex	2
Education related	1
Garage	3
Motel	2
Other	2
Outbuilding	1
Private residence	477
Recreation hall	1
Residence and commercial	2
Resort complex – multiple recreational structures	2
School	1
Shed	9
Storage building	5
Store unspecified	1
Vacant	37



## Representative Architectural Styles

St. Lucie County  
**Historic Resources Survey**

## **REPRESENTATIVE ARCHITECTURAL STYLES**

The architecture of a building is described as a style composed of its overall form and decorative ornamentation. An architectural style reflects the prevailing needs and tastes of the time in which it is constructed, contributing to an understanding of the culture and society of that period. In respect to defining an architectural style, two primary elements should be considered: decoration and overall form. Decoration consists of ornamentation that is placed on a building. The design of the overall form involves the interplay of proportion, scale, massing, symmetry or asymmetry, as well as the relationships between solids and voids, or height, depth, and width.

Within St. Lucie County, the historic resources are represented by several architectural styles and encompass a wide range of building forms. Professional builders who were influenced by traditional building techniques and contemporary stylistic characteristics constructed some of the buildings; however, non-professional builders or the building owners also built numerous buildings. The styles found in the survey area were popular throughout the United States during their periods of construction. In the twentieth century, architectural pattern books available to wide audiences and the mass production of building materials and architectural elements facilitated the widespread application of various styles. In addition, improved means of transportation allowed builders across the country access to these materials and products.

Five hundred ninety-seven historic resources identified in unincorporated St. Lucie County can be categorized as the following styles: Frame Vernacular, Masonry Vernacular, Florida Ranch, Craftsman/Bungalow, Colonial Revival, Minimal Traditional, Folk Victorian, Contemporary, Mission, Prairie, Mediterranean Revival, Neo-Classical Revival, Greek Revival, Dutch Colonial Revival and Art Moderne. Most of the historic buildings found in the survey area reflect vernacular designs, which means they do not exhibit distinct “high-style” features. There are 370 buildings classified as Frame Vernacular. The 150 Masonry Vernacular buildings represent the second most common building style. The remaining resources are comprised of 18 Florida Ranch buildings, 14 Craftsman/Bungalow buildings, 10 Colonial Revival buildings, 8 Minimal Traditional buildings, 5 Folk Victorian buildings, 4 Mission buildings, 3 Mediterranean Revival buildings, 3 Contemporary buildings, 2 Prairie buildings, and 1 each of the following: Neo-Classical Revival, Greek Revival, Dutch Colonial Revival, and Art Moderne. Similarly, six cemeteries that were 50 years or older account for the other resources. A comprehensive table of all 597 documented resources, including the site name/address, style, and the approximate date of construction, is located in Appendix B.

## Frame Vernacular



**Figure 17: Example of a Frame Vernacular Residence at 4801 Elm Avenue**

Three hundred and seventy examples of the Frame Vernacular style are located within St. Lucie County. The Frame Vernacular buildings in the survey area were predominantly constructed between the early 1920s and late 1940s. Like Masonry Vernacular buildings, they often were built by non-professionals and, in many cases, by the occupants themselves. In the survey area, most of the Frame Vernacular buildings are one-story in height and constructed as wood frame structural systems set on continuous or slab concrete foundations. Gabled roofs are the most common roof type, followed by hipped roofs. The roofs usually are clad in composition shingles. The exterior cladding is most often weatherboard or wood drop siding. Vinyl and asbestos siding are the modern replacement materials found on the exterior of many Frame Vernacular houses. Windows range from wood double-hung sashes to metal awning and jalousie windows. Ornamentation is usually limited to wood rafter tails underneath the roof eaves, cornerboards, vents in the gable ends, and shutters. Simple wood door and window surrounds also are found on these buildings.

The Frame Vernacular buildings constructed in the earlier part of the twentieth century oftentimes exhibit Craftsman influences, such as exposed rafter tails and wide, overhanging roof eaves. The later Frame Vernacular residences of the 1930s and 1940s are commonly more modest than their predecessors and display no roof overhangs and even fewer decorative elements.



**Figure 18: Example of a Two-Story Frame Vernacular Residence, the Captain Hammond House**



**Figure 19: Example of a Frame Vernacular Residence at 3121 Old Edwards Road**

### Characteristics

- Plan: regular; rectangular; irregular
- Foundation: brick or concrete block piers; continuous concrete; slab concrete

- Height: one or two stories
- Primary Exterior Materials: horizontal wood siding; weatherboard or drop siding; vinyl or aluminum replacement siding
- Roof Type: gabled; hipped
- Roof Surfacing: 5-V crimp sheet metal; tin shingles; composition shingles
- Fenestration: wood-frame, double-hung sash windows; metal awning windows; metal, single-hung sash windows; jalousie windows
- Detailing: simple; exposed wood rafter tails underneath roof eaves; wood window surrounds; attic vents; cornerboards; shutters

**Table 6. Frame Vernacular Style Buildings in Unincorporated St. Lucie County**

FMSF #	Site Name/Address	Date of Construction
8SL77	Captain Hammond House/5775 South Citrus Avenue	1901
8SL80	5101 Header Canal Road	1929
8SL81	16414 Okeechobee Road	1925
8SL82	16410 Okeechobee Road	1925
8SL83	16406 Okeechobee Road	1925
8SL88	4391 McCarty Road	1925
8SL90	12106 Okeechobee Road	1945
8SL91	Oma James Grocery/12991 Okeechobee Road	1930
8SL92	Tate Williams House/3620 11 Mile Road	1938
8SL93	A.M. Sample House/4395 11 Mile Road	1920
8SL94	10185 Muller Road	1925
8SL95	3549 11 Mile Road	1920
8SL97	Letts House/11006 Okeechobee Road	1920
8SL98	Old Standard Growers House/9101 Okeechobee Road	1915
8SL99	2950-A Coolidge Road	1929
8SL100	Keystone Grove/2950 Coolidge Road	1915
8SL101	8101 Okeechobee Road	1915
8SL102	8026 Okeechobee Road	1925
8SL103	Coolidge House/7958 Okeechobee Road	1915
8SL104	7652 Okeechobee Road	1925
8SL106	3200 South Jenkins Road	1920
8SL108	26001 Orange Avenue	1937
8SL109	4196 Header Canal Road	1920
8SL111	2626 North Kings Highway	1929
8SL113	Taylor Dairy Farmhouse/2395 Taylor Dairy Road	1915
8SL114	3920 Seminole Road	1925
8SL115	Fort Pierce Farms Schoolhouse/8850 Indrio Road	1915
8SL120	5698 South U.S. Highway 1	1920
8SL121	6010 South U.S. Highway 1	1915
8SL124	Nels Hansen House/5102 South Oleander Avenue	1914
8SL125	Captain Hansen House/5101 South Oleander Avenue	1895
8SL127	Chamberlin House/1001 West 2 <sup>nd</sup> Street	1915
8SL129	1003 West 2 <sup>nd</sup> Street	1920
8SL130	John Small House/1013 West 2 <sup>nd</sup> Street	1920
8SL132	Gustav Ringdahl House/1203 West 1 <sup>st</sup> Street	1898

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL133	Irene Peterson House/1108 West 1 <sup>st</sup> Street	1930
8SL134	Nels Jorgensen House/5006 South Citrus Avenue	1925
8SL135	Andrew Jorgensen House/5004 South Cypress Avenue	1925
8SL136	John Waldron House/1009 West 1 <sup>st</sup> Street	1929
8SL137	Bob Hayes House/1001 West 1 <sup>st</sup> Street	1910
8SL139	Ray Kerr House/5704 South Citrus Avenue	1929
8SL141	5602 South Citrus Avenue	1925
8SL142	5400 South Citrus Avenue	1905
8SL144	1001 West Enders Road	1925
8SL148	1109 West Midway Road	1920
8SL150	Stetcher House/1103 West Midway Road	1917
8SL151	Islamic Center/1104 West Midway Road	1914
8SL152	1010 West Midway Road	1920
8SL154	Lawrence White House/1005 West Midway Road	1917
8SL155	White City Mercantile Building/1000 West Midway Road	1900
8SL156	4809 Sunrise Boulevard	1925
8SL157	Potter House/4713 Sunrise Boulevard	1905
8SL158	Rickerson House/4601 Sunrise Boulevard	1929
8SL160	O. A. Charles House/3519 Sunrise Boulevard	1920
8SL163	3109 Sunrise Boulevard	1925
8SL165	3195 McNeil Road	1925
8SL166	3158 McNeil Road	1929
8SL167	3163 McNeil Road	1929
8SL168	2602 McNeil Road	1925
8SL169	2311 South 36 <sup>th</sup> Street	1929
8SL170	2307 South 36 <sup>th</sup> Street	1935
8SL171	2304 South 39 <sup>th</sup> Street	1925
8SL172	2810 South 35 <sup>th</sup> Street	1920
8SL173	3652 Kirby Loop Road	1915
8SL174	Crooks House/3100 Old Edwards Road	1920
8SL175	3121 Old Edwards Road	1929
8SL176	3398 South 25 <sup>th</sup> Street	1935
8SL177	4665 South 25 <sup>th</sup> Street	1935
8SL179	4111 South Oleander Avenue	1915
8SL182	4901 South Oleander Avenue	1929
8SL183	4911 Elm Avenue	1900
8SL184	4909 Elm Avenue	1900
8SL185	4801 Elm Avenue	1900
8SL186	4906 Elm Avenue	1920
8SL187	4908 Elm Avenue	1929
8SL188	Christensen House/511 West Midway Road	1895
8SL189	Roma Rasmussen House/1400 East Midway Road	1894
8SL191	Peter Jensen House/5306 South Oleander Avenue	1898
8SL193	Pete Robinson House/5902 South Oleander Avenue	1905
8SL195	George Hackney House/6300 South Oleander Avenue	1935
8SL196	Hammley House/6400 South Oleander Avenue	1905



<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL197	All Florida Insurance/382 East Midway Road	1920
8SL198	385 East Midway Road	1915
8SL199	Pools/380 East Midway Road	1895
8SL200	123 East Midway Road	1920
8SL201	120 East Midway Road	1925
8SL203	21 Netherby Avenue	1920
8SL204	Lime Tree Cottage/16 Netherby Avenue	1950
8SL207	13075 South Indian River Drive	1915
8SL208	12623 South Indian River Drive	1905
8SL209	12563 South Indian River Drive	1925
8SL210	12435 South Indian River Drive	1920
8SL213	Griffiths-Hybrid Croton Farm/11705 South Indian River Drive	1895
8SL214	11205 South Indian River Drive	1925
8SL215	11203 South Indian River Drive	1905
8SL216	The Pinquet/11107 South Indian River Drive	1910
8SL217	10303 South Indian River Drive	1920
8SL218	10609 South Indian River Drive	1910
8SL219	10195 South Indian River Drive	1900
8SL222	8303 South Indian River Drive	1925
8SL230	Eldred-Thomas House/6101 South Indian River Drive	1893
8SL236	Riverhill/4625 South Indian River Drive	1903
8SL237	Britt House/4511 South Indian River Drive	1908
8SL258	1913 Old Dixie Highway	1920
8SL259	1927 Old Dixie Highway	1915
8SL260	1931 Old Dixie Highway	1929
8SL262	Dixie Summerlin House/225 St. Lucie Boulevard	1895
8SL264	2917 Old Dixie Highway	1935
8SL270	2660 North US Highway 1/2660 North U.S. Highway	1915
8SL271	2009 North 3 <sup>rd</sup> Street	1929
8SL272	2005 North 3 <sup>rd</sup> Street	1930
8SL273	1930 North 3 <sup>rd</sup> Street	1929
8SL274	1908 North 3 <sup>rd</sup> Street	1910
8SL275	1931 North 3 <sup>rd</sup> Street	1910
8SL276	Autoland Auto Sales/3328 Orange Avenue	1905
8SL277	4012 Orange Avenue	1925
8SL280	Counseling & Recovery Center Inc./4753 Orange Avenue	1938
8SL282	510 Hartman Road	1935
8SL285	Kenansville Post Office/25999 Orange Avenue	1914
8SL286	Boykin House/3684 11 Mile Road	1905
8SL1103	5855 Orange Avenue	1945
8SL1104	A-Liberty Bail Bonds/5807 Orange Avenue	1950
8SL1107	3625 Orange Avenue	1935
8SL1108	3325 Orange Avenue	1945
8SL1109	3323 Orange Avenue	1950
8SL1117	2840 North U.S. Highway 1	1941

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1130	U.S. 1 North Weigh Station/6147 North U.S. Highway 1	1925
8SL1131	3425 Matthews Road	1929
8SL1133	13501 Okeechobee Road	1947
8SL1142	9703 Indrio Road	1935
8SL1172	Hinton House/Okeechobee Road	1928
8SL1188	20490 Glades Cut-Off Road	1941
8SL1189	10260 Bluefield Road	1945
8SL1190	17600 Glades Cut-Off Road	1928
8SL1191	13607 South Indian River Drive	1920
8SL1192	13605 South Indian River Drive	1920
8SL1193	13 Netherby Avenue	1952
8SL1194	13459 South Indian River Drive	1948
8SL1195	13435 South Indian River Drive	1950
8SL1196	13207 South Indian River Drive	1901
8SL1197	13179 South Indian River Drive	1941
8SL1198	12961 South Indian River Drive	1950
8SL1200	Citrus Barn on Germany Canal Road/Germany Canal Road	1950
8SL1202	9416 Gumbo Limbo Lane	1950
8SL1207	102 Springhill Drive	1952
8SL1209	12349 South Indian River Drive	1947
8SL1211	12111 South Indian River Drive	1941
8SL1215	112 Main Street	1925
8SL1216	106 Main Street	1920
8SL1218	11090 Ridge Avenue	1908
8SL1221	11005 South Indian River Drive	1950
8SL1222	10907 South Indian River Drive	1944
8SL1223	10905 South Indian River Drive	1935
8SL1226	10009 South Indian River Drive	1937
8SL1227	10007 South Indian River Drive	1945
8SL1228	10003 South Indian River Drive	1920
8SL1231	9809 South Indian River Drive	1941
8SL1235	9309 South Indian River Drive	1949
8SL1236	9207 South Indian River Drive	1946
8SL1241	8809 South Indian River Drive	1939
8SL1242	8705 South Indian River Drive	1951
8SL1245	8409 South Indian River Drive	1941
8SL1246	8201 South Indian River Drive	1925
8SL1247	5825 Ideal Holding Road	1941
8SL1248	Barn on South side of Okeechobee Road/Okeechobee Road	1945
8SL1249	House on South side of Okeechobee Road/Okeechobee Road	1945
8SL1250	Barn on Williams Road/Williams Road	1947
8SL1251	5506 Short Street	1945
8SL1252	5505 Short Street	1941
8SL1253	1009 Gopher Ridge	1950

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1254	1101 Gopher Ridge	1935
8SL1261	6901 South Indian River Drive	1947
8SL1274	12506 West Midway Road	1939
8SL1275	5121 Dunn Road	1946
8SL1276	5021 Christensen Road	1950
8SL1277	4878 Christensen Road	1941
8SL1278	4801 Dunn Road	1950
8SL1280	2689 Devine Road	1929
8SL1281	2529 Devine Road	1946
8SL1283	1101 West 1 <sup>st</sup> Street	1945
8SL1284	807 West Midway Road	1944
8SL1285	908 West 1 <sup>st</sup> Street	1925
8SL1286	1313 West 1 <sup>st</sup> Street	1945
8SL1287	Fiddle Stix/1205 West Midway Road	1935
8SL1288	1305 West Midway Road	1935
8SL1289	The Feathered Nest/1203 West Midway Road	1935
8SL1291	The Cottages/1780 West Midway Road	1938
8SL1292	1009 Charlotta Street	1935
8SL1294	4905 Sunrise Boulevard	1910
8SL1295	4901 Elm Avenue	1918
8SL1296	4902 Sunrise Boulevard	1938
8SL1297	1137 Percival Street	1950
8SL1298	4506 Sunrise Boulevard	1910
8SL1299	701 Cory Campbell Road	1925
8SL1300	806 Cory Campbell Road	1945
8SL1301	802 Cory Campbell Road	1945
8SL1303	709 Brack Road	1950
8SL1304	5017 Starr Avenue/5017 Starr Avenue	1945
8SL1305	5007 Melville Road	1935
8SL1306	701 West Midway Road	1945
8SL1307	A-1 Realty/602 West Midway Road	1935
8SL1309	352 Palms Avenue	1923
8SL1311	357 Poinsettia Avenue	1920
8SL1312	4521 South U.S. Highway 1	1950
8SL1315	5809 South Indian River Drive	1950
8SL1317	5605 South Indian River Drive	1925
8SL1319	5405 South Indian River Drive	1937
8SL1321	5300 South Indian River Drive	1910
8SL1323	3862 Header Canal Road	1935
8SL1324	13505 Okeechobee Road	1942
8SL1329	4560 South 25 <sup>th</sup> Street	1942
8SL1331	A1 Radiator/4412 South U.S. Highway 1	1945
8SL1337	4751 South Indian River Drive	1951
8SL1339	4655 South Indian River Drive	1950
8SL1341	4317 South Indian River Drive	1941
8SL1342	4315 South Indian River Drive	1935
8SL1343	4311 South Indian River Drive	1941

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1347	11520 Okeechobee Road	1935
8SL1350	3362 Selvitz Road	1936
8SL1351	3310 South Jenkins Road	1938
8SL1352	5126 Edwards Road	1947
8SL1353	4486 Edwards Road	1923
8SL1354	4232 Edwards Road	1947
8SL1355	4880 Edwards Road	1928
8SL1356	4620 Edwards Road	1941
8SL1357	4594 Edwards Road	1941
8SL1358	Tiki Boutique/4642 Edwards Road	1941
8SL1359	3381 Old Edwards Road	1949
8SL1360	3286 Old Edwards Road	1946
8SL1361	4046 Edwards Road	1947
8SL1362	3300 Sunrise Boulevard	1941
8SL1363	3226 Sunrise Boulevard	1935
8SL1370	3261 South U.S. Highway 1	1949
8SL1371	Quonset Hut on Glenview Avenue/637 Glenview Avenue	1950
8SL1372	Checker Cab/631 Glenview Avenue	1950
8SL1392	2790 Gentile Road	1952
8SL1393	2883 Coolidge Road	1941
8SL1394	8310 Andrews Avenue	1950
8SL1395	House on Kings Highway/Kings Highway	1928
8SL1396	2511 South Jenkins Road	1948
8SL1400	3026 Rogers Road	1941
8SL1403	4491 Kirby Loop Road	1941
8SL1405	2880 Old Edwards Road	1941
8SL1406	3501 Kirby Loop Road	1941
8SL1407	3402 Douglas Street	1941
8SL1408	3650 Kirby Loop Road	1930
8SL1409	2805 South 25 <sup>th</sup> Street	1946
8SL1410	2705 South 29 <sup>th</sup> Street	1928
8SL1411	2706 South 27 <sup>th</sup> Street	1946
8SL1412	2407 South 37 <sup>th</sup> Street	1935
8SL1413	2407 South 38 <sup>th</sup> Street	1935
8SL1415	3801 Arnold Road	1942
8SL1416	2302 South 39 <sup>th</sup> Street	1949
8SL1418	2808 South 25 <sup>th</sup> Street	1935
8SL1424	1317 Copenhaver Road	1920
8SL1425	985 South Jenkins Road	1948
8SL1427	2144 South Jenkins Road	1935
8SL1428	2020 Swain Road	1936
8SL1429	1707 Swain Road	1929
8SL1430	1523 South Jenkins Road	1928
8SL1432	2208 South 34 <sup>th</sup> Street	1920
8SL1433	2205 South 34 <sup>th</sup> Street	1941
8SL1434	2206 South 34 <sup>th</sup> Street	1941

FMSF #	Site Name/Address	Date of Construction
8SL1435	2202A South 39 <sup>th</sup> Street	1945
8SL1436	2202B South 39 <sup>th</sup> Street	1935
8SL1437	2202C South 39 <sup>th</sup> Street	1935
8SL1438	2202D South 39 <sup>th</sup> Street	1945
8SL1439	2105 South 37 <sup>th</sup> Street	1941
8SL1440	2103 South 37 <sup>th</sup> Street	1940
8SL1441	2108 South 34 <sup>th</sup> Street	1941
8SL1442	3403 Sarasota Avenue	1950
8SL1444	2100 South 34 <sup>th</sup> Street	1941
8SL1445	2002 South 35 <sup>th</sup> Street	1941
8SL1446	3303 Sarasota Avenue	1941
8SL1447	2008 South 34 <sup>th</sup> Street	1941
8SL1450	1915 South 34 <sup>th</sup> Street	1941
8SL1451	1918 South 34 <sup>th</sup> Street	1941
8SL1452	2006 South 41 <sup>st</sup> Street	1941
8SL1453	1908 South 35 <sup>th</sup> Street	1941
8SL1454	1909 South 34 <sup>th</sup> Street	1941
8SL1455	1914 South 34 <sup>th</sup> Street	1940
8SL1456	1911 South 35 <sup>th</sup> Street	1945
8SL1457	1906 South 35 <sup>th</sup> Street	1941
8SL1458	1909 South 33 <sup>rd</sup> Street	1941
8SL1459	1907 South 34 <sup>th</sup> Street	1941
8SL1460	1904 South 35 <sup>th</sup> Street	1941
8SL1461	1908 South 34 <sup>th</sup> Street	1942
8SL1462	1903 South 34 <sup>th</sup> Street	1950
8SL1464	1900 South 35 <sup>th</sup> Street	1941
8SL1465	1823 South 33 <sup>rd</sup> Street	1941
8SL1469	3000 Orange Avenue	1950
8SL1472	14601 Orange Avenue	1946
8SL1474	95 South Brocksmith Road	1935
8SL1475	12840 Orange Avenue	1950
8SL1476	11535 Orange Avenue	1942
8SL1477	487 Horton Avenue	1918
8SL1478	9405 Brittain Road	1920
8SL1479	266 Gokchoff Road	1942
8SL1482	8375 Orange Avenue	1935
8SL1483	T & J Hitching Post/8355 Orange Avenue	1947
8SL1484	345 South Jenkins Road	1942
8SL1485	6000 Orange Avenue	1935
8SL1486	280 Lamont Road	1930
8SL1487	5301 Orange Avenue	1941
8SL1488	McArthur Dairy Building/5501 Orange Avenue	1935
8SL1489	Sunshine Truck and Equipment Company/5620 Orange Avenue	1941
8SL1491	4213 Avenue D	1948
8SL1492	4209 Charity Lane	1928
8SL1493	4204 Charity Lane	1948

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1494	4202 Charity Lane	1945
8SL1496	3311 Avenue A	1948
8SL1497	3305 Avenue A	1950
8SL1499	306 Angle Road	1948
8SL1502	3402 Dale Place	1948
8SL1503	406 North 38 <sup>th</sup> Street	1948
8SL1505	415 North 37 <sup>th</sup> Street	1948
8SL1507	417 North 37 <sup>th</sup> Street	1941
8SL1508	4006 Mariah Circle	1950
8SL1509	3913 Metzger Road	1945
8SL1510	Shed on Rock Road/Rock Road	1949
8SL1513	House on Angle Road/Angle Road	1950
8SL1514	906 Angle Road	1945
8SL1515	911 Angle Road	1945
8SL1517	915 Angle Road	1945
8SL1518	4305 Avenue J	1920
8SL1519	4310 Avenue J	1945
8SL1520	1408 Angle Road	1945
8SL1521	1404 North 45 <sup>th</sup> Street	1946
8SL1523	1603 Angle Road	1950
8SL1524	4305 Avenue O	1935
8SL1525	1511 North 43 <sup>rd</sup> Street	1950
8SL1527	4803 Avenue Q	1948
8SL1528	4805 Avenue Q	1945
8SL1531	3408 Metzger Road	1941
8SL1532	3302 Metzger Road	1947
8SL1533	3407 Avenue F	1948
8SL1535	3303 Avenue F	1948
8SL1537	3301 Avenue F	1948
8SL1543	914 Valley Lane	1950
8SL1544	912 Valley Lane	1950
8SL1545	910 Valley Lane	1950
8SL1546	1811 North U.S. Highway 1	1949
8SL1547	1807 North U.S. Highway 1	1941
8SL1548	1921 North 3 <sup>rd</sup> Street	1941
8SL1549	1932 North 3 <sup>rd</sup> Street	1945
8SL1550	1933 North 3 <sup>rd</sup> Street	1935
8SL1551	1940 North 3 <sup>rd</sup> Street	1941
8SL1555	1941 Old Dixie Highway	1942
8SL1556	2001 North 3 <sup>rd</sup> Street	1941
8SL1557	1945 Old Dixie Highway	1941
8SL1559	2015 North 3 <sup>rd</sup> Street	1948
8SL1562	Red Barn Produce/2001 North Kings Highway	1939
8SL1563	2599 Seminole Road	1941
8SL1564	2003 Keen Road	1945
8SL1565	2005 Keen Road	1945
8SL1568	2491 Keen Road	1941

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1570	2725 Center Road	1941
8SL1572	5475 St. Lucie Boulevard	1945
8SL1573	5677 St. Lucie Boulevard	1941
8SL1574	5299 St. Lucie Boulevard	1950
8SL1583	211 Olson Avenue	1950
8SL1584	310 Olson Avenue	1948
8SL1610	St. Lucie Truck and Equipment/3340 North U.S. Highway 1	1926
8SL1618	12103 Indrio Road	1950
8SL1619	large shed on Indrio Road/Indrio Road	1945
8SL1620	9520 Indrio Road	1941
8SL1622	6498 Indrio Road	1935
8SL1623	6394 Indrio Road	1950
8SL1624	6378 Indrio Road	1950
8SL1632	Pineapple Joes/North U.S. Highway 1	1950

## Masonry Vernacular



**Figure 20: Example of a Masonry Vernacular Residence at 5106 South Citrus Avenue**

### Residential Buildings

One hundred and fifty examples of Masonry Vernacular buildings are extant within the survey area. This stylistic category includes both residential and commercial buildings. The term “Masonry Vernacular style” is somewhat a misnomer as vernacular implies a lack of style. To be more accurate, vernacular houses are designed without imitating a specific style, but they do reflect stylistic influences. Masonry Vernacular buildings tend to be simple, largely unornamented, and constructed out of readily available materials. Masonry Vernacular houses share many of the same characteristics as those constructed in the Frame Vernacular style. Modest in design, these buildings often were designed by non-professionals, but numerous examples were constructed by professional builders and contractors.

Masonry Vernacular dwellings of the 1920s and 1930s often were influenced by the Spanish or Art Deco architectural designs of the time. During this period, the predominant masonry building materials were hollow clay tile and brick. The various stylistic influences are illustrated through the use of flat roofs and the use of stucco on the exterior walls. Wood double-hung sash windows often are found in these earlier examples of the Masonry Vernacular style.

Although St. Lucie County possesses some Masonry Vernacular buildings from the 1900s through the 1930s, the majority of these buildings date from the World War II and Aftermath—era of the 1940s and the Modern period of the 1950s. In the 1940s, concrete block was the most popular building material in Florida’s residential areas. Masonry Vernacular



buildings from this era possess shallow pitched, gabled or cross-gabled roofs; however, St. Lucie County also has examples that exhibit hipped or flat roofs. The concrete block walls often are covered with a smooth stucco veneer. Occasionally, horizontal bands are scored into the stucco. Decoration is simple and limited usually to stringcourses, window and door lintels, decorative bricks, vents, exposed rafter tails, and shutters. Fenestration consists of various metal window types including casements, single-hung sashes, fixed windows, awnings, jalousies, or bay windows.

### **Characteristics**

- Plan: regular; rectangular; irregular
- Foundation: continuous concrete; slab concrete
- Height: one story
- Primary Exterior Materials: smoothly scored stucco; concrete block
- Roof Type: gabled; hipped; cross-gabled; flat
- Roof Surfacing: composition shingles; concrete tiles
- Fenestration: wood, double-hung sash windows; metal casement windows; fixed windows; bay windows; awning windows; jalousie windows
- Detailing: simple attic vents; sometimes cast concrete vents embellished with ships, palm tree or floral motifs; scoring in stucco; window lintels; decorative shutters; exposed rafter tails; brick sills and planters

### **Commercial Buildings**

The majority of the commercial buildings within the survey area are considered to be Masonry Vernacular in style. Many of these buildings are located along Orange Avenue and U.S. Highway 1, two of the county's main commercial thoroughfares. Some of the Masonry Vernacular commercial buildings were constructed in the 1920s, but most of these were built in the 1940s and the 1950s.

Many of the Masonry Vernacular commercial buildings have undergone modifications, but they still convey their historic character through the remaining original characteristics. One- to two-stories in height, the structural systems are comprised of concrete blocks. The exterior walls are generally covered in stucco and the roofs are flat. Large metal frame, fixed glass display windows are found on the first floor. Sometimes decorative coping is located at the roofline.



**Figure 21: Example of a Masonry Vernacular Commercial Building at 3312 Orange Avenue**

**Table 7. Masonry Vernacular Style Buildings in Unincorporated St. Lucie County**

FMSF #	Site Name/Address	Date of Construction
8SL89	3755 McCarty Road	1929
8SL116	5775 Russos Road	1929
8SL138	Mary Kerr House/5204 South Citrus Avenue	1920
8SL162	3115 Sunrise Boulevard	1925
8SL178	3208 Sunrise Boulevard	1925
8SL226	Burnett House/8001 South Indian River Drive	1905
8SL238	M. E. Card House/3915–3917 South Indian River Drive	1914
8SL1105	Miller Appliances/5701 Orange Avenue	1950
8SL1106	5115 Orange Avenue	1947
8SL1110	3310 Orange Avenue	1932
8SL1111	3312 Orange Avenue	1947
8SL1119	5073 North U.S. Highway 1	1945
8SL1125	4809 North U.S. Highway 1	1941
8SL1187	20498 Glades Cut-Off Road	1950
8SL1199	Keller's Landing/13825 South Indian River Drive	1953
8SL1201	109 Riverview Drive	1901
8SL1203	12951 South Indian River Drive	1948
8SL1204	12637 South Indian River Drive	1951
8SL1205	12601 South Indian River Drive	1950
8SL1206	12567 South Indian River Drive	1950
8SL1212	11931 South Indian River Drive	1952
8SL1219	116 Harris Street	1950
8SL1220	114 Harris Street	1950
8SL1224	11935 South Indian River Drive	1952
8SL1229	9909 South Indian River Drive	1954
8SL1230	9905 South Indian River Drive	1951
8SL1232	9803 South Indian River Drive	1947

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1233	9801 South Indian River Drive	1950
8SL1237	9105 South Indian River Drive	1952
8SL1238	9009 South Indian River Drive	1949
8SL1239	9007 South Indian River Drive	1949
8SL1240	9003 South Indian River Drive	1948
8SL1243	8609 South Indian River Drive	1952
8SL1244	8605 South Indian River Drive	1952
8SL1255	Bentonwood Mobile Home Park/6143 South U.S. Highway 1	1950
8SL1256	5989 South U.S. Highway 1	1950
8SL1257	Larry's Carpet Inc./5799 South U.S. Highway 1	1951
8SL1258	701 Ulrich Road	1950
8SL1259	601 Ulrich Road	1950
8SL1262	6805 South Indian River Drive	1947
8SL1263	6607 South Indian River Drive	1939
8SL1264	6209 South Indian River Drive	1941
8SL1265	7409 South Indian River Drive	1953
8SL1266	7405 South Indian River Drive	1950
8SL1267	7401 South Indian River Drive	1950
8SL1268	7309 South Indian River Drive	1950
8SL1270	7103 South Indian River Drive	1948
8SL1273	Evans Property Incorporated/Okeechobee Road	1945
8SL1279	4659 Christensen Road	1950
8SL1282	5106 South Citrus Avenue	1946
8SL1293	1108 Charlotta Street	1893
8SL1302	Smallwood Motel/5340 South U.S. Highway 1	1950
8SL1308	706 West Midway Road	1950
8SL1313	6201 South Indian River Drive	1952
8SL1314	6003 South Indian River Drive	1950
8SL1316	5803 South Indian River Drive	1949
8SL1318	5407 South Indian River Drive	1950
8SL1320	5401 South Indian River Drive	1950
8SL1326	ARAPAHO Citrus/Okeechobee Road	1941
8SL1327	10103 Muller Road	1950
8SL1328	4554 South 25 <sup>th</sup> Street	1948
8SL1334	4807 South Indian River Drive	1950
8SL1335	4801 South Indian River Drive	1950
8SL1338	4711 South Indian River Drive	1950
8SL1340	4501 South Indian River Drive	1950
8SL1346	4201 South Indian River Road	1942
8SL1348	9987 Okeechobee Road	1945
8SL1349	5575 Altman Road	1929
8SL1365	3209 Linda Vista/3209 Linda Vista Avenue	1926
8SL1367	1901 Edwards Road	1945
8SL1368	Travel Inn of Ft. Pierce/3425 South U.S. Highway 1	1943
8SL1369	3347 South U.S. Highway 1	1950
8SL1374	3909 South Indian River Drive	1950

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1375	3905 South Indian River Drive	1953
8SL1376	3811 South Indian River Drive	1952
8SL1377	3809 South Indian River Drive	1946
8SL1378	3805 South Indian River Drive	1928
8SL1379	3801 South Indian River Drive	1953
8SL1382	3701 South Indian River Drive	1948
8SL1383	3605 South Indian River Drive	1950
8SL1384	3601 South Indian River Drive	1950
8SL1387	Chateau Taylor/697 Rio Vista Drive	1925
8SL1388	698 Rio Vista Drive	1950
8SL1389	681 Rio Vista Drive	1951
8SL1391	663 Rio Vista Drive	1952
8SL1397	2496 South Kings Highway	1937
8SL1398	2463 South Jenkins Road	1928
8SL1399	2398 Peter Road	1941
8SL1401	2971 Rogers Road	1950
8SL1404	4321 Kirby Loop Road	1950
8SL1414	3503 Arnold Road	1950
8SL1420	1704 Cortez Boulevard	1949
8SL1421	2400 Cortez Boulevard	1946
8SL1423	7710 Pruitt Research Center Road/7710 Pruitt Research Center Road	1946
8SL1426	2190 Jenkins Road	1950
8SL1431	2214 South 39 <sup>th</sup> Street	1935
8SL1443	2101 South 34 <sup>th</sup> Street	1948
8SL1449	2006 South 34 <sup>th</sup> Street	1942
8SL1466	1809 South 37 <sup>th</sup> Street	1941
8SL1467	1803 South 37 <sup>th</sup> Street	1945
8SL1468	3407 Okeechobee Road	1948
8SL1470	18100 Orange Avenue	1952
8SL1471	126 Shinn Road	1948
8SL1473	Abercrombie's General Store/1325 Orange Avenue	1941
8SL1481	10400 Orange Avenue	1948
8SL1490	98 LaJean Drive	1945
8SL1495	3613 Orange Avenue	1948
8SL1498	3301 Avenue B	1950
8SL1500	3401 Dale Place	1948
8SL1501	3405 Dale Place	1952
8SL1506	418 North 39 <sup>th</sup> Street	1945
8SL1511	7905 Angle Road	1950
8SL1512	780 North Kings Highway	1920
8SL1516	912 Angle Road	1950
8SL1526	1604 Angle Road	1928
8SL1529	2007 North 51 <sup>st</sup> Street	1952
8SL1530	2009 North 51 <sup>st</sup> Street	1952
8SL1534	3405 Avenue F	1941
8SL1538	3406 Avenue F	1941

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1539	902 Angle Road	1941
8SL1540	3708 Avenue K	1950
8SL1541	3906 Avenue K	1952
8SL1542	Fellowship with Christ Church/1910 North 13th Street	1946
8SL1552	1933 Old Dixie Highway	1946
8SL1553	1947 North 3 <sup>rd</sup> Street	1941
8SL1554	1937 Old Dixie Highway	1947
8SL1558	2011 Old Dixie Highway	1945
8SL1560	2013 Old Dixie Highway	1941
8SL1561	2015 Old Dixie Highway	1950
8SL1566	2001 Keen Road	1948
8SL1567	2183 Keen Road	1950
8SL1569	2303 North 49 <sup>th</sup> Street	1950
8SL1571	5327 St. Lucie Boulevard	1950
8SL1575	1603 Juanita Street	1952
8SL1576	2310 Mantanzas Street	1950
8SL1577	2303 South U.S. Highway 1	1947
8SL1578	Antiques and Stuff/2401 South U.S. Highway 1	1952
8SL1582	The Corner Cottage/2550 North U.S. Highway 1	1951
8SL1594	8410 Immokolee Road	1949
8SL1595	3405 Seminole Road	1941
8SL1596	6236 St. Lucie Boulevard	1945
8SL1598	2911 North U.S. Highway 1	1941
8SL1607	Team Auto Glass/3207 North U.S. Highway 1	1946
8SL1616	4310 Seminole Road	1938
8SL1625	4706 North U.S. Highway 1	1945
8SL1626	4891 North U.S. Highway 1	1950
8SL1627	5176–5188 North U.S. Highway 1	1948
8SL1628	A.C Salvage/5357 North U.S. Highway 1	1948
8SL1631	9700 Russos Road	1941
8SL1633	6585 North U.S. Highway 1	1941

## Ranch



**Figure 22: Example of a Ranch Style Residence at 5203 South Indian River Drive**

Eighteen residences in the survey area are identified as the Ranch style. The Ranch style originated in California during the mid-1930s and continued to be constructed through the mid-1970s. The popularity of this style is attributed to the increased dependence on automobiles after World War II and the cheaper land prices of the post-war era. Because of these reasons, the sprawling houses could be constructed on large lots outside of the central core of the cities. Also, following the war, the booming economy allowed property owners to build or buy homes larger than the ones constructed during the Depression and War years.

In Florida, many Ranch houses were constructed to take advantage of the temperate climate. Sliding glass doors and rear yard patios were popular design features of post-war Florida Ranch homes (Ferrer 1999:21). The faint influence of Spanish Colonial, Prairie, and the Craftsman architecture can be seen in some Ranch style buildings. The one-story buildings generally have an asymmetrical front elevation and a horizontal emphasis. They have low-pitched roofs that are typically hipped, but sometimes gabled. The roofs are usually sheathed in concrete tiles and the exterior is covered in a smooth stucco veneer. Fenestration consists of various metal windows including awning, fixed, and jalousie types. Ranch houses have few extraneous decorative features.

### Characteristics

- Plan: irregular
- Foundation: continuous concrete; slab concrete
- Height: one story

- Primary Exterior Materials: smoothly scored stucco; wide weatherboard
- Roof Type: gabled; hipped
- Roof Surfacing: concrete tiles; composition shingles
- Fenestration: metal casement windows; fixed windows; bay windows; awning windows; jalousie windows
- Detailing: decorative shutters and porch supports; scoring in stucco; concrete or brick sills and planters

**Table 8. Ranch Style Buildings in Unincorporated St. Lucie County**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1208	12479 South Indian River Drive	1952
8SL1210	12115 South Indian River Drive	1947
8SL1213	11911 South Indian River Drive	1950
8SL1214	11905 South Indian River Drive	1952
8SL1217	11303 South Indian River Drive	1950
8SL1225	11933 South Indian River Drive	1946
8SL1260	6905 South Indian River Drive	1952
8SL1272	7001 South Indian River Drive	1950
8SL1322	5203 South Indian River Drive	1948
8SL1332	4001 South Indian River Drive	1950
8SL1336	4801 South Indian River Drive	1950
8SL1344	4305 South Indian River Drive	1936
8SL1345	4245 South Indian River Drive	1948
8SL1373	3911 South Indian River Drive	1950
8SL1381	3707 South Indian River Drive	1949
8SL1385	3575 South Indian River Drive	1950
8SL1390	682 Rio Vista Drive	1948
8SL1417	2498 Edwards Road	1950

### Craftsman or Bungalow



**Figure 23: Example of a Bungalow Style Residence at 3419 Sunrise Boulevard**

The Craftsman or Bungalow styles are represented by 14 resources within the survey area. These houses were commonly constructed in Florida during the first three decades of the twentieth century. Historically, the term “Bungalow” was taken from the Bengalese “bangla” or “banggolo,” a peasant hut adopted by the British in India as a wayside shelter for travelers during the eighteenth and nineteenth centuries. The characteristics of these buildings were imported from Far East countries including India and Japan. Defining elements of the style, such as the display of structural members and the interplay of angles and planes, were shown at the California Mid-Winter Exposition of 1894 exhibition on Japanese construction techniques.

This house type is particularly well-suited to the climatic conditions of Florida, and no regional modifications in the style are apparent. In fact, many features of Florida’s Frame Vernacular architecture, such as wide eave overhangs, deep wrap-around porches, and interpenetration of interior and exterior spaces, were integral, to the Bungalow style. The rapid growth of Florida from the 1900s to the 1930s, when the Bungalow style flourished, means that houses of this type are commonly found throughout the state.

The two-story, more elaborate version of the style is referred to as the Craftsman style. It is characterized by elements such as a two-story massing, a full-width front porch, and decorative details such as stylized rafter tails, and dormers. The one-story simpler version, mainly referred to as a Bungalow, exhibits a one-story massing with a full-width front porch and details such as plain rafter tails and paired windows (McAlester 1990:454).





**Figure 24: Example of a Craftsman Style Residence at 7901 South Indian River Drive**

**Characteristics**

- Plan: rectangular
- Foundation: brick piers; replacement concrete pier
- Height: one or two stories
- Primary Exterior Materials: drop siding; weatherboard; stucco; vinyl or aluminum replacement siding
- Roof Type: low pitched, hipped or gabled; wide eave overhang
- Roof Surfacing: 5-V sheet metal; composition shingles
- Fenestration: one-over-one, four-over-one or six-over-one sash windows
- Detailing: full-width integral porch with massive supporting columns of various style (i.e., battered, classical forms or decoration); occasional concrete planters on piers; rafter tails; cornerboards; vents in prominent front gable

**Table 9. Craftsman/Bungalow Style Buildings in Unincorporated St. Lucie County**

FMSF #	Site Name/Address	Date of Construction
8SL84	Hayes House/3396 South Brocksmith Road	1929
8SL128	Richard Hayes House/1002–1006 West 2 <sup>nd</sup> Street	1935
8SL146	Ulrich House/1310 West Midway Road	1920
8SL159	Burt Bell House/3603 Sunrise Boulevard	1918
8SL161	3419 Sunrise Boulevard	1920
8SL228	7809 South Indian River Drive	1920
8SL283	901 South 33 <sup>rd</sup> Street	1935
8SL1419	2401 Cortez Boulevard	1935
8SL1422	2302 Cortez Boulevard	1935

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1448	3701 Okeechobee Road	1928
8SL1463	1901 South 33 <sup>rd</sup> Street	1928
8SL1504	411 North 37 <sup>th</sup> Street	1928
8SL227	7901 South Indian River Drive	1910
8SL281	5300 Orange Avenue	1925

## Colonial Revival



**Figure 25: Example of a Colonial Revival Style Residence at 6109 South Indian River Drive**

Ten examples of the Colonial Revival style were documented in the project area. The Colonial Revival style, sometimes referred to as “Georgian Revival,” had its origin in the renewed interest in American Colonial history that stemmed from the Philadelphia Centennial celebration in 1876. The style made references to Georgian, Adam, and Dutch Colonial architecture and was mainly constructed from about 1880 to 1955 (McAlester 1990:321; Klein and Fogle 1986:47). Early examples of this style in the United States were designed by academically-trained architects such as McKim, Mead and White and Bigelow. Their designs tended to exaggerate colonial detailing rather than attempt to be historically correct. Colonial Revival houses from about 1915 to 1935 strove to be more true to colonial prototypes, while later examples were simpler in design (McAlester 1990:236).

### Characteristics

- Plan: rectangular
- Form: symmetrical or balanced asymmetrical massing and façades
- Height: two stories
- Primary Exterior Materials: brick; weatherboard
- Roof Type: hipped; double-pitched; gambrel
- Fenestration: double-hung sash of multi-paned glass, in singles or pairs
- Detailing: classical cornice detailing in eaves; accented front doors; semicircular fanlights or Palladian windows; window and door surrounds; shutters

**Table 10. Colonial Revival Style Buildings in Unincorporated St. Lucie County**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL85*	3550 South Brocksmith Road	1960
8SL126	White City School/905 West 2 <sup>nd</sup> Street	1927
8SL140	Charlie Moore House/5701 South Citrus Avenue	1924
8SL143	5308 South Citrus Avenue	1929
8SL147	4911 Magnolia Avenue	1929
8SL225	Peter Ankeny House/8005 South Indian River Drive	1902
8SL229	6109 South Indian River Drive	1915
8SL234	Robinson House/5309 South Indian River Drive	1935
8SL1099	Richard Chase House/3131 South Indian River Drive	1906
8SL1386	3333 South Indian River Drive	1954

\*This building was originally documented with a 1930 construction date; however, with further research, it was revealed that it was constructed circa-1960. The site form was updated by Janus Research with the correct date of construction and kept in the survey.

## Minimal Traditional



**Figure 26: Example of a Minimal Traditional Style Residence at 3217 Sunrise Boulevard**

As this survey encompassed buildings constructed from 1954 and earlier, there are eight examples of the Minimal Traditional style, which was a popular house style from the 1930s through the 1950s. In the 1930s, during the Great Depression era, Minimal Traditional houses appeared throughout the country as architectural journals and magazines promoted this style. Although the simplicity of this style was a subtle response to the economic hardships of the Depression and the ornate styles of the 1920s, Minimal Traditional buildings still reflect a combination of influences from earlier traditional house styles such as Tudor or Colonial Revival. Many Minimal Traditional-style residences exhibit at least one front-facing gabled or hipped portion and include details such as traditional window and door surrounds, and shutters.

### Characteristics

- Plan: regular; rectangular
- Foundation: continuous concrete; slab concrete
- Height: one story
- Primary Exterior Materials: horizontal wood siding/weatherboard; stucco; vinyl or aluminum replacement siding
- Roof Type: low-pitched; hipped; gabled
- Roof Surfacing: composition shingles; concrete tiles
- Fenestration: wood-frame, double-hung sash windows; metal fixed windows; metal awning windows

- Detailing: vents in gable end; vertical wood in gable end; window and door surrounds; shutters; rafter tails; cornerboards

**Table 11. Minimal Traditional Style Buildings in Unincorporated St. Lucie County**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL232	5603 South Indian River Drive	1920
8SL1290	2282 West Midway Road	1950
8SL1333	Bright's Landing/4901 South Indian River Drive	1950
8SL1364	3217 Sunrise Boulevard	1941
8SL1402	2850 South Jenkins Road	1942
8SL1480	10351 Orange Avenue	1952
8SL1536	610 North 35 <sup>th</sup> Street	1940
8SL1630	5455 North U.S. Highway 1	1942

## Folk Victorian



**Figure 27: Example of a Folk Victorian Style Building, Located at 11995 South Indian River Drive**

There are five examples of the Folk Victorian style, which was prevalent from circa 1870 to 1910. There are five principal subtypes of the Folk Victorian style; however, the most popular southern styles, the two-story, side-gabled and the gable front and wing types, are found within St. Lucie County. Of the seven, all are symmetrical, except for the one gable front and wing type. The basic underlying form for this style is a simple folk house with an overlay of decorative Victorian detail. Spindework porch detailing and cornice-line brackets are common. The design inspirations come from the Queen Anne and Italianate architectural styles (McAlester 1990:308–310).

### Characteristics

- Plan: irregular
- Foundation: continuous concrete; slab concrete
- Height: one or two stories
- Primary Exterior Materials: drop siding; weatherboard; vinyl and aluminum replacement siding
- Roof Type: gable front and wing; side-gabled
- Roof Surfacing: sheet metal; tin shingles; composition shingles
- Fenestration: one-over-one or two-over-two, double-hung wood sash
- Detailing: porches with spindework detailing; wood window surrounds; decorative porch supports (Queen Anne turned-spindle or square posts with chamfered corners)

**Table 12. Folk Victorian Style Buildings in Unincorporated St. Lucie County**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL211	Captain John Miller House/12387 South Indian River Drive	1885
8SL212	11995 South Indian River Drive	1885
8SL220	9015 South Indian River Drive	1890
8SL224	Russell House/8103 South Indian River Drive	1900
8SL235	William Robinson House/4955 South Indian River Drive	1901



## Mission



**Figure 29: Example of a Mission Style Residence at Treasure Coast Antiques/4343 North U.S. Highway 1**

During the survey, four buildings exhibiting the Mission style were documented. Like California, Florida embraced its Spanish heritage for architectural inspiration. During the first two decades of the twentieth century, the influences from the Craftsman, or Bungalow, building type were also evident in the smaller residential Mission prototypes. In Florida, the Mission style was among the most dominant styles during the years surrounding the Florida Land Boom.

Mission buildings typically exhibit very simple parapets; some parapets have a curvilinear design. Other distinctive features can be traced back to the California mission churches established by Father Junipero Serra during the 1700s. These missions were built one day's walk apart and were a symbol of Spain's claim to the New World. Originating in California during the 1890s, houses and buildings in this style were being constructed throughout the western states. Popular during the 1890–1920 period, it is regarded as the West's design parallel to the Georgian Revival of the East. Traits of the style are tiled pent or visor roofs and stucco façades. Additional Mission features include simple forms, tiled copings, and scuppers and vents near the rooflines. Many of these characteristics also are identified with the Mediterranean Revival style. The line between the two styles is somewhat blurred; the main distinction is the absence of ornamentation in the Mission style. Simple and less formal than the variants of Mediterranean architecture, Mission structures emphasize texture and substance over extraneous detail and style.

## Characteristics

- Plan: irregular
- Foundation: continuous concrete; slab concrete
- Height: one or two stories
- Primary Exterior Material: stucco, occasionally roughly scored
- Roof Type: flat with shaped parapets; pent or visor; hipped
- Roof Detailing: red barrel tile
- Fenestration: wood-frame, double-hung sash windows with a one-over-one light configuration; multi-paned, wood-frame casement windows
- Detailing: cast concrete, plaster, and terra cotta ornamentation; arched windows; roof scuppers; exposed wood rafter tails underneath roof eaves; elaborate chimney tops

**Table 14. Mission Style Buildings in Unincorporated St. Lucie County**

FMSF #	Site Name/Address	Date of Construction
8SL266	Treasure Coast Antiques/4343 North U.S. Highway 1	1925
8SL1366	3208 Linda Vista/3208 Linda Vista Avenue	1926
8SL1522	1506 Angle Road	1928
8SL1621	6268 Indrio Road	1928

## Mediterranean Revival



**Figure 31: Example of a Mediterranean Revival Style Residence Known as Immokolee**

The Mediterranean Revival style is represented by three examples within the survey area. The Mediterranean Revival style in Florida was often a combination of Spanish, Italian, Moorish and Byzantine influences. Early Mediterranean Revival buildings were built between 1915 and 1930. The popularity of the ornate style gradually decreased with the coming of the Great Depression in the 1930s. Common characteristics of the style include: asymmetrical façades; articulated wall massing and varied roof lines; rough stucco walls; arched door and window openings; and decoration around doorways, windows and cornices. Arches are sometimes the most prominent feature on Mediterranean Revival buildings. They vary in size and style, ranging from semicircular to segmental or pointed arches with Moorish elaborations. Decorative enhancements were often Spanish Baroque in design, and commonly are constructed with glazed ceramic tile, terra cotta, or oolitic limestone. Exterior ornamentation also includes pediments, twisted columns, and ornamental parapets.

### Characteristics

- Plan: irregular
- Foundation: continuous concrete; slab concrete
- Height: one or two stories
- Primary Exterior Material: stucco, occasionally roughly scored
- Roof Type: flat with shaped parapets; pent or visor; hipped
- Roof Detailing: red barrel tile
- Fenestration: wood-frame, double-hung sash windows with a one-over-one light configuration; multi-paned, wood-frame casement windows

- Detailing: cast concrete, plaster, and terra cotta ornamentation; arched door and window openings; roof scuppers; exposed wood rafter tails underneath roof eaves; elaborate chimney tops

**Table 16. Mediterranean Revival Style Buildings in the Survey Area**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL69	Casa Caprona/2605 St. Lucie Boulevard	1926
8SL117	Edwin Binney Estate/6701 Indrio Road	1919
8SL287	Immokolee/8431 Immokolee Road	1931

## Contemporary



**Figure 28: Example of a Contemporary Style Residence at 3717 South Indian River Drive**

Three Contemporary style buildings are found in the survey area. Contemporary style houses were constructed from circa 1950 until 1970. There are two subtypes based on roof form: flat and gable. The flat roof subtype is based on the earlier International style and is often referred to as the American International. The International style is reflected through the flat roof, rectangular forms, and lack of detail. However, Contemporary houses in the flat roof subtype typically use a multiplicity of materials, a trend that was popular in the 1950s, while the International style had stark surfaces covered with a single material (McAlester 1993:482). The gabled subtype recalls the earlier Craftsman and Prairie styles. Commonly, they will have overhanging eaves and exposed roof beams. Like their flat-roofed counterparts, a variety of building materials are used and detailing is kept to a minimum. An irregular plan, flat roof, overhanging roof eaves, low and wide rectangular chimneys, and multiplicity of materials characterize contemporary residences. Some examples have awning and picture windows, while others have few windows.

### Characteristics

- Plan: irregular
- Foundation: continuous concrete; slab concrete
- Height: one story
- Primary Exterior Materials: stucco; wood; brick; stone
- Roof Type: flat or gabled
- Roof Surfacing: composition shingles

- Fenestration: metal-frame, single-hung sash windows; metal fixed windows; jalousie windows
- Detailing: minimalist; occasional piers support gables for gabled roof subtype; clean lines with horizontal emphasis

**Table 13. Contemporary Style Buildings in Unincorporated St. Lucie County**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL1234	9701 South Indian River Drive	1950
8SL1271	7005 South Indian River Drive	1952
8SL1380	3717 South Indian River Drive	1952

## Prairie



**Figure 30: Example of a Prairie Style Residence at 5703 South Indian River Drive**

The popularity of the Prairie Style falls between 1900 and 1920; however, some examples were constructed later. The most common vernacular Prairie form is the “Prairie Box,” which has a symmetrical form with a front entry. Unincorporated St. Lucie County has two Prairie buildings. Though the style originated in Chicago and is directly linked to architect Frank Lloyd Wright, widely distributed pattern books and magazines are responsible for the prevalence of the Prairie style throughout the country.

### Characteristics

- Plan: rectangular; square
- Foundation: continuous concrete; slab concrete
- Height: two stories
- Primary Exterior Materials: horizontal board-and-batten siding; stucco
- Roof Type: low-pitched, usually hipped, with wide overhanging eaves
- Roof Surfacing: composition shingles
- Fenestration: long metal ribbon windows; casement; wood double-hung sash
- Detailing: horizontal emphasis in eaves and cornices; Mission/Italian Renaissance secondary details; window boxes/pedestal urns

**Table 15. Prairie Style Buildings in Unincorporated St. Lucie County**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date of Construction</b>
8SL221	8503 South Indian River Drive	1910
8SL231	5703 South Indian River Drive	1915



### **Neo-Classical Revival/Greek Revival/ Dutch Colonial Revival/Art Moderne**

Other architectural styles found in the survey area that were common during the early and middle parts of the twentieth century include Neo-Classical Revival, Greek Revival, Dutch Colonial Revival, and Art Moderne. Only one example of each style was documented in the survey area. A table containing all five buildings is located after the descriptions and representative photographs.

#### **Neo-Classical Revival**



**Figure 32: Example of a Neo-Classical Revival Style Residence, the R. V. Ankeny House, Located at 8205 South Indian River Drive**

The Neo-Classical Revival style is an eclectic renewal of Georgian, Adam, Early Classical Revival, and Greek Revival architectural styles. Interest in classical models was inspired by the World's Columbian Exposition, held in Chicago in 1893. Nearly all the buildings in the Chicago exhibition were designed based on classical precedents and were widely copied in the United States. While specific dates vary, architectural style guides chronicle the occurrence of the style from the late nineteenth century to the first half of the twentieth century. The Neo-Classical Revival style is found in public buildings and monuments, as well as in residential construction.

The Neo-Classical Revival style is based mostly on the Greek architectural orders, as opposed to the Roman orders (Blumenson 1981:69). Because of this, windows and doorways are commonly spanned by lintels rather than by arches (Whiffen 1992:167). Another hallmark of the Neo-Classical Revival style is a full-height entry porch on the principal façade. The usually pedimented porch roof is supported by classical columns in the Ionic or Corinthian orders. The arrangement of windows is commonly symmetrical about a central

door. Other features of the style may include monumental proportions, large (sometimes triple-hung) sash windows, pilasters, smooth or polished stone surfaces, attic stories or parapets, and simple roof lines (McAlester 1993:342–346, Poppeliers et al. 1983:70, Blumenson 1981:69).

### Characteristics

- Plan: rectangular; symmetrical
- Foundation: continuous concrete; slab concrete
- Height: one, two, or three stories
- Primary Exterior Material: wood; smooth stucco or stone
- Roof Type: side-gabled; hipped
- Roof Detailing: roof-line balustrade
- Fenestration: wood-frame, double-hung sash windows with a six-over six, nine-over-nine, or a multi-pane-over-one configuration
- Detailing: full-height porch with Ionic or Corinthian support columns

### Greek Revival



**Figure 33: Example of a Greek Revival Style Building, the Fairmont Manor, Located on South Indian River Drive**

The Greek Revival style was the dominant domestic style in America from about 1830 to 1850 and was known as the “National Style,” due to its overwhelming popularity and construction during the rapid settlement of the United States during that time. In the Gulf Coast states, its popularity lasted until the 1860s. The style reflected the country’s interest in Greek antiquities (McAlester 1990:179–182). In addition, the voice of the new American democracy and architectural ideals promoted by Thomas Jefferson needed an architectural

form that embodied their principles. The Greek Revival style did this and, hence, became a style applied to prominent civic buildings and residences.

Greek Revival houses are characterized by low-pitched gabled or flat roofs accented with wide cornice bands. Entrance porches are supported by classically-inspired columns, which may be round or square; these porches may encompass the full height and/or width of the main elevation. Entrance doors are embellished with sidelights and transoms (McAlester 1990:179–182).

Although the Greek Revival style was predominant in the Northeast and Deep South states until the 1860s, examples are found in some parts of Florida. Because most areas in Florida developed later than the eastern seaboard states, the examples of this style may be constructed at a later date.

### Characteristics

- Plan: rectangular; symmetrical
- Foundation: continuous concrete; slab concrete
- Height: one or two stories
- Primary Exterior Material: drop siding; weatherboard; stone
- Roof Type: low-pitched gabled or hipped
- Roof Detailing: sheet metal; composition shingle
- Fenestration: six-pane glazed window sashes
- Detailing: prominent front porch with square/rounded columns, usually Doric; wood surrounds; prominent front door; cornice lines emphasized with wide trim

### Dutch Colonial Revival



**Figure 34: Example of a Dutch Colonial Revival Style Residence, the Seese House, at 6001 South Oleander Avenue**

The Dutch Colonial Revival style embodies the massing and details of the early English and Dutch houses built in America during the seventeenth and eighteenth centuries. The Dutch Colonial Revival's most recognizable feature is the gambrel roof. Although based primarily on the eighteenth century classical Georgian and Adam styles, details are generally applied in an eclectic manner without reference to a particular period or formal style. Dutch Colonial Revival houses were popular in the United States in the early twentieth century from the 1910s to the 1930s, and they experienced a resurgence in the post-World War II years. Typical features include side-gabled roofs, symmetrical street façades, front doors with pediments, transoms, and porches with classically inspired supports (McAlester 1990:326–336).

### Characteristics

- Plan: irregular
- Foundation: continuous concrete; slab concrete
- Height: two stories
- Primary Exterior Materials: wide weatherboard; wood shingles
- Roof Type: gambrel; side-gabled
- Roof Surfacing: composition shingles
- Fenestration: wood, double-hung sash windows
- Detailing: decorative shutters and porch supports

### Art Moderne



**Figure 35: Example of an Art Moderne Style Building at 4715 South U.S. Highway 1**

During the 1930s and 1940s, the Art Moderne style was one of the most popular styles found throughout Florida. Characteristic features include smooth wall surfaces, flat roofs, asymmetrical plans, and a horizontal emphasis. Portholes, pipe railing, wave motifs, prowlike projections and other nautical references are sometimes used. Materials such as glass block, mirrored or stainless steel panels, and aluminum doors and window trim often are used. Grooves, bands (sometimes called “racing stripes”), and balustrades contribute to the horizontality of the buildings, as does streamlining. Streamlining is seen in the use of rounded corners and bands of windows, which continue around corners and have concrete overhangs or “eyebrows” above them. Sometimes, architecture with streamlined qualities is called “Streamline Moderne” (McAlester 1993:464–467, Kinerk et al. 1990). Art Moderne has been adapted to reflect the tropical atmosphere of South Florida, as seen in the window canopies, varied palette of pastel colors, and nautical motifs.

### Characteristics

- Plan: regular
- Foundation: continuous concrete; slab concrete
- Height: one or two stories
- Primary Exterior Materials: smooth stucco
- Roof Type: flat
- Fenestration: metal casement; fixed pane
- Detailing: rounded corners; eyebrow ledges; glass block; mirrored or stainless steel panels; aluminum doors and window trim; grooves; bands; portholes; pipe railing; wave motifs

**Table 17. Architectural Styles of Remaining Buildings in the Survey Area**

FMSF #	Site Name/Address	Date of Construction	Style
8SL223	R. V. Ankeny House/8205 South Indian River Drive	1904	Neo-Classical Revival
8SL78	Fairmont Manor/5707 South Indian River Drive	1896	Greek Revival
8SL194	Seese House/6001 South Oleander Avenue	1905	Dutch Colonial Revival
8SL1310	4715 South U.S. Highway 1	1950	Art Moderne



## Historic Cemeteries

St. Lucie County  
**Historic Resources Survey**

## HISTORIC CEMETERIES

Six cemeteries were documented as part of the survey. Although cemeteries cannot be categorized with an architectural style, they remain important components of St. Lucie County's history. Historically, landscapes played a unique social role in the development and aesthetics of a community. The idea of a "sacred landscape" as applied to cemeteries began in 1829 with the opening of Mount Auburn Cemetery outside of Boston. This experimental garden and cemetery incorporated picturesque landscaping into the dual function of designing a respite for both the living and their deceased loved ones (Upton 1998:114–116). Previously, the only two choices for consecrated land were public graveyards and plots reserved solely for church congregation members. The cemeteries documented in St. Lucie County include family, religious, and community cemeteries.



**Figure 36: Palms Cemetery, Ankona, Located on South Indian River Drive**



**Figure 37: Bethel Cemetery, Located on Old Dixie Highway**

**Table 18. Historic Cemeteries in the Survey Area**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Date Established</b>
8SL1126	Viking Cemetery/Indrio Road	1905
8SL1171	Carlton Cemetery/Okeechobee Road	1913
8SL1269	Palms Cemetery, Ankona/South Indian River Drive	1893
8SL1330	White City Cemetery/Sunrise Boulevard	1902
8SL1629	Bethel Cemetery/Old Dixie Highway	1952
8SL1634	Eden Cemetery/South Indian River Drive	1902





*NRHP*-Listed and  
Potentially *NRHP*-Eligible  
Resources in the Survey Area

St. Lucie County  
**Historic Resources Survey**

## **NRHP-LISTED AND POTENTIALLY NRHP-ELIGIBLE RESOURCES IN THE SURVEY AREA**

At this time, within unincorporated St. Lucie County, three buildings and one historic district in St. Lucie Village are listed in the *NRHP*. The following is a list of these resources, the FMSF number, and the date they were listed in the *NRHP*:

- Casa Caprona/2605 St. Lucie Boulevard (8SL69), listed in 1984
- St. Lucie Village Historic District (8SL76), listed in 1989
- Captain Hammond House/5775 South Citrus Avenue (8SL77), listed in 1990
- Immokolee/8431 Immokolee Road (8SL287), listed in 1994

### **Resources Considered Potentially Eligible for the *NRHP***

Following the completion of the historic resources survey, the 597 buildings and cemeteries were evaluated for potential eligibility for listing in the *NRHP*. A preliminary document including a description and photograph of each resource considered potentially eligible for *NRHP* listing was forwarded to Dr. William (Carl) Shiver, Historic Sites Specialist at the Florida Division of Historical Resources in March 2003. Upon reviewing the information, Dr. Shiver replied that "...a majority of the properties appear to meet the criteria for listing in the *National Register of Historic Places* under Criteria A, B, and C, perhaps in the area of agriculture, association with significant persons, and architecture" (Shiver 2003).

One individual resource is considered potentially *NRHP*-eligible. Three separate potential Multiple Property Submissions (MPS) were identified in the survey area; all three include individually *NRHP*-eligible resources. An MPS is a flexible tool used for recording *NRHP* properties that differ from a traditional *NRHP* Historic District. An MPS is a collection of individually eligible buildings or small clusters of contiguous buildings that are related by a theme, a common period of development, historic contexts, and primary property types, whereas a historic district possesses a significant concentration or continuity of buildings.

The following are brief descriptions of the potentially eligible individual resource, the Edwin Binney Estate, and the buildings included in the three Multiple Property Submissions. All of the resources that are *NRHP*-listed or potentially eligible for the *NRHP* are also considered eligible for listing at the county level.

For a full description of each resource, please refer to the FMSF forms found in Appendix E.

**Potentially Eligible for the *NRHP* on an Individual Basis**

**Figure 38: Edwin Binney Estate/6701 Indrio Road, Facing Southwest**

**8SL117      The Edwin Binney Estate, 6701 Indrio Road**

This property includes a two-story Mediterranean Revival-style residence, a small Frame Vernacular house (which pre-dates the main house), a barn, and a decorative concrete property wall with iron gates (Figures 38–42). It was originally owned by Edwin Binney, co-inventor of Crayola crayons. Binney was born in New York; he came to Fort Pierce in 1913 and built his winter home, Florindia. The canopy of oak trees that he and his daughter, Dorothy Binney Putnam, planted along Indrio Road in front of the estate, still remains (Harris 2003:F1).

In addition to his involvement in the invention of the Crayola crayon, Binney was also a landowner, a banker, and a generous philanthropist. He was instrumental in the restoration of a bridge in Fort Pierce in the late 1920s and he helped keep the St. Lucie County Bank open after the 1929 stock market crash (Harris 2003:F10).

Dorothy Binney Putnam was also a prominent St. Lucie County citizen. She designed her Mediterranean Revival home, known as Immokolee, which is located a few miles away from Florindia. Immokolee was listed in the *NRHP* in 1994.

This resource's historic physical integrity remains largely intact. Although some of the windows have been replaced and a porch on the west side has been enclosed with jalousie windows.



**Figure 39: West (Rear) Elevation of the Binney Estate, Facing Southeast**



**Figure 40: Historic Wood Frame Residence on the Binney Estate, Facing South**



**Figure 41: Historic Barn on the Binney Estate, Facing South**



**Figure 42: Historic Property Wall Surrounding the Binney Estate, Facing Southwest**

The following five individual historic resources, located in unincorporated St. Lucie County, are considered potentially *NRHP*-eligible as part of an MPS associated with St. Lucie County's citrus and cattle industries, which played significant roles in the county's development.



**Figure 43: Old Standard Grower's House/9751 Okeechobee Road, Facing East**

**8SL98      Old Standard Grower's House and Barn, 9751 Okeechobee Road**

This two-story, circa-1915 Frame Vernacular residence exhibits some Folk Victorian detailing (Figure 43). The property also includes a large barn (Historic Property Associates 1990) (Figure 44). This property is associated with Sid Williams, a citrus grower. According to local sources, it is currently owned by the South Florida Water Management District (Williams 2003). This resource's historic physical integrity appears to remain largely intact. Janus Research was not granted access to the property, so comprehensive photo documentation was not possible at the time of the survey.



**Figure 44: North Elevation of the Old Standard Grower's Barn,  
Facing South**



**Figure 45: Front Façade of the Letts House/11006 Okeechobee Road, Obscured by Vegetation, Facing North**

**8SL97      Letts House, 11006 Okeechobee Road**

This circa-1920, two-story farmhouse was built in the Frame Vernacular style and initially occupied by Mr. Letts, a citrus grove owner (Historic Property Associates 1990) (Figure 45). The building has a clipped-gable roof covered in tin shingles and weatherboard siding on the exterior. It exhibits alterations, such as the replacement of some original windows. This resource's historic physical integrity appears to remain largely intact. Janus Research was not granted access to the property, so comprehensive photo documentation was not possible at the time of the survey.





**Figure 46: Boykin House/3684 11 Mile Road, Facing Northeast**

**8SL286      Boykin House, 3684 11 Mile Road**

This two-story Frame Vernacular farmhouse was constructed around 1905. Sally Carlton, the original owner, eventually married Charles Boykin, a cattle rancher and an early land developer in the county (Historic Property Associates 1990). The building's historic physical integrity remains largely intact (Figure 46). Local informants stated that a brick well is located on the grounds (Sullivan 2003).



**Figure 47: Ft. Pierce Farms Schoolhouse/8850 Indrio Road, Facing East**

**8SL115      Ft. Pierce Farms Schoolhouse, 8850 Indrio Road**

This building was built circa 1915 in the Frame Vernacular style and exhibits ornamentation, such as decorative rafter ends, a cupola on the roof, and a two-story tower at one end (Figure 47). Children living in rural areas of the county attended this school from around 1915 to the 1940s. It is now owned by the county and used as a recreation center. According to county staff and photographs from the 1990s, the school was moved a few hundred feet to the northeast of its original location, close to Orange Avenue. Its current orientation and setting remain similar to the original orientation and setting. In addition, this building's historic physical integrity remains largely intact. An *NRHP* Determination of Eligibility report was completed in 1998 for this property by ACI (Scupholm and Hinder 1998) and the Florida State Historic Preservation Officer (SHPO) concurred that this resource was eligible for the *NRHP* in 1999 (Florida Department of State 1999).



**Figure 48: Keystone Grove/2950 Coolidge Road, Facing Northeast**

**8SL100      Keystone Grove, 2950 Coolidge Road**

This two-story Frame Vernacular farmhouse was constructed around 1915 (Figure 48). The original owner, Joshua Coolidge, who was related to President Calvin Coolidge, was a citrus grove owner who moved to the area from Pennsylvania (Gladwin 2003). In the 1990s, the building was moved about 150 feet northeast of its original location at the northeast corner of Okeechobee and Coolidge Roads; however, the orientation and setting remain the same. The building's historic physical integrity remains largely intact; although the porch may have been modified, one-story additions are situated on the east and north sides (these additions may be historic), and a chimney has been removed from the west elevation. Because the building was moved, the continuous raised foundation is not the original foundation, which would have historically been concrete or brick piers.

The following ten individual historic resources, located in unincorporated in St. Lucie County, are considered potentially *NRHP*-eligible as part of an MPS associated with the area historically known as White City, founded in 1893 by Danish immigrant Louis Pio. Many Danish families immigrated to White City and became involved in the citrus and cattle industries. White City has played a significant role in the county's development.



**Figure 49: Nels Jorgensen House/5006 South Citrus Avenue, Facing East**

**8SL134      Nels Jorgensen House, 5006 South Citrus Avenue**

This one-and-one-half-story Frame Vernacular residence was constructed circa 1925 (Figure 49). It was originally owned by Nels Jorgensen, who was involved in citrus and real estate, and also was a County Commissioner (Historic Property Associates 1990). The building's physical integrity remains largely intact and it retains the original siding, windows, and dormer in the west slope of the roof. The original wood frame garage is located to the east of the main house.



**Figure 50: Mary Kerr House/5204 South Citrus Avenue, Facing Northeast**

**8SL138      Mary Kerr House, 5204 South Citrus Avenue**

This residence, known locally as the Mary Kerr House, was built in 1920 and is one of the few historic masonry houses in the area (Figure 50). The Kerr family, originally from Virginia, has owned the house since it was built (U.S. Bureau of the Census 1935). Mary Kerr (Williams), the current occupant, has been a resident of White City since 1915 (Historic Property Associates 1990). Although this building is classified in the Masonry Vernacular style, it exhibits some elements of the American Four-Square style, such as a hipped roof and a symmetrical façade. The building's physical integrity remains largely intact; however, alterations include the replacement of all windows and the modification of the front porch.



**Figure 51: Ray Kerr House/5704 South Citrus Avenue, Facing East**

**8SL139      Ray Kerr House, 5704 South Citrus Avenue**

This Frame Vernacular house was built in the early 1930s (Figure 51). Ray Kerr came to White City from Virginia with his family, including his sister Mary, in the early part of the century (U.S. Bureau of the Census 1935; Ferrick 2003). Ray Kerr was a citrus grower and owned a packinghouse (Historic Property Associates 1990). This residence retains original elements, such as six-over-six, double-hung sash windows, weatherboard siding, and wood shutters. Therefore, this building's historic physical integrity remains largely intact.



**Figure 52: White City School/905 West 2<sup>nd</sup> Street, Facing Southeast**

**8SL126      White City School, 905 West 2<sup>nd</sup> Street**

This school building was designed in the Colonial Revival style; however, it was adapted to the architecture of the area through the use of Mediterranean Revival details, such as a stucco exterior and an arched entryway (Figure 52). Architects Hatcher and Funke designed this educational building and contractor C. E. Cahaw built it in 1927 (Historic Property Associates 1990). This building's historic physical integrity remains largely intact, except for the windows which have been replaced.



**Figure 53: Current Photograph of the Christensen House/511 West Midway Road, Facing South**

**8SL188      Christensen House, 511 West Midway Road**

This two-story farmhouse, built circa 1895, belonged to the Christensen family, originally from Johnstown, Pennsylvania (Historic Property Associates 1990) (Figures 53–54). Mr. Christensen ran the post office in White City for many years. The property also includes two historic outbuildings. This resource’s historic physical integrity remains largely intact.



**Figure 54: Historic Photograph of the Christensen House, Date Unknown**

*Courtesy of the St. Lucie County Historical Museum*





**Figure 55: Current Photograph of the White City Mercantile Building/1000 West Midway Road, Facing North**

**8SL155      White City Mercantile Building, 1000 West Midway Road**

Built circa 1900, the White City Mercantile Building originally operated as a general store and the White City post office (Historic Property Associates 1990) (Figures 55–56). It is currently an antique shop. The building’s historic physical integrity remains largely intact. The one-story addition on the west side is historic; however, the full-width front porch has been slightly modified and some of the windows have been replaced.



**Figure 56: Historic Photograph of the White City Mercantile Building, Circa 1920**

*Courtesy of the St. Lucie County Historical Museum*



**Figure 57: Islamic Center/1104 West Midway Road, Facing Southwest**

**8SL151      Islamic Center, 1104 West Midway Road**

This building, originally known as the Dutton Memorial Church, was built circa 1910 and was one of the first churches in the White City area (Historic Property Associates 1990) (Figure 57). The building's historic physical integrity remains largely intact and it retains its original siding, windows and tower. The original church building has been attached by a wood frame hyphen to a 1950s building, which fronts Midway Road. The former church complex is now occupied by the Islamic Center.



**Figure 58: Pete Robinson House/5902 South Oleander Avenue, Facing East**

**8SL193      Pete Robinson House, 5902 South Oleander Avenue**

This two-story Frame Vernacular residence was built circa 1905 (Figure 58). Local sources report that Mr. Robinson was in the citrus business (Historic Property Associates 1990). He also sat on the first grand jury in St. Lucie County in 1905 (Van Landingham 1988:49). The building's historic physical integrity remains largely intact and original elements include weatherboard siding and pressed tin shingles on the roof. Windows have been replaced and the porch railing may have been modified.



**Figure 59: Nels Hansen House/5102 South Oleander Avenue, Facing Northeast**

**8SL124      Nels Hansen House, 5102 South Oleander Avenue**

This two-story Frame Vernacular residence was completed in 1914 (Historic Property Associates 1990) (Figure 59). The property includes an original concrete cistern behind the house, a circa-1948 packinghouse, a historic wood-frame pigeon coop, and citrus groves. According to local sources, the house was built for the Hansens, a Danish family involved in the citrus industry. The current owners, also of Danish descent, use the main house as an office for Nelson Family Farms. The building was recently rehabilitated, and continues to reflect its original appearance (Nelson 2003).



**Figure 60: East (Front) and South Elevations of 4111 South Oleander Avenue, Obscured by Vegetation, Facing Northwest**

**8SL179      4111 South Oleander Avenue**

Built circa 1915, this one-and-one-half-story house is an excellent example of the Frame Vernacular style (Figure 60). The building's historic physical integrity remains largely intact and elements include the original siding material and the front-gabled dormer on the front slope of the roof.

The following ten individual historic resources, located in unincorporated St. Lucie County are considered potentially *NRHP*-eligible as part of an MPS associated with the development of South Indian River Drive and pineapple farming, an important industry that no longer exists on the east coast of Florida.



**Figure 61: Current Photograph of the Britt House/4511 South Indian River Drive, Facing Southwest**

**8SL237      Britt House, 4511 South Indian River Drive**

This two-story Frame Vernacular residence was built circa 1908 for James and Callie Britt (Historic Property Associates 1990) (Figure 61). Photographs taken in the early 1990s by HPA show this house with an enclosed porch and metal windows; however, since the previous 1990 survey, this house has been rehabilitated to more closely resemble its original appearance (Figure 62). The front porch, once enclosed, has been re-opened, and the metal awning windows on the second floor have been replaced with historically compatible sash windows. Although additions are present on the rear and the south sides, the building continues to convey its historic character.



**Figure 62: Historic Photograph of the Britt House, Date Unknown**

*Courtesy of the St. Lucie County Historical Museum*



**Figure 63: M. E. Card House/3915–3917 South Indian River Drive, Facing Northwest**

**8SL238      M. E. Card House, 3915–3917 South Indian River Drive**

This unique three-story brick house was built circa 1914 by M. E. Card. Card came to St. Lucie County in 1883 and was one of the earliest pineapple growers (Historic Property Associates 1990). This house's historic physical integrity remains largely intact and it includes all original windows and detailing (Figure 63). The property also includes a guesthouse, which is a miniature replica of the main house, a historic wood frame garage, and a freestanding carport made from vines, which resembles a grape arbor.





**Figure 64: Riverhill/4625 South Indian River Drive, Facing West**

**8SL236      Riverhill, 4625 South Indian River Drive**

The two-story Frame Vernacular residence with Colonial Revival influences features wood double-hung sash windows flanked by wood shutters (Figure 64). Franklin Newton originally owned this home, which was constructed circa 1903 (Historic Property Associates 1990). This house's historic physical integrity remains largely intact.



**Figure 65: William Robinson House/4955 South Indian River Drive, Facing Northwest**

**8SL235      William Robinson House, 4955 South Indian River Drive**

This two-story Folk Victorian house features a two-story porch with ornate supports, and a two-story bay window, which extends from the south end (Figure 65). Built circa 1901, this residence was owned by William Robinson, a pineapple grower (Historic Property Associates 1990). This house's historic physical integrity remains largely intact and exhibits original siding, windows, and detailing.



**Figure 66: 5703 South Indian River Drive, Facing West**

**8SL231      5703 South Indian River Drive**

This two-story Prairie-style residence was built circa 1920 (Figure 66). It exhibits some Mediterranean Revival elements, such as stylized rafter tails and horizontal banding in the stucco. This house's historic physical integrity remains largely intact. It exhibits original siding, windows, and detailing.



**Figure 67: Fairmont Manor/5707 South Indian River Drive, Facing West**

**8SL78      Fairmont Manor, 5707 South Indian River Drive**

This Greek Revival mansion was constructed in 1896 for Mr. Abdell (Figure 67). The building stands three stories and features elements such as Ionic columns, a balustrade along the roofline, an elaborate door surround with pilasters, and a cornice molding. The land surrounding the house was originally a pineapple plantation (Historic Property Associates 1990). This building's historic physical integrity remains largely intact; the only visible alteration is the addition of a modern fanlight window over the front entry. The property also includes a two-story Folk Victorian guesthouse, a non-historic gazebo, and a non-historic shed.



**Figure 68: 7901 South Indian River Drive, Facing Northwest**

**8SL227      7901 South Indian River Drive**

This residence was built circa 1910. It features a full-width integral porch, supported by square wood paired columns, and a shed dormer (Figure 68). The roof is covered with barrel tiles, which is unusual for a Craftsman style home. This building's historic physical integrity remains largely intact and it exhibits all original windows and siding material.



**Figure 69: Russell House/8103 South Indian River Drive, Facing West**

**8SL224      Russell House, 8103 South Indian River Drive**

This circa-1900 Folk Victorian residence was once associated with Fletcher Russell (Figure 69). The Russells were living in St. Lucie County in the early part of the century (Historic Property Associates 1990). A bay window is featured on the second floor of the front façade. This house's historic physical integrity remains largely intact. It retains original elements, such as gingerbread detailing, a cornice molding, wood door and window surrounds, and double-hung sash wood windows.



**Figure 70: Ankeny House/8205 South Indian River Drive, Facing Southwest**

**8SL223      R. V. Ankeny House, 8205 South Indian River Drive**

This unusual Neo-Classical Revival building features full-height porch columns, a dormer, and a widow's walk (Figure 70). Mr. Klop built this house in 1904 for Mr. and Mrs. Ankeny, for whom Ankona is named (Historic Property Associates 1990). After the pineapple industry failed, this property was used as a fernery (Rights-Murtough 2003). The building's historic physical integrity remains largely intact as it maintains all original windows and original exterior materials.



**Figure 71: Captain Miller House/12387 South Indian River Drive, Facing West**

**8SL211      Captain John Miller House, 12387 South Indian River Drive**

This two-story Frame Vernacular residence features gingerbread detailing, spindle work on the porch, and a fieldstone chimney (Figure 71). John Miller was one of the earliest pioneers in the area (Historic Property Associates 1990). The house is on the site of a former pineapple plantation that operated from 1885 to 1920. Miller also was a boat builder. This house's historic physical integrity remains largely intact.



### **Resources in Unincorporated St. Lucie County Considered Potentially Eligible for the St. Lucie County Register of Historic Places**

At this time, no historic resources are listed at the county level. However, as part of this project, a draft historic preservation ordinance has been developed, which establishes criteria for designation to the St. Lucie County Register of Historic Places. Locally important resources, in most cases, do not maintain *NRHP* aspects of historic physical integrity due to modifications, and/or illustrate common designs or building types, or lack historical associations. Thus, they do not possess a high degree of significance. In addition to the previously mentioned resources that are listed in or potentially eligible for the *NRHP*, the following resources are considered potentially eligible at the county level. These resources, in many cases, have minor alterations and/or are associated with persons important in St. Lucie County's history.

In addition to the following resources considered potentially eligible for listing in the St. Lucie County Register of Historic Places, 342 ( 329 in unincorporated St. Lucie County and 13 in St. Lucie Village) additional buildings could be considered eligible at the county level with further research and evaluation. These resources generally exhibit a common design type and no known historical associations were revealed during preliminary research. Some buildings may have alterations, but represent a unique architectural style or may have associations with local persons or events. Consequently, if the property owners are interested in local designation, with additional research and documentation, it is possible that these properties may be eligible for local designation. A list of such resources is located in Appendix C.



**Figure 72: Frame Vernacular Residence on the Adams Ranch/26001 Orange Avenue, Facing Southwest**

**8SL108      Adams Ranch, 26001 Orange Avenue**

The Adams Ranch includes four historic buildings constructed in the Frame and Masonry Vernacular styles (Figures 72–75). The Adams Ranch was established by Alto Adams, Sr., who purchased the land on Orange Avenue from a man from Iowa. Since the 1930s, the Adams family has been raising cattle on their ranch, known as the “home of the Braford” (Rights 1994:68). The Braford breed is a cross between the Brahman cow and the Hereford bull. Alto Adams, Jr. began experimenting on the ranch in the 1940s to create a cross-breed that would adapt to the South Florida climate. Braford are known for superior breeding and have a distinguished reputation in the cattle industry (Oklahoma State University Department of Animal Science 1997). The property also includes the old Kenansville Post Office, which was moved to the property in the late 1970s.



**Figure 73: Masonry Vernacular Residence on the Adams Ranch, Facing Northwest**



**Figure 74: Frame Vernacular Residence on the Adams Ranch, Facing Southwest**



**Figure 75: Wood Barn on the Adams Ranch, Facing West**



**Figure 76: Kenansville Post Office/25999 Orange Avenue, Facing Northeast**

**8SL285      Kenansville Post Office, 25999 Orange Avenue**

The Kenansville Post Office was built in 1914 (Figure 76). It was located in Kenansville, Florida, and remained open until July 8, 1976. In the late 1970s, it was moved to the Adams Ranch on Orange Avenue (Historic Property Associates 1990). The original post office boxes inside remain inside.



**Figure 77: 5300 Orange Avenue, Facing North**

**8SL281      5300 Orange Avenue**

This large two-story residence is an excellent example of the Craftsman style (Figure 77). It features a full-width front porch supported by battered columns on brick piers and a large dormer on the front slope of the roof. However it does not retain any of its original windows. The lot adjacent to the building is used to store U-Haul trucks.



**Figure 78: Treasure Coast Antiques/4343 North U.S. Highway 1, Facing Southwest**

**8SL266      Treasure Coast Antiques, 4343 North U.S. Highway 1**

This building was built circa-1925 in the Mission style. It features a two-story massing, a shaped parapet, and barrel tile details (Figure 78). This commercial building was originally the Sagys residence (Historic Property Associates 1990). All of the windows on the two-story portion have been replaced.



**Figure 79: Counseling & Recovery Center, Inc./4753 Orange Avenue, Facing South**

**8SL280      Counseling & Recovery Center, Inc., 4753 Orange Avenue**

This building was constructed around 1938. It exhibits original details, such as a pressed tin roof (Figure 79). John Noelke, who was employed by Sweet's Jewelry, constructed this building. Non-historic Folk Victorian details have been added to the porch.





**Figure 80: Old Train Depot/11090 Ridge Avenue, Facing Northeast**

**8SL1218      Old Train Depot, 11090 Ridge Avenue**

This one-story, wood-frame building was constructed circa-1908 (Figure 80). The community of Walton now uses this former FEC train depot as a community center. In 1912, it was rolled to its present location on Ridge Avenue, according to the 1912 *St. Lucie County Tribune*. The building's historic physical integrity remains mostly intact, except that some of the windows have been replaced. In addition, portions of the original siding are covered and wood stairways, ramps, and supports have been added to the exterior.



**Figure 81: Dixie Summerlin House/225 St. Lucie Boulevard, Facing Southeast**

**8SL262      Dixie Summerlin House, 225 St. Lucie Boulevard**

This two-story former private residence was built in the Frame Vernacular style (Figure 81). Circa-1950s cottages, located to the south, are also associated with the property (Figure 82). Although a number of modifications have been made to this pre-twentieth century building, which is now part of a motel, it is associated with Dixie Summerlin, a dairy farmer and an early St. Lucie County pioneer.



**Figure 82: Wood Cottages Associated with the Dixie Summerlin House, Facing East**



**Figure 83: A. M. Sample House/4395 Eleven Mile Road, Facing West**

**8SL93      A. M. Sample House, 4395 Eleven Mile Road**

This circa-1920s Frame Vernacular residence is located in a rural area (Figure 83). It is believed to have belonged to A. M. Sample, a citrus grower and part of the first grand jury of St. Lucie County (Van Landingham 1988:49). The windows on the house have been replaced and the original siding has been covered with aluminum.



**Figure 84: Burt Bell House/3603 Sunrise Boulevard, Facing West**

**8SL159      Burt Bell House, 3603 Sunrise Boulevard**

This Bungalow residence was constructed circa 1918 (Figure 84). The Bell family were early White City pioneers and donated a portion of the land on which the White City Cemetery is now located. Alterations include non-historic siding, an addition on the rear, and modifications to the porch railing.



**Figure 85: 3310 Orange Avenue, Facing North**

**8SL1110      3310 Orange Avenue**

This circa-1932 Masonry Vernacular building is constructed of brick and features a concrete tile roof (Figure 85). It remains mostly unaltered except for the replacement metal windows. It represents a rare building type, since most of the buildings in St. Lucie County are constructed of either wood or concrete block. After the field survey began, this house and its property were annexed by the city of Fort Pierce.

**Cemeteries in Unincorporated St. Lucie County Considered Potentially Eligible at the County Level**



**Figure 86: White City Cemetery, Facing Northeast**

**8SL1330      White City Cemetery**

This cemetery is located on the southeast corner of Bell Avenue and Sunrise Boulevard (Figure 86). Early pioneer families, the Bells and the Traynors, donated the land for this cemetery. Many early White City pioneers are buried here; there are believed to be many unmarked graves in the northwest corner.



**Figure 87: Palms Cemetery, Ankona, Facing West**

**8SL1269      Palms Cemetery, Ankona**

This cemetery, located on South Indian River Drive in the area known as Ankona, includes the graves of many war veterans and Florida governor Daniel Thomas McCarty, who was born in Fort Pierce and held office in 1953 (Figure 87).



**Figure 88: Viking Cemetery, Facing Northwest**

**8SL1126      Viking Cemetery**

Norwegian pioneers Jens and Agathe Helseth donated the land for this cemetery, which is located on Indrio Road just west of U.S. Highway 1 (Figure 88). Jacob Erikson, a sea captain, was the first to be buried here in 1905. Many members of the Helseth family, as well as World War I and II veterans, are buried here.





**Figure 89: Carlton Cemetery, Facing Northeast**

**8SL1171      Carlton Cemetery**

This cemetery, established circa 1913 by the Carlton family, is located on the south side of Okeechobee Road (SR 70), west of Eleven Mile Road (Figure 89). It contains the graves of many Carlton family members and members of other families who are also associated with St. Lucie County's history. The Carlton family has been involved in cattle ranching for generations and has made important contributions to many communities in central and eastern Florida. Many of the graves in this cemetery are aboveground crypts constructed of poured concrete.



**Figure 90: Gravestone of Rebecca Richards in the Eden Cemetery, Facing West**

**8SL1634      Eden Cemetery**

Members of the Richards family are buried in this cemetery located on South Indian River Drive (Figure 90). The church once associated with this cemetery did not survive the 1928 hurricane (Hutchinson 1998:324). The Richards were one of the first families to settle in the area. Captain Thomas Richards gave the community of Eden its name and also donated the land for the cemetery.

## Potential Local Historic Districts

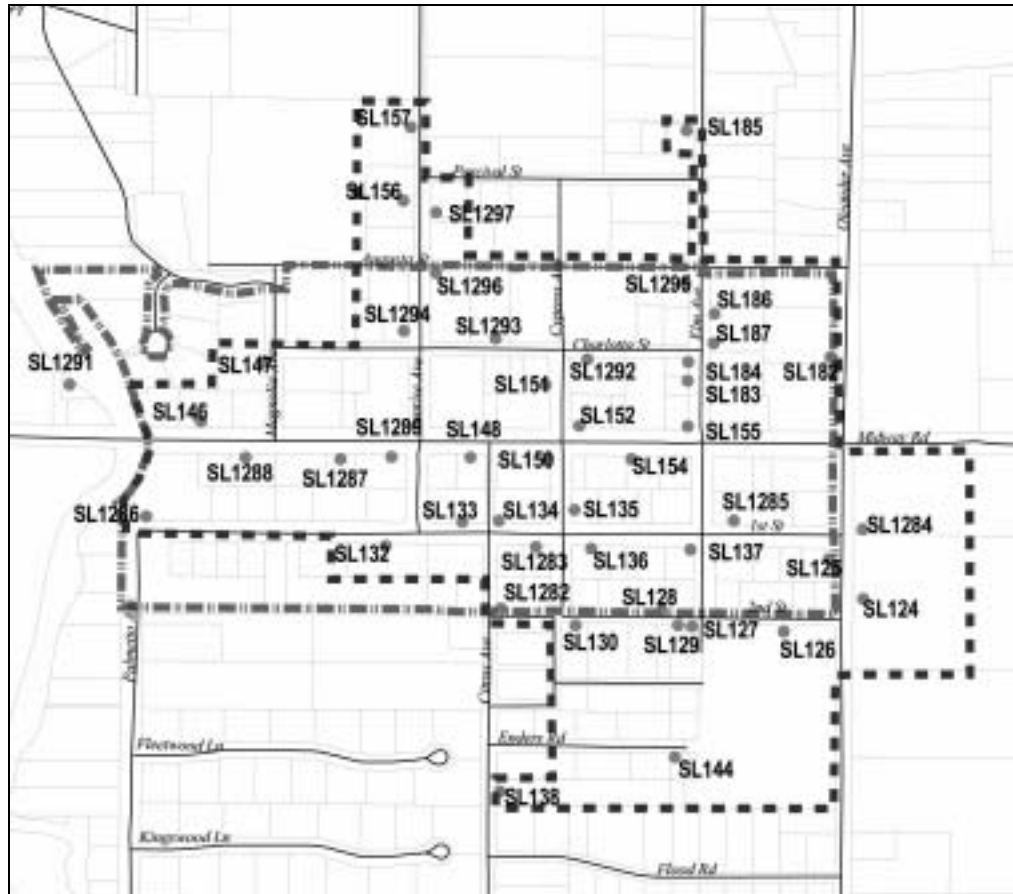
### White City

After documenting buildings in White City, it was determined that a small residential/commercial area around Midway Road could be considered a historic district at the county level. A mixture of 45 residential, commercial, and institutional buildings, constructed from the late 1800s through the 1950s, form a cohesive collection of buildings. However, alterations to individual buildings and non-historic infill between historic resources make this area ineligible as an *NRHP* historic district. Consequently, an MPS that includes 10 individually eligible buildings associated with White City is recommended on pages 104–113. Table 19 contains the contributing resources within the boundaries of the potential White City Historic District. Figure 91 illustrates the proposed boundaries for the potential local historic district.

**Table 19. Contributing Buildings in the Proposed Local White City Historic District**

FMSF #	Site Name/Address	Date of Construction
8SL124	Nels Hansen House/5102 South Oleander Avenue	c.1910
8SL125	Captain Hansen House/5101 South Oleander Avenue	1895
8SL126	White City School/905 West 2 <sup>nd</sup> Street	c.1927
8SL127	Chamberlin House/1001 West 2 <sup>nd</sup> Street	c.1915
8SL128	Richard Hayes House/1002–1006 West 2 <sup>nd</sup> Street	c.1935
8SL129	1003 West 2 <sup>nd</sup> Street	c.1920
8SL130	John Small House/1013 West 2 <sup>nd</sup> Street	c.1920
8SL132	Gustav Ringdahl House/1203 West 1 <sup>st</sup> Street	1898
8SL133	Irene Peterson House/1108 West 1 <sup>st</sup> Street	c.1930
8SL134	Nels Jorgensen House/5006 South Citrus Avenue	c.1925
8SL135	Andrew Jorgensen House/5004 South Cypress Avenue	c.1925
8SL136	John Waldron House/1009 West 1 <sup>st</sup> Street	c.1930
8SL137	Bob Hayes House/1001 West 1 <sup>st</sup> Street	c.1910
8SL138	Mary Kerr House/5204 South Citrus Avenue	c.1920
8SL144	1001 West Enders Road	c.1925
8SL146	Ulrich House/1310 West Midway Road	c.1920
8SL147	4911 Magnolia Avenue	c.1930
8SL148	1109 West Midway Road	c.1920
8SL150	Stetcher House/1103 West Midway Road	1917
8SL151	Islamic Center/1104 West Midway Road	c.1914
8SL152	1010 West Midway Road	c.1920
8SL154	Lawrence White House/1005 West Midway Road	1917
8SL155	White City Mercantile Building/1000 West Midway Road	c.1900
8SL156	4809 Sunrise Boulevard	c.1925
8SL157	Potter House/4713 Sunrise Boulevard	c.1905
8SL182	4901 South Oleander Avenue	c.1930
8SL183	4911 Elm Avenue	c.1900
8SL184	4909 Elm Avenue	c.1900
8SL185	4801 Elm Avenue	c.1900
8SL186	4906 Elm Avenue	c.1920

FMSF #	Site Name/Address	Date of Construction
8SL187	4908 Elm Avenue	c.1930
8SL1282	5106 South Citrus Avenue	c.1946
8SL1283	1101 West 1 <sup>st</sup> Street	c.1945
8SL1284	807 West Midway Road	c.1944
8SL1285	908 West 1 <sup>st</sup> Street	c.1925
8SL1286	1313 West 1 <sup>st</sup> Street	c.1945
8SL1287	Fiddle Stix/1205 West Midway Road	c.1935
8SL1288	1305 West Midway Road	c.1935
8SL1289	The Feathered Nest/1203 West Midway Road	c.1935
8SL1292	1009 Charlotta Street	c.1935
8SL1293	1108 Charlotta Street	1893
8SL1294	4905 Sunrise Boulevard	1910
8SL1295	4901 Elm Avenue	1918
8SL1296	4902 Sunrise Boulevard	c.1938
8SL1297	1137 Percival Street	c.1950



**Figure 91: Boundaries for the Proposed Local White City Historic District**  
 Note: The heavy black dotted line represents the proposed district boundary. The gray dotted line represents the White City Neighborhood Overlay Area (taken from Historic White City Community Preservation and Economic Development Plan, Figure 4-12).



**Figure 92: Example of a Contributing Residence at 1009 Charlotta Street in the Proposed White City Historic District, Facing South**



**Figure 93: Example of a Contributing Commercial Building (a Former Residence) at 1205 West Midway Road in the Proposed White City Historic District, Facing South**



## St. Lucie Village

St. Lucie County  
**Historic Resources Survey**

## ST. LUCIE VILLAGE

### Developmental History

St. Lucie Village, originally known as St. Lucie, is located approximately three miles north of Fort Pierce, primarily on North Indian River Drive and Chamberlin Boulevard. Two of the earliest settlers in the St. Lucie Village area were William Russell and James Barker. Russell and Barker attempted to grow crops on the banks of the Indian River as early as the 1840s. In 1849, an attack by Native Americans left settlers' homes burned and ransacked, and Barker was dead (Rights and Welcher 1989:Section 8:1). Soon after, a military fort, Fort Capron, was established in the area.

Fort Capron operated on the banks of the Indian River from 1850 to 1859, and provided protection for the settlers in the St. Lucie Village area. It was also a major military holding during this time. The fort was situated at the Indian River Inlet, which was the only opening to the ocean in the area. In addition, Fort Capron was the eastern terminus of the Capron Trail, which connected it to other military forts and was the only road through the wilderness for some time (Rights and Welcher 1989:Section 8:2).

Major James Paine, who played a significant role in the operation of Fort Capron, settled on 40 acres after completing his tour of duty (Figure 94). His land was along the Indian River about one mile south of the fort. His family joined him in 1857. Around 1872, Alexander Bell and his family homesteaded from Taylor Creek south, near the Paine family. The area became St. Lucie Village, and was the capital of Brevard County (before it became St. Lucie County) during the 1870s (St. Lucie County Historical Society n.d.). James Paine donated the land for the St. Lucie Cemetery, located on Old Dixie Highway in front of the St. Lucie School (Rights and Welcher 1989:Section 8:3).



**Figure 94: Historic Photograph of James Paine's Home, Date Unknown**

*Courtesy of the Rights Collection*

During the 1870s, Pennsylvania Senator Matthew Quay and his son, Richard, began visiting St. Lucie and eventually built winter homes near the Paines in St. Lucie Village. Quay was one of a

group of influential Pennsylvania politicians who founded the St. Lucie Club (Figure 95), where the Republican Executive Committee would gather before Presidential elections to choose the Republican nominee (Rights 1994:49–51).



**Figure 95: Circa-1910 Postcard of North Indian River Drive, Showing the Page House (2515 N. Indian River Drive) and the St. Lucie Club (2601 N. Indian River Drive)**

*Courtesy of the Florida Photographic Collection*

Many large homes were constructed along North Indian River Drive. Most of these houses were originally constructed for northerners to use as winter homes, but eventually many of them became permanent residences. In the 1920s, Mrs. Hattie Chamberlin moved a house from the middle of what is now known as Chamberlin Boulevard to the northwest corner of Chamberlin Boulevard and North Indian River Drive. After the 1928 hurricane, many of the houses on North Indian River Drive were moved back off the river (Rights and Welcher 1989:Section 8:4). Construction continued in St. Lucie Village through the 1940s and 1950s, some Ranch style and simple masonry homes line such streets as Old Dixie Highway and Chamberlin Boulevard. In 1989, the St. Lucie Village Historic District, a small portion of the Village located mostly on North Indian River Drive, was listed in the *NRHP*.

### St. Lucie Village Historic Resources Results

This section identifies St. Lucie Village’s historic resources and provides information that will assist in their protection and future study. As part of the scope of services for the St. Lucie County Historic Resources Survey, Janus Research updated the FMSF forms for 22 previously recorded historic resources in incorporated St. Lucie Village (Table 20). In addition, resources that were not previously identified were documented and evaluated. A total of 51 buildings were recorded within incorporated St. Lucie Village (Table 21). Figure 96 shows the locations of the historic resources located within St. Lucie Village.



Several resources located within St. Lucie Village were not visible from the public right-of-way or were located on private roads, and Janus Research was not able to obtain permission to access these resources during the field survey. Consequently, these inaccessible resources were not documented as part of this project.

**Table 20. Previously Recorded Resources in St. Lucie Village**

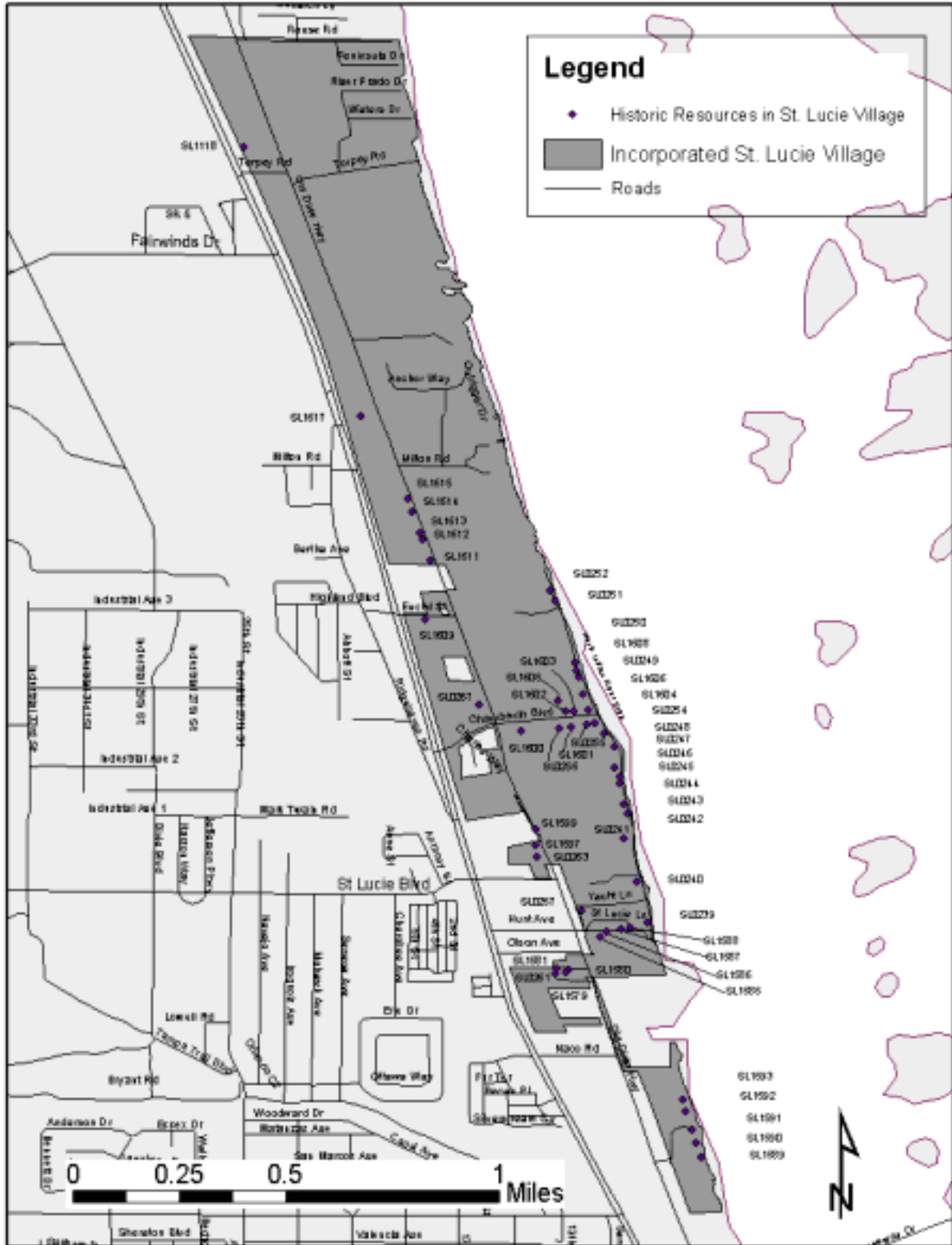
FMSF #	Site Record #	Site Name/Address
8SL239	144	Senator Quay House/2515 North Indian River Drive
8SL240	145	St. Lucie Club/2601 North Indian River Drive
8SL241	579	Haynesworth House/2709 North Indian River Drive
8SL242	146	Summerlin House/2801 North Indian River Drive
8SL243	147	Peed House/2805 North Indian River Drive
8SL244	148	Padrick House/2817 North Indian River Drive
8SL245	149	Harrington House/2821 North Indian River Drive
8SL246	150	Terry House/2825 North Indian River Drive
8SL247	151	Hoskins House/2929 North Indian River Drive
8SL248	152	Glatz House/2933 North Indian River Drive
8SL249	153	Greist House/3101 North Indian River Drive
8SL250	154	Allen House/3109 North Indian River Drive
8SL251	155	3233 North Indian River Drive
8SL252	156	Sinnott House/3305 North Indian River Drive
8SL254	139	H. Chamberlin House/473 Chamberlin Boulevard
8SL255	140	Howard House/451 Chamberlin Boulevard
8SL256	141	395 Chamberlin Boulevard
8SL257	137	Barn on FEC Railroad Tracks/St. Lucie Boulevard
8SL261	133	St. Lucie School/2501 Old Dixie Highway
8SL263	134	2867 Old Dixie Highway
8SL267	136	3139 Old Dixie Highway
8SL1118	043	4210 North U.S. Highway 1

**Table 21. Comprehensive List of Historic Resources in St. Lucie Village**

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL239	144	Senator Quay House/2515 North Indian River Drive	Folk Victorian	1894
8SL240	145	St. Lucie Club/2601 North Indian River Drive	Folk Victorian	1902
8SL241	579	Haynesworth House/2709 North Indian River Drive	Frame Vernacular	c.1905
8SL242	146	Summerlin House/2801 North Indian River Drive	Frame Vernacular	1904
8SL243	147	Peed House/2805 North Indian River Drive	Frame Vernacular	1904
8SL244	148	Padrick House/2817 North Indian River Drive	Frame Vernacular	1875
8SL245	149	Harrington House/2821 North Indian River Drive	Frame Vernacular	c.1922

<b>FMSF #</b>	<b>Survey Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL246	150	Terry House/2825 North Indian River Drive	Frame Vernacular	c.1922
8SL247	151	Hoskins House/2929 North Indian River Drive	Frame Vernacular	1911
8SL248	152	Glatz House/2933 North Indian River Drive	Frame Vernacular	1912
8SL249	153	Greist House/3101 North Indian River Drive	Frame Vernacular	1905
8SL250	154	Allen House/3109 North Indian River Drive	Prairie	1911
8SL251	155	3233 North Indian River Drive	Frame Vernacular	c.1910
8SL252	156	Sinnott House/3305 North Indian River Drive	Frame Vernacular	c.1910
8SL254	139	H. Chamberlin House/473 Chamberlin Boulevard	Masonry Vernacular	c.1926
8SL255	140	Howard House/451 Chamberlin Boulevard	Tudor Revival	1926
8SL256	141	395 Chamberlin Boulevard	Prairie	c.1935
8SL257	137	Barn on FEC Railroad Tracks/St. Lucie Boulevard	Frame Vernacular	c.1910
8SL261	133	St. Lucie School/2501 Old Dixie Highway	Frame Vernacular	c.1920
8SL263	134	2867 Old Dixie Highway	Frame Vernacular	c.1910
8SL267	136	3139 Old Dixie Highway	Frame Vernacular	c.1915
8SL1118	043	4210 North U.S. Highway 1	Frame Vernacular	c.1945
8SL1579	511	St. Lucie Cemetery/Old Dixie Highway	N/A	1882
8SL1580	279	2503 James Payne Circle	Frame Vernacular	c.1945
8SL1581	280	2505 James Payne Circle	Frame Vernacular	c.1941
8SL1585	254	301 St. Lucie Lane	Frame Vernacular	c.1952
8SL1586	268	305 St. Lucie Lane	Frame Vernacular	c.1936
8SL1587	255	312 St. Lucie Lane	Contemporary	c.1950
8SL1588	256	House on Matthew Quay Way/Matthew Quay Way	Contemporary	c.1950
8SL1589	183	The Henry G. Shimonek House/2210 Old Dixie Highway	Frame Vernacular	1905
8SL1590	184	The Tree House/Old Dixie Highway	Frame Vernacular	1937
8SL1591	185	Pioneer House/Old Dixie Highway	Frame Vernacular	1907
8SL1592	186	Sunny Side/Old Dixie Highway	Masonry Vernacular	1946

<b>FMSF #</b>	<b>Survey Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL1593	187	Wee Palm Haven/2200 Old Dixie Highway	Masonry Vernacular	1950
8SL1597	257	2879 Old Dixie Highway	Masonry Vernacular	c.1945
8SL1599	258	Shadetre Studio/2900 Old Dixie Highway	Frame Vernacular	c.1950
8SL1600	260	323 Chamberlin Boulevard	Frame Vernacular	c.1935
8SL1601	253	435 Chamberlin Boulevard	Masonry Vernacular	c.1942
8SL1602	249	430 Chamberlin Boulevard	Frame Vernacular	c.1942
8SL1603	248	446 Chamberlin Boulevard	Frame Vernacular	c.1929
8SL1604	251	Lounibus House/3001 North Indian River Drive	Frame Vernacular	c.1900
8SL1605	252	Caribee Colony/3003–3009 North Indian River Drive	Frame Vernacular	c.1941
8SL1606	250	Harrell House/3011 North Indian River Drive	Minimal Traditional	c.1900
8SL1608	261	3105 North Indian River Drive	Frame Vernacular	c.1941
8SL1609	259	225 Euclid Street	Mission	c.1925
8SL1611	263	3429 Old Dixie Highway	Masonry Vernacular	c.1929
8SL1612	267	3463 Old Dixie Highway	Frame Vernacular	c.1945
8SL1613	266	3485 Old Dixie Highway	Frame Vernacular	c.1935
8SL1614	265	3507 Old Dixie Highway	Frame Vernacular	c.1935
8SL1615	262	3535 Old Dixie Highway	Frame Vernacular	c.1947
8SL1617	264	3690 North U.S. Highway 1	Frame Vernacular	c.1950



**Figure 96: Historic Resources Identified within Incorporated St. Lucie Village**

*Note: St. Lucie Village Appears in Dark Gray*

### Development Patterns of Historic Resources

Within the survey area, the development patterns of St. Lucie Village's historic resources are illustrated in Table 22. The eight historic periods established during the survey reflect the developmental history of the area and provide the contexts necessary for determining the significance of the various historic resources. The titles and dates of these periods were determined by the associated times in area history and time frames established by the FMSF.

**Table 22. Development Patterns of Historic Resources in St. Lucie Village**

Periods of Construction	Number of Resources
Reconstruction	1
Post-Reconstruction	3
Spanish-American War	16
Boom Times	8
Depression/New Deal	6
World War II and Aftermath	11
Modern	6

### Historic and Present Functions of Surveyed Resources

Tables 23 and 24 outline the historic and present functions of the historic resources identified in St. Lucie Village during the survey. Historically and currently most of the buildings in St. Lucie Village are used in a residential capacity.

**Table 23. Historic Functions of Resources in St. Lucie Village**

Historic Function	Number of Resources
Cemetery	1
Clubhouse	1
Commercial	1
Garage apartment	1
Military	1
Private residence	43
School	1
Shed	1
Storage building	1

**Table 24. Present Functions of Resources in St. Lucie Village**

Present Function	Number of Resources
Apartment	2
Art gallery	1
Cemetery	1
Commercial	1
Office	1
Private residence	41
Recreation hall	1
Storage building	1
Vacant	2

## Representative Architectural Styles

The historic resources identified in St. Lucie Village can be categorized as the following styles: Frame Vernacular, Masonry Vernacular, Contemporary, Folk Victorian, Prairie, Minimal Traditional, Mission, and Tudor Revival. Most of the historic buildings found in the St. Lucie Village area reflect vernacular designs. Table 25 lists the styles found in St. Lucie Village and the number of buildings that exhibit each style. The St. Lucie Cemetery is one resource in St. Lucie Village that does not exhibit an architectural style. Please refer to Table 21 for a comprehensive list of the 51 documented resources, including the site name/address, style, and the approximate date of construction. In addition, descriptions of the various architectural styles and identifying characteristics are found in the main body of this report on pages 51–91.

**Table 25. Architectural Styles Represented in St. Lucie Village**

Style	Number of Resources
Frame Vernacular	35
Masonry Vernacular	6
Contemporary	2
Folk Victorian	2
Prairie	2
Minimal Traditional	1
Mission	1
Tudor Revival	1

## Significant Historic Resources Located Within St. Lucie Village

### St. Lucie Village Historic District

Located within the St. Lucie Village survey area is the *NRHP*-listed St. Lucie Village Historic District, which also is considered eligible for listing at the county level. All accessible previously recorded buildings were photographed with a digital camera and an updated FMSF form was completed. Since the original *NRHP* nomination was completed in 1989, some addresses of buildings included in the district have changed. Table 26 contains the current addresses (with the former address in parentheses, if applicable) of the contributing and non-contributing resources located in the St. Lucie Village Historic District. Resources located on North Indian River Drive, south of St. Lucie Lane, were not surveyed because that portion of the road is private. In addition, some resources were not visible from North Indian River Drive's public right-of-way, and Janus Research was not able to obtain permission to access those resources during the field survey.

**Table 26. Buildings Included in the St. Lucie Village Historic District**

FMSF #	Site Name/Address	Status
8SL239	Senator Quay House/2515 North Indian River Drive	Contributing
8SL240	St. Lucie Club/2601 North Indian River Drive	Contributing
8SL241	Haynesworth House/2709 North Indian River Drive	Contributing
8SL242	Summerlin House/2801 North Indian River Drive	Contributing
8SL243	Peed House/2805 North Indian River Drive	Contributing

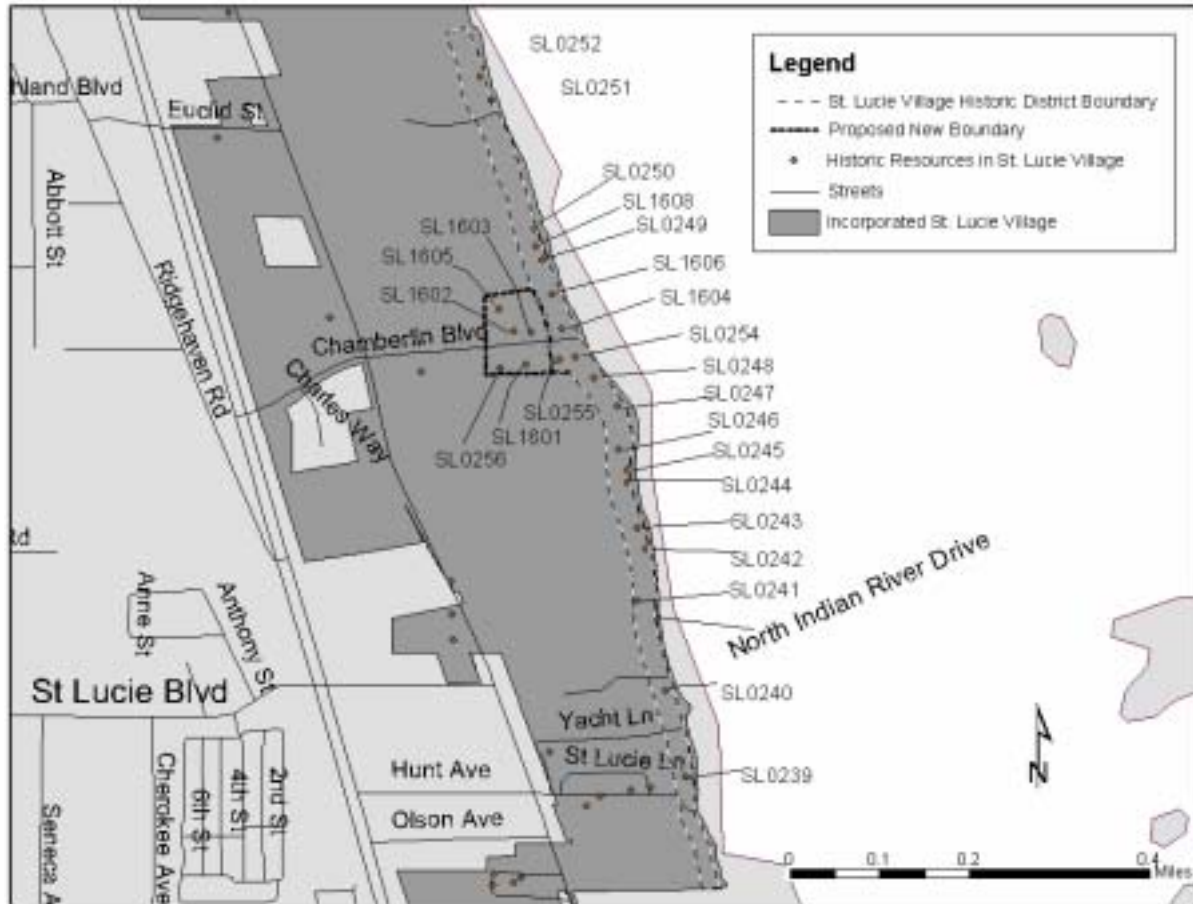
FMSF #	Site Name/Address	Status
8SL244	Padrick House/2817 North Indian River Drive	Contributing
8SL245	Harrington House/2821 North Indian River Drive	Contributing
8SL246	Terry House/2825 North Indian River Drive	Contributing
8SL247	Hoskins House/2929 North Indian River Drive	Contributing
8SL248	Glatz House/2933 North Indian River Drive (formerly 2931)	Contributing
8SL249	Greist House/3101 North Indian River Drive	Contributing
8SL250	Allen House/3109 North Indian River Drive (formerly 3111)	Contributing
8SL251*	3233 North Indian River Drive (formerly 3303)	Contributing
8SL252**	Sinnott House/3305 North Indian River Drive	Contributing
8SL254	H. Chamberlin House/473 Chamberlin Boulevard (formerly 101)	Contributing
8SL255	Howard House/451 Chamberlin Boulevard (formerly 103)	Contributing
8SL1604	Lunibus House/3001 North Indian River Drive	Contributing
8SL1606	Harrell House/3011 North Indian River Drive	Non-Contributing
8SL1608	3105 North Indian River Drive	Non-Contributing

\* 8SL251: The main building, the Copeland house, on this property was moved to the south end of North Indian River Drive, which is a private road; only the historic outbuilding remains on the property.

\*\* 8SL252: Contributing status should be re-evaluated if the *NRHP* nomination is revised because this building has been altered extensively.

If the current St. Lucie Village Historic District *NRHP* nomination is updated, it is recommended that the historic district's boundaries and the period of significance is revised. The current boundary could be expanded to include three resources: 395 Chamberlin Boulevard (8SL256), 446 Chamberlin Boulevard (8SL1603), and Caribee Colony/3003–3009 North Indian River Drive (8SL1605). However, residences located at 430 and 435 Chamberlin Boulevard (8SL1602 and 8SL1601) would be considered non-contributing because of extensive modifications. In addition, the current period of significance in the *NRHP* nomination ranges from 1850–1928. In order to include the three resources previously mentioned, the period of significance would need to be changed to 1941, when Caribee Colony was constructed. It is believed that the Depression and Post–World War II periods are also important in the district's history.

The Figure 97 illustrates the current boundaries and the proposed revision to the historic district boundaries.



**Figure 97: Historic Resources Identified within the Current St. Lucie Village Historic District Boundary and the Proposed Boundary Expansion.**

**Locally Eligible Resources**

Within the current boundaries of incorporated St. Lucie Village, none of the documented resources are considered individually eligible for the *NRHP*. Alterations, common design types, and a lack of historical associations with important persons or events limits the significance of these resources. However, seven resources are considered potentially eligible for listing at the county level. These resources include: St. Lucie School/2501 Old Dixie Highway (8SL261), St. Lucie Cemetery/Old Dixie Highway (8SL1579), and buildings located on the Shimonek property (8SL1589–1593). The remainder of the resources in incorporated St. Lucie Village, except for resources included in the *NRHP*-listed St. Lucie Village Historic District and mentioned in the previous section, do not appear to comprise a local historic district. No concentrations of historic buildings were noted during the field survey.





**Figure 98: St. Lucie School/2501 Old Dixie Highway, Facing West**

**8SL261      St. Lucie School, 2501 Old Dixie Highway**

This circa-1920, wood-frame schoolhouse features a three-bay front porch, supported by square wood columns (Figure 98). The community of St. Lucie Village now uses the building. The St. Lucie Cemetery is also located on the property, close to Old Dixie Highway.



**Figure 99: St. Lucie Cemetery, Facing West**

**8SL1579      St. Lucie Cemetery**

The St. Lucie Cemetery is located to the east of the St. Lucie School on Old Dixie Highway (Figure 99). It contains the graves of an early pioneer family, the Paines. Two of the graves are enclosed in a decorative wrought iron fence.



**Figure 100: Current Photograph of the Shore House/Old Dixie Highway, Facing Southwest**

**8SL1589–1593**

**Shimonek Property, Old Dixie Highway**

This property includes a collection of Frame and Masonry Vernacular buildings, constructed between the early 1900s and the 1950s (Figures 100–107). The property is the original homestead of Henry and Emily Shimonek. It is located on Shimonek Lane, a private road on the east side of Old Dixie Highway, between St. Lucie Lane and North Beach Causeway, on the banks of the Indian River. Henry purchased the property from Captain John Summerlin around 1908. Henry was a shoemaker and opened a repair shop in Fort Pierce. Most of the buildings on the property were built by either Henry Shimonek or his son-in-law Fredrick Sexauer (Dorsey 2003). The property was named “Indian River Gardens” by Mrs. Sexauer. In the 1940s and early 1950s, the families would spend the winter months on the property and return year after year (Dorsey 2003). The family named the houses the Shore House, Tree House, Pioneer House, Sunnyside, Mexicana, and Wee Palm Haven. This collection of buildings is still owned by Henry Shimonek’s granddaughters. The buildings’ historic physical integrity remains largely intact.



**Figure 101: Current Photograph of the Tree House, Facing Southwest**



**Figure 102: Circa-1939 Photograph of the Tree House with the Sexauer and Shimonek Families**

*Courtesy of Rosalea Dorsey*



**Figure 103: Current Photograph of the Pioneer House, Facing Northwest**



**Figure 104: Current Photograph of Sunnyside, Facing Northwest**



**Figure 105: Current Photograph of Mexicana, Facing West**



**Figure 106: Circa-1950 Photograph of Mexicana, Built by Fredrick Sexauer**

*Courtesy of Rosalea Dorsey*



**Figure 107: Current Photograph of Wee Palm Haven, Facing North**



## Recommendations



## Recommendations

The following includes recommendations related to the historic preservation of St. Lucie Village's historic resources. Some of these suggested measures are specific to St. Lucie Village, and the majority are more general recommendations that are also included as part of the overall historic resources survey of St. Lucie County.

- Education and awareness programs provided by the local government can offer protection to St. Lucie Village's historic resources. The local government, in conjunction with the property owners, could establish design guidelines for alterations made to buildings that would be historically accurate and/or reverse insensitive modifications that already exist.

Design Guidelines can be developed with financial assistance provided by the Bureau of Historic Preservation. The community can also be involved by participating in creating guidelines based on the unique qualities and common characteristics of the county's resources. These guidelines can cover new construction and discuss appropriate changes to historic buildings in general terms following the *Secretary of Interior's Standards for Rehabilitation*.

- If the current St. Lucie Village Historic District *NRHP* nomination is updated, it is recommended that the number of contributing and non-contributing buildings, the historic district's boundaries, and the period of significance are revised. It is believed that the Depression and Post-World War II periods, which are not currently included, are also important in the district's history.
- The current Historic Resources Survey identified historic resources constructed prior to 1955 that are located within unincorporated St. Lucie County and in St. Lucie Village. In the future, as more properties meet the 50-year criteria, those historic properties should be documented. It is suggested that the Board of County Commissioners solicit historical surveys to record any historic resources in the future.
- St. Lucie County, in conjunction with the St. Lucie County Historical Commission, should utilize the information in this report to consider designating the locally and *NRHP*-eligible resources identified in St. Lucie Village as part of this report. Further in-depth research regarding potentially eligible resources may need to be conducted prior to the designation of some of the resources, as this report provides the initial identification and evaluation for most resources. The county may choose to notify property owners that they own properties included within the recommended local St. Lucie Village Historic District, or that they own an individual building potentially eligible for designation.
- If new construction or a development is proposed on property that includes historic resources that have been identified as potentially eligible for the *NRHP* or the county register, the county's planning staff may want to recommend that a comprehensive cultural resource assessment survey (CRAS) be conducted prior to any

- improvements. It would be beneficial for both county planners and developers to know if any historic resources are present in an area proposed for improvements before development of the property actually begins.
- Community awareness and understanding of the county resources, including St. Lucie Village's historic resources, needs to be enhanced. Many property owners and potential property buyers still do not fully realize the value of historic buildings and the benefits of preserving these resources. Therefore, an expanded public relations program should be implemented. It is recommended that the various county and local organizations combine their efforts to achieve this goal. Suggested marketing tools include:
    - Walking or driving tours that focus on the various important structures and buildings or endangered resources, accompanied by brochures containing history and photographs of the areas. This could include working with the local historical museum and acquiring grants from the Bureau of Historic Preservation to produce the brochures.
    - Educational programs on the various aspects of historic preservation. This could include having lectures, seminars, hands-on workshops or guest speakers talk about different subjects, such as the economic benefits of historic preservation or the importance of the history and architecture of St. Lucie Village.
    - Notification to new property owners of buildings that are 50 years of age or older about the benefits of historic property ownership, the possible financial incentives offered to historic property owners such as the Ad Valorem Tax Abatement program outlined in the draft historic preservation ordinance, and the regulations involved in locally designating individual resources and historic districts.
    - A newsletter sent to all historic property owners that is prepared by St. Lucie County, the Historical Commission, and the St. Lucie County Historical Museum.
    - A sign or marker program implemented in conjunction with the Bureau of Historic Preservation, the Florida Department of Transportation, and/or the county that would identify historic districts, individually significant buildings, sites of important historical events, or archaeological resources. A brochure or pamphlet could be created to guide visitors to the various signs or markers.
    - A website dedicated to the county's historic resources, which could highlight important resources such as buildings, districts, cemeteries, roadways and archaeological sites. Interactive websites can reach large numbers of people in diverse areas who are interested in local resources. Photographs in combination with maps and text can be used to guide an interested party to important historic places in the county.
    - A video hosted or narrated by a local historian. Elements such as oral interviews, old film footage, and guided tours could be included in the video to enhance the viewer's appreciation of local history. These videos can be distributed to county schools, shown during public meetings, or sold by the St. Lucie County Historical Museum.



# Historic Roadways

St. Lucie County  
**Historic Resources Survey**

## **HISTORIC ROADWAYS**

As part of the intensive-level historic resources survey of St. Lucie County and St. Lucie Village, all roadways constructed prior to 1955 were documented and evaluated. Historic roadways are an important part of the county's history because they provide transportation and link commercial, residential, industrial and rural areas. Oftentimes, the significance of a roadway is overlooked because of alterations such as paving or widening. St. Lucie County, however, recognizes the importance of historic roadways, and therefore they were included in this survey.

### **Methods**

The St. Lucie County historic roadway assessment began with background research. This included researching historic maps and photos and conducting oral interviews. Historic documents researched include original nineteenth century township survey maps, 1952 township maps, 1952 aerial photographs, submitted plat maps on file with the county from 1894 to 1952, and 1924 township maps located at the St. Lucie County Historical Museum. In addition, an oral interview concerning the roadways was conducted with local historian Lucille Rights-Murtough. All the above research focused on roadways in unincorporated portions of St. Lucie County. A list of historic roads was generated from the above research, at which point the most historically significant to the development of St. Lucie County were determined. Fieldwork on the most significant roads was completed through windshield survey, which included documentation of major roadway features. Major features noted were size, length, pavement type, lane width, and the nature of surrounding areas along the roads. In addition, each roadway was documented with digital photographs, and the physical location of each photograph was documented on a log.

### **Results**

As part of the survey conducted in St. Lucie County by Janus Research, 298 historic roads located within the county were identified (Figure 108). Only one of these roads, Old Road (8SL1145), had been previously recorded before the present survey.

The focus of this aspect of the St. Lucie County historic resources survey was concentrated in unincorporated portions of the county. Tables 27–33 list all of the identified historic roadways. They are listed by decade relative to their respective construction and/or first use dates.

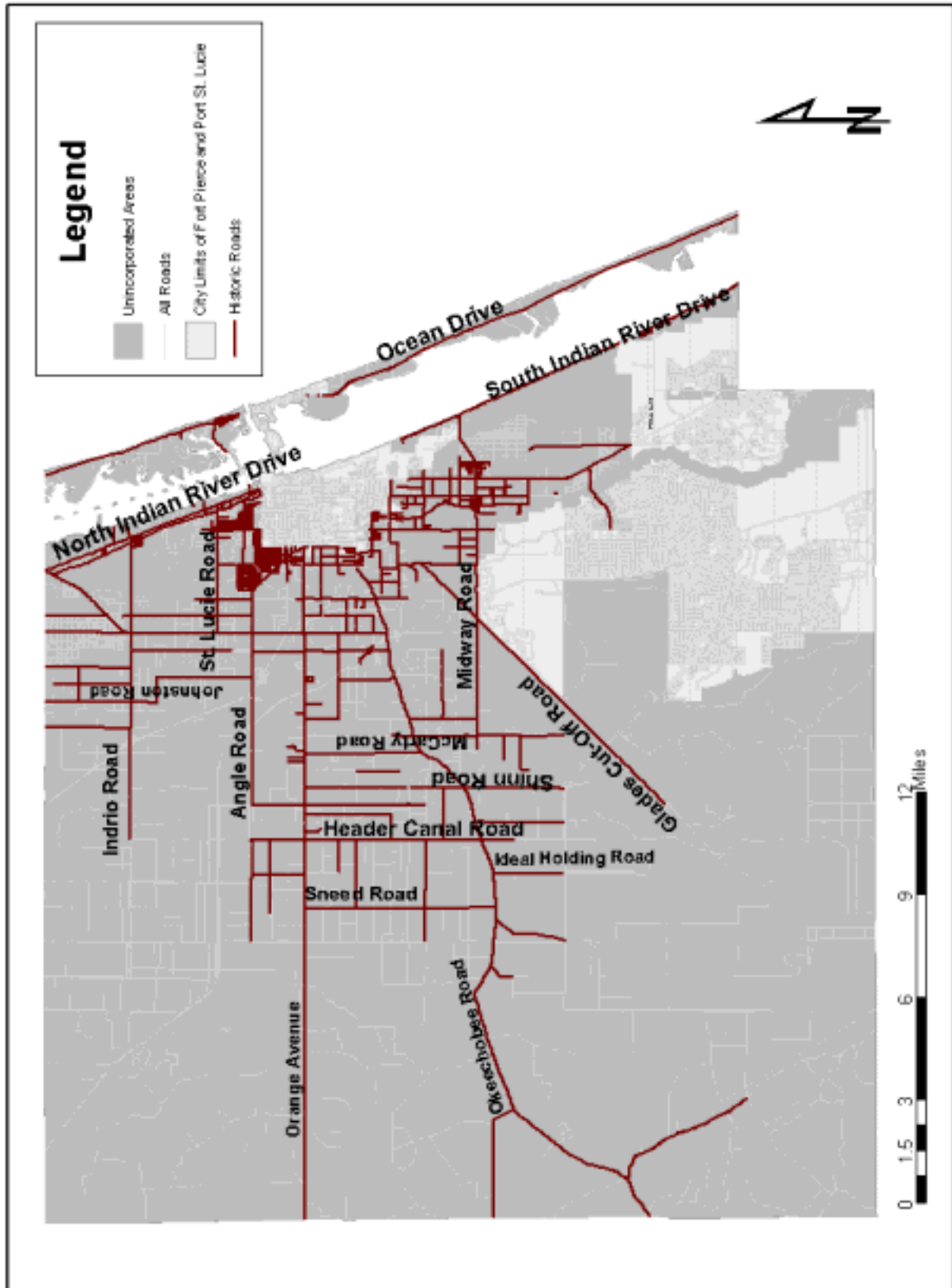


Figure 108: Location of the Identified Historic Roadways in St. Lucie County

**Table 27. Historic Roadways in St. Lucie County Constructed in the 1890s**

1890s
1 <sup>st</sup> Street
2 <sup>nd</sup> Street
3 <sup>rd</sup> Street
Okeechobee Road
Atlantic Avenue/A1A
Midway Road
Oleander Avenue

**Table 28. Historic Roadways in St. Lucie County Constructed in the 1900s**

1900s
Indian River Drive
Elm Avenue
Cypress Avenue
Palmetto Avenue
Magnolia Avenue
Percival Street
Augusta Street
Charlotta Street
Sunrise Boulevard (formerly Mulberry Avenue)
Citrus Avenue
Orange Avenue
Old Dixie Highway

**Table 29. Historic Roadways in St. Lucie County Constructed in the 1910s**

1910s
Indrio Road
Kings Highway
Tumblin Kling Road
North 25 <sup>th</sup> Street
Ohio Street
Harris Street
Main Street
Avenue I
Avenue L
Avenue O
Avenue S
North 37 <sup>th</sup> Street
North 33 <sup>rd</sup> Street

**Table 30. Historic Roadways in St. Lucie County Constructed in the 1920s**

1920s
Header Canal Road
Berger Road
Cyclone Drive
Pulitzer Road
Emerald Avenue
Johnson Road
Graves Road
Angle Road West

1920s
Chamberlain Avenue
Koblegard Road
Russo Road
Johnston Road
Lateral 7 Road/Lateral Road
St. Lucie Road
Eastwood Drive
U.S. Highway 1
Naco Road
South 25 <sup>th</sup> Street/Hawley Road
Michigan Street
Willcox Road
Amanda Road
Turnpike Feeder Kings Highway Road
North Rim Ditch Road
Schumman Road
Flume Road
Leeper Road
Sneed Road
Goldsmith Road
Trowbridge Road
Kelly Road
Carlton-Adams Road
Stetson Road
Shinn Road
Miller/Muller Road
Eleven Mile Road
Gentile Road
Godfrey Road
Godwin Road
Edwards Road
Coolidge Road
Peters Road
Jenkins Road
Graham Road
Peterson Road
Copenhaver Road
White Road
McArty Road
Andrews Avenue
Tedder Road
Angle Road
Hartman Road/South 41 <sup>st</sup> Street
Delaware Avenue
Whiteway Dairy Road
Swain Road
McNeil Road
Kirby Loop Road
Cortez Boulevard
Selvitz Road
Ralls Road
Divine Road

1920s
Hawley Road
Dade Road
Belle Avenue
South Market Avenue
North 41 <sup>st</sup> Street
Avenue Q
Metzer/Metzger Road
Avenue D
Weatherbee Road
Bassinger Road
Bluefield Road
Peacock Road
Ideal Holding Road
Carlton Road
Summerlin Road
Newell Road
Williams Road
Dunn Road
Christensen Road
Jorgensen Road
Saeger Avenue
Ulrich Road
Melville Road (old Jensen Avenue)
Gopher Ridge Road
Prima Vista Boulevard
Walton Road
Gilson Road
South Ocean Drive (old Jensen Beach Road)
Florida Avenue
Baysinger Avenue
Palms Avenue
Poinsettia Avenue intersecting with Tumblin Kling Road
Poinsettia Avenue intersecting with Regina Drive
Regina Drive
Canal Drive
Traub Road
Linda Vista Avenue
Marvilla Boulevard
Australian Avenue
Del Monte Street
Del Mundo Street
Del Alto Street
Alvarado Avenue
Arcadia Avenue
Palomar Avenue
Edgevale Road
Linwood Avenue
Paseo Avenue
Forest Place
Admiral Street
Summit Street
Plaza Terrace



1920s
South 37 <sup>th</sup> Street
Borraclough Street
Ashley Street
Hosbine Street
Wallace Street
Cherokee Avenue
Niagara Avenue
Seneca Avenue
Mohawk Avenue
Iroquois Avenue
Navajo Avenue
West Dixie Boulevard
Mark Twain Road
Shelly Road
Hugo Road
Bryant Road
Star Avenue
Lace Avenue
Indiana Avenue
Russ Road
Clematis Avenue
Olive Avenue
South 39 <sup>th</sup> Street
South 40 <sup>th</sup> Street
Aetna Blvd
Cleveland Street
Avenue C
North 38 <sup>th</sup> Street
Brantley Road
South 29 <sup>th</sup> Street
South 28 <sup>th</sup> Street
South 27 <sup>th</sup> Street
Wildwood Avenue
Royal Palm Boulevard
Oak Avenue
South 34 <sup>th</sup> Street
South 35 <sup>th</sup> Street
Rose Avenue
Sarasota Avenue
Merry Bee Drive
Arapahoe Street
Lenape Street
Gardenia Street
Cjasla Street
Parkland Boulevard
Farmers Market Road
South 7 <sup>th</sup> Street

**Table 31. Historic Roadways in St. Lucie County Constructed in the 1930s**

1930s
8SL1145, "Old Road" (possibly in place in the 1930s)

**Table 32. Historic Roadways in St. Lucie County Constructed in the 1940s**

1940s
8SL1145, "Old Road" (in place in the 1940s)
South 36 <sup>th</sup> Street
Arnold Road
North Canal Avenue
Matanzas Avenue
San Marcos Avenue
Avienda Avenue
Coral Avenue
Juanita Avenue
Valencia Avenue
Barcelona Avenue
Rosarita Avenue
W 21 <sup>st</sup> Court
North 23 <sup>rd</sup> Street
North 19 <sup>th</sup> Street
North 17 <sup>th</sup> Street
Sunset Drive
Sunrise Drive
Avenue U
Evergreen Avenue
South Avenue
North 45 <sup>th</sup> Street
North 46 <sup>th</sup> Street
North 48 <sup>th</sup> Street
North 49 <sup>th</sup> Street
North 50 <sup>th</sup> Street
North 51 <sup>st</sup> Street
North 51 <sup>st</sup> Ct
North 52 <sup>nd</sup> Street
North 39 <sup>th</sup> Street
Avenue T
Avenue R
Avenue P
Avenue N
Avenue M
Avenue K
Avenue J
San Diego Avenue
Barcelona Avenue in Fiesta Hill Subdivision
Yvonne Drive
Grady Drive
North 53 <sup>rd</sup> Street
North 47 <sup>th</sup> Street
North 15 <sup>th</sup> Street
North 13 <sup>th</sup> Street
Keen Road

1940s
Enterprise Road
Digiorgio Road
Grose Road
Rio Vista Drive
South 26 <sup>th</sup> Street
North Ocean Drive
Tamarind Drive
Oak Drive
Moorings Lane
Sea Oats Drive
Cavio Road
Flamingo Boulevard
Balsa Road

**Table 33. Historic Roadways in St. Lucie County Constructed in the 1950s**

1950s
Behrens Road
Villa Drive
Shorewinds Drive
Brittain Avenue
Dees Avenue
Horton Avenue
Haskell Road
Gokchoff Road
Windham Lane
Marina Road
Sail Fish Road
Avenue F
El Nueva Avenue
Hunt Avenue
Emerson Road
Seminole Road
Taylor Dairy Road
Rock Road/Rocky Road
Campbell Road
Sunshine State Parkway/Turnpike
Picos Road
Okeechobee Cut-Off Road/Glades Road
North Beach Causeway/North Bridge Causeway
White Way Dairy Road
Sloan Road
Rogers Drive
Brack Road
Cory Campbell Road
Ridge Avenue
Totten Road
North 42 <sup>nd</sup> Street
North 43 <sup>rd</sup> Street
North 44 <sup>th</sup> Street
Sapp Road
Sandridge Road

1950s
Yates Road
Jacobs Road
Wilderness Drive East
South Mayflower Road
Dickson Drive
Ridge Place
Britt Road
Olson Avenue
Jackson Way
Riverview Drive
Mockingbird Lane
Eden's Refuge
Knight Road

As a result of this survey, 298 roads within St. Lucie County have been identified as historic, which means they were constructed prior to 1955. Of the 298 roads, there are 19 roads that are notable for their importance to the development of the county and its transportation systems. Although portions of two of these roads, A1A and U.S. Highway 1, retain some of their original historic character and appearance, development throughout the twentieth century has significantly altered large portions of these roadways. Improvements that have affected the historic physical integrity of the roads include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, these two roads are considered ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places.

For similar reasons, 11 of the remaining 17 roads are considered ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places. However, these 11 roads, or portions of them, fall within the proposed White City Historic District boundaries:

- 2<sup>nd</sup> Street
- Charlotta Street
- Citrus Avenue
- Cypress Avenue
- Elm Avenue
- Magnolia Avenue
- Midway Road
- Oleander Avenue
- Palmetto Avenue
- Sunrise Boulevard (formerly Mulberry Avenue)
- 1<sup>st</sup> Street

The remaining six roads are considered significant due to their historic importance to St. Lucie County and their confirmed retention of historic physical integrity. Because of these factors, the following six roads are evaluated as potentially eligible for inclusion in the local St. Lucie County Register of Historic Places.

- Orange Avenue (western portion)
- Old Dixie Highway (northern portion)
- Indian River Drive
- Okeechobee Road (western portion)
- Indrio Road
- Old Edwards Road



**Figure 109: A1A, South of Little Mud Creek, Facing North**



**Figure 110: A1A, Intersection of A1A and Pepper Lane, Facing South**

**SL1648      A1A**

North A1A is located in Township 34 South, Range 40 East, Sections 3, 10, 11, 14, 23, 25, 26, 33, 34, and 35. South A1A is located in Township 34 South, Range 40 East Sections 3,

11, 14, 23, 24, 25, and 36; Township 35 South, Range 40 East, Sections 1 and 12; Township 35 South, Range 41 East, Sections 7, 18, 19, 29, 30, and 32; Township 36 South, Range 41 East, Sections 4, 5, 9, 15, 16, 22, 27, and 35; Township 37 South, Range 41 East, Sections 2, 11, and 12 (USGS Quadrangles: Indrio 1946, PR 1983; Fort Pierce 1949, PR 1983; Ankona 1948, PR 1983; Eden 1948, PR 1983). The roadway travels in a north-south direction (Figures 109–110). Within St. Lucie County, the northern edge of the road is located at the north border of the county where it continues north into Indian River County. The southern end of the roadway within the county is located at the southern border of St. Lucie County, at which point the road continues south into Martin County. The road's length within the county is approximately 20.4 miles.

The northern end of the road exists in a small residential area. Heading south along the road, there are areas of natural overgrown vegetation along both sides of the roadway. The roadway is two lanes wide along this section with bike paths existing on both sides of the street. In the Bonita Isle area, the road remains residential in nature, the residences being numerous condominiums stretched along the west side of the road for approximately 2.5 miles. At this point, there is an intermittent left turn lane in the center of the roadway, and numerous right and left turn lanes on the northbound and southbound sides of the road. Sidewalks exist along some portions of this 2.5-mile section.

South of the condominiums, vegetation and recreational areas surround the roadway. These areas include Jack Island State Preserve, Pepper Beach Park, and a Navy Seal Museum. Occasional right and left turn lanes exist along this portion of the road. South of this area, the road again becomes residential in nature, with private residences along the west side of the road and condominiums along the east side. Numerous right and left turn lanes for northbound and southbound traffic exist here, as well as intermittent sidewalks along each side of the road.

The roadway then makes a turn west towards the North Bridge Causeway. This portion of the road is commercial and recreational in nature. The sidewalk still exists here, as well as varying sections of turn lanes. The road is still two lanes wide and passes over the Indian River at this point. It terminates at U.S. Highway 1, and the area is commercial in nature.

A separation exists in A1A due to the existence of the Fort Pierce Inlet. The road begins approximately one mile south of the termination point at U.S. Highway 1. The roadway here is A1A/Seaway Drive. This section of the road is two lanes wide, and paved with asphalt. The area is commercial in nature. As the roadway goes over the Indian River at the South Bridge Causeway heading east, it widens into a four-lane road with two lanes heading each direction. East of the bridge, it turns back into a two-lane road.

The area east of the bridge and south past the southern curve in the road at the Atlantic Ocean is primarily residential in nature, with some commercial buildings, including hotels, restaurants, and some stores. Sidewalks and right and left turn lanes exist along this portion of the road. South of Blue Heron Boulevard, there is little development. Vegetation exists along the road, with mangroves to the west and Australian pine trees to the east. From the Florida Power and Light Nuclear Power Plant heading south, the area becomes increasingly

residential and commercial with condominiums along the east and private residences along the west. Sidewalks exist intermittently on both side of the road in this area, and right and left turn lanes exist in the northbound and southbound lanes. The area remains residential and commercial in nature to the southern county line.

The earliest evidence of a road or trail along a portion of the current route of A1A is from a plat on file with St. Lucie County, entitled “Plat of Avalon Park,” dating to September 1891 (St. Lucie County Plats 1891). Although only the area of present-day Avalon Beach State Park is covered by this plat, it is likely that a road or trail along the full north-south route of present-day A1A existed at the time. The original road is reported to have been a dirt or dirt grade road, probably paved with oyster shell, marl, and limerock along certain sections (Miley 1976).

The first name for what is now A1A seems to have been Park Boulevard. This label is given to the road on the 1912 plat for Surfside (St. Lucie County Plats 1912). Surfside, located about a mile south of the current South Bridge Causeway, was the first major development along what is now A1A. It is still the only commercial and residential area of development along the northern portion of South A1A.

After the permanent opening of the Fort Pierce Inlet in 1922 (Rights 1994:81), the portion of South A1A known as Seaway Drive was constructed by the city of Fort Pierce and St. Lucie County. The construction work was conducted in 1926 and 1927 and served to link the mainland with the barrier island (Byrn et al. 2001:309). Shortly afterwards, as illustrated on a 1929 map on file with the St. Lucie County Historical Museum, the entire length of South A1A is depicted as a graded highway labeled Jensen Beach Road (St. Lucie Township Maps 1929). In 1940 and 1941, the state of Florida laid down a rock base surface treated with tar for present-day South A1A that was 24 feet wide.

North A1A seems to have originally been known as Atlantic Beach Boulevard. The plat of Unit #1 of North Beach Subdivision (St. Lucie County Plats 1941) shows the road labeled in this way.

During the “Great Renumbering” of Florida state roads in the 1940s, the State Road Department (SRD), now known as the Florida Department of Transportation (FDOT), briefly designated both North and South A1A as State Road 1. By 1947, the road was renumbered A1A in order to avoid confusion with nearby U.S. Highway 1 (Bethea n.d.; Byrn et al. 2001:309).

North A1A was paved with gravel in 1951. By the end of 1969, both North and South A1A were 24 feet wide and paved with asphalt. The highway currently varies from 24 to 60 feet in width, with a one-foot bed. The last major resurfacing of the road was in 1997 (Byrn et al. 2001:309).

Areas along A1A that were platted but never developed include the section of roadway north of the Fort Pierce inlet. A plat from the 1940s shows the proposed development of North Beach Subdivision (St. Lucie County Plats 1941). After World War II, there was an increase



in the amount of planned development in the county, including development along portions of A1A. The development of Bonita Isle on A1A North was planned in June 1947 (St. Lucie County Plats 1947). The residential district of Fort Pierce Shores along the southern portion of A1A North was first planned along the roadway in 1949, and construction in this area continued into the early 1950s (St. Lucie County Plats 1949, 1950, 1951).

A1A played an important role in the development and transportation system of St. Lucie County, as it was a major north-south thoroughfare. Although portions of A1A retain some of its original historic character and appearance, development throughout the twentieth century has significantly altered large portions of the roadway. Improvements that have affected the historic physical integrity of the road include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, A1A is considered ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places.



**Figure 111: U.S. Highway 1 at Ulrich Road, Facing North**



**Figure 112: U.S. Highway 1 just South of the Indian River County Line, Facing South**

**SL1663      U.S. Highway 1**

U.S. Highway 1/State Road is located in Township 34 South, Range 40 East, Sections 5, 6, 8, 17, 20, 21, 28, 32, and 33; Township 35 South, Range 40 East, Sections 3, 10, 15, 22, 27, and

34; Township 36 South, Range 40 East, Sections 3, 10, 15, 22, 26, and 35; and Township 37 South, Range 40 East, Sections 1, 7, and 12 (USGS Quadrangles: Ankona 1948, PR 1983; Fort Pierce 1949, PR 1983; Indrio 1948, PR 1983). The roadway travels in a north-south direction (Figures 111–112). Within St. Lucie County, Florida, the northern end of the road is located at the northern county line and heads north into Indian River County. The southern end of the road is located at the southern county line and continues south into Martin County. The road's length within the county is approximately 22.5 miles.

The roadway is four lanes wide at the northernmost point, with two lanes in each direction, and is paved with modern asphalt. There is a wide grassy median that separates the road and is, at times, broken by a U-turn lane running through the center. There are small asphalt shoulders on the northbound and southbound sides. Occasional right and left turn lanes exist on both sides of the road at varying intersections; this occurs along the entire length of the road within the county. The portion of U.S. Highway 1 north of the North Bridge Causeway is generally commercial in nature, but is not highly developed. There are numerous open and uncleared lots on the east and west sides of the road. The entire length of U.S. Highway 1 in St. Lucie County is primarily commercial in nature.

South of the North Bridge Causeway, the area becomes more developed and the number of empty lots decreases. South of Taylor Creek, sidewalks appear intermittently along the roadway on varying sides from Taylor Creek to the southern border of the county. Also at this point, the grassy median dissipates and a continuous center left turn lane exists in the roadway; the lane continues intermittently. The Florida East Coast (FEC) Railway tracks border the road to the east in this area, as well.

South of Seaway Drive, the road is heavily trafficked and highly commercial in nature. At this point, the FEC Railway ceases to border the road on the east. The eastern portion of the road becomes industrial in nature and includes citrus packing plants and other warehouse industries. Municipal buildings for the city of Fort Pierce exist along the roadway between Avenue C and Orange Avenue. South of Citrus Avenue, there are paved and painted bike lanes that exist on the northbound and southbound sides of U.S. Highway 1.

South of Ulrich Road in White City, the area surrounding the roadway becomes slightly less developed, and there is an increase in the amount of undeveloped lots. In this area, a grassy median separates the northbound and southbound travel lanes. South of Rio Mar Drive, the road becomes six lanes wide, with three lanes in each direction. An intermittent sidewalk exists on both sides of the road in this area. At times, drainage ditches appear on varying sides of the road. Just north of St. Lucie Boulevard, the roadway changes to eight lanes wide, with four lanes in each direction. There are several documented historic resources that exist along this roadway representing various architectural styles, including Frame and Masonry Vernacular, Mediterranean Revival, and Art Moderne. These resources range in date from 1915 to 1952 and are concentrated around and north of Midway Road.

As evidenced by its name, U.S. Highway 1 was one of the first federal roads planned by the U.S. Department of Agriculture's Bureau of Public Roads (BPR). The BPR, working in conjunction with the American Association of State Highway Officials, began preliminary

planning for the national highway system in 1924. Like the earlier auto trails, the U.S. highways were laid out along existing intercity roads. State governments paid for road construction and upkeep along the designated route. The federal government provided a unified numbering and signage system, but the newly designated U.S. highways did not receive preferential funding from the federal government (Droz 2003). A list of proposed routes was ready in late 1925. This list included U.S. Highway 1 (Droz 2002). The final list was approved on November 11, 1926.

U.S. Highway 1, extending from Fort Kent, Maine, on the New Brunswick border, to Florida City, Florida, south of Miami, would become the primary north-south tourist route on the Eastern Seaboard. The new highway generally followed the route of the earlier Dixie Highway in northern Florida, but south of Daytona Beach, U.S. Highway 1 often took a path closer to the coast (Droz 2003). This was the case in St. Lucie County, where U.S. Highway 1 replaced the former Dixie Highway route that consisted of present-day Old Dixie Highway and Indian River Drive.

The earliest plat map on file at the St. Lucie County Courthouse that depicts U.S. Highway 1 is the plat of Maravilla Gardens from July 20, 1927 (St. Lucie County Plats 1927). This plat depicts U.S. Highway 1 in the vicinity of White City. However, the road is labeled as Dixie Highway/State Road 4. A December 1930 plat from Plat Book 7 illustrates the section of U.S. Highway 1 north of Fort Pierce in its present location to the west of present-day Old Dixie Highway (St. Lucie County Plats 1930). Again, U.S. Highway 1 is labeled as State Road 4 on this plat. Thus, by 1930, U.S. Highway 1, although sometimes referred to as State Road 4 or Dixie Highway, was present in its current route and length throughout St. Lucie County.

On March 15, 1927, Fort Pierce celebrated Dixie Highway Day. The festivity was held on account of the widening and paving of Dixie Highway, which was a brand new, two-lane concrete paved road that connected Vero Beach and Stuart. According to a speech given that day at the celebration by Dr. Fons A. Hathaway, chairman of the State Highway Department, there were only two existing portions of Dixie Highway that needed to be completed to form a straight paved highway link between Georgia and Miami (Miley 1976).

However, by this point, it is possible that the Dixie Highway in northern St. Lucie County had already been shifted west to what is currently known as U.S. Highway 1. Thus, it is possible that the 1927 Dixie Highway Day was a celebration of the road in St. Lucie County that is currently known as U.S. Highway 1. To this day, U.S. Highway 1 is sometimes referred to as Dixie Highway, whereas its former route in northern St. Lucie County is referred to as Old Dixie Highway.

In 1945, as a result of the “Great Renumbering” of Florida state roads, State Road 4 was changed to State Road 5, and since then it has been known by this state road number, as well as U.S. Highway 1 (Betha n.d.).

In 1946 and 1947, U.S. Highway 1 was widened to at least 24 feet throughout St. Lucie County (Byrn et al. 2001:322). During the 1952–1953 administration of Florida governor

Dan McCarty, a Fort Pierce local who championed major state construction projects, U.S. Highway 1 was again widened. It became an asphalt-paved, four-lane highway. In 1953, Governor McCarty died in office from complications due to a heart attack. Through an act of the legislature, the section of the roadway from Fort Pierce to Vero Beach was designated the Dan McCarty Highway (Miley 1976). The last major resurfacing in Fort Pierce took place in 1995. The stretch from Rio Mar Drive to Port St. Lucie Boulevard was expanded to six lanes with landscaped medians between the fall of 1997 and the spring of 2000 (Byrn et al. 2001:322). Modern-day U.S. Highway 1 is almost completely commercially oriented, and has been widened and improved many times since the 1950s.

U.S. Highway 1 played an important role in the development and transportation system of St. Lucie County, as it was a major north-south thoroughfare. Although portions of U.S. Highway 1 retain some of its original historic character and appearance, development throughout the twentieth century has significantly altered large portions of the roadway. Improvements that have affected the historic physical integrity of the road include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, A1A is considered ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places.

### Historic Roads within Proposed Local White City Historic District



**Figure 113: 2<sup>nd</sup> Street just to the East of the Intersection of Cypress Avenue, Facing East**

#### **SL1650      2<sup>nd</sup> Street**

Second Street is located in Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983). The roadway travels in an east-west direction (Figure 113). Within St. Lucie County, the eastern end of the road is located at Oleander Avenue. The western end of the road is at the intersection of Cypress Avenue. The road's length within the county is approximately 0.2 miles.

The roadway is approximately two lanes wide and paved with asphalt, although the quality of the pavement is poor and contains no painted lines. The area surrounding the road is residential in nature; many of the residences along the roadway are historic. The only non-residential building along the street is White City School, located on the southwest corner of 2<sup>nd</sup> Street and Oleander Avenue. There are drainage ditches on both sides of the road. Although the area is residential, there are no sidewalks or shoulders along the roadway. Five documented historic resources exist along the roadway in the Frame Vernacular, Bungalow, and Colonial Revival styles. These resources range in date from 1915 to 1927.

Second Street was constructed in the 1890s. It first appears in the county records on a plat map titled "The White City" in May 1894 (St. Lucie County Plats 1894). White City was populated in the 1890s by a group of Danish settlers. They were inspired to move south due to newspaper articles praising life in Florida and the interests of railroad tycoon and land grant recipient Henry Flagler, who encouraged economic growth (Jorgensen n.d.).

The roads of White City are known as being historically well planned. Settlers carefully platted the area to include wide streets that were 125 feet across, and alleys that were 20 feet wide. This was done to serve a planned population of 5,000, without the problem of too little space in the roadways for traffic and home deliveries (Jorgensen n.d.). The settlers themselves worked on the roads to pay off interest from debts accrued during the winter freeze of 1894–1895 (Rights 1994:105).

The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). By 1929, many roads in White City were paved, however 2<sup>nd</sup> Street was still unpaved between Sunrise Boulevard and Oleander Avenue (St. Lucie County Township Maps 1929). White City's low elevation was historically a problem and, often in late summer, the roads flooded from the St. Lucie River east to Sunrise Boulevard. Residents there kept rowboats tied to their porches for that reason. The flooding ceased when the Indrio section of the county was drained and the water was diverted into the Indian River (Rights 1994:109).

Today, 2<sup>nd</sup> Street is a modern asphalt-paved street traversing a residential area. However, it retains much of its historical character due to numerous documented historic resources and low commercial activity in the White City area.

The historic importance of 2<sup>nd</sup> Street to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 114: Approximately 1108 Charlotta Street, Facing West**

**SL1651      Charlotta Street**

Charlotta Street is located in Township 36 South, Range 40 East, Section 4 (Fort Pierce USGS Quadrangle 1949, PR 1983). The roadway travels in an east-west direction (Figure 114). Within St. Lucie County, the western end of the road is located at Magnolia Avenue. The eastern end of the road is located at the intersection of Elm Avenue. The road's length within the county is approximately 0.3 miles.

The roadway is approximately two lanes wide and paved with asphalt, although the pavement quality is poor and contains no painted lines. The area surrounding the road is primarily residential in nature. Residences along the roadway are both historic and modern. There are drainage ditches on both sides of the road. Although the area is residential, there are no sidewalks or shoulders along the roadway.

Charlotta Street was constructed in the 1900s. It first appears in the county records on a plat map titled "Town of White City Florida" in April 1907 (St. Lucie County Plats 1907). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). By 1929, some roads in White City were paved, however Charlotta Street was only "improved" between Sunrise Boulevard and Elm Avenue (St. Lucie County Township Maps 1929).

Charlotta Street was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Today, Charlotta Street is a modern asphalt-paved street traversing a residential district. However, it retains much of its historic character due to numerous documented historic resources and low commercial activity in the White City area.



The historic importance of Charlotta Street to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 115: Citrus Avenue near the Intersection of 2<sup>nd</sup> Street, Facing South**

**SL1652      Citrus Avenue**

Citrus Avenue is located Township 36 South, Range 40 East, Sections 4 and 9 (Ankona USGS Quadrangle 1948, PR 1983). The roadway travels in a north-south direction (Figure 115). Within St. Lucie County, the northern end of the road is located at Midway Road. The southern end of the road is located at Saeger Avenue. The road's length within the county is approximately 1.4 miles.

At the northernmost point, the roadway is four lanes wide, with two lanes in each direction. It is paved with modern asphalt. The area surrounding the northern portion of the roadway is primarily residential in nature. Residences along the roadway are both historic and modern. The roadway changes to a two-lane road, with one lane in each direction, north of Mallard Court. The road is currently being widened along this portion. South of Mallard Court, there are also cattle pastures. This is a mixed-use area, as it is agricultural and residential in nature, and also contains overgrown lots with natural vegetation. Around the southernmost point of the road, there is an increase in the number of modern residences. There are intermittent drainage ditches that run parallel to the road. There are no sidewalks or shoulders along the roadway. There are several documented historic resources along the roadway and all are located north of Mallard Court. These resources represent the Frame and Masonry Vernacular and Colonial Revival architectural styles, which range in date from 1901 to 1946.

Citrus Avenue was constructed in the 1920s. It first appears in the county records on a plat map titled "Kerr Addition to White City Florida" in October 1925 (St. Lucie County Plats 1925). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). Citrus Avenue was one of

the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184).

By August 1929, Citrus Avenue had become a paved road following its modern length (St. Lucie County Township Maps 1929). Today, Citrus Avenue is a modern asphalt-paved street traversing a residential area. However, it retains much of its historical character due to numerous documented historic resources and low commercial activity in the White City area.

Citrus Avenue played an important role in the development and transportation systems of St. Lucie County. Although portions of Citrus Avenue retain some of its original historic character and appearance, development throughout the twentieth century has significantly altered large portions of the roadway. Improvements that have affected the context and integrity of the road include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, Citrus Avenue is ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places. However, a portion of Citrus Avenue passes through the proposed local White City Historic District. This portion of Citrus Avenue still conveys its historic physical integrity and significance. The roadway follows its historic route through White City and has experienced minimal alterations to this portion. Based on the retention of its integrity and historical significance, this portion of the roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 116: Cypress Avenue near the Intersection of Midway Road, Facing North**

**SL1653      Cypress Avenue**

Cypress Avenue is located in Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983). The roadway travels in a north-south direction (Figure 116). Within St. Lucie County, the northern end of the road is located at Percival Street. The southern end of the road is located approximately 0.1 mile south of 3<sup>rd</sup> Street. The road's length within the county is approximately 0.2 miles.

The roadway is approximately two lanes wide and paved with asphalt, although the pavement quality is poor and contains no painted lines. The area surrounding the road is primarily residential in nature; many of the residences along the roadway are historic. The only non-residential building along the street is a mosque located on the northern section of the roadway. There are drainage ditches on both sides of the road. Although the area is residential, there are no sidewalks or shoulders along the roadway. There are occasional stop signs along the road.

Cypress Avenue was constructed in the early 1900s. It first appears in the county records on a plat map titled "Town of White City Florida" in April 1907 (St. Lucie County Plats 1907). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). Cypress Avenue was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184).

Today, Cypress Avenue is a modern asphalt-paved street traversing a residential area. However, it retains much of its historical character due to several documented historic resources and low commercial activity in the White City area.

The historic importance of Cypress Avenue to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 117: Approximately 4650 Elm Avenue, Facing North**

**SL1654      Elm Avenue**

Elm Avenue is located in Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983; Fort Pierce USGS Quadrangle 1949, PR 1983). The roadway travels in a north-south direction (Figure 117). Within St. Lucie County, the northern end of the road is located at Weatherbee Road. The southern end of the road is located at the intersection of 2<sup>nd</sup> Street. The road's length within the county is approximately 0.6 miles.

The roadway is approximately one lane wide and paved with asphalt. The roadway contains no painted lines. The area surrounding the southern portion of the roadway is primarily residential in nature. Residences along the roadway are both historic and modern. Between Augusta Street and Midway Road, there are historic Frame Vernacular private residences that date from 1900 to 1930. Additionally, the same style homes exist along Elm Avenue north of Percival Street. The northern end of the road is both agricultural and residential in nature, and residences and a citrus grove are evident on the west side. There are drainage ditches that run parallel to the road on the east and west sides. Although the area is mostly residential, there are no sidewalks or shoulders along the roadway.

Elm Avenue was constructed in the early 1900s. It first appears in the county records on a plat map titled "Town of White City Florida" in April 1907 (St. Lucie County Plats 1907). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). By 1929, some roads in White City were paved, however Elm Avenue was paved only north of Midway Road and graded south of it (St. Lucie County Township Maps 1929).

Elm Avenue was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Today, Elm Avenue is a modern asphalt-paved street traversing a residential area. However, it retains much of its historical character due to numerous documented historic resources and low commercial activity in the White City area.

The historic importance of Elm Avenue to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 118: Magnolia Avenue near Charlotta Street, Facing South**

**SL1656      Magnolia Avenue**

Magnolia Avenue is located in Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983). The roadway travels in a north-south direction (Figure 118). Within St. Lucie County, the northern end of the road is located at the western end of Augusta Street. The southern end of the road is located at the intersection of Midway Road. The road's length within the county is approximately 0.15 miles.

The roadway is one lane wide and unpaved. The area surrounding the road is primarily residential in nature. Residences along the roadway are both historic and modern. Along the northern portion of the road, there is a live oak canopy covering the roadway for approximately 0.1 miles. There are drainage ditches on both sides of the road. Although the area is residential, there are no sidewalks or shoulders along the roadway.

Magnolia Avenue was constructed in the early 1900s. It first appears in the county records on a plat map titled "Town of White City Florida" in April 1907 (St. Lucie County Plats 1907). Magnolia Avenue was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Today, Magnolia Avenue is a modern asphalt-paved street traversing a residential area. However, it retains much of its historical character due to documented historic resources and low commercial activity in the White City area.

The historic importance of Magnolia Avenue to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal



alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 119: Midway Road just Southeast of Okeechobee Road, Facing West**



**Figure 120: Midway Road just West of the Intersection of U.S. 1, Facing West**

**SL1657      Midway Road**

Midway Road is located in Township 36 South, Range 38 East, Section 1; Township 36 South, Range 39 East, Section 1, 2, 3, 4, 5, and 6; and Township 36 South, Range 40 East, Sections 2, 3, 4, 5, and 6 (USGS Quadrangles: Ankona 1948, PR 1983; Fort Pierce 1949, PR 1983; Fort Pierce NW 1950, PR 1970; Fort Pierce SW 1953, PR 1983). The roadway travels in an east-west direction (Figures 119–120). Within St. Lucie County, the eastern end of the road is located at Indian River Drive. The western end of the road is located at an intersection with Okeechobee Road in the central portion of the county. The road's length within the county is approximately 10 miles.

The western portion of the road begins just east of Okeechobee Road and is surrounded by agricultural and rural properties. This portion of the road is two lanes wide, with one lane in each direction, and is paved with asphalt. There are many existing citrus groves in this area, both old and new, and large areas of land are being cleared. There are intermittent drainage ditches that parallel the road on the north and south sides. East of Shinn Road, there are sporadic residences and rural businesses, such as nurseries and horse ranches, but for the most part, the land is used for crops or has not been cleared.

Approximately 0.6 miles west of Florida's Turnpike, the road widens to four lanes, consisting of two asphalt lanes in each direction. There is a concrete overpass on Midway Road that travels over Florida's Turnpike. On the north and south sides of the road are on- and off-ramps for the Turnpike. East of this point, the road narrows to a two-lane road with one lane in each direction. Also east of the Turnpike, the road crosses railroad tracks and the area becomes more industrial in nature, with businesses including Rinker Concrete, a Tropicana processing plant, and fill rock stations. The roadway passes under an I-95 concrete overpass. East of I-95, there are occasional right and left turn lanes heading both directions. The area becomes mainly residential and commercial in nature, although the atmosphere is still rural.

East of 25<sup>th</sup> Street, the area surrounding Midway Road known as White City is primarily residential, and features many historic wood-frame homes and buildings. One-half mile west of U.S. Highway 1, the area becomes commercial in nature and features a continuous center left turn lane. East of U.S. Highway 1, a bike path parallels the road on the south side and the area is somewhat commercial, but mostly residential, in nature. There are some undeveloped lots with overgrown vegetation in this area. The roadway crosses the FEC Railway tracks just west of Indian River Drive, its eastern termination point. Along the roadway, there are documented historic resources in the Frame Vernacular, Bungalow, and Masonry Vernacular styles that range in date from 1895 to 1950.

Midway Road was first constructed in the 1890s. It initially appears in the county records on a plat map titled "Town of White City Florida" in 1907 (St. Lucie County Plats 1907). The roadway was historically the main east-west artery of White City and was considered the gateway to travelers heading west and south from Fort Pierce and White City (Rights 1994:107).

Midway Road was appropriately named, as travelers heading to Jupiter, Okeechobee City, Bassinger, and Fort Drum could find connections to those cities from it. Before the railroad connected Okeechobee to White City, all produce from Bluefield and other groves was brought in along Midway. Mule teams would haul the produce there in a day trip from Bluefield. It was even platted in 1924 with the name of “cross state highway” (St. Lucie County Plats 1926). The road also was widely used by Native Americans in the region, as it was built on elevated ground and boasted a stable bridge that crossed the St. Lucie River (Jorgensen n.d.). A wood mill that processed pine was established on Midway Road, east of present day U.S. Highway 1, and was a major part of the early economy in White City. The heart of pine trees contained pine pitch that was sold to steam boats and electrical plants for use as a power source (Jorgensen n.d.).

The first bridge over the St. Lucie River was built at the present location of Midway Road Bridge. It was a single-lane wooden bridge, and was replaced in 1906 by a wood and iron, two-lane bridge. The bridge stood at a low elevation, and could not be passed in the rainy season. Thus, a second bridge was built farther south along the river (Jorgensen n.d.). Currently, a modern concrete bridge at this location spans the St. Lucie River.

Early Midway Road was a dirt causeway, which was possibly paved at points with oyster shell, marl, limestone, or brick (Miley 1976). By August 22, 1929, the road was paved from Dunn Road eastward, but was still a sand and clay road in the west (St. Lucie County Township maps 1929). Midway Road was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Midway Road is now a two-lane asphalt paved road, but is still used as a main road heading east into White City from Okeechobee. The road still retains some of the historical character of White City today.

Midway Road played an important role in the development and transportation systems of St. Lucie County. Although portions of Midway Road retain some of its original historic character and appearance, development throughout the twentieth century has significantly altered large portions of the roadway. Improvements that have affected the context and integrity of the road include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, Midway Road is ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places. However, a portion of Midway Road passes through the proposed local White City Historic District. This portion of Midway Road still conveys its historic physical integrity and significance. The roadway follows its historic route through White City and has experienced minimal alterations. Based on the retention of its integrity and historical significance, this portion of the roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 121: Oleander Avenue just North of the West 2<sup>nd</sup> Street Intersection, Facing South**

**SL1660      Oleander Avenue**

Oleander Avenue is located in Township 35 South, Range 40 East, Sections 15, 22, 27, and 34; and Township 36 South, Range 40 East, Sections, 3, 10, and 15 (Ankona USGS Quadrangle 1948, PR 1983; Fort Pierce USGS Quadrangle 1949, PR 1983). The roadway travels in a north-south direction (Figure 121). Within St. Lucie County, the southern end of the road is located at Beach Avenue. The northern end of the road is located at the intersection of Sunrise Boulevard. The road's length within the county is approximately 6.8 miles.

The roadway is approximately two lanes wide at the northernmost point, and is paved with modern asphalt. The area surrounding the northern portion of the road is primarily residential in nature. Although the area is residential, there are no sidewalks or shoulders along the roadway. Sidewalks are intermittent along the road south of Sunrise Boulevard, and exist on varying sides of the road. Modern traffic lights are suspended along the road at main intersections, such as Virginia Avenue and Edwards Road. There are occasional stop signs located along the road, and right and left turn lanes exist at some intersections for both the northbound and southbound lanes.

There are two sets of railroad tracks that bisect the roadway, the FEC Railway Cutoff and another FEC Railway spur. South of the northernmost tracks, the area is residential in nature on the east side of the road, and commercial and industrial in nature on the west side of the road. South of the southernmost set of railroad tracks, 3.6 miles south of Sunrise Boulevard, the surrounding area is primarily industrial and commercial in nature. Just north of Weatherbee Road, the area becomes primarily residential in nature and includes many

undeveloped lots. At this point, sidewalks cease to exist and intermittent ditches are evident on both sides of the road.

South of Midway Road, the surrounding area contains a large amount of undeveloped land covered with natural vegetation, and is scattered with historic and modern residences. Most historic resources on Oleander Avenue exist around and south of Midway Road. Around Midway Road, there are several historic homes that date from 1895 to 1930.

Oleander Avenue was constructed in the early 1900s. It first appears in the county records on a plat map titled “Town of White City Florida” in April 1907 (St. Lucie County Plats 1907). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). It first appears on record as a paved road following its modern route in 1929 (St. Lucie County Township Maps 1929).

Oleander Avenue was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Today, Oleander Avenue is a modern asphalt-paved street existing mainly in residential districts. However, it retains much of its historical character in the White City area due to numerous documented historic structures and low commercial activity.

Oleander Avenue played an important role in the development and transportation systems of St. Lucie County. Although portions of Oleander Avenue retain some of its original historic character and appearance, development throughout the twentieth century has significantly altered large portions of the roadway. Improvements that have affected the context and integrity of the road include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, Oleander Avenue is ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places. However, a portion of Oleander Avenue passes through the proposed local White City Historic District. This portion of Oleander Avenue still conveys its historic physical integrity and significance. The roadway follows its historic route through White City and has experienced minimal alterations. Based on the retention of its integrity and historical significance, this portion of the roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 122: Palmetto Avenue, North of 1<sup>st</sup> Street, Facing North**

**SL1661      Palmetto Avenue**

Palmetto Avenue is located in Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983). The roadway travels in a north-south direction (Figure 122). Within St. Lucie County, Florida, the northern end of the road is located at the western end of 1<sup>st</sup> Street. The southern end of the road is located south of Driftwood Lane, and dead ends. The road's length within the county is approximately 0.4 miles.

The roadway is approximately two lanes wide and paved with asphalt, although the pavement quality is poor and contains no painted lines. The area surrounding the road is primarily residential in nature. Residences along the roadway are both historic and modern buildings, although most of the modern residences are located along the southern portion of the roadway. The only non-residential component of the surrounding area is a nursery located on the southern portion of the road. Along the northern portion of the road, there is a live oak canopy covering the roadway for approximately 0.1 miles. There are drainage ditches on both sides of the road. Although the area is residential, there are no sidewalks or shoulders along the roadway.

Palmetto Avenue was constructed in the early 1900s. It first appears in the county records on a plat map titled "Town of White City Florida" in April 1907 (St. Lucie County Plats 1907). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976).

Palmetto Avenue was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Today Palmetto Avenue is a modern asphalt-paved street existing within a residential district. However, it

retains much of its historical character due to numerous documented historic structures and low commercial activity in the White City area.

The historic importance of Palmetto Avenue to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.





**Figure 123: Approximately 4902 Sunrise Boulevard, Facing North**

**SL1662      Sunrise Boulevard**

Sunrise Boulevard is located in Township 35 South, Range 40 East, Sections 16, 21, 28, and 33; and Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983; Fort Pierce USGS Quadrangle 1949, PR 1983). The roadway travels in a north-south direction (Figure 123). Within St. Lucie County, the northern end of the road is located at the intersection of Georgia Avenue and U.S. Highway 1. The southern end of the road is located at 1<sup>st</sup> Street. The road's length within the county is approximately 5 miles.

The roadway is unpaved from 1<sup>st</sup> Street, the southernmost point, to Midway Road. This section is approximately two lanes wide. The portion of the roadway located north of Midway Road is paved with modern asphalt, and consists of two lanes, one in each direction. The southern portion of the road is primarily residential in nature. Residences along the roadway are both historic and modern. There are intermittent drainage ditches that run parallel to the road and are located on both sides. Occasional stop signs exist the entire length of the street. Between Midway Road and Weatherbee Road, there are numerous historic residences that date from 1905 to 1938.

Around the Bell Avenue area and north to Dade Road are three historic Frame Vernacular and Bungalow style private residences dating from 1918 to 1920. The White City Cemetery and Mausoleum also exists along the roadway southeast of the intersection at Bell Avenue. Modern traffic lights are suspended over four main intersections along Sunrise Boulevard, including Virginia Avenue, Edwards Road, Oleander Avenue, and U.S. Highway 1. Occasional small modern concrete bridges cross over drainage canals running perpendicular to the road.

The FEC Railway Cutoff exists just south of Keystone Terrace. This area, from Keystone Terrace north to Edwards Road, contains numerous historic resources, including Masonry Vernacular, Frame Vernacular, and Minimal Traditional style private homes dating from 1925 to 1940. The area surrounding Virginia Avenue is mostly commercial in nature. North of Virginia Avenue, the area is mostly residential in nature. North of Oleander Avenue, there is a grassy median that divides the roadway. The main intersection is located at U.S. Highway 1, and this area is mostly commercial in nature.

Sunrise Boulevard extended into incorporated Fort Pierce just west of Oleander Avenue (St. Lucie County Plats 1923). The initial development of that portion of the road occurred in the downtown district of Fort Pierce, where routes for increasing traffic were needed. The road was probably at first a dirt grade road paved along certain sections with oyster, limerock, marl, or brick (Miley 1976). However, by August of 1929, the roadway was expanded to its modern length and completely paved.

The southern end of Sunrise Boulevard was originally known as Mulberry Avenue. It sits in the heart of historic White City, although it does not appear on the earliest maps of the city, which were platted in the late 1890s (St. Lucie County Plats 1894). Mulberry Avenue, which is now called Sunrise Boulevard in White City, was developed in the first decade of the twentieth century. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184).

The roadway was planned for residential area use, and is still utilized as such. Most of Sunrise Boulevard runs through private residential areas. Commercial areas exist along the northern portion of the road, close to the downtown Fort Pierce area and the road's terminus at U.S. Highway 1.

Sunrise Boulevard played an important role in the development and transportation systems of St. Lucie County. Although portions of Sunrise Boulevard retain some of its original historic character and appearance, development throughout the twentieth century has significantly altered large portions of the roadway. Improvements that have affected the context and integrity of the road include widening, asphalt paving, modern traffic lights, and increased commercial areas. Given the lack of integrity or engineering distinction that remains, Sunrise Boulevard is ineligible for listing in the *NRHP* or the St. Lucie County Register of Historic Places. However, a portion of Sunrise Boulevard passes through the proposed local White City Historic District. This portion of Sunrise Boulevard still conveys its historic physical integrity and significance. The roadway follows its historic route through White City and has experienced minimal alterations. Based on the retention of its integrity and historical significance, this portion of the roadway is considered a contributing element within the proposed local White City Historic District.



**Figure 124: 1<sup>st</sup> Street, East of Cypress Ave, Facing West**

**SL1664      1<sup>st</sup> Street**

First Street is located in Township 36 South, Range 40 East, Section 4 (Ankona USGS Quadrangle 1948, PR 1983). The roadway travels in an east-west direction (Figure 124). Within St. Lucie County, Florida, the eastern end of the road is located at Oleander Avenue. The western end of the road is at the intersection of Palmetto Avenue. The road's length within the county is approximately 0.44 miles.

The roadway is approximately two lanes wide and paved with asphalt, although the pavement quality is poor and contains no painted lines. The area surrounding the road is completely residential in nature; many of the residences along the roadway are historic. There are drainage ditches on both sides of the road. Although the area is residential, there are no sidewalks or shoulders along the roadway. Several documented historic resources exist along the roadway and range in date from 1898 to 1945.

First Street was constructed in the 1890s. Its earliest existence appears in the county records on a plat map titled "The White City" in May 1894 (St. Lucie County Plats 1894). The road was at first a dirt and sand graded road, probably paved along certain sections with oyster shell, marl, limerock, or brick (Miley 1976). By 1929, many roads in White City were paved, however 1<sup>st</sup> Street was still graded between Sunrise and Oleander and unimproved west of Citrus Avenue (St. Lucie County Township Maps 1929).

First Street was one of the original White City roads. For more historical background on White City roadways, see the description of 2<sup>nd</sup> Street (pages 183–184). Today, 1<sup>st</sup> Street is a modern asphalt-paved street existing within a residential district. However, it retains much of

its historical character due to numerous documented historic resources and low commercial activity in the White City area.

The historic importance of 1<sup>st</sup> Street to the development of the county and its transportation systems is still evident, and the road still conveys its historic physical integrity and significance. The roadway, which follows its historic route, has experienced minimal alterations. Based on the retention of its integrity and historical significance, this roadway is considered a contributing element within the proposed local White City Historic District.

**Historic Roads Considered Eligible for St. Lucie County Register of Historic Places**



**Figure 125: Orange Avenue at 7<sup>th</sup> Street, Facing West**



**Figure 126: Orange Avenue, Facing West Approximately Two Miles East of the Okeechobee County Line**

**SL1649**      **Orange Avenue**

Orange Avenue is located in Township 35 South, Range 37 East, Sections 7, 8, 9, 10, 11, and 12; Township 35 South, Range 38 East, Sections 7, 8, 9, 10, 11, and 12; Township 35 South, Range 39 East, Sections 7, 8, 9, 10, 11, and 12; and Township 35 South, Range 40 East, Sections 7, 8, 9, and 10 (USGS Quadrangles: Fort Pierce NW 1950, PR 1970; Fort Pierce 1949, PR 1983; St. Johns Marsh South 1953, PR 1970; Jernigans Pond 1953, PR 1970). The roadway travels in an east-west direction (Figures 125–126). Within St. Lucie County, the eastern edge of the road is located on the eastern side of the Indian River. The western end of the roadway within the county is located at the western border of St. Lucie County, at which point the road continues west into Okeechobee County. The road's length within the county is approximately 21 miles.

The eastern end of the road is located in the historic downtown area of the city of Fort Pierce. This area includes the Fort Pierce Library, the Fort Pierce Yachting Center, and numerous small shops. At this point, the roadway is two lanes wide and paved with asphalt. The main intersection of Orange Avenue within the county is at U.S. Highway 1. This area is commercial in nature, and is a high traffic location. West of U.S. Highway 1, the area around Orange Avenue becomes both residential and commercial in nature. There are numerous historic buildings along the roadway in this area. West of 13<sup>th</sup> Street, the road widens to two lanes in each direction, paved with asphalt. There are modern traffic lights located at varying intersections, a continuous left turn lane, and intermittent right and left turn lanes heading west to I-95.

The area around Angle Road/33<sup>rd</sup> Street, heading west, is commercial and residential in nature. Businesses exist on the south side of the road, and residences mixed with businesses exist on the north side of the road. This portion of the road features an approximately two-foot-wide paved shoulder located on the north and south sides of the road. Intermittent sidewalks exist along the road west to I-95. Currently, road construction is taking place west of Hartman Road to widen Orange Avenue. A bike path begins west of Jenkins Road, and runs west to I-95. On- and off-ramps exist around I-95.

West of I-95, the area is rural/commercial in nature. West of Kings Highway, the roadway turns into a double-lane road with one lane in each direction. Also, west of Kings Highway, the area consists of mostly undeveloped land, cleared fields, and overgrown vegetation. There are a few residences and commercial buildings in the area. Ditches parallel the road, existing intermittently on both sides. There is a high concrete overpass that spans Florida's Turnpike. West of the Turnpike, the area is rural in nature and features commercial buildings, residences, and agricultural fields.

From Header Canal Road westward, the land is mainly agricultural, and features numerous citrus groves. West of Minute Maid Road, the area becomes less developed and much of the land consists of uncleared acres and natural vegetation, although some cattle pastures exist as well. Approximately 29 historic resources exist along Orange Avenue, and are concentrated east of Chamberlain Avenue. These resources represent architectural styles such as Frame and Masonry Vernacular and range in construction date from 1905 to 1950.

Orange Avenue was first constructed in the early 1900s. It first appears on a development plat for “Fort Pierce Heights” in March 1911 (St. Lucie County Plats 1911). In December 1924, the road was included in a development planned in the western downtown portion of Fort Pierce called Woodmont Subdivision (St. Lucie County Plats 1924). By August 1929, Orange Avenue extended west to the western county line at Okeechobee County and was entirely paved (St. Lucie Township Maps 1929). The paving of the roadway must have occurred between 1910, when the earliest photographs show it as a dirt road, and 1929 (Rights 1994:102).

The roadway would have been at first a dirt or graded road paved along certain sections with oyster, limerock, marl, or brick (Miley 1976). It would have been used to travel west to Okeechobee County, or to haul goods and produce east into Fort Pierce. Thus, it was entirely paved at an early date, when many city roads were still graded. Early homesteads along Orange Avenue included pineapple and citrus fields. The historic Goldsmith Homestead with pineapple groves was located along the roadway (Rights 1994:132). The St. Anastasia Roman Catholic Church was constructed along it between 9<sup>th</sup> Street and 10<sup>th</sup> Street in 1919. Also, the eastern end was in the heart of historic downtown Fort Pierce; by 1910, many of the county’s first automobiles were traversing its path (Rights 1994:163). The eastern end of Orange Avenue still features many historic structures that were built before 1930.

Orange Avenue played an important role in the development and transportation system of St. Lucie County. Although development throughout the twentieth century has significantly altered the eastern portion of Orange Avenue, the portion of Orange Avenue to the west of the Turnpike retains much of its original historic character and appearance. Therefore, this western portion of Orange Avenue is considered eligible for local designation by St. Lucie County.



**Figure 127: Dixie Highway, South of Indrio Road, Facing South**



**Figure 128: Dixie Highway at the Intersection of A1A, Facing South**

**SL1666      Old Dixie Highway**

Old Dixie Highway is located in Township 34 South, Range 40 East, Sections 5, 6, 8, 17, 20, 21, 28, and 33 and Township 35 South, Range 40 East, Section 3 (Indrio USGS Quadrangle

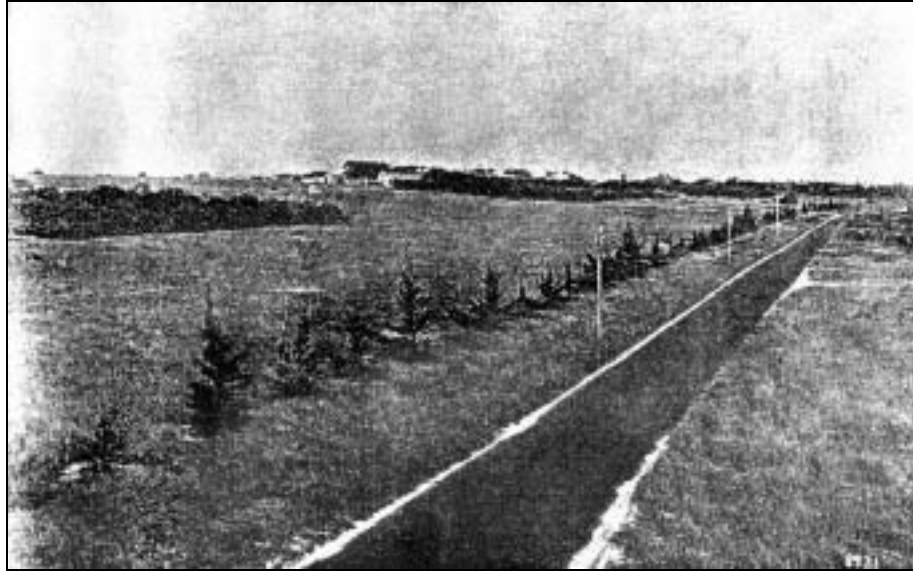


1948, PR 1983; Fort Pierce USGS Quadrangle 1949, PR 1983). The roadway travels in a north-south direction (Figures 127–128). Within St. Lucie County, the northern end of Old Dixie Highway is at the northern county line and continues north into Indian River County. The southern end of the road within St. Lucie County merges into U.S. 1 approximately three blocks south of the North Beach Causeway. The road's length within the county is approximately 6.7 miles.

The north end of Old Dixie Highway is a two-lane road with one lane heading north, and the other heading south. The FEC Railway tracks parallel the entire length of the road on the east side. The area from the northern county line to the area on the south end of St. Lucie Village consists mainly of scattered residential areas containing both historic and modern homes, and thickly vegetated areas. There are no medians, shoulders, sidewalks, traffic lights, or stop signs along this portion of the road. The area from St. Lucie Village south to the southern termination point of the road is a mainly industrial and commercial to the east, including a citrus packing plant and dry dock marinas, and residential to the west, with numerous historic homes. The entire length of the roadway is clustered with historic resources, which are concentrated between Euclid and Milton Streets, between Chamberlin and St. Lucie Boulevards, and in the area south of North Causeway Drive. The resources range in date from 1914 to 1950.

The road that is currently known as Old Dixie Highway is first illustrated on a plat of Carlson's Subdivision, in the vicinity of St. Lucie Village, dated May 19, 1914 (St. Lucie County Plats 1914). On this plat, the road is simply labeled as County Road. Originally, the highway was a dirt road paved with crushed oyster shells, beach sand, marl or brick along certain stretches (Miley 1976). It is probable that limestone rock was used to pave certain stretches along the highway after its introduction into road construction in 1906 (Miley 1978). These were the main materials used in road construction in St. Lucie County until 1914, when the first asphalt-paved road in the county was completed.

By the late 1920s, the road was incorporated into the Dixie Highway system (Figure 129). The Dixie Highway was actually a system of interconnected roads that stretched from Miami to Canada. What is now known as Old Dixie Highway was part of the east or "main" leg of the Dixie Highway. Initially, the route of Dixie Highway through St. Lucie included the roads currently known as Old Dixie Highway and Indian River Drive. During this period, this route was also considered to be part of the Atlantic Highway and the (South) Atlantic Coastal Highway (Carver 1998; Droz 2001, 2003). The Dixie Highway was approximately 10 feet wide. Mileposts made from saplings squared off at the top, incised with Roman numerals ½-inch deep in the wood and painted black, dotted the road (Newman 1953).



**Figure 129: 1925 Photograph of Dixie Highway, Facing North**  
*From the Indrio File at the St. Lucie Library, Fort Pierce*

On March 15, 1927, Fort Pierce celebrated Dixie Highway Day. The festivity was held on account of the widening and paving of Dixie Highway, which was a brand new, two-lane concrete paved road that connected Vero Beach and Stuart. According to a speech given that day at the celebration by Dr. Fons A. Hathaway, chairman of the State Highway Department, there were only two existing portions of Dixie Highway that needed to be completed to form a straight paved highway link between Georgia and Miami (Miley 1976).

However, by this point, it is possible that the Dixie Highway in northern St. Lucie County had already been shifted west to what is currently known as U.S. Highway 1. This road is first illustrated in a 1930 plat from Book 7 at the St. Lucie County Courthouse, which illustrates both present-day U.S. Highway 1, labeled as State Road 4, and present-day Old Dixie Highway in their current locations (St. Lucie County Plats 1930). Thus, it is possible that the 1927 Dixie Highway Day was a celebration of the road in St. Lucie County that is currently known as U.S. Highway 1. Whenever the western shift of the Dixie Highway system occurred in St. Lucie County, the former Dixie Highway route in northern St. Lucie County was afterwards referred to as Old Dixie Highway.

Old Dixie Highway played an important role in the development and transportation system of St. Lucie County. Although development throughout the twentieth century has significantly altered portions of Old Dixie Highway, particularly towards the south, the portion of the highway to the north of Naco Road retains much of its original historic character and appearance. Therefore, this more northern portion of Old Dixie Highway is considered eligible for local designation by St. Lucie County.



**Figure 130: Indian River Drive, North of Edwards Road, Facing South**

**SL1655      Indian River Drive**

Indian River Drive is located in Township 35 South, Range 40 East, Sections 10, 15, 14, 23, 26, and 36; Township 36 South, Range 40 East, Sections 1, 7, 12, 17, 18, 19, 29, 32, and 33; and Township 34 South, Range 40 East, Sections 4, 9, and 10 (USGS Quadrangles: Eden 1948, PR 1983; Ankona 1948, PR 1983; Fort Pierce 1949, PR 1983). The roadway travels in a north-south direction (Figure 130). Within St. Lucie County, the northern end of the road is located at Avenue H, just north of the South Bridge Causeway. The southern end of the road is located at the southern county line, and continues south into Martin County. The road's length within the county is approximately 14 miles.

Indian River Drive is a two-lane roadway that is paved with asphalt. The northern portion of the road, south to Citrus Avenue, is located in the Fort Pierce downtown and marina districts. The road borders the Indian River on the west, and passes the Fort Pierce and Municipal Yacht Clubs, the St. Lucie County courthouse, the Fort Pierce library, historic Boston Home, and other commercial buildings. There are sidewalks and concrete curbs in various places along this portion. The road contains a roundabout between Orange Avenue and Boston Avenue. This area is highly commercial in nature.

South of Citrus Avenue, the area becomes mostly residential in nature. The Indian River borders the entire length of the road on the east, and residences border the road on the west. The road has no sidewalks, curbs, or medians throughout this portion. Historic and modern homes exist in this area. The road has no stop signs or suspended traffic lights south of Citrus Avenue. Documented archaeological and historic sites exist along the roadway, including the original Seminole War military fort, Fort Pierce. The original military road from Fort Pierce

north to Fort Capron generally followed the route of modern Indian River Drive. Farther south, the Eden Cemetery, which dates to the late nineteenth century, is located along Indian River Drive. The entire length of Indian River Drive south of the Fort Pierce city limits to the border of Martin County is clustered with numerous historic structures. This road features more historic resources than any other road within unincorporated St. Lucie County. More than 120 historic resources exist here, including Masonry and Frame Vernacular, Greek Revival, Folk Victorian, Prairie, Neo-Classical Revival, Colonial Revival, Minimal Traditional, and Ranch styles. These resources range in date from 1895 to 1952.

This road, which would become the main north-south thoroughfare in St. Lucie County along the Indian River, first appears on maps dating to the 1900s (Figure 131). It was initially a dirt trail with crushed oyster shell and rock used for pavement along many stretches (Miley 1976). Indian River Drive historically had numerous names before its current name was utilized. In early plats of county subdivisions dated 1900 and 1902, Indian River Drive was noted only as “public road.” In plats from 1916 and 1919, the roadway is called Riverside Drive (St. Lucie County Plats 1900, 1904, 1916, 1919). In a plat submitted to the city of Fort Pierce in 1920, it was named “hard road to Fort Pierce” (St. Lucie County Plats 1920). The first reference to it as Indian River Drive is found on the plat of the Harris Subdivision from March 15, 1913.



**Figure 131: Circa-1900 Photograph of Indian River Drive**

*From Kyle S. Van Landingham's Pictorial History of St. Lucie County, 1988*

Charles Racey is the man who is probably most responsible for transforming the meandering dirt trail along the shore of the Indian River into the road currently known as Indian River Drive (Figure 132). Racey was president of the East Coast Good Roads League and of the Brevard County Good Roads Association. Racey's plan for the road is probably illustrated in a map entitled Plan of Public Road from Ft. Pierce to Palm Beach County Line, FL, dated January 1912 (on file with Lucille Rights-Murtough). E. P. Maule implemented Racey's

project in 1913 and 1914. When it was over, the former dirt trail had been straightened and paved with asphalt, making it the first asphalt-paved road in St. Lucie County (Miley 1978; Thurlow 1992:86–87). By 1919, Indian River Drive had been incorporated into the Dixie Highway system. This is illustrated by the Plat Showing Equal Division by Acreage, dated April 21, 1919 (St. Lucie County Plats 1919). The Dixie Highway was actually a system of interconnected roads that stretched from Miami to Canada. The Indian River Drive portion of the Dixie Highway was part of the east or “main” leg of the Dixie Highway during most of the 1920s. During this period, it was also considered to be part of the Atlantic Highway and the (South) Atlantic Coastal Highway (Carver 1998; Droz 2001, 2003). By 1927, as illustrated in the plat of Maravilla Gardens (St. Lucie County Plats 1927), the Dixie Highway south of Fort Pierce had been shifted west to the road that is now known as U.S. Highway 1. Indian River Drive has been known by its current name since it was dropped from the Dixie Highway system.



**Figure 132: Circa-1900 Photograph of Indian River Drive**

*From Kyle S. Van LANDINGHAM'S Pictorial History of St. Lucie County, 1988*

Throughout its history, Indian River Drive has suffered from erosion caused by tides and rain. For instance, in November 1985, torrential rains swept a 20-foot section of the northbound lane, north of Midway Road, into the Indian River (Byrn et al 2001:315).

Indian River Drive is considered potentially eligible for local historic designation by St. Lucie County. This is due to both the historic importance of the roadway to the development of the county, and the fact that the road still conveys its historic significance and appearance. The roadway follows its historic route and has experienced minimal commercial development and road improvement. Thus, although modified slightly through asphalt paving and other minor improvements, it still largely retains its historic character and integrity.



**Figure 133: Okeechobee Road just East of the Intersection of Midway Road, Facing West**

**SL1658      Okeechobee Road**

Okeechobee Road is located in Township 36 South, Range 37 East, Sections 1, 2, 11, 10, 9, 16, 17, 20, 29, 30, and 31; Township 36 South, Range 38 East, Sections 1, 2, 3, 4, 5, 6, 9, and 10; Township 36 South, Range 39 East, Section 6; Township 35 South, Range 39 East, Sections 23, 24, 26, 27, 28, 29, 31, and 32; and Township 35 South, Range 40 East, Sections 9, 16, 17, 18, and 19 (USGS Quadrangles: Fort Pierce 1949, PR 1983; Fort Pierce NW 1950, PR 1970; Fort Pierce SW 1953, PR 1983; North of Bluefield 1953, PR 1970; St. Johns Marsh South 1953, PR 1970; Jones Hammock 1953, PR 1970). The roadway travels in a northeast-southwest direction (Figure 133). Within St. Lucie County, the northeastern end of Okeechobee Road is located near the intersection of Delaware Avenue and South 17<sup>th</sup> Street. The southwestern portion of the road is located at the western border of St. Lucie County and continues to head southwest into Okeechobee County. The road's length within St. Lucie County is approximately 22.1 miles.

At the northeastern end of the road, the area is mostly commercial in nature. The road is paved with asphalt and is three lanes wide in each direction. Modern traffic lights are suspended at varying intersections, and sporadic left and right turn lanes exist along this portion of the road. There is a grassy median dividing the road, and intermittent concrete curbs on both sides of the road. Modern streetlights hang over the roadway to the east and west of Florida's Turnpike.

At I-95, there is a concrete overpass that traverses Okeechobee Road. West of I-95, the road turns into two asphalt lanes in each direction. There are occasional left and right turn lanes and modern traffic lights suspended in this area. This is a commercial area, as well, where the

road passes an outlet shopping center and a commercial office park. At Florida's Turnpike, there is a concrete overpass over Okeechobee Road. West of the Turnpike, the surrounding area becomes mostly residential and agricultural, and features many tracts of undeveloped land. From the Turnpike to the western county line, there are numerous small modern concrete bridges that cross canals. There is a grassy median that divides the two-lane road, which dissipates west of McCarty Road. Drainage ditches exist on both sides of the roadway, and there are no modern suspended traffic lights. There are occasional left and right turn lanes on the road in this area.

West of McCarty Road, the roadway turns into a two-lane highway, with one lane in each direction. The area here is primarily agricultural, although some industrial buildings related to agriculture exist. No right or left turn lanes exist in this portion of the road. West of Midway Road, there are few residences. Guardrails appear on varying sides of the roadway west of Summerlin Road, and the land becomes less agricultural and more undeveloped and pastoral. In the area around and west of Bluefield Road, the land is mostly undeveloped and features thick vegetation. At the western St. Lucie County line, the area is rural/residential, with a cluster of small homes. Documented historic resources exist along the roadway and are concentrated east of Header Canal Road. These structures represent the Frame Vernacular and Masonry Vernacular styles of architecture and range in date from 1913 to 1947.

Okeechobee Road is one of the oldest and most widely used roads heading west across the county. The construction of modern-day Okeechobee Road dates to the 1890s. It is one of the earliest roads appearing on St. Lucie County plat maps. A plat with the road was submitted by J. Fries to the county in December 1899 (St. Lucie County Plat Maps 1899). The roadway was first a graded dirt road leading west to Lake Okeechobee out of the city (Miley 1979). It is probable that sections of the road, especially closer to town, were paved with crushed oyster shell, marl, or limerock (Miley 1976). In rainy weather, the journey west out of Fort Pierce could be a dangerous one, whether by car, oxen, or horse drawn wagon, as the road would get muddy and slippery. The road was graded for only 12 to 15 miles heading west. A trip to the town of Okeechobee took all day when traveling by horse or ox carriage (Miley 1979).

Okeechobee Road has gone through numerous names during its existence. Historic plat maps show the road as "Ft. Drum Road," "public road," "Highland Avenue," "Tampa-Fort Pierce Highway," and "State Road No. 8" (St. Lucie County Plat Maps 1911, 1919, 1924, 1925). The reference to Ft. Drum could be due to an old Army route used by Colonel Taylor during the time of the Seminole Wars. Colonel Taylor's route headed west from Fort Pierce to Fort Basinger. From Fort Basinger, an army route then headed north to Fort Drum. Colonel Taylor's route closely follows present day Okeechobee Road (U.S. War Department 1856).

The roadway was improved in the early 1920s. It became a paved two-lane highway traversing the width of the county. The completion of the improved road was celebrated at the opening of the fresh asphalt highway. This was one of the only ways for travelers to enjoy a cross-state route to the west coast (Miley 1979). A motorcade from Okeechobee City traveled west to Fort Pierce, where the town celebrated with a fish fry and fireworks (Miley 1979). The Conner's Highway, another precursor to modern-day Okeechobee Road that

followed its general route, was built in 1925. It consisted of a thin layer of blacktop over compacted earth that was prone to potholes, especially after heavy rains. A newspaperman from Buffalo named Conners constructed it and charged a 50-cent toll for each user. Because of this high price, the road was not heavily traveled (Byrn et al. 2001:312). Today, Okeechobee Road is still a two-lane paved road following roughly the same route it has traversed since the late nineteenth century.

Okeechobee Road played an important role in the development and transportation system of St. Lucie County. Although development throughout the twentieth century has significantly altered the eastern portion of Okeechobee Road, the portion of Okeechobee Road to the west of the Turnpike retains much of its original historic character and appearance. Therefore, this western portion of Okeechobee Road is considered eligible for local designation by St. Lucie County.





**Figure 134: Indrio Road, East of Kings Highway, Facing West**

**SL1665      Indrio Road**

Indrio Road is located in Township 34 South, Range 39 East, Sections 13, 14, 15, 16, 17, and 18; and Township 34 South, Range 40 East, Sections 17 and 18 (Indrio USGS Quadrangle 1948, PR 1983; Oslo USGS Quadrangle 1949, PR 1983). The roadway travels in an east-west direction (Figure 134). Within St. Lucie County the western end of Indrio Road is located approximately two miles west of I-95, although the road extends farther west as a private road. The eastern end of the road is located on the east side of Old Dixie Highway. The road's length within the county is approximately 7.2 miles.

The western end of Indrio Road is a dirt grade road for approximately one mile, and is about 49 feet wide. Along the dirt grade portion, there is pasture on the north side of the road and citrus groves on the south side of the road. Approximately 0.8 miles west of I-95, the road consists of two lanes paved with asphalt. A grassy median divides the road 0.3 miles west of I-95 with two lanes on either side; each lane is approximately 32 feet wide. At 0.6 miles east of I-95, the road is a two-lane, asphalt-paved road with no median. This section of the road is agricultural and rural in character with citrus groves, pastures, and natural vegetation. There are a few historic structures here, such as sheet metal barns and wood frame structures.

The main intersection of Indrio Road is at Kings Highway. Modern traffic lights are suspended at this location, and the area is commercial in character. West of Taylor Dairy Road, an oak tree canopy hangs over Indrio Road, ending at Royal Palm Avenue. This portion of the road is comprised of two lanes with no shoulder or curbs. A historic residence and a Frame Vernacular barn exist on the south side of the road in this canopied portion. From Royal Palm Avenue to U.S. 1, the area is mainly residential in character and has no sidewalks or paved shoulders.

The intersection of Indrio Road and U.S. 1 contains a flashing traffic light. The area is residential and commercial in character. The eastern end of the road terminates at Dixie Highway with a stop sign. This area is mainly residential in character, with the exception of the FEC Railway tracks east of and parallel to Dixie Highway. Documented historic resources exist along the roadway, which were built in the Frame and Masonry Vernacular, and Mission styles of architecture. They range in date from 1919 to 1950.

Indrio Road was first developed in the 1910s. The roadway was probably first a dirt or graded road covered with crushed oyster shell, limerock, marl, or brick along certain sections (Miley 1976). The development along Indrio Road was slow compared to other areas of the county; in August 1929, the roadway was still graded (St. Lucie County Township Maps 1929).

The roadway would have been a main east-west route for early settlers in the community of Indrio. It would have been extensively traveled by people heading west to Okeechobee County, or hauling goods and produce east into Indrio. Indrio was originally named Viking. The wife of Indrio pioneer Edward Binney, the inventor of Crayola Crayons, changed the city's name. Mrs. Binney combined the words Indian and *rio* (Spanish for river) to create a town named after the Indian River on the city's eastern border (St Lucie County Historical Society n.d.). The Binney Estate remains extant on the south side of Indrio Road. Indrio Road still retains much of its rural and historic character along certain stretches, and is less commercially developed than the main Fort Pierce roads to the south.

Due to the historic importance of the roadway to the development of the county and the fact that the road still conveys its historic significance and appearance, Indrio Road is considered potentially eligible for local historic designation by St. Lucie County. The roadway follows its historic route and has been exposed to minimal commercial development and road improvement. Thus, although modified slightly through asphalt paving and other minor improvements, it still largely retains its historic character and integrity.



**Figure 135: Old Edwards Road, just to the North of Edwards Road, Facing South**

**SL1659      Old Edwards Road**

Old Edwards Road is located in Township 35 South, Range 40 East, Sections 20 and 29 (Fort Pierce USGS Quadrangle 1949, PR 1983). The roadway travels in a north-south and east-west direction (Figure 135). Within St. Lucie County, Florida, the northern end of the road is located at modern Edwards Road northeast of Five Mile Creek and west of 25<sup>th</sup> Street. The southern end of the road is located at the intersection of modern Edwards Road southwest of Five Mile Creek. The road's length within the county is approximately 0.6 miles.

The roadway is approximately one lane wide at the easternmost point, and is paved with old asphalt and rocky pavement. There are no sidewalks, medians, or shoulders located in this area. The northernmost east-west portion of the road is approximately 0.2 miles long. This area contains an old unused store, empty lots, and a historic home with a large lot to the north. At the western end of this portion, there is a mixture of modern and historic homes.

The north-south portion of the road is approximately 0.2 miles long, and bisects modern Edwards Road. Modern homes exist along this portion of the road to the east, and the road is lined with Australian pine trees bordering cattle pasture to the west. South of modern Edwards Road along this section are modern homes; there is a historic home to the east. This section of the road is paved with old, poor quality asphalt and becomes a graded road 0.1 miles south of modern Edwards Road. Along this portion of the road, there is a documented historic Frame Vernacular home that dates to 1930. Although the area is residential, there are no sidewalks or shoulders along the roadway. The road ends at this point, and turns into a private, unpaved drive heading east.

Edwards Road was first constructed in the 1920s (St. Lucie County Plats 1927). The original road was probably a dirt grade road paved along certain sections with oyster, limerock, marl, or brick (Miley 1976). This original roadway included all of modern Edwards Road and what is today known as Old Edwards Road. The angular nature of Old Edwards Road brought about the construction of the straighter current Edwards Road, which improved turns and traffic in the area. Old Edwards Road still retains its historic nature, as there are graded and paved portions along it, as well as documented historic resources.

By August 1929, Edwards Road had been extended to its modern length. It was a paved road from Rogers Road east to Oleander Avenue. It was a dirt grade route from Rogers Road west to Jenkins Road (St. Lucie County Township Maps 1929). Only one subdivision was planned along Edwards Road between 1930 and 1950; this was “Boothe’s Subdivision,” which was platted for what is the present-day Greenwood area (St. Lucie County Plats 1946). Most of the planned development of Edwards Road occurred after 1950.

Due to the historic importance of the roadway to the development of the county and the fact that the road still conveys its historic significance and appearance, Old Edwards Road is considered potentially eligible for local historic designation by St. Lucie County. The roadway follows its historic route and has been exposed to minimal commercial development and road improvement. Thus, although modified slightly through asphalt paving and other minor improvements, it still largely retains its historic character and integrity.



## Recommendations

## RECOMMENDATIONS

Historic preservation, the process of protecting and maintaining buildings, structures, objects, sites, districts, and archaeological resources, can be placed into three categories: identification, evaluation, and protection. The historic resources survey conducted as part of this project is an important phase in the identification of the county's cultural resources. The results of the survey, including the FMSF forms, recommendations, and final report, are designed to educate property owners, surrounding communities, county staff, and municipal officials about St. Lucie County's valuable resources.

Copies of the final report and the associated FMSF forms completed during the course of this project should be maintained and available for public use. The most logical location for these materials is the St. Lucie County Government Building. The county's principal planner overseeing the preservation program should directly maintain these documents. It also would be advantageous to have copies of the final report at the county library and the St. Lucie County Historical Museum. Additionally, the county should consider submitting the report and FMSF forms to the FMSF office/FDHR in Tallahassee. Copies of the FMSF forms should be accessible for property owners and interested residents.

This section includes suggested measures that the county can apply towards the preservation of its historic resources. Also provided after this section are a review of existing preservation methods employed by St. Lucie County and an additional explanation of means that can be used to protect the resources identified in this survey.

- The current Historic Resources Survey identified historic resources constructed prior to 1955 that are located within unincorporated St. Lucie County and in St. Lucie Village. In the future, as more properties meet the 50-year criteria, those historic properties should be documented. Following this report, 667 historic resources will have been recorded on FMSF forms. It is suggested that the Board of County Commissioners solicit historical surveys to record any historic resources in the future.
- St. Lucie County, in conjunction with the St. Lucie County Historical Commission, should utilize the information in this report to consider designating the locally and *NRHP*-eligible resources identified in pages 101–164 of this report. Further in-depth research regarding potentially eligible resources may need to be conducted prior to the designation of some of the resources, as this report provides the initial identification and evaluation for most resources. The county may choose to notify property owners that they own properties included within the recommended local White City Historic District and St. Lucie Village Historic District, or that they own an individual building potentially eligible for designation.

Listing in the *NRHP* does not automatically preserve a resource, and does not keep a property from being modified or even destroyed. Unless an undertaking is state- or federally-funded, or regulated by local ordinance, private property owners may deal with their properties in any way they see fit. If a property is listed in the *NRHP*, the property owners are not required to open their property to the public. In addition, federal and state

governments will not attach restrictive covenants to a property or seek to acquire it because it is listed in the *NRHP*.

- The draft historic preservation ordinance requires the review of alterations, restoration, rehabilitation or demolition of resources that are designated at the county level by requiring a Certificates of Appropriateness (COA) (see COA section in the draft ordinance). Therefore, it is recommended that the local government, non-profit agencies and/or the St. Lucie County Historical Preservation Commission provide education and awareness programs for preserving historic resources that are not locally designated. Preservation programs can accomplish the protection of historic resources that are not designated at the county level or are outside of locally designated historic districts by educating property owners and establishing design guidelines for alterations made to buildings that would be historically accurate and/or reverse insensitive modifications that already exist.
- If new construction or a development is proposed on property that includes historic resources that have been identified as potentially eligible for the *NRHP* or the county register, the county's planning staff may want to recommend that a comprehensive cultural resource assessment survey (CRAS) be conducted prior to any improvements. It would be beneficial for both county planners and developers to know if any historic resources are present in an area proposed for improvements before development of the property actually begins.
- In the future, St. Lucie County should consider developing a Design Guidelines Manual for Historic Resources. Design Guidelines can be developed with financial assistance provided by the Bureau of Historic Preservation. The community can also be involved by participating in creating guidelines based on the unique qualities and common characteristics of the county's resources. These guidelines can cover new construction and discuss appropriate changes to historic buildings in general terms following the *Secretary of Interior's Standards for Rehabilitation*.
- Community awareness and understanding of St. Lucie County's historic resources needs to be enhanced. Many property owners and potential property buyers still do not fully realize the value of historic buildings and the benefits of preserving these resources. Therefore, an expanded public relations program should be implemented. It is recommended that the various county and local organizations combine their efforts to achieve this goal. Suggested marketing tools include:
  - Walking or driving tours that focus on the various important structures and buildings or endangered resources, accompanied by brochures containing history and photographs of the areas. This could include working with the local historical museum and acquiring grants from the Bureau of Historic Preservation to produce the brochures.
  - Educational programs on the various aspects of historic preservation. This could include having lectures, seminars, hands-on workshops or guest speakers talk about

- different subjects, such as the economic benefits of historic preservation or the importance of the history and architecture of St. Lucie County.
- Notification to new property owners of buildings that are 50 years of age or older about the benefits of historic property ownership, the possible financial incentives offered to historic property owners such as the Ad Valorem Tax Abatement program outlined in the draft historic preservation ordinance, and the regulations involved in locally designating individual resources and historic districts.
  - A newsletter sent to all historic property owners that is prepared by St. Lucie County, the Historical Commission, and the St. Lucie County Historical Museum.
  - A sign or marker program implemented in conjunction with the Bureau of Historic Preservation, the Florida Department of Transportation, and/or the county that would identify historic districts, individually significant buildings, sites of important historical events, or archaeological resources. A brochure or pamphlet could be created to guide visitors to the various signs or markers.
  - A website dedicated to the county's historic resources, which could highlight important resources such as buildings, districts, cemeteries, roadways and archaeological sites. Interactive websites can reach large numbers of people in diverse areas who are interested in St. Lucie County's resources. Photographs in combination with maps and text can be used to guide an interested party to important historic places in the county.
  - A video hosted or narrated by a local historian. Elements such as oral interviews, old film footage, and guided tours could be included in the video to enhance the viewer's appreciation of St. Lucie County's history. These videos can be distributed to county schools, shown during public meetings, or sold by the St. Lucie County Historical Museum.
- The draft historic preservation ordinance, which is typically the most effective form of protecting a community's historic resources, is included in Appendix A. The draft ordinance should be reviewed by the county staff and Board of County Commissioners, finalized and adopted by the Board of County Commissioners. Recommendations regarding the implementation and administration of the Historic Preservation Ordinance are outlined below.
    - Enactment of an Ordinance: Public Process
      - Education and Due Process: Discussion. While ultimately the decision to enact an ordinance must be accomplished by the Board of County Commissioners, there must be sufficient opportunity for the public to be informed and to comment on the proposed ordinance. Legislation is more easily accomplished when it has the support of a strong constituency.



- Recommendations.
  - Identify a staff person or consultant to serve as the key coordinator in developing the venues and constituent groups who should be informed and consulted for their support.
  - Conduct a series of public meetings designed to educate and inform about the intent, process and goals of the proposed Historic Preservation Ordinance.
  - Establish a time frame with a predetermined date for the conclusion of the public process.
  - Develop a vehicle for comment for those persons who are unable to attend public meetings.
  - Compile the responses; identify any “sticking points”; modify the ordinance if deemed appropriate.
  - In consultation with the County Administrator, County Attorney and Community Development Director, make any revisions necessary to the draft ordinance for its submission to the Board of County Commissioners or arrange for a workshop of the Board of County Commissioners to review the Ordinance proposal in a session that is intended for information, not the implementation of legislation.

➤ Sufficiency of Existing Historical Commission

- The St. Lucie County Historical Commission should consist of at least five (5) members; the recommendation is for seven (7). Article III of the draft Ordinance sets out the composition and qualifications of members.
- If the Commission is so constituted they will be more than able to assume the duties specified in the Ordinance.

➤ Level of Staffing

These recommendations are based on the minimum requirements set forth by the Florida Division of Historical Resources in order to qualify for Certified Local Government (CLG) status.

○ Implementation Phase: Recommendations

- Employ an historic preservation consultant for the public hearing and education process of the implementation. A consultant is especially recommended for this phase, as:
  - ◆ They are fully versed in the range of ordinance provisions throughout the state;
  - ◆ They are familiar with the design principles associated with the Certificate of Appropriateness process;
  - ◆ They have extensive experience with the determinations of significance for both historically and archeologically significant properties; and

- ◆ They are objective parties, independent of government, and may thus be perceived as not having a particular “agenda.”
- Post Implementation Phase: A Fully Functioning Historic Preservation Program

Assumptions:

- The initial program effort would be intensive, as it will require at a minimum: the establishment of an inventory system for historic properties; the establishment of provisions for public participation; the recommendation to the St. Lucie County Historical Preservation Commission of properties that are deemed eligible for historic designation; the creation of forms for application for local historic designation, Certificates of Appropriateness and Certificates to Dig.
  - The St. Lucie County Historical Preservation Commission will initially meet a minimum of four (4) times per year.
  - The members of the Historical Preservation Commission will require an introduction and some basic training in the conduct of the Commission’s responsibilities.
- Recommendations: Post Implementation Phase
    - The initial start-up phase following the enactment of an ordinance could be delegated to consultants or to a dedicated staff member.
    - The number of hours dedicated to the position depends upon the desire of the county to fully implement its program.
    - Eventually, a dedicated county staff person should be assigned to the position; and the person so employed should meet the professional qualifications set forth by the Division of Historical Resources



**Review of Historic  
Preservation Efforts**

St. Lucie County  
**Historic Resources Survey**

## REVIEW OF HISTORIC PRESERVATION EFFORTS

Janus Research has conducted a review of extant historic preservation efforts being carried out by local governments throughout Florida. In looking at the effectiveness and success of various preservation efforts, we also evaluated St. Lucie County's activities. The following review outlines what the county is presently doing to preserve and protect the local historic resources. Any additional suggestions are incorporated into this section under the appropriate headings.

### Identification, Documentation, and Evaluation of Historic Resources

According to the *NRHP*, a historic property or historic resource is defined as a district, site, building, structure, or object significant in American history, architecture, engineering, archaeology or culture at the national, state, or local level. The initial effort of identifying, documenting, and evaluating historic resources is important because it recognizes the community's resources, provides the basis for future planning of these resources, and helps to define the historic character of a community.

### Historic Resources Survey

A historic resources survey includes identifying and gathering data on a community's cultural resources. The survey process involves a field survey and background research. Upon the completion of the physical survey and research, an inventory of the data is prepared and the cultural resources are evaluated, generally according to the *NRHP* criteria. Several surveys have been conducted in St. Lucie County, including the St. Lucie County Historic Resources Survey, which this report is based on, the Cultural Resource Assessment Survey SR 614 (Indrio Road) from I-95 to Kings Highway (SR 713) (ACI 1999), St. Lucie County, Florida, and Historic Properties Survey of St. Lucie County, Florida (HPA 1990). Please refer to Table 1 on pages 6–8 of this report for additional historic resources surveys.

### Florida Master Site File

The FMSF is the state's official repository of information on historic buildings and structures, archaeological sites, and cultural resource surveys. The FMSF actually describes the paper and computer files administered by the FDHR in Tallahassee. The FMSF process allows for the recordation of all historic resources, even if they are ineligible for inclusion in the *NRHP*. The basic mission of the FMSF is to receive, validate, store, and distribute information on Florida history. At this time, in incorporated and unincorporated areas of St. Lucie County there are more than 2,000 historic resources previously recorded in the FMSF. As part of this project, FMSF forms for a total of 667 resources, including the 202 resources with updated forms and the 465 newly recorded historic resource forms, were completed. It is recommended that the county submit these forms to the FMSF in the future.

### National Register of Historic Places

The *NRHP* can be defined as a "national record of cultural resources worthy of preservation." Administered by the National Park Service within the U.S. Department of the Interior, the *NRHP* recognizes historic buildings, structures, sites, objects, and districts as valuable resources. *NRHP* listing provides recognition of a property's architectural, historical or

archaeological significance and offers a minimal amount of protection for the historic resource; essentially, listing is honorary. There are various methods for nominating properties to the *NRHP*, including individual nomination, historic district, and multiple property submission. The criteria used to evaluate historic resources' eligibility to the *NRHP* are located on pages 10 and 11 of this report. Listing in the *NRHP* makes properties eligible for local and federal financial incentives, as well as grants-in-aid. Casa Caprona (SL69), the St. Lucie Village Historic District (SL76), the Captain Hammond House (SL77), and Immokolee (SL287), are currently listed in the *NRHP*.

## **Preservation Measures Used by Local Government**

### **Local Historic Preservation Ordinance**

A local historic preservation ordinance is typically the most effective form of protecting a community's historic resources. At this time, St. Lucie County does not have a preservation ordinance. The county currently has Land Development Regulations, which include a few elements regarding historic preservation. The Land Development Regulations also implement the comprehensive plan, which outlines (in the Coastal Management Element) historic preservation goals. Janus Research has drafted a historic preservation ordinance (Appendix A) for the county, which may provide the following benefits, if adopted:

- An objective and democratic process for designating historic properties;
- Protection of the integrity of designated historic properties by requiring Certificates of Appropriateness;
- Development standards for new development within historic districts to ensure that it is not destructive to the area's historic character;
- Protection for historic properties by restricting demolition and relocation; and
- Protection of archaeological resources and development standards for new development within areas of known archaeological sites.

A preservation ordinance sometimes falls under the guise of interfering with a homeowner's freedom to control his/her private property. This is a false assumption. The following list encompasses items that do not fall under a preservation ordinance:

- Does not require that historic properties be opened for tours;
- Does not restrict the sale of property;
- Does not require improvements, changes, or restoration of property; and
- Does not prevent new construction within historic districts.

### **County Register of Historic Places**

As part of the historic preservation ordinance, St. Lucie County will have the option to adopt a section that will enable them to designate properties of historic, cultural, aesthetic, and/or architectural significance at the county level. County designations are different from *NRHP* designations in that the designated properties come under the jurisdiction of the county preservation ordinance, and therefore, are protected through local recognition, a design review process, and community planning.

### **Ad Valorem Tax Exemption for Historic Properties**

The Florida State Legislature approved enabling legislation for counties and municipalities to pass ad valorem tax exemption ordinances. As part of the draft ordinance, the county will be able to adopt the tax exemption legislation. County tax exemptions are typically offered for 100 percent of the increase in assessed value resulting from any renovation, restoration or rehabilitation of the qualifying property. This tax exemption applies to qualified historic resources, which means they must be listed in the *NRHP* individually, a contributing building in a local or *NRHP* historic district, or locally listed on an individual basis. Tax incentives may result in the following benefits:

- No risk of increased assessed value for local tax purposes;
- Rewards homeowners for maintaining their homes;
- Increases the market value of the property;
- Enhances the historic character of the neighborhood; and
- Stabilizes declining neighborhoods without penalizing homeowners with higher assessed values for tax purposes.

### **Design Guidelines**

In the future, St. Lucie County should consider developing a Design Guidelines Manual for Historic Resources. Design Guidelines can be developed with financial assistance provided by the Bureau of Historic Preservation. The community can also be involved by participating in creating guidelines based on the unique qualities and common characteristics of the county's resources. These guidelines can cover new construction and discuss changes to historic buildings in general terms following the *Secretary of Interior's Standards for Rehabilitation*. They also can be designed to work in conjunction with the county's historic preservation ordinance and establish standards to be used when reviewing changes to historic architectural resources. These guidelines also can assist property owners, county staff, and the Historical Commission in making recommendations regarding improvements to the visual qualities of historic buildings. Guidelines can be used in conjunction with the *Secretary of Interior's Standards for Rehabilitation* illustrated guide. In particular, St. Lucie Village Historic District and White City would benefit from design guidelines.

### **Historic Preservation Element**

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. An effective preservation element integrates plans to preserve and enhance historic resources with plans designed to improve and manage other community elements, such as housing, transportation, and utilities.

Presently, St. Lucie County does not have a separate historic preservation element, but preservation goals are outlined in the comprehensive plan, which is part of the county's Land Development Regulations. In the future, if the county decides to develop a separate preservation element, the community may be able to give historic preservation issues

additional focus and visibility. The FDHR recommends the following components for inclusion in a comprehensive plan:

- Designation of historic districts and historically significant properties, as well as sites listed in the *NRHP*, *FMSF*, or that have been locally designated as significant;
- Procedures to base such designations on the results of studies, surveys and other data;
- Identification of historic district boundaries and all other known historic resources on land use maps or a map series;
- Goals, policies, and measurable objectives for mapped resources;
- Goals, policies, and measurable objectives, for the identification, evaluation, and recordation of presently unrecorded historic resources; and
- Designation of areas requiring special zoning.

An additional recommendation from the state is that archaeological and historically sensitive sites and properties be identified and depicted on present and future land use maps so they are included in the planning process.

### **Certified Local Government**

A Certified Local Government (CLG) designation provides a local entity with protection for its historic resources under local, state, and federal law. County and city governments are eligible to become a CLG, if certain criteria are met. St. Lucie County should consider taking the steps necessary to meet the criteria to gain CLG status. The following lists the five criteria that must be met:

- A local historic preservation ordinance must be passed;
- A historic preservation commission must be formed to review design decisions for individual structures in designated districts;
- A system for survey and inventory of historic properties that further the purpose of the *National Historic Preservation Act* must be maintained;
- Adequate public participation in the local historic preservation program must be provided for; and
- Responsibilities delegated to the CLG under the *National Historic Preservation Act* must be satisfactorily performed.

The benefits of becoming a CLG in the state of Florida include:

- Eligibility to apply for federal historic preservation grants and money available only to CLGs, (of which 10 percent of the Federal Historic Preservation Fund (HPF) apportionment is dedicated);
- Direct participation in the *NRHP* program through review of local nominations prior to their consideration by the Florida National Register Review Board;
- The opportunity to receive technical assistance in historic preservation procedures through workshops, informational material, statewide meetings, training sessions, and conferences; and
- Improved communication and coordination with local and state preservation activities.

**Florida Main Street Program**

In 1980, the National Trust for Historic Preservation (NTHP) created the Main Street Program as a vehicle to improve all aspects of downtowns, commonly referred to by planners as the “Central Business District.” Those efforts include the recruitment of new businesses, the rehabilitation of vintage buildings, and the evaluation of parking requirements. By year’s end 2000, there were more than 1,600 communities in the nation that had an active Main Street program. The city of Fort Pierce currently has a main street program. White City, although not located in an incorporated area, may qualify for a main street designation.

**Zoning**

Zoning often is used to regulate the use of land and structures in a given area, as well as determining dimensional characteristics such as minimum lot sizes, the placement of structures in a given area, the placement of structures on lots, and the maximum height of buildings. In addition, zoning ordinances increasingly regulate non-dimensional aspects of development such as landscaping, architectural design and features, and signage. It is recommended that in established and future historic districts that the Historical Commission review these areas in order to maintain character.

St. Lucie does not currently have a separate zoning ordinance; however, zoning issues are addressed in the county’s Land Development Regulations, under Section 4.11.00 Historical Preservation Land Development Code.

**Heritage Tourism and Education**

Heritage tourism consists of historic, natural, and cultural attractions within a community. In St. Lucie County, as well as the state of Florida, tourism is considered to be an important component of economic success. It is recognized that the preservation of historic homes and the revitalization of downtown areas contribute to the flow of tourism throughout the state.

Heritage education is used to inform the public about the history of an area. Both children and adults can learn how to recognize the abundance of sites and objects in their community that document their history and link them to their region, nation and world. Heritage education can be achieved through local programs such as museum activities, school programs, and walking tours.

St. Lucie County Historical Museum has an educational program for schoolchildren. The goal is to further encourage awareness of the historic resources among visitors and residents. This objective hopefully will be achieved through an increase in heritage tourism and education.

**Financial Incentives for Historic Preservation**

Tax credits, grants, loans, and mortgages are some examples of financial incentives available for preservation projects. These incentives can come from various public agencies and private foundations. Rehabilitation, restoration, planning, community activities, preservation consulting, and preservation education are some examples of assistance. Funding sources are a particularly important aspect of preservation activity; in many cases, they are the catalyst and only financial support for preservation projects. It is important for the applicant



searching for preservation funding to: 1) clearly define the project; and 2) approach the funding sources that correspond with the project.

The following is a broad overview of available financial incentives designed to further historic preservation efforts in the state of Florida and St. Lucie County. The list is a basis for further exploration and is not all-inclusive. The Bureau of Historic Preservation, at the Florida Department of State in Tallahassee, can provide additional information concerning the following programs and other incentives offered by state and federal agencies.

## **Federal Incentives**

### *Preservation Tax Incentives*

Current tax incentives for preservation, established by the *Tax Reform Act of 1986* (PL 99-514; Internal Revenue Code Section 47 [formerly Section 48 (g)]), include:

- Twenty percent tax credit for the certified rehabilitation of certified historic structures; and
- Ten percent tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936.

For both credits, the rehabilitation must be a substantial one and must involve a *depreciable* building.

### *Low-Income Housing Credits*

The *Tax Reform Act of 1986* (IRC Section 42) also established an investment tax credit for acquisition, construction, or rehabilitation of low-income housing. The credit is approximately 9 percent per year for 10 years for each unit acquired, constructed or rehabilitated without other federal subsidies, and approximately 4 percent for 10 years for units involving the 20 percent rehabilitation tax credit, federal subsidies or tax-exempt bonds. Units must meet tests for cost per unit and number of units occupied by individuals with incomes below area median income. The law sets a 15-year compliance period. Credits are allocated by State Housing Credit Agencies.

### *National Trust for Historic Preservation Funding*

#### Grants

Preservation Services Fund: The Preservation Services Fund provides non-profit organizations and public agencies matching grants from \$500 to \$5,000 (typically from \$1,000 to \$1,500) for preservation planning and education efforts. Funds may be used to obtain professional expertise in areas such as architecture, archaeology, engineering, preservation planning, land-use planning, fundraising, organizational development and law as well as preservation education activities to educate the public.

The Johanna Favrot Fund for Historic Preservation: This fund provides non-profit organizations and public agencies grants ranging from \$2,500 to \$10,000 for projects that

contribute to the preservation or the recapture of an authentic sense of place. Individuals and for-profit businesses may apply only if the project for which funding is requested involves a National Historic Landmark. Funds may be used for professional advice, conferences, workshops, and education programs.

The Cynthia Woods Mitchell Fund for Historic Interiors: This fund provides non-profit organizations and public agencies grants ranging from \$2,500 to \$10,000 to assist in the preservation, restoration, and interpretation of historic interiors. Individuals and for-profit businesses may apply only if the project for which funding is requested involves a National Historic Landmark. Funds may be used for professional expertise, print and video communication materials, and education programs.

### Loans

The National Preservation Loan Fund: The National Preservation Loan Fund provides loans to establish or expand local and statewide preservation revolving funds; to acquire and/or rehabilitate historic buildings, sites, structures, and districts; to purchase easements; and to preserve National Historic Landmarks.

The Inner-City Ventures Fund: This fund finances the rehabilitation of historic buildings that serve the economic and community development needs of low-, moderate-, or mixed-income neighborhoods.

The Department of Housing and Urban Development: The following programs use federal funds that are then passed through to county and municipal governments. The availability of such funding should be directed to the appropriate government unit:

- *Community Development Block Grant (CDBG)/Small Cities Program:* The CDBG program provides annual grants on a formula basis to entitled communities to carry out a wide range of community development activities directed toward neighborhood revitalization, economic development, and improved community facilities and services. These funds may be used for acquisition, rehabilitation, construction, and code enforcement;
- *Restoration Rehabilitation Financing – 203(k) Funding:* The Federal Housing Administration has established the 203(k) program for rehabilitation and repair of single-family properties. The objective of the program is to promote and facilitate the restoration and preservation of the nation's existing housing. This program promotes not only permanent financing for the property, but allows the borrower to receive funds for rehabilitation at the same time and interest rate.

### **State Incentives**

#### *Bureau of Historic Preservation, Historical Resource Grants-In-Aid Programs*

Grants are provided for special projects and usually require matching funds from the non-profit organization. Three grants are available from the State Bureau of Historic Preservation: Historic Preservation Grants, Museum Grants, and Special Category Grants. The Special

Category Grant is a grant that generally ranges between \$50,000 and \$250,000, which must be approved by the legislature during the annual budget process. A local cost share over the previous five years must be shown to qualify for this grant. This substantial grant is available for projects such as an extensive museum exhibit, a major restoration project, or a major archaeological excavation.

Applications are available on the state's website: <http://dhr.dos.state.fl.us/bhp/grants/index.html>. Or you may contact them at the following address: Division of Historical Resources, Bureau of Historic Preservation, 500 S. Bronough St., Tallahassee, Florida 32399-0250. Their phone number is: 850-245-6333.

Information on obtaining grants:

Grant Title:	<b>Museum Grants</b>
Funding Categories:	Annual operating expenses, development of educational exhibits on Florida history
Match Requirements:	50%
Funding Cycle:	October 1–December 15 (applications are reviewed by the Historic Museums Grant Review Panel in March/April of the following year)
Grant Title:	<b>Historic Preservation Small Matching Grants</b>
Funding Categories:	Survey of resources, community education, acquisition and development
Match Requirements:	50%
Funding Cycle:	October 1–December 15 (applications are reviewed by the Historic Preservation Grant Review Panel in March/April of the following year)
Grant Title:	<b>Special Category Grants</b>
Funding Categories:	Major museum exhibits on Florida history, extensive restoration projects, and major archaeological excavations
Match Requirements:	Show substantial local cost share over the previous five years; have \$50,000 in reserve
Funding Cycle:	April 1–May 31 (applications are reviewed by the Florida Historical Commission in September; the selected projects are then forwarded to the legislature for the appropriation of revenue.) Funds are available after the adoption of the State budget on July 1.

*Community Redevelopment Programs*

The Florida Legislature has adopted a number of statutes meant to stimulate redevelopment in blighted or depressed areas, otherwise known as enterprise zones. Since many of these areas contain historic buildings, these statutes are a tool for rehabilitation and preservation.

### *Community Contribution Tax Incentive Program*

This program was created by the Florida Legislature to encourage corporate involvement in community revitalization. This credit explicitly includes historic preservation districts as both eligible sponsors and eligible locations for such projects. The credit allows any corporation paying Florida corporate income tax or insurance premium tax to receive a tax credit for an approved community development of a historic preservation project.

## **Legal Techniques for Historic Preservation**

### **Preservation and Conservation Easements**

An easement involves a legal agreement between a non-profit organization and a property owner. The charitable organization holds the right to govern the present and future use of the property, and protects the building and/or land against potential adverse development or changes by acquiring partial interests while the property remains in private hands. The owner, in turn, enjoys the full use of the property subject only to the restrictions of the easement. The property owner also is entitled to a one-time charitable contribution deduction on his/her income tax return. Preservation easements are generally divided into three types:

- *Façade easement* protects the exterior features of a building by controlling alterations to the exterior and requiring proper maintenance. It also prevents demolition of the structure;
- *Interior easement* protects all or part of the interior of a building. This type of easement is not common due to the difficulty of reviewing interior spaces in residential or other privately used buildings;
- *Conservation easement* protects open spaces, historic and scenic views, the land surrounding significant structures and ecologically important land.

Currently in St. Lucie County there are two natural areas, Spruce Bluff, which contains a Native American burial mound and a pioneer cemetery (located in the city of Port St. Lucie), and the Paleo-Hammock Natural Area, which has precontact archaeological sites. These resources are maintained and protected by the county.

### **Covenants and Reverter Clauses**

Non-profit organizations that participate in real estate transactions often use covenants and reverter clauses as a method to preserve historic resources. Covenants, also known as deed restrictions, pertain to restrictions imposed on subsequent owners when a property is transferred, as opposed to easements that can be created without transfer of the fee title. Penalties for failure to adhere to restrictions also may be included within the covenant.

A reverter clause is a stipulation within a deed that states that unless specified conditions are met, ownership of the property will revert to the conveyor or a designated third party. For organizations, covenants operate in the same fashion as easements and are commonly used with limited development and revolving funds.

**Revolving Funds**

A revolving fund can be established for the purpose of preservation. The funds, accumulated from fundraising, charitable gifts, and project proceeds, can be used to finance preservation activity. Revolving funds often are used for issuing short-term loans for the purchase of endangered historic properties, which can then be sold to buyers who are subject to appropriate easements or maintenance agreements. Resale of properties and return on loans are put back into the organization's funds and allow the revenue to be revolved into new projects.



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## Appendices

St. Lucie County  
**Historic Resources Survey**

- APPENDIX A: Draft St. Lucie County Historic Preservation Ordinance
- APPENDIX B: Identified Resources in St. Lucie County
- APPENDIX C: Resources Potentially Eligible for the St. Lucie County Register with  
Additional Research and Evaluation
- APPENDIX D: Survey Log Sheet
- APPENDIX E: Florida Master Site Files



**APPENDIX A:**  
**DRAFT ST. LUCIE COUNTY HISTORIC  
PRESERVATION ORDINANCE**

## **DRAFT: ST. LUCIE COUNTY HISTORIC PRESERVATION ORDINANCE**

**AN ORDINANCE OF THE COUNTY OF ST. LUCIE COUNTY, FLORIDA, CREATING CHAPTER XX: PROVIDING FOR THE IDENTIFICATION, PROTECTION, RESTORATION AND PROMOTION OF HISTORIC BUILDINGS, SITES, DISTRICTS, LANDSCAPE FEATURES, OBJECTS AND STRUCTURES WHICH HAVE DEMONSTRATED HISTORICAL, ARCHITECTURAL OR ARCHAEOLOGICAL SIGNIFICANCE; PROVIDING FOR THE POWERS AND DUTIES OF A HISTORIC PRESERVATION COMMISSION; PROVIDING DEFINITIONS; PROVIDING STANDARDS, REGULATIONS AND PROCEDURES FOR THE DESIGNATION OF HISTORIC SITES, BUILDINGS, OBJECTS, STRUCTURES, AND DISTRICTS; PROVIDING FOR THE EFFECT OF DESIGNATING RESOURCES; PROVIDING FOR THE ISSUANCE OF CERTIFICATES OF APPROPRIATENESS; PROVIDING AN APPEALS PROCESS; PROVIDING FOR DEMOLITION BY NEGLECT; PROVIDING FOR ENFORCEMENT AND PENALTIES; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE**

### **Article I. Generally**

#### **Section I. Scope of Regulations**

- (1) This Chapter is intended to and shall govern and be applicable to all property located in the limits of St. Lucie County, Florida.
- (2) The historic preservation ordinance shall be filed, and it shall address the following sections: the establishment of a Historical Preservation Commission with powers and duties; the creation of a process to designate historic buildings, sites, districts, objects, structures, and archaeological zones; a process of review for issuing certificates of appropriateness and an appeal process. The County shall also submit the proposed ordinance to the National Register of Historic Places for certification of eligibility for the 1981 Economic Recovery Tax Act, as amended.

#### **Section II. Purpose**

- (1) It is hereby declared as a matter of public policy that the protection, enhancement, and perpetuation of properties of historical, cultural, archaeological, aesthetic and architectural merit are in the interests of the health, prosperity and welfare of the people of St. Lucie County.

The purpose of this Ordinance is to protect the significant historic resources of St. Lucie County, to the maximum extent practicable, in accordance with the goals and objectives of the St. Lucie County Comprehensive Plan, and the policies adopted by the Coastal Management Element of that plan, by providing procedures for the designation and subsequent review of certain types of changes that are proposed for these resources.

The safeguarding of the historic resources in St. Lucie County is also intended to:

- (a) Foster civic pride in the accomplishments of the past;
  - (b) Protect and enhance the County's attraction to visitors and the support and stimulus to the economy provided;
  - (c) Promote the use of individual sites and districts in public acquisition programs for the education, pleasure and welfare of the people of St. Lucie County; and
  - (d) Encourage adaptive use of historic resources by giving them priority over activities that would harm or otherwise destroy their historic value.
- (2) In addition, the provisions of this Chapter will assist the County and property owners to be eligible for federal tax incentives, federal and state grant funds, and other potential property tax abatement programs for the purpose of furthering historic preservation activities, including, but not limited to, Florida Statute §193.503 and the National Register of Historic Places program.

### **Section III. Definitions**

- (1) Adaptive use: The process of converting a building to a use other than that for which it was designed.
- (2) Addition: A construction project physically connected to the exterior of a historic building.
- (3) Alteration: Any change affecting the exterior or appearance of an existing improvement by additions, reconstruction, remodeling or maintenance involving change of color, form, texture or materials, or any such changes in appearance of specially designated interiors.
- (4) Archaeological site: A single specific location that has yielded or is likely to yield information on local history or prehistory. Archaeological sites may be found within historic districts.
- (5) Archaeological zone: A geographically defined area, designated pursuant to this Section, which may reasonably be expected to yield information on local history or prehistory based upon broad prehistoric or historic settlement patterns.

- (6) **Building:** A resource created principally to shelter any form of human activity such as a house.
- (7) **Certificate of Appropriateness:** A certificate issued by the St. Lucie County Historical Commission or its designated staff, which permits certain alterations or improvements to a designated individual site or a property within a historic district.
  - (a) **Standard Certificate of Appropriateness:** A Standard Certificate of Appropriateness shall be issued by the staff of the Historical Preservation Commission when the work proposed to the historic resource is deemed to have a minimal impact to the historic resource, or when the work proposed is routine maintenance or in-kind replacement.
  - (b) **Special Certificate of Appropriateness:** A Special Certificate of Appropriateness is required for work that includes: additions, alterations, new construction or demolition, and for those instances when the proposed work is deemed to have a significant impact on the historic resource(s). The Historical Preservation Commission shall review the request.
- (8) **Certificate to Dig:** A certificate that gives the Historical Preservation Commission's permission for certain ground disturbing activities, such as filling, grading, swimming pool excavation and the removal of trees, within an archaeological zone.
- (9) **Certified Local Government:** A government satisfying the requirements of the National Historic Preservation Act Amendments of 1980 (P.L. 96-515) and the implementing of regulations of the U.S. Department of the Interior and the State of Florida, Division of Historical Resources. A government which is certified, will review all nominations to the National Register of Historic Places within its jurisdiction prior to reviews at the state and federal levels.
- (10) **Contributing resource:** A building, site, landscape feature, object, structure, or archaeological resource that adds to the historic associations, historic architectural qualities, or archaeological values for which a property is significant because it was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity or is capable of yielding important information about the period.
- (11) **Demolition:** The act or process of wrecking, destroying or removing any building or structure.
- (12) **Designated exterior:** All outside surfaces of any building or structure that is individually listed or listed in the designation report as having significant value to the historic character of the building or district.
- (13) **Designation report:** A document prepared by the staff of the Historical Preservation Commission for all properties or districts that are proposed for local historic

designation. The report, at a minimum, must include a boundary description of the proposed site or district, an evaluation of its significance as it relates to the criteria for significance, location maps, representative photographs and a physical description of the historic resource(s).

- (14) Excavation: The removal or disturbance of earth from its original position.
- (15) Historic district: A geographically defined area possessing a significant concentration, linkage or continuity of buildings, structures, objects, improvements or landscape features, united by historic events or by plan or physical development, and which area has been designated as a Historic District pursuant to procedures described herein.
- (16) Historical Preservation Commission: Refers to the St. Lucie County Historical Preservation Commission, an advisory board of seven members, five of which are appointed by each of the five County Commissioners. Those five commission-appointed members shall elect the additional two members. To the extent practicable, members shall be appointed from the disciplines of architecture, history, architectural history, planning, prehistoric and historic archaeology, folklore, cultural anthropology, curation, conservation, and landscape architecture or related disciplines.

(This will require an amendment to the existing Article III. "Historical Commission" in the Code of County Ordinances)

- (17) Historic Preservation Officer: A person appointed by the County Administrator to serve as the staff to the Historical Preservation Commission. That person shall be experienced in, or knowledgeable about, architectural history, urban design, historic preservation principles, planning and land use regulations.
- (18) Historic building: A building, such as a house, barn, church, hotel or similar construction, created principally to shelter any form of human activity.
- (19) Historic landscape feature: Individual plants, as in the case of a specimen tree, or groups of plants, such as a hedge, allee, agricultural field, planting bed, or a naturally occurring plant community or habitat.
- (20) Historic object: Those constructions that are primarily artistic in nature, or are relatively small in scale and simply constructed. It may be, by nature or design, movable; an object is associated with a specific setting or environment.
- (21) Historic resource: Any culturally, historically or architecturally significant property, building, site, object, structure, landscape feature or archaeological resource that has been designated as a historic site in accordance with the procedures established herein.

- (22) Historic structure: Those functional constructions made usually for purposes other than human shelter.
- (23) National Register of Historic Places: A federal listing maintained by the U.S. Department of the Interior of buildings, structures, sites, objects and districts that have met the criteria for significance contained in the National Historic Preservation Act of 1966 (as amended.)
- (24) Non-contributing resource: A building, site, landscape feature, object, structure, or archaeological resource that does not add to the historic architectural qualities, historic associations or archaeological values for which a property is significant because it was not present during the period of significance or does not relate to the documented significance of the property and/or, due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity or is capable of yielding important information about the period.
- (25) Ordinary maintenance and repair: Any work for which a building permit is not required by law, where the purpose and effect of such work is to correct any physical deterioration or damage of an element, by restoring it as nearly as possible to its appearance before the deterioration began.
- (26) Preservation: The act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property.
- (27) Rehabilitation: The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use, while preserving those portions or features of the property that are significant to its historical, architectural and cultural values.
- (28) Restoration: The act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of removal of later work or by the replacement of missing earlier work.
- (29) Scale: The character of any architectural work is determined both in its internal space and in its external volume by the fundamental factor of scale, the relation between the dimensions of a person.
- (30) Secretary of the Interior's Standards for Rehabilitation: A set of guidelines produced by the Department of the Interior that establish professional standards and provide advice on the rehabilitation of historic properties. The standards pertain to exterior and interior work on historic buildings.
- (31) Stabilization: The act or process of applying measures designed to reestablish a weather-resistant enclosure and structural stability while maintaining the essential form as it exists at present.

- (32) St. Lucie County Historical Commission: A citizen advisory committee established in accordance with Article III of this ordinance.
- (33) St. Lucie County Historic Resources Survey: A survey that documents the historic resources of St. Lucie County. The survey results include mapping; photographic documentation; research into the date of construction and original uses; and a detailed description of each resource.
- (34) St. Lucie County Register of Historic Places: Those individual historic resources and districts that have been historically designated under Article IV of this ordinance.
- (35) Streetscape: A view or vista of a specific street, the distinguishing characteristics of which are created by the width of the street and sidewalks, their paving material and color, the design of street furniture, the potential use of plant materials such as trees and shrubs, the setback, mass, proportion and scale of those buildings that enclose the street.
- (36) Undue economic hardship: An exceptional financial burden that might otherwise amount to the taking of property without just compensation, or failure to achieve a reasonable economic return.

## **Article II. Historic Preservation Officer**

### **Sec. I. Appointment, Duties of Officer**

The County Administrator shall appoint a person to serve as the St. Lucie County Historic Preservation Officer (or the Community Development Director will serve as the St. Lucie County Historic Preservation Officer). The appointee shall be knowledgeable and experienced in architectural history, urban design, local history, site planning and land use regulations. The Historic Preservation Officer shall:

- (1) Schedule the meetings of the Historical Preservation Commission, prepare agendas, and ensure that proper notice of the meetings are afforded to the public and affected parties.
- (2) Prepare local historic designation reports and make recommendations to the Historical Commission as to whether or not they meet the designation criteria under Article IV of this ordinance.
- (3) Upon receipt of a completed application for a Certificate of Appropriateness, determine the scope of the project to determine whether it will be considered for review as a Standard or Special Certificate of Appropriateness, and then process the application as described in Article V of this ordinance.

- (4) Maintain and update the official inventory and map of historically designated sites and districts.
- (5) Prepare summaries of all decisions regarding applications to include the criteria and conditions for approval or denial.
- (6) Review all final plans for designated historic sites and historic districts, for their compliance with the terms and conditions of applicable Certificates of Appropriateness prior to the issuance of a building permit.
- (7) Apply for preservation grants and actively participate in other historic preservation programs, such as the Historic Marker Program, administered by the Florida Division of Historical Resources, Bureau of Historic Preservation.

### **Article III. Historical Preservation Commission**

#### **Section I. Established**

A Historical Preservation Commission is hereby created and established in and for the County. The Commission is hereby vested with the power, authority and jurisdiction to recommend local historic designations; issue Certificates of Appropriateness; and to regulate and administer the historical, cultural, architectural and archaeological resources in St. Lucie County, as prescribed by this ordinance and the direct jurisdiction and legislative control of the County Commission.

#### **Section II. Composition, Qualification of Members**

- (a) The Commission shall consist of seven (7) members, with five (5) appointed by the Board of County Commissioners. The Historical Preservation Commission, using the same criteria and qualifications that are described herein, shall appoint the remaining two (2) members. Each member of the Commission shall be and shall hold office only so long as he or she is either a resident of St. Lucie County or operates a business within St. Lucie County for the length of the appointment. Appointments shall be made on the basis of civic pride, integrity, experience and interest in the field of historic preservation. To the extent practicable, the Board of County Commissioners shall appoint professional members from the disciplines of architecture, history, archaeology, real estate and land development, general or building contracting, landscape architecture, land use or historic preservation planning, cultural anthropology or history. In the event persons in such disciplines are unavailable, the County Commission may appoint individuals who have demonstrated a significant level of interest, experience or knowledge in the disciplines described herein.
- (b) Special advisors may be appointed by the County Commission upon the recommendation of the Historical Preservation Commission. They shall serve as ex-officio members having no vote. The Historical Commission may also seek expertise



on proposals or matters requiring evaluation by a profession not represented on the Commission.

- (c) Members of the Commission shall serve without compensation, but shall be reimbursed for necessary expenses directly related to the performance of their official duties.
- (d) Before entering upon the duties of office, each member shall file written acceptance of appointment and take and subscribe to the oath of office prescribed by law, which shall be filed in the office of the Clerk of the County Commission.

### **Section III. Terms**

- (a) The term of office of membership shall be one (1) year for two (2) members, two (2) years for two (2) members, and three years for three (3) members, with appointments thereafter to be for a term of (two/four?) years for each member. The term limit for service to the Historical Preservation Commission shall be two consecutive (two/four?) year terms.
- (b) A member of the Commission may be removed from office only by the two-thirds vote of the County Commission.
- (c) Should a Commission member fail to attend three (3) consecutive meetings, the Chairman shall certify the same to the County Commission. Upon such certification, the member shall be deemed to have been removed and the County Commission shall fill the vacancy by appointment.

### **Section IV. Organization**

The members of the Historical Preservation Commission shall elect members to serve as the Commission's Chair and Vice-Chair, for a period of one (1) year. Nothing shall prevent the Commission from naming a chair for successive years. The Historic Preservation Officer or such Officer's representative shall serve as staff liaison to the Commission with no vote. A Secretary may be present to record minutes, take the roll, and swear in speakers at public hearings. The Secretary shall have no vote.

### **Section V. Meetings, Records**

- (a) *Meetings.* The Historical Preservation Commission shall be required to hold regular meetings at least four (4) times a year. The Commission may conduct special meetings as the Commission may determine, or at the call of the Chair for consideration of business before the Commission. All meetings of the Commission shall be publicly announced and shall be open to the public. Meetings will have a previously advertised agenda. The time and place of the meetings, the order of business and the procedures to be followed shall be as prescribed by the Commission and shall be available for public inspection. All meetings convened to consider local

historic designation, Certificates to Dig or Special Certificates of Appropriateness shall be advertised at least ten (10) days prior to the meeting in a newspaper having a general circulation within St. Lucie County.

(b) *Voting.* All Commission meetings will be made in a public forum. A majority of the Commission shall constitute a quorum, and an affirmative vote equal to a majority of the full Commission shall be necessary for the adoption of any motion.

(c) *Minutes.* The Commission shall keep minutes and records of all meetings and proceedings, including voting records, attendance, resolutions, findings, determinations, and decisions. Such records shall be filed in the office of the Secretary of the Commission and shall be open for public inspection.

## **Section VI. Rules and Regulations**

The Historical Preservation Commission shall make and prescribe such rules and regulations reasonably necessary and appropriate for the proper administration and enforcement of the provisions of this chapter. Such rules and regulations shall conform to the provisions of this chapter and shall not conflict with the Constitution and General Laws of the State of Florida, and shall govern and control procedures, hearings and actions of the Commission. No such rules and regulations shall become effective until a public hearing has been held upon the proposed rules and regulations, and any amendments or modifications thereto, and the same have been approved by the St. Lucie Board of County Commissioners and filed with the Clerk of the County. Upon approval by the Board of County Commissioners, such rules and regulations shall have the force and effect of law within St. Lucie County, Florida.

## **Section VII. Functions, Powers and Duties**

The Historical Preservation Commission shall have the following powers and duties:

- i. Adopt or amend Rules of Procedure.
- ii. Designate individual sites, historic districts and archaeological zones.
- iii. Issue or deny Certificates of Appropriateness and Certificates to Dig.
- iv. Approve historical markers for properties listed in the St. Lucie County Register of Historic Places.
- v. Recommend building and zoning amendments to the proper authorities.
- vi. Establish criteria for staff to issue Standard Certificates of Appropriateness.
- vii. Review and update the St. Lucie County Historic Resources Survey for its quality and inclusiveness.
- viii. Promote the awareness of historic preservation concerns throughout the community.
- ix. Recommend the acceptance of donations of real property to the Board of County Commissioners.

- x. Recommend as appropriate that certain provisions of the zoning code be varied, waived or superceded as a means of encouraging historic preservation.
- xi. Contact public and private organizations and individuals for the purpose of arranging intervening agreements that may lead to the preservation of historic resources that might otherwise be demolished.
- xii. Evaluate and comment upon decisions made by other public agencies that affect the physical development and appearance of architecturally, archaeologically or historically significant sites, districts and archaeological zones.
- xiii. Recommend to the Board of County Commissioners that the Commission consider adopting an ordinance that provides for exemptions to ad valorem taxes for historic properties, subject to the requirements contained this ordinance and Section 196.1997, *Florida Statutes*.

(MUST APPLY FOR CLG STATUS AND RECEIVE THEN ADD A PROVISION FOR THE H.P. COMMISSION TO REVIEW NATIONAL REGISTER NOMINATIONS.)

## **Article IV. Designation Process and Procedure**

### **Section I. Criteria**

- (1) The Commission shall have the authority to designate buildings, sites, districts, landscape features, objects, structures and archeological resources as individual sites, districts or archeological zones that are significant in St. Lucie County's history, architecture, archeology or culture and possess an integrity of location, design, setting, materials, workmanship, feeling or association, or:
  - (a) Are associated with distinctive elements of the cultural, social, political, economic, scientific, religious, prehistoric and architectural history that have contributed to the pattern of history in the community, St. Lucie County, the region, the state or the nation; or
  - (b) Are associated with the lives of persons significant in our past; or
  - (c) Embody the distinctive characteristics of a type, period, style or method of construction or work of a master; or that possess high artistic value; or that represent a distinguishable entity whose components may lack individual distinction; or
  - (d) Have yielded, or are likely to yield information in history or prehistory; or
  - (e) Are listed in the National Register of Historic Places.

- (2) Certain properties, which include cemeteries, birthplaces, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, properties commemorative in nature and properties that have achieved significance within the last fifty (50) years, will not normally be considered for designation. 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 of historical importance;
  - (b) A building or structure removed from its location but which is primarily significant for architectural value, or is the surviving structure most importantly associated with an historic event or person; or
  - (c) There is no other appropriate site or building directly associated with his/her productive life.
  - (d) A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, distinctive design features, or from association with historic events.
  - (e) A property primarily commemorative in intent if design, age, tradition or symbolic value has invested it with its own historical significance.
  - (f) A property or district achieving significance within the past fifty (50) years if it is of exceptional importance.

## **Section II. Procedures for Historic Designation**

Properties that meet the criteria for local historic sites and local historic districts set forth in Section I shall be designated according to the following procedures:

- (1) *Petition of the owner.* The owner(s) of any property in St. Lucie County may petition the Historical Preservation Commission for designation of their property as an individual site, district or archaeological zone provided that they appear before the Commission with sufficient information to warrant the investigation of the property for future designation and the Commission finds that the property may be worthy of designation. The Commission shall, based on its findings, either direct the staff to begin the designation process or deny the petition. Nothing in this subsection shall be deemed to restrict the power of the Historical Preservation Commission to initiate the designation process pursuant to this section.
- (2) *Directive of the Commission.* The Commission shall either accept or deny the application. By accepting the application, the Commission must set a date for a

public hearing and shall direct staff to complete the designation report and notify the proper parties of the public hearing.

- (3) *Designation Reports.* Prior to the designation of an individual site, a district, or an archaeological zone, an investigation and designation report must be prepared, which is reviewed by the Historic Preservation Officer for its completeness and scholarship, and filed with the Commission. All reports must address the following:
- (a) Legal description of the property.
  - (b) The historical, cultural, architectural or archaeological significance or how the property fulfills the criteria for designation.
  - (c) Boundaries for individual historic sites and a recommendation of boundaries for districts and archaeological zones. When a district is recommended, the report must identify those properties which are considered “contributing” (i.e., that they contribute to creating the historic character of the district) or “non-contributing” (i.e., that they do not contribute to creating the character of the district), but which require regulation in order to control potentially adverse influences on the character and integrity of the district. The standards for regulating non-contributing properties shall provide that a Certificate of Appropriateness shall be required for alterations and new construction on such properties.
  - (d) Zoning Regulations. Every historic site and historic district may include detailed zoning regulations made to be compatible with its designation. Such regulations may be designed to supplant or modify any element of existing zoning regulations, including but not limited to use, floor area ratio, density, height, set-backs, parking, minimum lot size or create any additional regulations provided for in this section. The zoning amendment may identify individual properties, improvements, landscape features or sites for which different regulations; standards and procedures may be required.
  - (e) The report shall also contain a location map and photographs of all exterior surfaces (and interiors, when applicable).
  - (f) Optional Designation of Interiors. Normally interior spaces shall not be subject to regulation under this section; however, in cases of existing structures that possess interior spaces that are of exceptional architectural, artistic or historical importance, and are interior spaces which are customarily open to the public, they may be specifically designated. The Designation Report shall describe precisely those features subject to review and shall set forth standards and guidelines for such regulations.

- (g) Designation reports shall also include a copy of any survey materials related to such property, the property appraiser's records of such property and a copy of the Public Hearing newspaper advertisement.
- (4) *Notification of owner.* For each proposed designation of an individual site, district or archaeological zone, the Commission is encouraged to obtain the permission of the property owner(s) within the designated area, and is responsible for mailing a copy of the designation report to the owner(s) as notification of the intent of the Commission to consider designation of the property at least fifteen (15) days prior to a public hearing held pursuant to this section.
- (5) *Notification of government agencies.* Upon filing of a designation report, the Secretary of the Commission shall immediately notify the appropriate building and zoning department, the appropriate public works department and any other County or municipal agency, including agencies with demolition powers, that may be affected by said filing.
- (6) *Notification of a public hearing.* For each individual site, district or archaeological zone proposed for designation, a public hearing must be held no sooner than fifteen (15) days and within sixty (60) days from the date a designation report has been filed with the Commission. Property owners within a radius of 150' from the area proposed for designation shall receive a courtesy notice of the hearing, to be mailed at least ten (10) days prior to the date of the hearing. Owners of record of the proposed designated properties, shall be notified of the public hearing by certified mail to the last known address of the party being served; however, failure to receive such notice shall not invalidate the same as such notice shall also be perfected by publishing a copy thereof in a newspaper of general circulation at least ten (10) days prior to the hearing. Owners shall be given an opportunity at the public hearing to object to the proposed designation.
- (7) *Requirement of prompt decision and notification.* Within seven (7) days of a public hearing on a proposed historic site, district or archeological zone, the Commission shall make a decision to approve, deny or amend the proposed designation and shall forward its recommendation to the Board of County Commissioners for final approval.
- (8) The Board of County Commissioners shall either approve, deny or approve with conditions the designation, and shall designate the property by resolution. The following parties shall be notified of its actions with a copy of the resolution.
- (a) The appropriate building and zoning department;
  - (b) The County Clerk;
  - (c) The appropriate municipal clerk, when necessary;

- (d) Owner(s) of the designated property and other parties having an interest in the property, if known;
  - (e) The appropriate planning department;
  - (f) The appropriate public works department;
  - (g) Any other County or municipal agency, including agencies with demolition powers, that may be affected by this action; and the
  - (h) St. Lucie County Property Appraiser.
- (9) *Amendment or rescission.* The Commission may amend or rescind any designation provided it complies with the same manners and procedures used in the original designation.
- (10) *Appeal of Designation.* A party aggrieved by a designation decision may appeal such decision to the Board of County Commissioners in the manner provided for in this ordinance.
- (11) *Moratorium.* Upon the filing of a designation report by the staff, the owner(s) of the real property which is the subject matter of the designation report or any individual or private or public entity shall not:
- (a) Erect any structure on the subject property; or
  - (b) Alter, restore, renovate, move or demolish any structure on the subject property until such time as final administrative action, as provided by this ordinance, is completed.
- (12) *Recording of designation.* The Board shall provide the Clerk of the Circuit Court with all designations for the purpose of recording such designation and the Clerk of the Circuit Court shall thereupon record the designation according to law.

## **Article V. Certificate of Appropriateness**

### **Section I. Required**

No building, site, landscape feature, object, structure, or archeological site or zone within St. Lucie County which has been designated an individual site or historic district or documented as historic within the St. Lucie County Historic Resources Survey shall be altered, restored, rehabilitated, excavated, moved or demolished until an application for a Certificate of Appropriateness regarding any architectural features, landscape features or site improvements has been submitted to and approved pursuant to the procedures in this section. Architectural features shall include, but not be limited to, the architectural style,

scale, massing, siting, general design and general arrangement of the exterior of the building or structure, including the type, style and color of roofs, windows, doors and appurtenances. Architectural features shall include, when applicable, interior spaces where interior designation has been given pursuant to Article IV. Landscape features and site improvements shall include, but are not limited to, site regarding, subsurface alterations, fill deposition, paving, landscaping, walls, fences, courtyards, signs and exterior lighting. No Certificate of Appropriateness shall be approved unless the architectural plans for said construction, alteration, excavation, restoration, rehabilitation, relocation or demolition are approved by the Historical Preservation Commission.

## **Sec. II. Forms and Fees**

Applications for Certificates of Appropriateness must be made on forms approved and provided by the Historical Preservation Commission and must be submitted with a \$XX processing fee (payable to the County) to the Historic Preservation Officer.

## **Sec. III. Pre-application Conference**

Before submitting an application for a Certificate of Appropriateness, an applicant is encouraged to confer with the Historic Preservation Officer to obtain information and guidance before entering into binding commitments or incurring substantial expenses in the preparation of plans, surveys and other data. At the request of the applicant, the Historic Preservation Officer, or any member of the Commission, an additional pre-application conference shall be held between the applicant and the Commission or its designated representative. The purpose of such conference shall be to further discuss and clarify preservation objectives and guidelines. In no case, however, shall any statement or representation made prior to the official application review be binding on the Historical Preservation Commission, the Board of County Commissioners, or any County department.

## **Sec. IV. Guidelines for Review and Issuance**

The U.S. *Secretary of the Interior's Standards for the Rehabilitation* are hereby adopted as the standards by which applications for any Certificates of Appropriateness are to be measured and evaluated. In adopting these guidelines, it is the intent of this Ordinance to promote the proper maintenance, restoration, preservation, rehabilitation appropriate to the property, and compatible contemporary designs which are harmonious with the exterior architecture and landscape features of neighboring buildings, sites and streetscapes. From time to time, the Commission may adopt additional standards to preserve and protect special features unique to the County. Based on the *Secretary of the Interior's Standards*, the designation report, a complete application, any additional plans, drawings, photographs and samples of materials to fully describe the proposed project, the Historical Preservation Commission may approve or deny the application for a Certificate of Appropriateness.



**Sec. V. Standard Certificates of Appropriateness**

Where the action proposed in an application is a minor improvement to a designated site or contributing resource within a historic district, as specified by the rules of procedure of the Commission, and is in accord with the guidance as set forth in Section XXXX, the Historic Preservation Officer shall, within ten (10) calendar days of receipt of the complete application, approve or deny the application. The findings of the staff shall be mailed to the applicant within three (3) days of the staff's decision, accompanied by a statement that explains the staff's decision. The applicant shall have an opportunity to challenge the staff's decision by applying for a Special Certificate of Appropriateness, within thirty (30) days of the staff's findings. Further, the applicant may also request that his/her application be classified as a Special Certificate of Appropriateness so that the Historical Preservation Commission will consider it.

**Sec. VI. Special Certificates of Appropriateness**

Where the action proposed in an application involves a major alteration, relocation or demolition to a designated site or contributing resource within a historic district, as specified by the rules of procedure of the Commission, or where the Historic Preservation Officer finds that the action proposed in an application is not clearly in accord with the guidelines as set forth in Section IV, the application shall be classified as a Special Certificate of Appropriateness and the following procedures shall govern.

- (1) Public Hearing. When a complete application is received, the Historic Preservation Officer shall place the application on the next regularly scheduled meeting of the commission. The Commission shall hold a public hearing with notice of the application and the time and place of the hearing as follows:
  - (a) The applicant shall be notified by mail at least ten (10) calendar days prior to the meeting.
  - (b) Any individual or organization requesting such notification and paying any established fees therefore shall be notified by mail at least ten (10) calendar days prior to the hearing.
  - (c) An advertisement shall be placed in a newspaper at least ten (10) calendar days prior to the hearing.
  - (d) The Commission shall act upon an application for a Special Certificate of Appropriateness within sixty (60) days of the receipt of application materials that adequately describe the proposed action.
  - (e) The Commission shall approve, deny or approve with conditions, subject to the acceptance of those conditions by the applicant. The Commission may suspend action on the application for a period not to exceed thirty (30) days, in order to seek technical advice from outside

its members, or to meet further with the applicant to revise or modify the application.

- (f) The decision of the Commission shall be issued in writing. Evidence of approval shall be by Certificate of Appropriateness issued by the Commission or its designated staff. When an application is denied, the Commission's notice shall provide an adequate written explanation of its decision.

## **Sec. VII. Demolition**

- (1) Demolition of a designated building, site, district, landscape feature, object, structure, or archaeological site or zone, or such resource that has been documented as historic within the St. Lucie County Historic Resources Survey, may occur pursuant to an order of a government agency or a court of competent jurisdiction or pursuant to an approved application by the owner for a Special Certificate of Appropriateness.
- (2) Government agencies having the authority to demolish unsafe structures shall receive notice of designation of buildings, sites, districts, landscape features, objects, structures, and archaeological sites or zones. The Commission shall be deemed an interested party and shall be entitled to receive notice of any public hearings conducted by said government agency regarding demolition of any property designated or documented as historic within the St. Lucie County Historic Resources Survey. The Commission may make recommendations and suggestions to the government agency and the owner(s) relative to the feasibility of and the public interest in preserving the designated property.
- (3) No permit for voluntary demolition of a designated building, structure, landscape feature, object or archaeological site or zone, or such resource that has been documented as historic within the St. Lucie County Historic Resources Survey, shall be issued to the owner(s) thereof until an application for a Special Certificate of Appropriateness has been submitted and approved pursuant to the procedures in this Section. Refusal by the Commission to grant a Special Certificate of Appropriateness shall be evidenced by written order detailing the public interest, which is sought to be preserved. The Commission shall be guided by the criteria contained in Section XXXX subsection (d) herein. The Commission may grant a Special Certificate of Appropriateness, which may provide for a delayed effective date of up to six (6) months. The effective date shall be determined by the Commission based upon the relative significance of the structure and the probable time required to arrange a possible alternative to demolition. During the demolition delay period, the Commission may take such steps as it deems necessary to preserve the structure concerned, in accordance with the purposes of this chapter. Such steps may include, but shall not be limited to, consultation with civic groups, public agencies and interested citizens, recommendations for acquisition of property by

public or private bodies or agencies, and exploration of the possibility of moving one (1) or more structures or other features.

- (4) In addition to all other provisions of this Section, the Commission shall consider the following criteria in evaluating applications for Special Certificates of Appropriateness for the demolition of a historic building, site, landscape feature, object, structure, or archaeological site or zone.
  - (a) Is the historic resource of such interest or quality that it would reasonably meet national, state or local criteria for designation?
  - (b) Is the historic resource of such design, craftsmanship, or material that it could be reproduced only with great difficulty and/or expense?
  - (c) Is the historic resource one of the last remaining examples of its kind in the county or the region?
  - (d) Does the historic resource contribute significantly to the historic character of a designated historic district?
  - (e) Would retention of the historic resource promote the general welfare of the County by providing an opportunity for study of local history, architecture and design or by developing an understanding of the importance and value of a particular culture and heritage?
  - (f) Are there definite plans for reuse of the property where the historic resource is located, if the proposed demolition is carried out, and what will be the effect of those plans on the character of the surrounding area?
- (5) No building permit shall be issued by the Director of the Building Department that affects any designated property, or property documented as historic within the St. Lucie County Historic Resources Survey, in St. Lucie County without a Certificate of Appropriateness.
- (6) All work performed pursuant to the issuance of any Certificate of Appropriateness shall conform to the requirements of the certificate. The Board of County Commissioners shall designate an appropriate official to assist the Commission by making necessary inspections in connection with enforcement of this chapter and shall be empowered to issue a stop work order if performance is not in accordance with the issued certificate. No work shall proceed as long as a stop work order continues in effect. Copies of inspection reports shall be furnished to the Commission and copies of any stop work orders both to the Commission and the applicant. The Building Department Director or appropriate official and staff for the Commission shall be responsible for ensuring that any work not in accordance with an issued Certificate of Appropriateness shall be corrected to comply with the Certificate of Appropriateness prior to withdrawing the stop work order.

- (7) For the purpose of remedying emergency conditions determined to be dangerous to life, health or property, nothing contained herein shall prevent the making of any temporary construction, reconstruction or other repairs to a building or site in St. Lucie County, pursuant to an order of a government agency or a court of competent jurisdiction. The owner of a building damaged by fire or natural calamity shall be permitted to stabilize the building immediately without Commission approval, and to rehabilitate it later under the normal review procedures to this chapter.
- (8) If no action upon an application is taken within sixty (60) days from the date of application, such application shall be deemed to have been approved and no other evidence of approval shall be needed. This time limit may be waived by mutual written consent of the applicant and the Commission.
- (9) The Commission shall have the authority to review applications for Certificates of Appropriateness for all property in St. Lucie County, however owned, by either private or public parties. The purposes of this chapter shall apply equally to plans, projects or work executed or assisted by any private party, governmental body or agency, department, authority or Board of the City, County or State.

### **Sec. VIII. Economic Hardship**

Where, by reason of particular site conditions and restraints, or because of unusual circumstances applicable solely to the particular applicant, strict enforcement of the provisions of this chapter would result in serious undue economic hardship to the applicant, the Commission shall have the power to vary or modify adherence to this Section; provided always that its requirements ensure harmony with the general purposes hereof and will not adversely affect St. Lucie County.

- (1) In any instance where there is a claim of undue economic hardship, the owner may submit, by affidavit, to the Commission at least fifteen (15) days prior to the public hearing, the following information:
  - (a) For all property:
    - (i) The amount paid for the property, the date of purchase and the party from whom purchased;
    - (ii) The assessed value of the land and improvements thereon according to the two (2) most recent assessments;
    - (iii) Real estate taxes for the previous two (2) years;
    - (iv) Annual debt service, if any, for the previous two (2) years;
    - (v) All appraisals obtained within the previous two (2) years by the owner or applicant in connection with his purchase, financing or ownership of the property;

- (vi) Any listing of the property for sale or rent, price asked and offers received, if any;
  - (vii) Any consideration by the owner as to profitable adaptive uses for the property;
  - (viii) An estimate of the cost of the proposed demolition or relocation;
  - (ix) A report from a licensed engineer or architect with experience in rehabilitation as to the structural soundness of the structure, and its suitability for relocation and/or rehabilitation; and
  - (x) An estimate from an architect, developer, real estate consultant, appraiser or other professional as to the economic feasibility of the rehabilitation of adaptive use of the existing structure.
- (b) For income-producing property:
- (i) Annual gross income from the property for the previous two (2) years;
  - (ii) Itemized operating and maintenance expenses for the previous two (2) years; and
  - (iii) Annual cash flow, if any, for the previous two (2) years.
- (2) The Commission may require that an applicant furnish such additional information as the Commission believes is relevant to its determination of undue economic hardship and may provide in appropriate instances that such additional information be furnished under seal. In the event that any of the required information is not reasonably available to the applicant and cannot be obtained by the applicant, the applicant shall file with his/her affidavit a statement of the information that cannot be obtained and shall describe the reasons why such information cannot be obtained.

## **Sec. IX. Maintenance of designated properties**

Nothing in this chapter shall be construed to prevent the ordinary maintenance or repair of any exterior elements of any building or structure which does not involve a change of design, appearance or material, and which does not require a building permit.

## Article VI. Certificate to Dig

### Section I.

Within an archeological zone, new construction, filling, digging, the removal of trees, or any other activity that may alter or reveal an archeological site shall be prohibited without a certificate to dig. All applications to all appropriate municipal or County agencies involving new construction, large-scale digging, the removal of trees or any other activity that may reveal or disturb an archeological site in an archeological zone shall require a Certificate to Dig before approval. Based on the designation report for the archeological zone, a complete application for a Certificate to Dig and any additional guidelines the Commission may deem necessary, the staff of the Commission shall, within ten (10) days from the date the completed application has been filed, approve the application for a Certificate to Dig by the owners of a property in a designated archeological zone. The Certificate to Dig may be made subject to specified conditions, including but not limited to conditions regarding site excavation. In order to comply with the site excavation requirements of the Certificate to Dig, the applicant may agree to permit a professional archaeologist who meets the *Secretary of the Interior's Standards* and is a member of the Register of Professional Archaeologists to conduct excavations from the time of the approval of the Certificate to Dig until the effective date thereof. The findings of the staff shall be mailed to the applicant by registered mail promptly. The applicant shall have the opportunity to challenge the staff decision or any conditions attached to the Certificate to Dig by requesting a meeting of the Commission. The Commission shall convene within thirty-five (35) days after such a request and shall make every effort to review and reconsider the original staff decision to arrive at an equitable decision. The decision of the Commission shall be reduced to writing within seven (7) days from the date of the meeting.

- (1) *Approved Certificates to Dig.* Approved Certificates to Dig shall contain an effective date not to exceed sixty (60) days, at which time the proposed activity may begin, unless the Commission decides to designate the site in question as an individual site or district. In that case, all the rules and regulations pertaining to the designation process shall apply from the date the designation report has been filed.
  - (a) All work performed pursuant to the issuance of a Certificate to Dig shall conform to the requirements of such Certificate. It shall be the duty of the appropriate government agencies and the staff of the Commission to inspect from time to time any work pursuant to such Certificate to assure compliance. In the event work is performed not in accordance with such Certificate, the Community Development Director shall be empowered to issue a stop work order and all work shall cease. No person, firm or corporation shall undertake any work on such projects as long as such stop work order shall continue in effect.

## **Article VII. Appeals**

Within twenty (20) days of the written decision of the Commission, an aggrieved party may appeal the decision by filing a written notice of appeal with the Clerk of the Board of County Commissioners. The notice of appeal shall state the decision which is being appealed, the grounds for the appeal, and a brief summary of the relief which is sought. Within sixty (60) days of the filing of the appeal or the first regular County Commission meeting which is scheduled, whichever is later in time, the County Commission shall conduct a public hearing at which time they may affirm, modify or reverse the decision of the Historical Commission. Nothing contained herein shall preclude the County Commission from seeking additional information prior to rendering a final decision. The decision of the County Commission shall be in writing and a copy of the decision shall be forwarded to the Historical Commission and the appealing party.

Within the time prescribed by the appropriate Florida Rules of Appellate Procedure, a party aggrieved by a decision of the County Commission may appeal an adverse decision to the Circuit Court in and for St. Lucie County, Florida. The party taking the appeal shall be required to pay to the Clerk of the Board the sum of one hundred dollars (\$100.00) to defray the costs of preparing the record on appeal.

## **Article VIII. Penalties**

Failure by an owner of record or any individual or private or public entity to comply with any provisions of this ordinance shall constitute a violation hereof and shall be punishable by civil or criminal penalties including a fine not more than five hundred dollars (\$500.00) per day for each day the violation continues and including a requirement that any work performed contrary to this chapter must be removed and the property returned to its condition prior to commencement of said action.

## **Article IX. Incentives**

All properties designated as individual sites or as designated properties within a district shall be eligible, upon application by the owner(s), for any available financial assistance set aside for historic preservation by St. Lucie County contingent on the availability of funds and the scope of the project as described in the application.

### **Sec. I. Tax exemptions for rehabilitations to historic properties**

- (1) *Scope of tax exemptions.* A method is hereby created for the Board of County Commissioners, at its discretion, to allow tax exemptions for the restoration, renovation, or rehabilitation of historic properties. The exemption shall apply to one hundred percent (100%) of the assessed value of all improvements to historic properties which result from restoration, renovation, or rehabilitation made on or after the effective date of this ordinance. The exemption applies only to taxes levied

by St. Lucie County. The exemption does not apply to taxes levied for the payment of bonds or to taxes authorized by a vote of the electors pursuant to Section 9(b) or Section 12, Article VII of the Florida Constitution. The exemption does not apply to personal property. The exemption under this ordinance does not apply to properties within a community redevelopment area previously or hereafter established pursuant to Part III of Chapter 163, *Florida Statutes*, by either the Board of County Commissioners of St. Lucie County or the governing body of any city or other municipality within St. Lucie County

(2) *Duration of tax exemptions.* Any exemption granted under this section to a particular property shall remain in effect for ten (10) years. The Board of County Commissioners shall have the discretion to set a lesser term if requested by the property owner in the original application and covenant. The term of the exemption shall be specified in the ordinance approving the exemption. The duration of the exemption as established in the ordinance granting the exemption shall continue regardless of any change in the authority of the County to grant such exemptions or any change in ownership of the property. In order to retain an exemption, however, the historic character of the property, and improvements which qualified the property for an exemption, must be maintained in their historic state over the period for which the exemption was granted.

(3) *Eligible properties and improvements.*

(a) Property is qualified for an exemption under this section if:

(i) At the time the exemption is granted the property:

- a. Is individually listed in the National Register of Historic Places pursuant to the National Historic Preservation Act of 1966, as amended; or
- b. Is identified as a contributing property in a National Register of Historic Places listed district;
- c. Is designated as an individual historic property; or
- d. Is identified as a contributing property to a historic district, under the terms of the St. Lucie County Ordinance.

(ii) The St. Lucie County Historical Preservation Commission has certified to the Board of County Commissioners that the property for which an exemption is requested satisfies paragraph (i).



- (b) In order for an improvement to a historic property to qualify the property for an exemption, the improvement must:
- (i) Be consistent with the U.S. *Secretary of the Interior's Standards for Rehabilitation*; and
  - (ii) Be determined by the St. Lucie Historical Preservation Commission to meet the criteria established in the Rule 1A-38, *Florida Administrative Code*.
- (4) *Applications*. Any person, firm, or corporation that desires an ad valorem tax exemption for the improvement of a historic property must, in the year the exemption is desired to take effect, file with the Board of County Commissioners a written application on a form prescribed by the Department of State. The application must include the following information:
- (a) The name of the property owner and the location of the historic property;
  - (b) A description of the improvements to real property for which an exemption is requested and the date of commencement of construction of such improvements;
  - (c) Proof, to the satisfaction of the St. Lucie County Historical Preservation Commission, that the property this is to be rehabilitated or restored is a historic property under this section;
  - (d) Proof, to the satisfaction of the St. Lucie County Historical Preservation Commission, that the improvements to the property will be consistent with the U.S. *Secretary of Interior's Standards for Rehabilitation*;
  - (e) Other information identified in appropriate Department of State regulations, or requested by the St. Lucie County Historical Preservation Commission; and
  - (f) If the property is within the jurisdiction of the St. Lucie County Historical Preservation Commission, a completed application for a Certificate of Appropriateness for the qualifying restoration or rehabilitation.
- (5) *Required covenant*. To qualify for an exemption, the property owner must enter into a covenant or agreement with the Board of County Commissioners for the term for which the exemption is granted. The form of the covenant or agreement must be established by the Department of State and must require that the character of the property, and the qualifying improvements to the property, be maintained during the period that the exemption is granted. The covenant or agreement shall be binding on the current property owner, transferees, and their heirs, successors, or assigns. Violation of the covenant or agreement results in the property owner being

subject to the payment of the differences between the total amount of taxes which would have been due in March in each of the previous years in which the covenant or agreement was in effect had the property not received the exemption and the total amount of taxes actually paid in those years, plus interest on the difference calculated as provided in Section 212.12(3), *Florida Statutes*.

- (6) The St. Lucie County Historical Preservation Commission, or its successor, is designated to review applications for exemptions. The St. Lucie County Historical Preservation Commission must recommend that the Board of County Commissioners grant or deny the exemption. Such reviews must be conducted in accordance with rules adopted by the Department of State. The recommendation, and the reasons therefore, must be provided to the applicant and to the Board of County Commissioners before consideration of the application at an official meeting of the Board of County Commissioners.
- (7) *Approval by Board of County Commissioners.* A majority vote of the Board of County Commissioners shall be required to approve a written application for exemption. Such exemption shall take effect on the January 1 following substantial completion of the improvement. The Board of County Commissioners shall include the following in the resolution approving the written application for exemption:
  - (a) The name of the owner and the address of the historic property for which the exemption is granted;
  - (b) The period of time for which the exemption will remain in effect and the expiration date of the exemption; and
  - (c) A finding that the historic property meets the requirements of this section.

**APPENDIX B:**  
**IDENTIFIED RESOURCES IN ST. LUCIE COUNTY**

**COMPREHENSIVE LIST OF SURVEYED BUILDINGS AND CEMETERIES IN  
UNINCORPORATED ST. LUCIE COUNTY**

<b>FMSF #</b>	<b>Survey Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL69	044	Casa Caprona/2605 St. Lucie Boulevard	Mediterranean Revival	c.1926
8SL77	538	Captain Hammond House/5775 South Citrus Avenue	Frame Vernacular	c.1901
8SL78	167	Fairmont Manor/5707 South Indian River Drive	Greek Revival	1896
8SL80	007	5101 Header Canal Road	Frame Vernacular	c.1929
8SL81	005	16414 Okeechobee Road	Frame Vernacular	c.1925
8SL82	004	16410 Okeechobee Road	Frame Vernacular	c.1925
8SL83	003	16406 Okeechobee Road	Frame Vernacular	c.1925
8SL84	013	Hayes House/3396 South Brocksmith Road	Bungalow	c.1929
8SL85	012	3550 South Brocksmith Road	Colonial Revival	c.1960
8SL88	008	4391 McCarty Road	Frame Vernacular	c.1925
8SL89	009	3755 McCarty Road	Masonry Vernacular	c.1929
8SL90	011	12106 Okeechobee Road	Frame Vernacular	c.1945
8SL91	526	Oma James Grocery/12991 Okeechobee Road	Frame Vernacular	c.1930
8SL92	018	Tate Williams House/3620 11 Mile Road	Frame Vernacular	c.1938
8SL93	020	A.M. Sample House/4395 11 Mile Road	Frame Vernacular	c.1920
8SL94	021	10185 Muller Road	Frame Vernacular	c.1925
8SL95	017	3549 11 Mile Road	Frame Vernacular	c.1920
8SL97	016	Letts House/11006 Okeechobee Road	Frame Vernacular	c.1920
8SL98	015	Old Standard Growers House/9101 Okeechobee Road	Frame Vernacular	c.1915
8SL99	030	2950-A Coolidge Road	Frame Vernacular	c.1929
8SL100	031	Keystone Grove/2950 Coolidge Road	Frame Vernacular	c.1915
8SL101	029	8101 Okeechobee Road	Frame Vernacular	c.1915
8SL102	028	8026 Okeechobee Road	Frame Vernacular	c.1925
8SL103	027	Coolidge House/7958 Okeechobee Road	Frame Vernacular	c.1915
8SL104	026	7652 Okeechobee Road	Frame Vernacular	c.1925
8SL106	014	3200 South Jenkins Road	Frame Vernacular	c.1920
8SL108	001	26001 Orange Avenue	Frame Vernacular	c.1937
8SL109	006	4196 Header Canal Road	Frame Vernacular	c.1920
8SL111	037	2626 North Kings Highway	Frame Vernacular	c.1929
8SL113	036	Taylor Dairy Farmhouse/2395 Taylor Dairy Road	Frame Vernacular	c.1915
8SL114	024	3920 Seminole Road	Frame Vernacular	c.1925

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL115	023	Fort Pierce Farms Schoolhouse/8850 Indrio Road	Frame Vernacular	c.1915
8SL116	025	5775 Russos Road	Masonry Vernacular	c.1929
8SL117	038	Edwin Binney Estate/6701 Indrio Road	Mediterranean Revival	c.1919
8SL120	080	5698 South U.S. Highway 1	Frame Vernacular	c.1920
8SL121	081	6010 South U.S. Highway 1	Frame Vernacular	c.1915
8SL124	115	Nels Hansen House/5102 South Oleander Avenue	Frame Vernacular	1914
8SL125	116	Captain Hansen House/5101 South Oleander Avenue	Frame Vernacular	1895
8SL126	100	White City School/905 West 2 <sup>nd</sup> Street	Colonial Revival	c.1927
8SL127	099	Chamberlin House/1001 West 2 <sup>nd</sup> Street	Frame Vernacular	c.1915
8SL128	098	Richard Hayes House/1002–1006 West 2 <sup>nd</sup> Street	Bungalow	c.1935
8SL129	097	1003 West 2 <sup>nd</sup> Street	Frame Vernacular	c.1920
8SL130	096	John Small House/1013 West 2 <sup>nd</sup> Street	Frame Vernacular	c.1920
8SL132	077	Gustav Ringdahl House/1203 West 1 <sup>st</sup> Street	Frame Vernacular	1898
8SL133	076	Irene Peterson House/1108 West 1 <sup>st</sup> Street	Frame Vernacular	c.1930
8SL134	072	Nels Jorgensen House/5006 South Citrus Avenue	Frame Vernacular	c.1925
8SL135	073	Andrew Jorgensen House/5004 South Cypress Avenue	Frame Vernacular	c.1925
8SL136	075	John Waldron House/1009 West 1st Street	Frame Vernacular	c.1929
8SL137	074	Bob Hayes House/1001 West 1 <sup>st</sup> Street	Frame Vernacular	c.1910
8SL138	090	Mary Kerr House/5204 South Citrus Avenue	Masonry Vernacular	c.1920
8SL139	095	Ray Kerr House/5704 South Citrus Avenue	Frame Vernacular	c.1929
8SL140	094	Charlie Moore House/5701 South Citrus Avenue	Colonial Revival	c.1924
8SL141	093	5602 South Citrus Avenue	Frame Vernacular	c.1925
8SL142	092	5400 South Citrus Avenue	Frame Vernacular	c.1905
8SL143	091	5308 South Citrus Avenue	Colonial Revival	c.1929
8SL144	078	1001 West Enders Road	Frame Vernacular	c.1925
8SL146	109	Ulrich House/1310 West Midway Road	Bungalow	c.1920
8SL147	079	4911 Magnolia Avenue	Colonial Revival	c.1929
8SL148	071	1109 West Midway Road	Frame Vernacular	c.1920

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL150	070	Stetcher House/1103 West Midway Road	Frame Vernacular	1917
8SL151	107	Islamic Center/1104 West Midway Road	Frame Vernacular	c.1914
8SL152	108	1010 West Midway Road	Frame Vernacular	c.1920
8SL154	069	Lawrence White House/1005 West Midway Road	Frame Vernacular	1917
8SL155	106	White City Mercantile Building/1000 West Midway Road	Frame Vernacular	c.1900
8SL156	084	4809 Sunrise Boulevard	Frame Vernacular	c.1925
8SL157	083	Potter House/4713 Sunrise Boulevard	Frame Vernacular	c.1905
8SL158	082	Rickerson House/4601 Sunrise Boulevard	Frame Vernacular	c.1929
8SL159	119	Burt Bell House/3603 Sunrise Boulevard	Bungalow	c.1918
8SL160	120	O. A. Charles House/3519 Sunrise Boulevard	Frame Vernacular	c.1920
8SL161	121	3419 Sunrise Boulevard	Bungalow	c.1920
8SL162	123	3115 Sunrise Boulevard	Masonry Vernacular	c.1925
8SL163	124	3109 Sunrise Boulevard	Frame Vernacular	c.1925
8SL165	064	3195 McNeil Road	Frame Vernacular	c.1925
8SL166	062	3158 McNeil Road	Frame Vernacular	c.1929
8SL167	063	3163 McNeil Road	Frame Vernacular	c.1929
8SL168	061	2602 McNeil Road	Frame Vernacular	c.1925
8SL169	056	2311 South 36 <sup>th</sup> Street	Frame Vernacular	c.1929
8SL170	057	2307 South 36 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL171	058	2304 South 39 <sup>th</sup> Street	Frame Vernacular	c.1925
8SL172	060	2810 South 35 <sup>th</sup> Street	Frame Vernacular	c.1920
8SL173	059	3652 Kirby Loop Road	Frame Vernacular	c.1915
8SL174	066	Crooks House/3100 Old Edwards Road	Frame Vernacular	c.1920
8SL175	065	3121 Old Edwards Road	Frame Vernacular	c.1929
8SL176	067	3398 South 25 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL177	068	4665 South 25 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL178	122	3208 Sunrise Boulevard	Masonry Vernacular	c.1925
8SL179	118	4111 South Oleander Avenue	Frame Vernacular	c.1915
8SL182	117	4901 South Oleander Avenue	Frame Vernacular	c.1929
8SL183	089	4911 Elm Avenue	Frame Vernacular	c.1900
8SL184	088	4909 Elm Avenue	Frame Vernacular	c.1900
8SL185	085	4801 Elm Avenue	Frame Vernacular	c.1900
8SL186	086	4906 Elm Avenue	Frame Vernacular	c.1920
8SL187	087	4908 Elm Avenue	Frame Vernacular	c.1929
8SL188	104	Christensen House/511 West Midway Road	Frame Vernacular	c.1895

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL189	105	Roma Rasmussen House/1400 East Midway Road	Frame Vernacular	c.1894
8SL191	114	Peter Jensen House/5306 South Oleander Avenue	Frame Vernacular	1898
8SL193	113	Pete Robinson House/5902 South Oleander Avenue	Frame Vernacular	c.1905
8SL194	112	Seese House/6001 South Oleander Avenue	Dutch Colonial Revival	c.1905
8SL195	111	George Hackney House/6300 South Oleander Avenue	Frame Vernacular	c.1935
8SL196	110	Hammley House/6400 South Oleander Avenue	Frame Vernacular	c.1905
8SL197	102	All Florida Insurance/382 East Midway Road	Frame Vernacular	c.1920
8SL198	103	385 East Midway Road	Frame Vernacular	c.1915
8SL199	101	Pools/380 East Midway Road	Frame Vernacular	c.1895
8SL200	157	123 East Midway Road	Frame Vernacular	c.1920
8SL201	158	120 East Midway Road	Frame Vernacular	c.1925
8SL203	523	21 Netherby Avenue	Frame Vernacular	c.1920
8SL204	524	Lime Tree Cottage/16 Netherby Avenue	Frame Vernacular	c.1950
8SL207	179	13075 South Indian River Drive	Frame Vernacular	c.1915
8SL208	180	12623 South Indian River Drive	Frame Vernacular	c.1905
8SL209	181	12563 South Indian River Drive	Frame Vernacular	c.1925
8SL210	182	12435 South Indian River Drive	Frame Vernacular	c.1920
8SL211	188	Captain John Miller House/12387 South Indian River Drive	Folk Victorian	1885
8SL212	189	11995 South Indian River Drive	Folk Victorian	c.1885
8SL213	190	Griffiths-Hybrid Croton Farm/11705 South Indian River Drive	Frame Vernacular	c.1895
8SL214	191	11205 South Indian River Drive	Frame Vernacular	c.1925
8SL215	192	11203 South Indian River Drive	Frame Vernacular	c.1905
8SL216	193	The Pinquet/11107 South Indian River Drive	Frame Vernacular	c.1910
8SL217	195	10303 South Indian River Drive	Frame Vernacular	c.1920
8SL218	194	10609 South Indian River Drive	Frame Vernacular	c.1910
8SL219	196	10195 South Indian River Drive	Frame Vernacular	c.1900
8SL220	178	9015 South Indian River Drive	Folk Victorian	c.1890
8SL221	177	8503 South Indian River Drive	Prairie	c.1910
8SL222	176	8303 South Indian River Drive	Frame Vernacular	c.1925
8SL223	175	R. V. Ankeny House/8205 South Indian River Drive	Neo-Classical Revival	1904
8SL224	174	Russell House/8103 South Indian River Drive	Folk Victorian	1900
8SL225	173	Peter Ankeny House/8005 South Indian River Drive	Colonial Revival	1902

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL226	172	Burnett House/8001 South Indian River Drive	Masonry Vernacular	c.1905
8SL227	171	7901 South Indian River Drive	Craftsman	c.1910
8SL228	170	7809 South Indian River Drive	Bungalow	c.1920
8SL229	169	6109 South Indian River Drive	Colonial Revival	c.1915
8SL230	168	Eldred-Thomas House/6101 South Indian River Drive	Frame Vernacular	1893
8SL231	166	5703 South Indian River Drive	Prairie	c.1915
8SL232	165	5603 South Indian River Drive	Minimal Traditional	c.1920
8SL234	164	Robinson House/5309 South Indian River Drive	Colonial Revival	c.1935
8SL235	163	William Robinson House/4955 South Indian River Drive	Folk Victorian	1901
8SL236	162	Riverhill/4625 South Indian River Drive	Frame Vernacular	1903
8SL237	159	Britt House/4511 South Indian River Drive	Frame Vernacular	1908
8SL238	160	M. E. Card House/3915–3917 South Indian River Drive	Masonry Vernacular	1914
8SL258	125	1913 Old Dixie Highway	Frame Vernacular	c.1920
8SL259	126	1927 Old Dixie Highway	Frame Vernacular	c.1915
8SL260	127	1931 Old Dixie Highway	Frame Vernacular	c.1929
8SL262	138	Dixie Summerlin House/225 St. Lucie Boulevard	Frame Vernacular	1895
8SL264	135	2917 Old Dixie Highway	Frame Vernacular	c.1935
8SL266	042	Treasure Coast Antiques/4343 North U.S. Highway 1	Mission	c.1925
8SL270	143	2660 North US Highway 1/2660 North U.S. Highway	Frame Vernacular	c.1915
8SL271	132	2009 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1929
8SL272	131	2005 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1930
8SL273	129	1930 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1929
8SL274	128	1908 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1910
8SL275	130	1931 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1910
8SL276	051	Autoland Auto Sales/3328 Orange Avenue	Frame Vernacular	c.1905
8SL277	053	4012 Orange Avenue	Frame Vernacular	c.1925
8SL280	054	Counseling & Recovery Center Inc./4753 Orange Avenue	Frame Vernacular	c.1938
8SL281	035	5300 Orange Avenue	Craftsman	c.1925
8SL282	045	510 Hartman Road	Frame Vernacular	c.1935
8SL283	046	901 South 33 <sup>rd</sup> Street	Bungalow	c.1935
8SL285	002	Kenansville Post Office/25999 Orange Avenue	Frame Vernacular	1914
8SL286	019	Boykin House/3684 11 Mile Road	Frame Vernacular	c.1905
8SL287	505	Immokolee/8431 Immokolee Road	Mediterranean Revival	c.1931



FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1099	161	Richard Chase House/3131 South Indian River Drive	Colonial Revival	1906
8SL1103	032	5855 Orange Avenue	Frame Vernacular	c.1945
8SL1104	034	A-Liberty Bail Bonds/5807 Orange Avenue	Frame Vernacular	c.1950
8SL1105	033	Miller Appliances/5701 Orange Avenue	Masonry Vernacular	c.1950
8SL1106	055	5115 Orange Avenue	Masonry Vernacular	c.1947
8SL1107	052	3625 Orange Avenue	Frame Vernacular	c.1935
8SL1108	050	3325 Orange Avenue	Frame Vernacular	c.1945
8SL1109	049	3323 Orange Avenue	Frame Vernacular	c.1950
8SL1110	047	3310 Orange Avenue	Masonry Vernacular	c.1932
8SL1111	048	3312 Orange Avenue	Masonry Vernacular	c.1947
8SL1117	142	2840 North U.S. Highway 1	Frame Vernacular	c.1941
8SL1119	041	5073 North U.S. Highway 1	Masonry Vernacular	c.1945
8SL1125	040	4809 North U.S. Highway 1	Masonry Vernacular	c.1941
8SL1126	423	Viking Cemetery/Indrio Road	N/A	1905
8SL1130	039	US 1 North Weigh Station/6147 North U.S. Highway 1	Frame Vernacular	c.1925
8SL1131	197	3425 Matthews Road	Frame Vernacular	c.1929
8SL1133	559	13501 Okeechobee Road	Frame Vernacular	c.1947
8SL1142	022	9703 Indrio Road	Frame Vernacular	c.1935
8SL1171	648	Carlton Cemetery/Okeechobee Road	N/A	1913
8SL1172	010	Hinton House/Okeechobee Road	Frame Vernacular	c.1928
8SL1187	475	20498 Glades Cut-Off Road	Masonry Vernacular	c.1950
8SL1188	474	20490 Glades Cut-Off Road	Frame Vernacular	c.1941
8SL1189	477	10260 Bluefield Road	Frame Vernacular	c.1945
8SL1190	464	17600 Glades Cut-Off Road	Frame Vernacular	c.1928
8SL1191	408	13607 South Indian River Drive	Frame Vernacular	c.1920
8SL1192	513	13605 South Indian River Drive	Frame Vernacular	c.1920
8SL1193	525	13 Netherby Avenue	Frame Vernacular	c.1952
8SL1194	646	13459 South Indian River Drive	Frame Vernacular	c.1948
8SL1195	645	13435 South Indian River Drive	Frame Vernacular	c.1950
8SL1196	409	13207 South Indian River Drive	Frame Vernacular	c.1901
8SL1197	410	13179 South Indian River Drive	Frame Vernacular	c.1941
8SL1198	644	12961 South Indian River Drive	Frame Vernacular	c.1950
8SL1199	647	Keller's Landing/13825 South Indian River Drive	Masonry Vernacular	c.1953
8SL1200	476	Citrus Barn on Germany Canal Road/Germany Canal Road	Frame Vernacular	c.1950
8SL1201	634	109 Riverview Drive	Masonry Vernacular	c.1901

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1202	411	9416 Gumbo Limbo Lane	Frame Vernacular	c.1950
8SL1203	643	12951 South Indian River Drive	Masonry Vernacular	c.1948
8SL1204	642	12637 South Indian River Drive	Masonry Vernacular	c.1951
8SL1205	641	12601 South Indian River Drive	Masonry Vernacular	c.1950
8SL1206	640	12567 South Indian River Drive	Masonry Vernacular	c.1950
8SL1207	637	102 Springhill Drive	Frame Vernacular	c.1952
8SL1208	639	12479 South Indian River Drive	Ranch	c.1952
8SL1209	638	12349 South Indian River Drive	Frame Vernacular	c.1947
8SL1210	636	12115 South Indian River Drive	Ranch	c.1947
8SL1211	635	12111 South Indian River Drive	Frame Vernacular	c.1941
8SL1212	631	11931 South Indian River Drive	Masonry Vernacular	c.1952
8SL1213	630	11911 South Indian River Drive	Ranch	c.1950
8SL1214	629	11905 South Indian River Drive	Ranch	c.1952
8SL1215	412	112 Main Street	Frame Vernacular	c.1925
8SL1216	628	106 Main Street	Frame Vernacular	c.1920
8SL1217	627	11303 South Indian River Drive	Ranch	c.1950
8SL1218	414	11090 Ridge Avenue	Frame Vernacular	c.1908
8SL1219	413	116 Harris Street	Masonry Vernacular	c.1950
8SL1220	626	114 Harris Street	Masonry Vernacular	c.1950
8SL1221	625	11005 South Indian River Drive	Frame Vernacular	c.1950
8SL1222	624	10907 South Indian River Drive	Frame Vernacular	c.1944
8SL1223	623	10905 South Indian River Drive	Frame Vernacular	c.1935
8SL1224	633	11935 South Indian River Drive	Masonry Vernacular	c.1952
8SL1225	632	11933 South Indian River Drive	Ranch	c.1946
8SL1226	622	10009 South Indian River Drive	Frame Vernacular	c.1937
8SL1227	621	10007 South Indian River Drive	Frame Vernacular	c.1945
8SL1228	415	10003 South Indian River Drive	Frame Vernacular	c.1920
8SL1229	620	9909 South Indian River Drive	Masonry Vernacular	c.1954
8SL1230	619	9905 South Indian River Drive	Masonry Vernacular	c.1951
8SL1231	618	9809 South Indian River Drive	Frame Vernacular	c.1941
8SL1232	617	9803 South Indian River Drive	Masonry Vernacular	c.1947
8SL1233	616	9801 South Indian River Drive	Masonry Vernacular	c.1950
8SL1234	615	9701 South Indian River Drive	Contemporary	c.1950
8SL1235	614	9309 South Indian River Drive	Frame Vernacular	c.1949
8SL1236	416	9207 South Indian River Drive	Frame Vernacular	c.1946
8SL1237	613	9105 South Indian River Drive	Masonry Vernacular	c.1952

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1238	612	9009 South Indian River Drive	Masonry Vernacular	c.1949
8SL1239	611	9007 South Indian River Drive	Masonry Vernacular	c.1949
8SL1240	610	9003 South Indian River Drive	Masonry Vernacular	c.1948
8SL1241	609	8809 South Indian River Drive	Frame Vernacular	c.1939
8SL1242	608	8705 South Indian River Drive	Frame Vernacular	c.1951
8SL1243	607	8609 South Indian River Drive	Masonry Vernacular	c.1952
8SL1244	606	8605 South Indian River Drive	Masonry Vernacular	c.1952
8SL1245	605	8409 South Indian River Drive	Frame Vernacular	c.1941
8SL1246	604	8201 South Indian River Drive	Frame Vernacular	c.1925
8SL1247	463	5825 Ideal Holding Road	Frame Vernacular	c.1941
8SL1248	478	Barn on South side of Okeechobee Road/Okeechobee Road	Frame Vernacular	c.1945
8SL1249	479	House on South side of Okeechobee Road/Okeechobee Road	Frame Vernacular	c.1945
8SL1250	461	Barn on Williams Road/Williams Road	Frame Vernacular	c.1947
8SL1251	241	5506 Short Street	Frame Vernacular	c.1945
8SL1252	212	5505 Short Street	Frame Vernacular	c.1941
8SL1253	240	1009 Gopher Ridge	Frame Vernacular	c.1950
8SL1254	211	1101 Gopher Ridge	Frame Vernacular	c.1935
8SL1255	204	Bentonwood Mobile Home Park/6143 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1256	507	5989 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1257	205	Larry's Carpet Inc./5799 South U.S. Highway 1	Masonry Vernacular	c.1951
8SL1258	207	701 Ulrich Road	Masonry Vernacular	c.1950
8SL1259	208	601 Ulrich Road	Masonry Vernacular	c.1950
8SL1260	596	6905 South Indian River Drive	Ranch	c.1952
8SL1261	595	6901 South Indian River Drive	Frame Vernacular	c.1947
8SL1262	594	6805 South Indian River Drive	Masonry Vernacular	c.1947
8SL1263	593	6607 South Indian River Drive	Masonry Vernacular	c.1939
8SL1264	592	6209 South Indian River Drive	Masonry Vernacular	c.1941
8SL1265	603	7409 South Indian River Drive	Masonry Vernacular	c.1953
8SL1266	602	7405 South Indian River Drive	Masonry Vernacular	c.1950
8SL1267	601	7401 South Indian River Drive	Masonry Vernacular	c.1950

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1268	600	7309 South Indian River Drive	Masonry Vernacular	c.1950
8SL1269	417	Palms Cemetery/South Indian River Drive	N/A	1893
8SL1270	599	7103 South Indian River Drive	Masonry Vernacular	c.1948
8SL1271	598	7005 South Indian River Drive	Contemporary	c.1952
8SL1272	597	7001 South Indian River Drive	Ranch	c.1950
8SL1273	462	Evans Property Incorporated/Okeechobee Road	Masonry Vernacular	c.1945
8SL1274	460	12506 West Midway Road	Frame Vernacular	c.1939
8SL1275	407	5121 Dunn Road	Frame Vernacular	c.1946
8SL1276	404	5021 Christensen Road	Frame Vernacular	c.1950
8SL1277	533	4878 Christensen Road	Frame Vernacular	c.1941
8SL1278	406	4801 Dunn Road	Frame Vernacular	c.1950
8SL1279	405	4659 Christensen Road	Masonry Vernacular	c.1950
8SL1280	509	2689 Devine Road	Frame Vernacular	c.1929
8SL1281	201	2529 Devine Road	Frame Vernacular	c.1946
8SL1282	220	5106 South Citrus Avenue	Masonry Vernacular	c.1946
8SL1283	238	1101 West 1 <sup>st</sup> Street	Frame Vernacular	c.1945
8SL1284	510	807 West Midway Road	Frame Vernacular	c.1944
8SL1285	239	908 West 1 <sup>st</sup> Street	Frame Vernacular	c.1925
8SL1286	237	1313 West 1 <sup>st</sup> Street	Frame Vernacular	c.1945
8SL1287	235	Fiddle Stix/1205 West Midway Road	Frame Vernacular	c.1935
8SL1288	234	1305 West Midway Road	Frame Vernacular	c.1935
8SL1289	236	The Feathered Nest/1203 West Midway Road	Frame Vernacular	c.1935
8SL1290	213	2282 West Midway Road	Minimal Traditional	c.1950
8SL1291	532	The Cottages/1780 West Midway Road	Frame Vernacular	c.1938
8SL1292	231	1009 Charlotta Street	Frame Vernacular	c.1935
8SL1293	232	1108 Charlotta Street	Masonry Vernacular	1893
8SL1294	233	4905 Sunrise Boulevard	Frame Vernacular	1910
8SL1295	230	4901 Elm Avenue	Frame Vernacular	1918
8SL1296	219	4902 Sunrise Boulevard	Frame Vernacular	c.1938
8SL1297	218	1137 Percival Street	Frame Vernacular	c.1950
8SL1298	245	4506 Sunrise Boulevard	Frame Vernacular	1910
8SL1299	242	701 Cory Campbell Road	Frame Vernacular	c.1925
8SL1300	244	806 Cory Campbell Road	Frame Vernacular	c.1945
8SL1301	243	802 Cory Campbell Road	Frame Vernacular	c.1945
8SL1302	206	Smallwood Motel/5340 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1303	210	709 Brack Road	Frame Vernacular	c.1950

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1304	215	5017 Starr Avenue/5017 Starr Avenue	Frame Vernacular	c.1945
8SL1305	209	5007 Melville Road	Frame Vernacular	c.1935
8SL1306	229	701 West Midway Road	Frame Vernacular	c.1945
8SL1307	228	A-1 Realty/602 West Midway Road	Frame Vernacular	c.1935
8SL1308	214	706 West Midway Road	Masonry Vernacular	c.1950
8SL1309	217	352 Palms Avenue	Frame Vernacular	c.1923
8SL1310	203	4715 South U.S. Highway 1	Art Moderne	c.1950
8SL1311	216	357 Poinsettia Avenue	Frame Vernacular	c.1920
8SL1312	202	4521 South U.S. Highway 1	Frame Vernacular	c.1950
8SL1313	591	6201 South Indian River Drive	Masonry Vernacular	c.1952
8SL1314	521	6003 South Indian River Drive	Masonry Vernacular	c.1950
8SL1315	590	5809 South Indian River Drive	Frame Vernacular	c.1950
8SL1316	589	5803 South Indian River Drive	Masonry Vernacular	c.1949
8SL1317	588	5605 South Indian River Drive	Frame Vernacular	c.1925
8SL1318	520	5407 South Indian River Drive	Masonry Vernacular	c.1950
8SL1319	418	5405 South Indian River Drive	Frame Vernacular	c.1937
8SL1320	419	5401 South Indian River Drive	Masonry Vernacular	c.1950
8SL1321	587	5300 South Indian River Drive	Frame Vernacular	1910
8SL1322	420	5203 South Indian River Drive	Ranch	c.1948
8SL1323	480	3862 Header Canal Road	Frame Vernacular	c.1935
8SL1324	560	13505 Okeechobee Road	Frame Vernacular	c.1942
8SL1326	471	ARAPAHO Citrus/Okeechobee Road	Masonry Vernacular	c.1941
8SL1327	459	10103 Muller Road	Masonry Vernacular	c.1950
8SL1328	535	4554 South 25 <sup>th</sup> Street	Masonry Vernacular	c.1948
8SL1329	534	4560 South 25 <sup>th</sup> Street	Frame Vernacular	c.1942
8SL1330	246	White City Cemetery/Sunrise Boulevard	N/A	1902
8SL1331	506	A1 Radiator/4412 South U.S. Highway 1	Frame Vernacular	c.1945
8SL1332	577	4001 South Indian River Drive	Ranch	c.1950
8SL1333	586	Bright's Landing/4901 South Indian River Drive	Minimal Traditional	c.1950
8SL1334	518	4807 South Indian River Drive	Masonry Vernacular	c.1950
8SL1335	584	4801 South Indian River Drive	Masonry Vernacular	c.1950
8SL1336	519	4801 South Indian River Drive	Ranch	c.1950
8SL1337	585	4751 South Indian River Drive	Frame Vernacular	c.1951

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1338	516	4711 South Indian River Drive	Masonry Vernacular	c.1950
8SL1339	517	4655 South Indian River Drive	Frame Vernacular	c.1950
8SL1340	583	4501 South Indian River Drive	Masonry Vernacular	c.1950
8SL1341	515	4317 South Indian River Drive	Frame Vernacular	c.1941
8SL1342	582	4315 South Indian River Drive	Frame Vernacular	c.1935
8SL1343	514	4311 South Indian River Drive	Frame Vernacular	c.1941
8SL1344	581	4305 South Indian River Drive	Ranch	c.1936
8SL1345	580	4245 South Indian River Drive	Ranch	c.1948
8SL1346	578	4201 South Indian River Road	Masonry Vernacular	c.1942
8SL1347	482	11520 Okeechobee Road	Frame Vernacular	c.1935
8SL1348	483	9987 Okeechobee Road	Masonry Vernacular	c.1945
8SL1349	402	5575 Altman Road	Masonry Vernacular	c.1929
8SL1350	403	3362 Selvitz Road	Frame Vernacular	c.1936
8SL1351	401	3310 South Jenkins Road	Frame Vernacular	c.1938
8SL1352	400	5126 Edwards Road	Frame Vernacular	c.1947
8SL1353	399	4486 Edwards Road	Frame Vernacular	c.1923
8SL1354	398	4232 Edwards Road	Frame Vernacular	c.1947
8SL1355	527	4880 Edwards Road	Frame Vernacular	c.1928
8SL1356	530	4620 Edwards Road	Frame Vernacular	c.1941
8SL1357	529	4594 Edwards Road	Frame Vernacular	c.1941
8SL1358	531	Tiki Boutique/4642 Edwards Road	Frame Vernacular	c.1941
8SL1359	537	3381 Old Edwards Road	Frame Vernacular	c.1949
8SL1360	397	3286 Old Edwards Road	Frame Vernacular	c.1946
8SL1361	536	4046 Edwards Road	Frame Vernacular	c.1947
8SL1362	221	3300 Sunrise Boulevard	Frame Vernacular	c.1941
8SL1363	247	3226 Sunrise Boulevard	Frame Vernacular	c.1935
8SL1364	222	3217 Sunrise Boulevard	Minimal Traditional	c.1941
8SL1365	225	3209 Linda Vista/3209 Linda Vista Avenue	Masonry Vernacular	c.1926
8SL1366	224	3208 Linda Vista/3208 Linda Vista Avenue	Mission	c.1926
8SL1367	223	1901 Edwards Road	Masonry Vernacular	c.1945
8SL1368	465	Travel Inn of Ft. Pierce/3425 South U.S. Highway 1	Masonry Vernacular	c.1943
8SL1369	227	3347 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1370	226	3261 South U.S. Highway 1	Frame Vernacular	c.1949
8SL1371	466	Quonset Hut on Glenview Avenue/637 Glenview Avenue	Frame Vernacular	c.1950
8SL1372	467	Checker Cab/631 Glenview Avenue	Frame Vernacular	c.1950
8SL1373	576	3911 South Indian River Drive	Ranch	c.1950

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1374	575	3909 South Indian River Drive	Masonry Vernacular	c.1950
8SL1375	574	3905 South Indian River Drive	Masonry Vernacular	c.1953
8SL1376	573	3811 South Indian River Drive	Masonry Vernacular	c.1952
8SL1377	572	3809 South Indian River Drive	Masonry Vernacular	c.1946
8SL1378	571	3805 South Indian River Drive	Masonry Vernacular	c.1928
8SL1379	570	3801 South Indian River Drive	Masonry Vernacular	c.1953
8SL1380	569	3717 South Indian River Drive	Contemporary	c.1952
8SL1381	568	3707 South Indian River Drive	Ranch	c.1949
8SL1382	421	3701 South Indian River Drive	Masonry Vernacular	c.1948
8SL1383	567	3605 South Indian River Drive	Masonry Vernacular	c.1950
8SL1384	566	3601 South Indian River Drive	Masonry Vernacular	c.1950
8SL1385	565	3575 South Indian River Drive	Ranch	c.1950
8SL1386	512	3333 South Indian River Drive	Colonial Revival	c.1954
8SL1387	562	Chateau Taylor/697 Rio Vista Drive	Masonry Vernacular	c.1925
8SL1388	561	698 Rio Vista Drive	Masonry Vernacular	c.1950
8SL1389	563	681 Rio Vista Drive	Masonry Vernacular	c.1951
8SL1390	564	682 Rio Vista Drive	Ranch	c.1948
8SL1391	522	663 Rio Vista Drive	Masonry Vernacular	c.1952
8SL1392	458	2790 Gentile Road	Frame Vernacular	c.1952
8SL1393	428	2883 Coolidge Road	Frame Vernacular	c.1941
8SL1394	429	8310 Andrews Avenue	Frame Vernacular	c.1950
8SL1395	484	House on Kings Highway/Kings Highway	Frame Vernacular	c.1928
8SL1396	371	2511 South Jenkins Road	Frame Vernacular	c.1948
8SL1397	427	2496 South Kings Highway	Masonry Vernacular	c.1937
8SL1398	501	2463 South Jenkins Road	Masonry Vernacular	c.1928
8SL1399	425	2398 Peter Road	Masonry Vernacular	c.1941
8SL1400	528	3026 Rogers Road	Frame Vernacular	c.1941
8SL1401	374	2971 Rogers Road	Masonry Vernacular	c.1950
8SL1402	502	2850 South Jenkins Road	Minimal Traditional	c.1942
8SL1403	372	4491 Kirby Loop Road	Frame Vernacular	c.1941
8SL1404	373	4321 Kirby Loop Road	Masonry Vernacular	c.1950

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1405	396	2880 Old Edwards Road	Frame Vernacular	c.1941
8SL1406	390	3501 Kirby Loop Road	Frame Vernacular	c.1941
8SL1407	388	3402 Douglas Street	Frame Vernacular	c.1941
8SL1408	508	3650 Kirby Loop Road	Frame Vernacular	c.1930
8SL1409	392	2805 South 25 <sup>th</sup> Street	Frame Vernacular	c.1946
8SL1410	389	2705 South 29 <sup>th</sup> Street	Frame Vernacular	c.1928
8SL1411	391	2706 South 27 <sup>th</sup> Street	Frame Vernacular	c.1946
8SL1412	377	2407 South 37 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1413	376	2407 South 38 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1414	378	3503 Arnold Road	Masonry Vernacular	c.1950
8SL1415	375	3801 Arnold Road	Frame Vernacular	c.1942
8SL1416	379	2302 South 39 <sup>th</sup> Street	Frame Vernacular	c.1949
8SL1417	395	2498 Edwards Road	Ranch	c.1950
8SL1418	470	2808 South 25 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1419	394	2401 Cortez Boulevard	Bungalow	c.1935
8SL1420	468	1704 Cortez Boulevard	Masonry Vernacular	c.1949
8SL1421	393	2400 Cortez Boulevard	Masonry Vernacular	c.1946
8SL1422	469	2302 Cortez Boulevard	Bungalow	c.1935
8SL1423	426	7710 Pruitt Research Center Road/7710 Pruitt Research Center Road	Masonry Vernacular	c.1946
8SL1424	424	1317 Copenhaver Road	Frame Vernacular	c.1920
8SL1425	498	985 South Jenkins Road	Frame Vernacular	c.1948
8SL1426	370	2190 Jenkins Road	Masonry Vernacular	c.1950
8SL1427	500	2144 South Jenkins Road	Frame Vernacular	c.1935
8SL1428	369	2020 Swain Road	Frame Vernacular	c.1936
8SL1429	368	1707 Swain Road	Frame Vernacular	c.1929
8SL1430	499	1523 South Jenkins Road	Frame Vernacular	c.1928
8SL1431	380	2214 South 39 <sup>th</sup> Street	Masonry Vernacular	c.1935
8SL1432	361	2208 South 34 <sup>th</sup> Street	Frame Vernacular	c.1920
8SL1433	363	2205 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1434	362	2206 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1435	381	2202A South 39 <sup>th</sup> Street	Frame Vernacular	c.1945
8SL1436	382	2202B South 39 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1437	383	2202C South 39 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1438	384	2202D South 39 <sup>th</sup> Street	Frame Vernacular	c.1945
8SL1439	387	2105 South 37 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1440	386	2103 South 37 <sup>th</sup> Street	Frame Vernacular	c.1940
8SL1441	543	2108 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1442	542	3403 Sarasota Avenue	Frame Vernacular	c.1950
8SL1443	544	2101 South 34 <sup>th</sup> Street	Masonry Vernacular	c.1948
8SL1444	545	2100 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941



FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1445	364	2002 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1446	360	3303 Sarasota Avenue	Frame Vernacular	c.1941
8SL1447	546	2008 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1448	385	3701 Okeechobee Road	Bungalow	c.1928
8SL1449	547	2006 South 34 <sup>th</sup> Street	Masonry Vernacular	c.1942
8SL1450	549	1915 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1451	548	1918 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1452	367	2006 South 41 <sup>st</sup> Street	Frame Vernacular	c.1941
8SL1453	558	1908 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1454	551	1909 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1455	550	1914 South 34 <sup>th</sup> Street	Frame Vernacular	c.1940
8SL1456	365	1911 South 35 <sup>th</sup> Street	Frame Vernacular	c.1945
8SL1457	557	1906 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1458	539	1909 South 33 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1459	552	1907 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1460	556	1904 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1461	553	1908 South 34 <sup>th</sup> Street	Frame Vernacular	c.1942
8SL1462	554	1903 South 34 <sup>th</sup> Street	Frame Vernacular	c.1950
8SL1463	540	1901 South 33 <sup>rd</sup> Street	Bungalow	c.1928
8SL1464	555	1900 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1465	541	1823 South 33 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1466	359	1809 South 37 <sup>th</sup> Street	Masonry Vernacular	c.1941
8SL1467	358	1803 South 37 <sup>th</sup> Street	Masonry Vernacular	c.1945
8SL1468	366	3407 Okeechobee Road	Masonry Vernacular	c.1948
8SL1469	198	3000 Orange Avenue	Frame Vernacular	c.1950
8SL1470	473	18100 Orange Avenue	Masonry Vernacular	c.1952
8SL1471	472	126 Shinn Road	Masonry Vernacular	c.1948
8SL1472	199	14601 Orange Avenue	Frame Vernacular	c.1946
8SL1473	200	Abercrombie's General Store/1325 Orange Avenue	Masonry Vernacular	c.1941
8SL1474	489	95 South Brocksmith Road	Frame Vernacular	c.1935
8SL1475	490	12840 Orange Avenue	Frame Vernacular	c.1950
8SL1476	491	11535 Orange Avenue	Frame Vernacular	c.1942
8SL1477	495	487 Horton Avenue	Frame Vernacular	1918
8SL1478	457	9405 Brittain Road	Frame Vernacular	c.1920
8SL1479	494	266 Gokchoff Road	Frame Vernacular	c.1942
8SL1480	493	10351 Orange Avenue	Minimal Traditional	c.1952
8SL1481	492	10400 Orange Avenue	Masonry Vernacular	c.1948
8SL1482	440	8375 Orange Avenue	Frame Vernacular	c.1935
8SL1483	441	T & J Hitching Post/8355 Orange Avenue	Frame Vernacular	c.1947

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1484	497	345 South Jenkins Road	Frame Vernacular	c.1942
8SL1485	434	6000 Orange Avenue	Frame Vernacular	c.1935
8SL1486	435	280 Lamont Road	Frame Vernacular	c.1930
8SL1487	431	5301 Orange Avenue	Frame Vernacular	c.1941
8SL1488	430	McArthur Dairy Building/5501 Orange Avenue	Frame Vernacular	c.1935
8SL1489	433	Sunshine Truck and Equipment Company/5620 Orange Avenue	Frame Vernacular	c.1941
8SL1490	432	98 LaJean Drive	Masonry Vernacular	c.1945
8SL1491	350	4213 Avenue D	Frame Vernacular	c.1948
8SL1492	349	4209 Charity Lane	Frame Vernacular	c.1928
8SL1493	348	4204 Charity Lane	Frame Vernacular	c.1948
8SL1494	347	4202 Charity Lane	Frame Vernacular	c.1945
8SL1495	496	3613 Orange Avenue	Masonry Vernacular	c.1948
8SL1496	357	3311 Avenue A	Frame Vernacular	c.1948
8SL1497	356	3305 Avenue A	Frame Vernacular	c.1950
8SL1498	355	3301 Avenue B	Masonry Vernacular	c.1950
8SL1499	354	306 Angle Road	Frame Vernacular	c.1948
8SL1500	351	3401 Dale Place	Masonry Vernacular	c.1948
8SL1501	353	3405 Dale Place	Masonry Vernacular	c.1952
8SL1502	352	3402 Dale Place	Frame Vernacular	c.1948
8SL1503	343	406 North 38 <sup>th</sup> Street	Frame Vernacular	c.1948
8SL1504	344	411 North 37 <sup>th</sup> Street	Bungalow	c.1928
8SL1505	345	415 North 37 <sup>th</sup> Street	Frame Vernacular	c.1948
8SL1506	342	418 North 39 <sup>th</sup> Street	Masonry Vernacular	c.1945
8SL1507	346	417 North 37 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1508	341	4006 Mariah Circle	Frame Vernacular	c.1950
8SL1509	335	3913 Metzger Road	Frame Vernacular	c.1945
8SL1510	436	Shed on Rock Road/Rock Road	Frame Vernacular	c.1949
8SL1511	437	7905 Angle Road	Masonry Vernacular	c.1950
8SL1512	442	780 North Kings Highway	Masonry Vernacular	c.1920
8SL1513	439	House on Angle Road/Angle Road	Frame Vernacular	c.1950
8SL1514	326	906 Angle Road	Frame Vernacular	c.1945
8SL1515	322	911 Angle Road	Frame Vernacular	c.1945
8SL1516	321	912 Angle Road	Masonry Vernacular	c.1950
8SL1517	323	915 Angle Road	Frame Vernacular	c.1945
8SL1518	320	4305 Avenue J	Frame Vernacular	c.1920
8SL1519	319	4310 Avenue J	Frame Vernacular	c.1945
8SL1520	318	1408 Angle Road	Frame Vernacular	c.1945

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1521	317	1404 North 45 <sup>th</sup> Street	Frame Vernacular	c.1946
8SL1522	314	1506 Angle Road	Mission	c.1928
8SL1523	340	1603 Angle Road	Frame Vernacular	c.1950
8SL1524	316	4305 Avenue O	Frame Vernacular	c.1935
8SL1525	315	1511 North 43 <sup>rd</sup> Street	Frame Vernacular	c.1950
8SL1526	339	1604 Angle Road	Masonry Vernacular	c.1928
8SL1527	337	4803 Avenue Q	Frame Vernacular	c.1948
8SL1528	338	4805 Avenue Q	Frame Vernacular	c.1945
8SL1529	312	2007 North 51 <sup>st</sup> Street	Masonry Vernacular	c.1952
8SL1530	313	2009 North 51 <sup>st</sup> Street	Masonry Vernacular	c.1952
8SL1531	334	3408 Metzger Road	Frame Vernacular	c.1941
8SL1532	333	3302 Metzger Road	Frame Vernacular	c.1947
8SL1533	332	3407 Avenue F	Frame Vernacular	c.1948
8SL1534	328	3405 Avenue F	Masonry Vernacular	c.1941
8SL1535	330	3303 Avenue F	Frame Vernacular	c.1948
8SL1536	336	610 North 35 <sup>th</sup> Street	Minimal Traditional	c.1940
8SL1537	329	3301 Avenue F	Frame Vernacular	c.1948
8SL1538	331	3406 Avenue F	Masonry Vernacular	c.1941
8SL1539	327	902 Angle Road	Masonry Vernacular	c.1941
8SL1540	324	3708 Avenue K	Masonry Vernacular	c.1950
8SL1541	325	3906 Avenue K	Masonry Vernacular	c.1952
8SL1542	300	Fellowship with Christ Church/1910 North 13 <sup>th</sup> Street	Masonry Vernacular	c.1946
8SL1543	299	914 Valley Lane	Frame Vernacular	c.1950
8SL1544	298	912 Valley Lane	Frame Vernacular	c.1950
8SL1545	297	910 Valley Lane	Frame Vernacular	c.1950
8SL1546	296	1811 North U.S. Highway 1	Frame Vernacular	c.1949
8SL1547	295	1807 North U.S. Highway 1	Frame Vernacular	c.1941
8SL1548	288	1921 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1549	289	1932 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1945
8SL1550	290	1933 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1935
8SL1551	291	1940 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1552	287	1933 Old Dixie Highway	Masonry Vernacular	c.1946
8SL1553	292	1947 North 3 <sup>rd</sup> Street	Masonry Vernacular	c.1941
8SL1554	286	1937 Old Dixie Highway	Masonry Vernacular	c.1947
8SL1555	285	1941 Old Dixie Highway	Frame Vernacular	c.1942
8SL1556	293	2001 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1557	284	1945 Old Dixie Highway	Frame Vernacular	c.1941

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1558	283	2011 Old Dixie Highway	Masonry Vernacular	c.1945
8SL1559	294	2015 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1948
8SL1560	282	2013 Old Dixie Highway	Masonry Vernacular	c.1941
8SL1561	281	2015 Old Dixie Highway	Masonry Vernacular	c.1950
8SL1562	438	Red Barn Produce/2001 North Kings Highway	Frame Vernacular	c.1939
8SL1563	451	2599 Seminole Road	Frame Vernacular	c.1941
8SL1564	309	2003 Keen Road	Frame Vernacular	c.1945
8SL1565	310	2005 Keen Road	Frame Vernacular	c.1945
8SL1566	308	2001 Keen Road	Masonry Vernacular	c.1948
8SL1567	307	2183 Keen Road	Masonry Vernacular	c.1950
8SL1568	306	2491 Keen Road	Frame Vernacular	c.1941
8SL1569	311	2303 North 49 <sup>th</sup> Street	Masonry Vernacular	c.1950
8SL1570	303	2725 Center Road	Frame Vernacular	c.1941
8SL1571	302	5327 St. Lucie Boulevard	Masonry Vernacular	c.1950
8SL1572	304	5475 St. Lucie Boulevard	Frame Vernacular	c.1945
8SL1573	305	5677 St. Lucie Boulevard	Frame Vernacular	c.1941
8SL1574	301	5299 St. Lucie Boulevard	Frame Vernacular	c.1950
8SL1575	277	1603 Juanita Street	Masonry Vernacular	c.1952
8SL1576	276	2310 Mantanzas Street	Masonry Vernacular	c.1950
8SL1577	275	2303 South U.S. Highway 1	Masonry Vernacular	c.1947
8SL1578	274	Antiques and Stuff/2401 South U.S. Highway 1	Masonry Vernacular	c.1952
8SL1582	272	The Corner Cottage/2550 North U.S. Highway 1	Masonry Vernacular	c.1951
8SL1583	278	211 Olson Avenue	Frame Vernacular	c.1950
8SL1584	273	310 Olson Avenue	Frame Vernacular	c.1948
8SL1594	450	8410 Immokolee Road	Masonry Vernacular	c.1949
8SL1595	449	3405 Seminole Road	Masonry Vernacular	c.1941
8SL1596	452	6236 St. Lucie Boulevard	Masonry Vernacular	c.1945
8SL1598	271	2911 North U.S. Highway 1	Masonry Vernacular	c.1941
8SL1607	270	Team Auto Glass/3207 North U.S. Highway 1	Masonry Vernacular	c.1946
8SL1610	269	St. Lucie Truck and Equipment/3340 North U.S. Highway 1	Frame Vernacular	c.1926

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1616	448	4310 Seminole Road	Masonry Vernacular	c.1938
8SL1618	453	12103 Indrio Road	Frame Vernacular	c.1950
8SL1619	454	large shed on Indrio Road/Indrio Road	Frame Vernacular	c.1945
8SL1620	455	9520 Indrio Road	Frame Vernacular	c.1941
8SL1621	485	6268 Indrio Road	Mission	c.1928
8SL1622	488	6498 Indrio Road	Frame Vernacular	c.1935
8SL1623	487	6394 Indrio Road	Frame Vernacular	c.1950
8SL1624	486	6378 Indrio Road	Frame Vernacular	c.1950
8SL1625	445	4706 North U.S. Highway 1	Masonry Vernacular	c.1945
8SL1626	446	4891 North U.S. Highway 1	Masonry Vernacular	c.1950
8SL1627	447	5176–5188 North U.S. Highway 1	Masonry Vernacular	c.1948
8SL1628	504	A.C Salvage/5357 North U.S. Highway 1	Masonry Vernacular	c.1948
8SL1629	422	Bethel Memorial Park/Old Dixie Highway	N/A	c.1952
8SL1630	503	5455 North U.S. Highway 1	Minimal Traditional	c.1942
8SL1631	456	9700 Russos Road	Masonry Vernacular	c.1941
8SL1632	443	Pineapple Joes/North U.S. Highway 1	Frame Vernacular	c.1950
8SL1633	444	6585 North U.S. Highway 1	Masonry Vernacular	c.1941
8SL1634	649	Eden Cemetery/South Indian River Drive	N/A	1902

**COMPREHENSIVE LIST OF SURVEYED BUILDINGS AND CEMETERIES IN ST. LUCIE VILLAGE**

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL239	144	Senator Quay House/2515 North Indian River Drive	Folk Victorian	1894
8SL240	145	St. Lucie Club/2601 North Indian River Drive	Folk Victorian	1902
8SL241	579	Haynesworth House/2709 North Indian River Drive	Frame Vernacular	c.1905
8SL242	146	Summerlin House/2801 North Indian River Drive	Frame Vernacular	1904
8SL243	147	Peed House/2805 North Indian River Drive	Frame Vernacular	1904
8SL244	148	Padrick House/2817 North Indian River Drive	Frame Vernacular	1875
8SL245	149	Harrington House/2821 North Indian River Drive	Frame Vernacular	c.1922

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL246	150	Terry House/2825 North Indian River Drive	Frame Vernacular	c.1922
8SL247	151	Hoskins House/2929 North Indian River Drive	Frame Vernacular	1911
8SL248	152	Glatz House/2933 North Indian River Drive	Frame Vernacular	1912
8SL249	153	Greist House/3101 North Indian River Drive	Frame Vernacular	1905
8SL250	154	Allen House/3109 North Indian River Drive	Prairie	1911
8SL251	155	3233 North Indian River Drive	Frame Vernacular	c.1910
8SL252	156	Sinnott House/3305 North Indian River Drive	Frame Vernacular	c.1910
8SL254	139	H. Chamberlin House/473 Chamberlin Boulevard	Masonry Vernacular	c.1926
8SL255	140	Howard House/451 Chamberlin Boulevard	Tudor Revival	1926
8SL256	141	395 Chamberlin Boulevard	Prairie	c.1935
8SL257	137	Barn on FEC Railroad Tracks/St. Lucie Boulevard	Frame Vernacular	c.1910
8SL261	133	St. Lucie School/2501 Old Dixie Highway	Frame Vernacular	c.1920
8SL263	134	2867 Old Dixie Highway	Frame Vernacular	c.1910
8SL267	136	3139 Old Dixie Highway	Frame Vernacular	c.1915
8SL1118	043	4210 North U.S. Highway 1	Frame Vernacular	c.1945
8SL1579	511	St. Lucie Cemetery/Old Dixie Highway	N/A	1882
8SL1580	279	2503 James Payne Circle	Frame Vernacular	c.1945
8SL1581	280	2505 James Payne Circle	Frame Vernacular	c.1941
8SL1585	254	301 St. Lucie Lane	Frame Vernacular	c.1952
8SL1586	268	305 St. Lucie Lane	Frame Vernacular	c.1936
8SL1587	255	312 St. Lucie Lane	Contemporary	c.1950
8SL1588	256	House on Matthew Quay Way/Matthew Quay Way	Contemporary	c.1950
8SL1589	183	The Henry G. Shimonek House/2210 Old Dixie Highway	Frame Vernacular	1905
8SL1590	184	The Tree House/Old Dixie Highway	Frame Vernacular	1937
8SL1591	185	Pioneer House/Old Dixie Highway	Frame Vernacular	1907
8SL1592	186	Sunny Side/Old Dixie Highway	Masonry Vernacular	1946
8SL1593	187	Wee Palm Haven/2200 Old Dixie Highway	Masonry Vernacular	1950
8SL1597	257	2879 Old Dixie Highway	Masonry Vernacular	c.1945
8SL1599	258	Shadetre Studio/2900 Old Dixie Highway	Frame Vernacular	c.1950
8SL1600	260	323 Chamberlin Boulevard	Frame Vernacular	c.1935

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL1601	253	435 Chamberlin Boulevard	Masonry Vernacular	c.1942
8SL1602	249	430 Chamberlin Boulevard	Frame Vernacular	c.1942
8SL1603	248	446 Chamberlin Boulevard	Frame Vernacular	c.1929
8SL1604	251	Lounibus House/3001 North Indian River Drive	Frame Vernacular	c.1900
8SL1605	252	Caribee Colony/3003-3009 North Indian River Drive	Frame Vernacular	c.1941
8SL1606	250	Harrell House/3011 North Indian River Drive	Minimal Traditional	c.1900
8SL1608	261	3105 North Indian River Drive	Frame Vernacular	c.1941
8SL1609	259	225 Euclid Street	Mission	c.1925
8SL1611	263	3429 Old Dixie Highway	Masonry Vernacular	c.1929
8SL1612	267	3463 Old Dixie Highway	Frame Vernacular	c.1945
8SL1613	266	3485 Old Dixie Highway	Frame Vernacular	c.1935
8SL1614	265	3507 Old Dixie Highway	Frame Vernacular	c.1935
8SL1615	262	3535 Old Dixie Highway	Frame Vernacular	c.1947
8SL1617	264	3690 North U.S. Highway 1	Frame Vernacular	c.1950

### COMPREHENSIVE LIST OF SURVEYED ROADWAYS

FMSF #	Survey Record #	Road Name	Approximate Date
8SL1145	20R	Old Road	1930s
8SL1648	4R	U.S. Highway 1	1890s
8SL1649	16R	Orange Avenue	1900s
8SL1650	3R	Charlotta Street	1890s
8SL1651	5R	Citrus Avenue	1900s
8SL1652	6R	Cypress Avenue	1900s
8SL1653	7R	Elm Avenue	1900s
8SL1654	9R	Magnolia Avenue	1900s
8SL1655	10R	Indian River Drive	1900s
8SL1656	12R	Midway Road	1890s
8SL1657	13R	Oleander Avenue	1890s
8SL1658	14R	Okeechobee Road	1890s
8SL1659	15R	Old Edwards Road	1920s
8SL1660	1R	Palmetto Avenue	1900s
8SL1661	17R	Sunrise Boulevard	1900s
8SL1662	18R	1st Street	1890s
8SL1663	19R	2nd Street	1920s
8SL1664	2R	Orange Avenue	1900s
8SL1665	11R	Indrio Road	1910s
8SL1666	8R	Dixie Highway	1900s

**APPENDIX C:**

**RESOURCES POTENTIALLY ELIGIBLE FOR THE ST.  
LUCIE COUNTY REGISTER WITH ADDITIONAL  
RESEARCH AND EVALUATION**



**RESOURCES IN UNINCORPORATED ST. LUCIE COUNTY THAT COULD BE  
ELIGIBLE AT THE COUNTY LEVEL WITH ADDITIONAL RESEARCH AND  
EVALUATION**

<b>FMSF #</b>	<b>Site Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL80	007	5101 Header Canal Road	Frame Vernacular	c.1929
8SL81	005	16414 Okeechobee Road	Frame Vernacular	c.1925
8SL82	004	16410 Okeechobee Road	Frame Vernacular	c.1925
8SL83	003	16406 Okeechobee Road	Frame Vernacular	c.1925
8SL84	013	Hayes House/3396 South Brocksmith Road	Bungalow	c.1929
8SL89	009	3755 McCarty Road	Masonry Vernacular	c.1929
8SL90	011	12106 Okeechobee Road	Frame Vernacular	c.1945
8SL91	526	Oma James Grocery/12991 Okeechobee Road	Frame Vernacular	c.1930
8SL92	018	Tate Williams House/3620 11 Mile Road	Frame Vernacular	c.1938
8SL94	021	10185 Muller Road	Frame Vernacular	c.1925
8SL95	017	3549 11 Mile Road	Frame Vernacular	c.1920
8SL99	030	2950-A Coolidge Road	Frame Vernacular	c.1929
8SL101	029	8101 Okeechobee Road	Frame Vernacular	c.1915
8SL102	028	8026 Okeechobee Road	Frame Vernacular	c.1925
8SL103	027	Coolidge House/7958 Okeechobee Road	Frame Vernacular	c.1915
8SL104	026	7652 Okeechobee Road	Frame Vernacular	c.1925
8SL106	014	3200 South Jenkins Road	Frame Vernacular	c.1920
8SL109	006	4196 Header Canal Road	Frame Vernacular	c.1920
8SL111	037	2626 North Kings Highway	Frame Vernacular	c.1929
8SL113	036	Taylor Dairy Farmhouse/2395 Taylor Dairy Road	Frame Vernacular	c.1915
8SL114	024	3920 Seminole Road	Frame Vernacular	c.1925
8SL120	080	5698 South U.S. Highway 1	Frame Vernacular	c.1920
8SL140	094	Charlie Moore House/5701 South Citrus Avenue	Colonial Revival	c.1924
8SL142	092	5400 South Citrus Avenue	Frame Vernacular	c.1905
8SL143	091	5308 South Citrus Avenue	Colonial Revival	c.1929
8SL158	082	Rickerson House/4601 Sunrise Boulevard	Frame Vernacular	c.1929
8SL160	120	O. A. Charles House/3519 Sunrise Boulevard	Frame Vernacular	c.1920
8SL161	121	3419 Sunrise Boulevard	Bungalow	c.1920
8SL165	064	3195 McNeil Road	Frame Vernacular	c.1925
8SL167	063	3163 McNeil Road	Frame Vernacular	c.1929
8SL168	061	2602 McNeil Road	Frame Vernacular	c.1925
8SL171	058	2304 South 39 <sup>th</sup> Street	Frame Vernacular	c.1925
8SL172	060	2810 South 35 <sup>th</sup> Street	Frame Vernacular	c.1920
8SL173	059	3652 Kirby Loop Road	Frame Vernacular	c.1915
8SL174	066	Crooks House/3100 Old Edwards Road	Frame Vernacular	c.1920

<b>FMSF #</b>	<b>Site Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL175	065	3121 Old Edwards Road	Frame Vernacular	c.1929
8SL176	067	3398 South 25 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL177	068	4665 South 25 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL189	105	Roma Rasmussen House/1400 East Midway Road	Frame Vernacular	c.1894
8SL191	114	Peter Jensen House/5306 South Oleander Avenue	Frame Vernacular	1898
8SL194	112	Seese House/6001 South Oleander Avenue	Dutch Colonial Revival	c.1905
8SL195	111	George Hackney House/6300 South Oleander Avenue	Frame Vernacular	c.1935
8SL196	110	Hammley House/6400 South Oleander Avenue	Frame Vernacular	c.1905
8SL197	102	All Florida Insurance/382 East Midway Road	Frame Vernacular	c.1920
8SL198	103	385 East Midway Road	Frame Vernacular	c.1915
8SL200	157	123 East Midway Road	Frame Vernacular	c.1920
8SL201	158	120 East Midway Road	Frame Vernacular	c.1925
8SL203	523	21 Netherby Avenue	Frame Vernacular	c.1920
8SL204	524	Lime Tree Cottage/16 Netherby Avenue	Frame Vernacular	c.1950
8SL207	179	13075 South Indian River Drive	Frame Vernacular	c.1915
8SL210	182	12435 South Indian River Drive	Frame Vernacular	c.1920
8SL212	189	11995 South Indian River Drive	Folk Victorian	c.1885
8SL213	190	Griffiths-Hybrid Croton Farm/11705 South Indian River Drive	Frame Vernacular	c.1895
8SL216	193	The Pinquet/11107 South Indian River Drive	Frame Vernacular	c.1910
8SL217	195	10303 South Indian River Drive	Frame Vernacular	c.1920
8SL218	194	10609 South Indian River Drive	Frame Vernacular	c.1910
8SL219	196	10195 South Indian River Drive	Frame Vernacular	c.1900
8SL220	178	9015 South Indian River Drive	Folk Victorian	c.1890
8SL221	177	8503 South Indian River Drive	Prairie	c.1910
8SL225	173	Peter Ankeny House/8005 South Indian River Drive	Colonial Revival	1902
8SL228	170	7809 South Indian River Drive	Bungalow	c.1920
8SL229	169	6109 South Indian River Drive	Colonial Revival	c.1915
8SL230	168	Eldred-Thomas House/6101 South Indian River Drive	Frame Vernacular	1893
8SL232	165	5603 South Indian River Drive	Minimal Traditional	c.1920
8SL234	164	Robinson House/5309 South Indian River Drive	Colonial Revival	c.1935
8SL258	125	1913 Old Dixie Highway	Frame Vernacular	c.1920
8SL259	126	1927 Old Dixie Highway	Frame Vernacular	c.1915
8SL270	143	2660 North U.S. Highway 1/2660 North U.S. Highway	Frame Vernacular	c.1915
8SL273	129	1930 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1929

<b>FMSF #</b>	<b>Site Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL275	130	1931 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1910
8SL276	051	Autoland Auto Sales/3328 Orange Avenue	Frame Vernacular	c.1905
8SL277	053	4012 Orange Avenue	Frame Vernacular	c.1925
8SL282	045	510 Hartman Road	Frame Vernacular	c.1935
8SL283	046	901 South 33rd Street	Bungalow	c.1935
8SL1099	161	Richard Chase House/3131 South Indian River Drive	Colonial Revival	1906
8SL1103	032	5855 Orange Avenue	Frame Vernacular	c.1945
8SL1104	034	A-Liberty Bail Bonds/5807 Orange Avenue	Frame Vernacular	c.1950
8SL1106	055	5115 Orange Avenue	Masonry Vernacular	c.1947
8SL1111	048	3312 Orange Avenue	Masonry Vernacular	c.1947
8SL1125	040	4809 North U.S. Highway 1	Masonry Vernacular	c.1941
8SL1130	039	US 1 North Weigh Station/6147 North U.S. Highway 1	Frame Vernacular	c.1925
8SL1131	197	3425 Matthews Road	Frame Vernacular	c.1929
8SL1133	559	13501 Okeechobee Road	Frame Vernacular	c.1947
8SL1142	022	9703 Indrio Road	Frame Vernacular	c.1935
8SL1172	010	Hinton House/Okeechobee Road	Frame Vernacular	c.1928
8SL1189	477	10260 Bluefield Road	Frame Vernacular	c.1945
8SL1190	464	17600 Glades Cut-Off Road	Frame Vernacular	c.1928
8SL1191	408	13607 South Indian River Drive	Frame Vernacular	c.1920
8SL1192	513	13605 South Indian River Drive	Frame Vernacular	c.1920
8SL1193	525	13 Netherby Avenue	Frame Vernacular	c.1952
8SL1194	646	13459 South Indian River Drive	Frame Vernacular	c.1948
8SL1195	645	13435 South Indian River Drive	Frame Vernacular	c.1950
8SL1196	409	13207 South Indian River Drive	Frame Vernacular	c.1901
8SL1197	410	13179 South Indian River Drive	Frame Vernacular	c.1941
8SL1199	647	Keller's Landing/13825 South Indian River Drive	Masonry Vernacular	c.1953
8SL1200	476	Citrus Barn on Germany Canal Road/Germany Canal Road	Frame Vernacular	c.1950
8SL1201	634	109 Riverview Drive	Masonry Vernacular	c.1901
8SL1203	643	12951 South Indian River Drive	Masonry Vernacular	c.1948
8SL1207	637	102 Springhill Drive	Frame Vernacular	c.1952
8SL1208	639	12479 South Indian River Drive	Ranch	c.1952
8SL1209	638	12349 South Indian River Drive	Frame Vernacular	c.1947
8SL1210	636	12115 South Indian River Drive	Ranch	c.1947
8SL1211	635	12111 South Indian River Drive	Frame Vernacular	c.1941
8SL1212	631	11931 South Indian River Drive	Masonry Vernacular	c.1952
8SL1214	629	11905 South Indian River Drive	Ranch	c.1952
8SL1215	412	112 Main Street	Frame Vernacular	c.1925
8SL1216	628	106 Main Street	Frame Vernacular	c.1920
8SL1219	413	116 Harris Street	Masonry Vernacular	c.1950
8SL1220	626	114 Harris Street	Masonry Vernacular	c.1950

FMSF #	Site Record #	Site Name/Address	Style	Date of Construction
8SL1222	624	10907 South Indian River Drive	Frame Vernacular	c.1944
8SL1223	623	10905 South Indian River Drive	Frame Vernacular	c.1935
8SL1225	632	11933 South Indian River Drive	Ranch	c.1946
8SL1226	622	10009 South Indian River Drive	Frame Vernacular	c.1937
8SL1229	620	9909 South Indian River Drive	Masonry Vernacular	c.1954
8SL1231	618	9809 South Indian River Drive	Frame Vernacular	c.1941
8SL1232	617	9803 South Indian River Drive	Masonry Vernacular	c.1947
8SL1234	615	9701 South Indian River Drive	Other	c.1950
8SL1237	613	9105 South Indian River Drive	Masonry Vernacular	c.1952
8SL1238	612	9009 South Indian River Drive	Masonry Vernacular	c.1949
8SL1240	610	9003 South Indian River Drive	Masonry Vernacular	c.1948
8SL1242	608	8705 South Indian River Drive	Frame Vernacular	c.1951
8SL1243	607	8609 South Indian River Drive	Masonry Vernacular	c.1952
8SL1244	606	8605 South Indian River Drive	Masonry Vernacular	c.1952
8SL1246	604	8201 South Indian River Drive	Frame Vernacular	c.1925
8SL1247	463	5825 Ideal Holding Road	Frame Vernacular	c.1941
8SL1248	478	Barn on South side of Okeechobee Road/Okeechobee Road	Frame Vernacular	c.1945
8SL1250	461	Barn on Williams Road/Williams Road	Frame Vernacular	c.1947
8SL1254	211	1101 Gopher Ridge	Frame Vernacular	c.1935
8SL1255	204	Bentonwood Mobile Home Park/ 6143 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1256	507	5989 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1259	208	601 Ulrich Road	Masonry Vernacular	c.1950
8SL1261	595	6901 South Indian River Drive	Frame Vernacular	c.1947
8SL1264	592	6209 South Indian River Drive	Masonry Vernacular	c.1941
8SL1265	603	7409 South Indian River Drive	Masonry Vernacular	c.1953
8SL1266	602	7405 South Indian River Drive	Masonry Vernacular	c.1950
8SL1270	599	7103 South Indian River Drive	Masonry Vernacular	c.1948
8SL1271	598	7005 South Indian River Drive	Other	c.1952
8SL1272	597	7001 South Indian River Drive	Ranch	c.1950
8SL1273	462	Evans Property Incorporated/ Okeechobee Road	Masonry Vernacular	c.1945
8SL1274	460	12506 West Midway Road	Frame Vernacular	c.1939
8SL1277	533	4878 Christensen Road	Frame Vernacular	c.1941
8SL1278	406	4801 Dunn Road	Frame Vernacular	c.1950
8SL1279	405	4659 Christensen Road	Masonry Vernacular	c.1950
8SL1280	509	2689 Devine Road	Frame Vernacular	c.1929
8SL1290	213	2282 West Midway Road	Minimal Traditional	c.1950
8SL1291	532	The Cottages/1780 West Midway Road	Frame Vernacular	c.1938
8SL1298	245	4506 Sunrise Boulevard	Frame Vernacular	1910
8SL1299	242	701 Cory Campbell Road	Frame Vernacular	c.1925
8SL1300	244	806 Cory Campbell Road	Frame Vernacular	c.1945
8SL1301	243	802 Cory Campbell Road	Frame Vernacular	c.1945

<b>FMSF #</b>	<b>Site Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL1302	206	Smallwood Motel/5340 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1305	209	5007 Melville Road	Frame Vernacular	c.1935
8SL1306	229	701 West Midway Road	Frame Vernacular	c.1945
8SL1307	228	A-1 Realty/602 West Midway Road	Frame Vernacular	c.1935
8SL1309	217	352 Palms Avenue	Frame Vernacular	c.1923
8SL1310	203	4715 South U.S. Highway 1	Art Moderne	c.1950
8SL1312	202	4521 South U.S. Highway 1	Frame Vernacular	c.1950
8SL1316	589	5803 South Indian River Drive	Masonry Vernacular	c.1949
8SL1317	588	5605 South Indian River Drive	Frame Vernacular	c.1925
8SL1319	418	5405 South Indian River Drive	Frame Vernacular	c.1937
8SL1320	419	5401 South Indian River Drive	Masonry Vernacular	c.1950
8SL1322	420	5203 South Indian River Drive	Ranch	c.1948
8SL1323	480	3862 Header Canal Road	Frame Vernacular	c.1935
8SL1324	560	13505 Okeechobee Road	Frame Vernacular	c.1942
8SL1326	471	ARAPAHO Citrus/Okeechobee Road	Masonry Vernacular	c.1941
8SL1327	459	10103 Muller Road	Masonry Vernacular	c.1950
8SL1328	535	4554 South 25 <sup>th</sup> Street	Masonry Vernacular	c.1948
8SL1329	534	4560 South 25 <sup>th</sup> Street	Frame Vernacular	c.1942
8SL1331	506	A1 Radiator/4412 South U.S. Highway 1	Frame Vernacular	c.1945
8SL1332	577	4001 South Indian River Drive	Ranch	c.1950
8SL1333	586	Bright's Landing/4901 South Indian River Drive	Minimal Traditional	c.1950
8SL1334	518	4807 South Indian River Drive	Masonry Vernacular	c.1950
8SL1338	516	4711 South Indian River Drive	Masonry Vernacular	c.1950
8SL1340	583	4501 South Indian River Drive	Masonry Vernacular	c.1950
8SL1343	514	4311 South Indian River Drive	Frame Vernacular	c.1941
8SL1345	580	4245 South Indian River Drive	Ranch	c.1948
8SL1346	578	4201 South Indian River Road	Masonry Vernacular	c.1942
8SL1347	482	11520 Okeechobee Road	Frame Vernacular	c.1935
8SL1348	483	9987 Okeechobee Road	Masonry Vernacular	c.1945
8SL1350	403	3362 Selvitz Road	Frame Vernacular	c.1936
8SL1353	399	4486 Edwards Road	Frame Vernacular	c.1923
8SL1355	527	4880 Edwards Road	Frame Vernacular	c.1928
8SL1356	530	4620 Edwards Road	Frame Vernacular	c.1941
8SL1357	529	4594 Edwards Road	Frame Vernacular	c.1941
8SL1358	531	Tiki Boutique/4642 Edwards Road	Frame Vernacular	c.1941
8SL1359	537	3381 Old Edwards Road	Frame Vernacular	c.1949
8SL1361	536	4046 Edwards Road	Frame Vernacular	c.1947
8SL1362	221	3300 Sunrise Boulevard	Frame Vernacular	c.1941
8SL1363	247	3226 Sunrise Boulevard	Frame Vernacular	c.1935
8SL1367	223	1901 Edwards Road	Masonry Vernacular	c.1945

FMSF #	Site Record #	Site Name/Address	Style	Date of Construction
8SL1368	465	Travel Inn of Ft. Pierce/3425 South U.S. Highway 1	Masonry Vernacular	c.1943
8SL1369	227	3347 South U.S. Highway 1	Masonry Vernacular	c.1950
8SL1370	226	3261 South U.S. Highway 1	Frame Vernacular	c.1949
8SL1371	466	Quonset Hut on Glenview Avenue/637 Glenview Avenue	Frame Vernacular	c.1950
8SL1372	467	Checker Cab/631 Glenview Avenue	Frame Vernacular	c.1950
8SL1373	576	3911 South Indian River Drive	Ranch	c.1950
8SL1375	574	3905 South Indian River Drive	Masonry Vernacular	c.1953
8SL1380	569	3717 South Indian River Drive	Other	c.1952
8SL1385	565	3575 South Indian River Drive	Ranch	c.1950
8SL1386	512	3333 South Indian River Drive	Colonial Revival	c.1954
8SL1387	562	Chateau Taylor/697 Rio Vista Drive	Masonry Vernacular	c.1925
8SL1388	561	698 Rio Vista Drive	Masonry Vernacular	c.1950
8SL1390	564	682 Rio Vista Drive	Ranch	c.1948
8SL1392	458	2790 Gentile Road	Frame Vernacular	c.1952
8SL1394	429	8310 Andrews Avenue	Frame Vernacular	c.1950
8SL1395	484	House on Kings Highway/Kings Highway	Frame Vernacular	c.1928
8SL1397	427	2496 South Kings Highway	Masonry Vernacular	c.1937
8SL1398	501	2463 South Jenkins Road	Masonry Vernacular	c.1928
8SL1400	528	3026 Rogers Road	Frame Vernacular	c.1941
8SL1403	372	4491 Kirby Loop Road	Frame Vernacular	c.1941
8SL1404	373	4321 Kirby Loop Road	Masonry Vernacular	c.1950
8SL1405	396	2880 Old Edwards Road	Frame Vernacular	c.1941
8SL1408	508	3650 Kirby Loop Road	Frame Vernacular	c.1930
8SL1412	377	2407 South 37 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1413	376	2407 South 38 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1415	375	3801 Arnold Road	Frame Vernacular	c.1942
8SL1416	379	2302 South 39 <sup>th</sup> Street	Frame Vernacular	c.1949
8SL1417	395	2498 Edwards Road	Ranch	c.1950
8SL1418	470	2808 South 25 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1421	393	2400 Cortez Boulevard	Masonry Vernacular	c.1946
8SL1422	469	2302 Cortez Boulevard	Bungalow	c.1935
8SL1423	426	7710 Pruitt Research Center Road/7710 Pruitt Research Center Road	Masonry Vernacular	c.1946
8SL1425	498	985 South Jenkins Road	Frame Vernacular	c.1948
8SL1427	500	2144 South Jenkins Road	Frame Vernacular	c.1935
8SL1430	499	1523 South Jenkins Road	Frame Vernacular	c.1928
8SL1431	380	2214 South 39 <sup>th</sup> Street	Masonry Vernacular	c.1935
8SL1432	361	2208 South 34 <sup>th</sup> Street	Frame Vernacular	c.1920
8SL1433	363	2205 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1435	381	2202A South 39 <sup>th</sup> Street	Frame Vernacular	c.1945
8SL1436	382	2202B South 39 <sup>th</sup> Street	Frame Vernacular	c.1935

FMSF #	Site Record #	Site Name/Address	Style	Date of Construction
8SL1437	383	2202C South 39 <sup>th</sup> Street	Frame Vernacular	c.1935
8SL1440	386	2103 South 37 <sup>th</sup> Street	Frame Vernacular	c.1940
8SL1441	543	2108 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1443	544	2101 South 34 <sup>th</sup> Street	Masonry Vernacular	c.1948
8SL1447	546	2008 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1448	385	3701 Okeechobee Road	Bungalow	c.1928
8SL1450	549	1915 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1451	548	1918 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1452	367	2006 South 41 <sup>st</sup> Street	Frame Vernacular	c.1941
8SL1454	551	1909 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1455	550	1914 South 34 <sup>th</sup> Street	Frame Vernacular	c.1940
8SL1456	365	1911 South 35 <sup>th</sup> Street	Frame Vernacular	c.1945
8SL1457	557	1906 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1458	539	1909 South 33 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1459	552	1907 South 34 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1460	556	1904 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1462	554	1903 South 34 <sup>th</sup> Street	Frame Vernacular	c.1950
8SL1463	540	1901 South 33 <sup>rd</sup> Street	Bungalow	c.1928
8SL1464	555	1900 South 35 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1468	366	3407 Okeechobee Road	Masonry Vernacular	c.1948
8SL1469	198	3000 Orange Avenue	Frame Vernacular	c.1950
8SL1475	490	12840 Orange Avenue	Frame Vernacular	c.1950
8SL1476	491	11535 Orange Avenue	Frame Vernacular	c.1942
8SL1477	495	487 Horton Avenue	Frame Vernacular	1918
8SL1479	494	266 Gokchoff Road	Frame Vernacular	c.1942
8SL1480	493	10351 Orange Avenue	Minimal Traditional	c.1952
8SL1482	440	8375 Orange Avenue	Frame Vernacular	c.1935
8SL1483	441	T & J Hitching Post/8355 Orange Avenue	Frame Vernacular	c.1947
8SL1488	430	McArthur Dairy Building/5501 Orange Avenue	Frame Vernacular	c.1935
8SL1490	432	98 LaJean Drive	Masonry Vernacular	c.1945
8SL1492	349	4209 Charity Lane	Frame Vernacular	c.1928
8SL1495	496	3613 Orange Avenue	Masonry Vernacular	c.1948
8SL1496	357	3311 Avenue A	Frame Vernacular	c.1948
8SL1498	355	3301 Avenue B	Masonry Vernacular	c.1950
8SL1499	354	306 Angle Road	Frame Vernacular	c.1948
8SL1500	351	3401 Dale Place	Masonry Vernacular	c.1948
8SL1501	353	3405 Dale Place	Masonry Vernacular	c.1952
8SL1502	352	3402 Dale Place	Frame Vernacular	c.1948
8SL1503	343	406 North 38 <sup>th</sup> Street	Frame Vernacular	c.1948
8SL1504	344	411 North 37 <sup>th</sup> Street	Bungalow	c.1928
8SL1505	345	415 North 37 <sup>th</sup> Street	Frame Vernacular	c.1948
8SL1507	346	417 North 37 <sup>th</sup> Street	Frame Vernacular	c.1941
8SL1508	341	4006 Mariah Circle	Frame Vernacular	c.1950
8SL1510	436	Shed on Rock Road/Rock Road	Frame Vernacular	c.1949
8SL1511	437	7905 Angle Road	Masonry Vernacular	c.1950

<b>FMSF #</b>	<b>Site Record #</b>	<b>Site Name/Address</b>	<b>Style</b>	<b>Date of Construction</b>
8SL1512	442	780 North Kings Highway	Masonry Vernacular	c.1920
8SL1513	439	House on Angle Road/Angle Road	Frame Vernacular	c.1950
8SL1514	326	906 Angle Road	Frame Vernacular	c.1945
8SL1515	322	911 Angle Road	Frame Vernacular	c.1945
8SL1516	321	912 Angle Road	Masonry Vernacular	c.1950
8SL1517	323	915 Angle Road	Frame Vernacular	c.1945
8SL1520	318	1408 Angle Road	Frame Vernacular	c.1945
8SL1522	314	1506 Angle Road	Mission	c.1928
8SL1523	340	1603 Angle Road	Frame Vernacular	c.1950
8SL1524	316	4305 Avenue O	Frame Vernacular	c.1935
8SL1525	315	1511 North 43 <sup>rd</sup> Street	Frame Vernacular	c.1950
8SL1527	337	4803 Avenue Q	Frame Vernacular	c.1948
8SL1532	333	3302 Metzger Road	Frame Vernacular	c.1947
8SL1534	328	3405 Avenue F	Masonry Vernacular	c.1941
8SL1536	336	610 North 35 <sup>th</sup> Street	Minimal Traditional	c.1940
8SL1537	329	3301 Avenue F	Frame Vernacular	c.1948
8SL1539	327	902 Angle Road	Masonry Vernacular	c.1941
8SL1543	299	914 Valley Lane	Frame Vernacular	c.1950
8SL1544	298	912 Valley Lane	Frame Vernacular	c.1950
8SL1545	297	910 Valley Lane	Frame Vernacular	c.1950
8SL1547	295	1807 North U.S. Highway 1	Frame Vernacular	c.1941
8SL1548	288	1921 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1549	289	1932 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1945
8SL1550	290	1933 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1935
8SL1551	291	1940 North 3 <sup>rd</sup> Street	Frame Vernacular	c.1941
8SL1552	287	1933 Old Dixie Highway	Masonry Vernacular	c.1946
8SL1557	284	1945 Old Dixie Highway	Frame Vernacular	c.1941
8SL1558	283	2011 Old Dixie Highway	Masonry Vernacular	c.1945
8SL1561	281	2015 Old Dixie Highway	Masonry Vernacular	c.1950
8SL1562	438	Red Barn Produce/2001 North Kings Highway	Frame Vernacular	c.1939
8SL1564	309	2003 Keen Road	Frame Vernacular	c.1945
8SL1565	310	2005 Keen Road	Frame Vernacular	c.1945
8SL1568	306	2491 Keen Road	Frame Vernacular	c.1941
8SL1569	311	2303 North 49 <sup>th</sup> Street	Masonry Vernacular	c.1950
8SL1570	303	2725 Center Road	Frame Vernacular	c.1941
8SL1571	302	5327 St. Lucie Boulevard	Masonry Vernacular	c.1950
8SL1572	304	5475 St. Lucie Boulevard	Frame Vernacular	c.1945
8SL1573	305	5677 St. Lucie Boulevard	Frame Vernacular	c.1941
8SL1574	301	5299 St. Lucie Boulevard	Frame Vernacular	c.1950
8SL1575	277	1603 Juanita Street	Masonry Vernacular	c.1952
8SL1578	274	Antiques and Stuff/2401 South U.S. Highway 1	Masonry Vernacular	c.1952
8SL1583	278	211 Olson Avenue	Frame Vernacular	c.1950
8SL1594	450	8410 Immokolee Road	Masonry Vernacular	c.1949
8SL1595	449	3405 Seminole Road	Masonry Vernacular	c.1941



FMSF #	Site Record #	Site Name/Address	Style	Date of Construction
8SL1616	448	4310 Seminole Road	Masonry Vernacular	c.1938
8SL1618	453	12103 Indrio Road	Frame Vernacular	c.1950
8SL1619	454	large shed on Indrio Road/Indrio Road	Frame Vernacular	c.1945
8SL1620	455	9520 Indrio Road	Frame Vernacular	c.1941
8SL1622	488	6498 Indrio Road	Frame Vernacular	c.1935
8SL1627	447	5176–5188 North U.S. Highway 1	Masonry Vernacular	c.1948
8SL1629	422	Bethel Memorial Park/Old Dixie Highway	N/A	c.1952
8SL1630	503	5455 North U.S. Highway 1	Minimal Traditional	c.1942
8SL1631	456	9700 Russos Road	Masonry Vernacular	c.1941
8SL1633	444	6585 North U.S. Highway 1	Masonry Vernacular	c.1941

**RESOURCES IN ST. LUCIE VILLAGE THAT COULD BE ELIGIBLE AT THE COUNTY LEVEL WITH ADDITIONAL RESEARCH AND EVALUATION**

FMSF #	Survey Record #	Site Name/Address	Style	Date of Construction
8SL257	137	Barn on FEC Railroad Tracks/St. Lucie Boulevard	Frame Vernacular	c.1910
8SL263	134	2867 Old Dixie Highway	Frame Vernacular	c.1910
8SL267	136	3139 Old Dixie Highway	Frame Vernacular	c.1915
8SL1118	043	4210 North U.S. Highway 1	Frame Vernacular	c.1945
8SL1580	279	2503 James Payne Circle	Frame Vernacular	c.1945
8SL1581	280	2505 James Payne Circle	Frame Vernacular	c.1941
8SL1585	254	301 St. Lucie Lane	Frame Vernacular	c.1952
8SL1587	255	312 St. Lucie Lane	Other	c.1950
8SL1588	256	House on Matthew Quay Way/Matthew Quay Way	Other	c.1950
8SL1597	257	2879 Old Dixie Highway	Masonry Vernacular	c.1945
8SL1606	250	Harrell House/3011 North Indian River Drive	Minimal Traditional	c.1900
8SL1609	259	225 Euclid Street	Mission	c.1925
8SL1614	265	3507 Old Dixie Highway	Frame Vernacular	c.1935

**APPENDIX D:**  
**SURVEY LOG SHEET**

**PREVIOUSLY RECORDED RESOURCES FOR THE ST. LUCIE COUNTY  
HISTORIC RESOURCES SURVEY**

SL69	SL134	SL185	SL236	SL1099
SL77	SL135	SL186	SL237	SL1103
SL78	SL136	SL187	SL238	SL1104
SL80	SL137	SL188	SL239	SL1105
SL81	SL138	SL189	SL240	SL1106
SL82	SL139	SL191	SL241	SL1107
SL83	SL140	SL193	SL242	SL1108
SL84	SL141	SL194	SL243	SL1109
SL85	SL142	SL195	SL244	SL1110
SL88	SL143	SL196	SL245	SL1111
SL89	SL144	SL197	SL246	SL1117
SL90	SL146	SL198	SL247	SL1118
SL91	SL147	SL199	SL248	SL1119
SL92	SL148	SL200	SL249	SL1125
SL93	SL150	SL201	SL250	SL1126
SL94	SL151	SL203	SL251	SL1130
SL95	SL152	SL204	SL252	SL1131
SL97	SL154	SL207	SL254	SL1133
SL98	SL155	SL208	SL255	SL1142
SL99	SL156	SL209	SL256	SL1145
SL100	SL157	SL210	SL257	SL1171
SL101	SL158	SL211	SL258	SL1172
SL102	SL159	SL212	SL259	
SL103	SL160	SL213	SL260	
SL104	SL161	SL214	SL261	
SL106	SL162	SL215	SL262	
SL108	SL163	SL216	SL263	
SL109	SL165	SL217	SL264	
SL111	SL166	SL218	SL266	
SL113	SL167	SL219	SL267	
SL114	SL168	SL220	SL270	
SL115	SL169	SL221	SL271	
SL116	SL170	SL222	SL272	
SL117	SL171	SL223	SL273	
SL120	SL172	SL224	SL274	
SL121	SL173	SL225	SL275	
SL124	SL174	SL226	SL276	
SL125	SL175	SL227	SL277	
SL126	SL176	SL228	SL280	
SL127	SL177	SL229	SL281	
SL128	SL178	SL230	SL282	
SL129	SL179	SL231	SL283	
SL130	SL182	SL232	SL285	
SL132	SL183	SL234	SL286	
SL133	SL184	SL235	SL287	

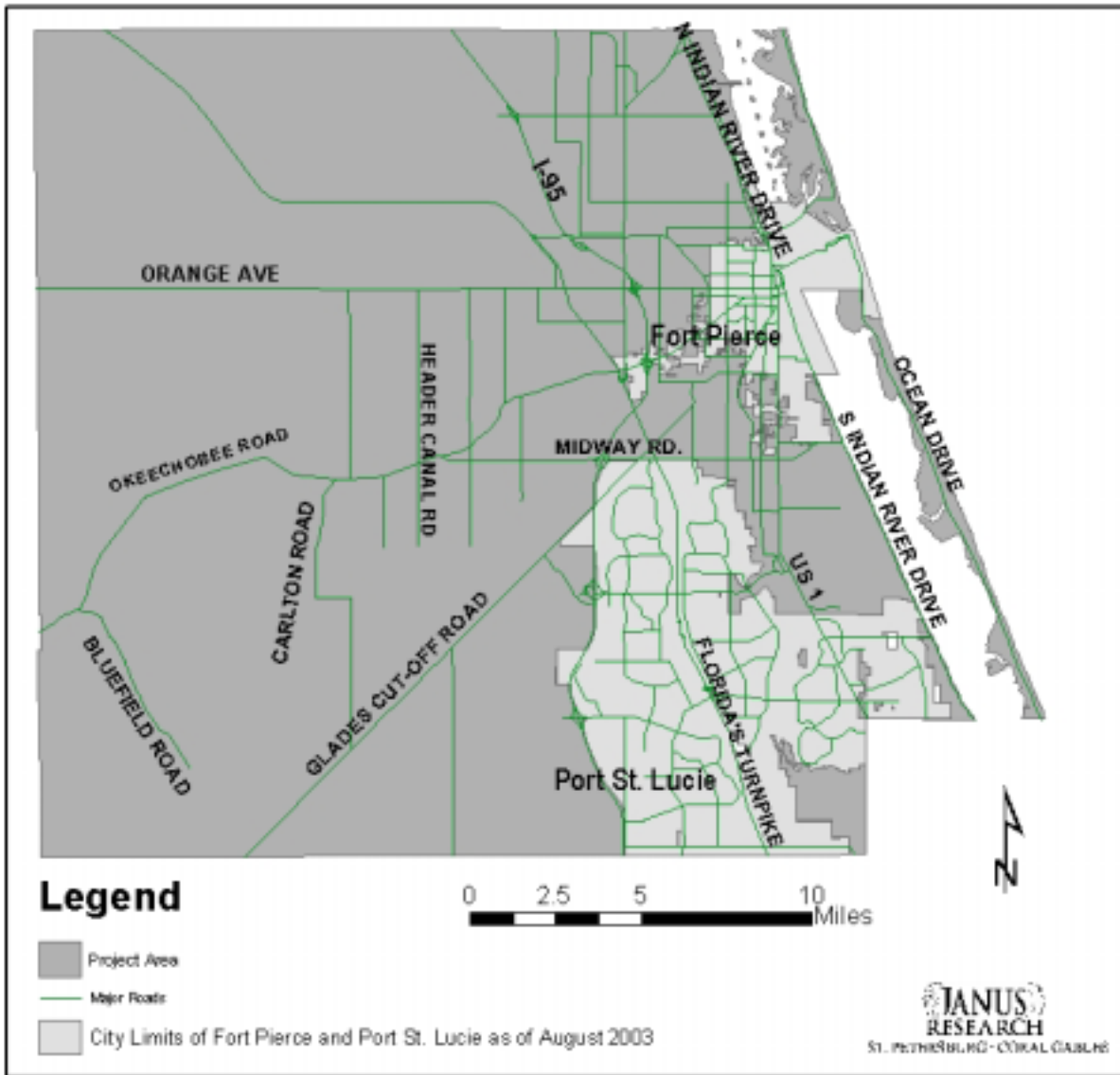
**NEWLY RECORDED RESOURCES FOR THE ST. LUCIE COUNTY  
HISTORIC RESOURCES SURVEY**

SL1187	SL1232	SL1277	SL1322	SL1368
SL1188	SL1233	SL1278	SL1323	SL1369
SL1189	SL1234	SL1279	SL1324	SL1370
SL1190	SL1235	SL1280	SL1326	SL1371
SL1191	SL1236	SL1281	SL1327	SL1372
SL1192	SL1237	SL1282	SL1328	SL1373
SL1193	SL1238	SL1283	SL1329	SL1374
SL1194	SL1239	SL1284	SL1330	SL1375
SL1195	SL1240	SL1285	SL1331	SL1376
SL1196	SL1241	SL1286	SL1332	SL1377
SL1197	SL1242	SL1287	SL1333	SL1378
SL1198	SL1243	SL1288	SL1334	SL1379
SL1199	SL1244	SL1289	SL1335	SL1380
SL1200	SL1245	SL1290	SL1336	SL1381
SL1201	SL1246	SL1291	SL1337	SL1382
SL1202	SL1247	SL1292	SL1338	SL1383
SL1203	SL1248	SL1293	SL1339	SL1384
SL1204	SL1249	SL1294	SL1340	SL1385
SL1205	SL1250	SL1295	SL1341	SL1386
SL1206	SL1251	SL1296	SL1342	SL1387
SL1207	SL1252	SL1297	SL1343	SL1388
SL1208	SL1253	SL1298	SL1344	SL1389
SL1209	SL1254	SL1299	SL1345	SL1390
SL1210	SL1255	SL1300	SL1346	SL1391
SL1211	SL1256	SL1301	SL1347	SL1392
SL1212	SL1257	SL1302	SL1348	SL1393
SL1213	SL1258	SL1303	SL1349	SL1394
SL1214	SL1259	SL1304	SL1350	SL1395
SL1215	SL1260	SL1305	SL1351	SL1396
SL1216	SL1261	SL1306	SL1352	SL1397
SL1217	SL1262	SL1307	SL1353	SL1398
SL1218	SL1263	SL1308	SL1354	SL1399
SL1219	SL1264	SL1309	SL1355	SL1400
SL1220	SL1265	SL1310	SL1356	SL1401
SL1221	SL1266	SL1311	SL1357	SL1402
SL1222	SL1267	SL1312	SL1358	SL1403
SL1223	SL1268	SL1313	SL1359	SL1404
SL1224	SL1269	SL1314	SL1360	SL1405
SL1225	SL1270	SL1315	SL1361	SL1406
SL1226	SL1271	SL1316	SL1362	SL1407
SL1227	SL1272	SL1317	SL1363	SL1408
SL1228	SL1273	SL1318	SL1364	SL1409
SL1229	SL1274	SL1319	SL1365	SL1410
SL1230	SL1275	SL1320	SL1366	SL1411
SL1231	SL1276	SL1321	SL1367	SL1412

SL1413	SL1458	SL1503	SL1548	SL1593
SL1414	SL1459	SL1504	SL1549	SL1594
SL1415	SL1460	SL1505	SL1550	SL1595
SL1416	SL1461	SL1506	SL1551	SL1596
SL1417	SL1462	SL1507	SL1552	SL1597
SL1418	SL1463	SL1508	SL1553	SL1598
SL1419	SL1464	SL1509	SL1554	SL1599
SL1420	SL1465	SL1510	SL1555	SL1600
SL1421	SL1466	SL1511	SL1556	SL1601
SL1422	SL1467	SL1512	SL1557	SL1602
SL1423	SL1468	SL1513	SL1558	SL1603
SL1424	SL1469	SL1514	SL1559	SL1604
SL1425	SL1470	SL1515	SL1560	SL1605
SL1426	SL1471	SL1516	SL1561	SL1606
SL1427	SL1472	SL1517	SL1562	SL1607
SL1428	SL1473	SL1518	SL1563	SL1608
SL1429	SL1474	SL1519	SL1564	SL1609
SL1430	SL1475	SL1520	SL1565	SL1610
SL1431	SL1476	SL1521	SL1566	SL1611
SL1432	SL1477	SL1522	SL1567	SL1612
SL1433	SL1478	SL1523	SL1568	SL1613
SL1434	SL1479	SL1524	SL1569	SL1614
SL1435	SL1480	SL1525	SL1570	SL1615
SL1436	SL1481	SL1526	SL1571	SL1616
SL1437	SL1482	SL1527	SL1572	SL1617
SL1438	SL1483	SL1528	SL1573	SL1618
SL1439	SL1484	SL1529	SL1574	SL1619
SL1440	SL1485	SL1530	SL1575	SL1620
SL1441	SL1486	SL1531	SL1576	SL1621
SL1442	SL1487	SL1532	SL1577	SL1622
SL1443	SL1488	SL1533	SL1578	SL1623
SL1444	SL1489	SL1534	SL1579	SL1624
SL1445	SL1490	SL1535	SL1580	SL1625
SL1446	SL1491	SL1536	SL1581	SL1626
SL1447	SL1492	SL1537	SL1582	SL1627
SL1448	SL1493	SL1538	SL1583	SL1628
SL1449	SL1494	SL1539	SL1584	SL1629
SL1450	SL1495	SL1540	SL1585	SL1630
SL1451	SL1496	SL1541	SL1586	SL1631
SL1452	SL1497	SL1542	SL1587	SL1632
SL1453	SL1498	SL1543	SL1588	SL1633
SL1454	SL1499	SL1544	SL1589	SL1634
SL1455	SL1500	SL1545	SL1590	SL1648
SL1456	SL1501	SL1546	SL1591	SL1649
SL1457	SL1502	SL1547	SL1592	SL1650

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SL1666

### ST. LUCIE COUNTY HISTORIC RESOURCES SURVEY PROJECT LOCATION MAP



**APPENDIX E:**  
**FLORIDA MASTER SITE FILES**



**RESOURCES POTENTIALLY ELIGIBLE FOR  
THE WHITE CITY MPS**

**WHITE CITY MPS**

<b>FMSF #</b>	<b>SITE NAME/ADDRESS</b>
8SL124	Nels Hansen House/5102 South Oleander Avenue
8SL126	White City School/905 West 2nd Street
8SL134	Nels Jorgensen House/5006 South Citrus Avenue
8SL138	Mary Kerr House/5204 South Citrus Avenue
8SL139	Ray Kerr House/5704 South Citrus Avenue
8SL151	Islamic Center/1104 West Midway Road
8SL155	White City Mercantile Building/1000 West Midway Road
8SL179	4111 Oleander Avenue
8SL188	Christensen House/511 West Midway Road
8SL193	Pete Robinson House/5902 South Oleander Avenue

**RESOURCES POTENTIALLY ELIGIBLE FOR THE  
SOUTH INDIAN RIVER DRIVE MPS**

**SOUTH INDIAN RIVER DRIVE MPS**

<b>FMSF #</b>	<b>SITE NAME/ADDRESS</b>
8SL78	Fairmont Manor/5707 South Indian River Drive
8SL211	Captain John Miller House/12387 South Indian River Drive
8SL223	R. V. Ankeny House/8205 South Indian River Drive
8SL224	Russell House/8103 South Indian River Drive
8SL227	7901 South Indian River Drive
8SL231	5703 South Indian River Drive
8SL235	William Robinson House/4955 South Indian River Drive
8SL236	Riverhill/4625 South Indian River Drive
8SL237	Britt House/4511 South Indian River Drive
8SL238	M. E. Card House/3915-17 South Indian River Drive

**RESOURCES POTENTIALLY ELIGIBLE FOR  
THE RURAL MPS**

**RURAL MPS**

<b>FMSF #</b>	<b>SITE NAME/ADDRESS</b>
8SL97	Letts House/11006 Okeechobee Road
8SL98	Old Standard Growers House/9101 Okeechobee Road
8SL100	Keystone Grove/2950 Coolidge Road
8SL115	Fort Pierce Farms Schoolhouse/8850 Indrio Road
8SL286	Boykin House/3684 11 Mile Road

**RESOURCES POTENTIALLY ELIGIBLE FOR THE *NRHP*  
ON AN INDIVIDUAL BASIS**

***NRHP-LISTED RESOURCES***



**NRHP-LISTED**

<b>FMSF #</b>	<b>SITE NAME/ADDRESS</b>
8SL69	Casa Caprona/2605 St. Lucie Boulevard
8SL76	St. Lucie Village Historic District
8SL77	Captain Hammond House/5775 South Citrus Avenue
8SL287	Immokolee/8431 Immokolee Road

**RESOURCES POTENTIALLY ELIGIBLE FOR THE ST.  
LUCIE COUNTY REGISTER OF HISTORIC PLACES**

**COUNTY ELIGIBLE**

<b>FMSF #</b>	<b>SITE NAME/ADDRESS</b>
8SL93	A. M. Sample House/4395 11 Mile Road
8SL108	26001 Orange Avenue
8SL159	Burt Bell House/3603 Sunrise Boulevard
8SL261	St. Lucie School/2501 Old Dixie Highway
8SL262	Dixie Summerlin House/225 St. Lucie Boulevard
8SL266	Treasure Coast Antiques/4343 North U.S. Highway 1
8SL280	Counseling & Recovery Center Inc./4753 Orange Avenue
8SL281	5300 Orange Avenue
8SL285	Kenansville Post Office/25999 Orange Avenue
8SL1110	3310 Orange Avenue
8SL1218	11090 Ridge Avenue
8SL1589	The Henry G. Shimonek House/2210 Old Dixie Highway
8SL1590	The Tree House/Old Dixie Highway
8SL1591	Pioneer House/Old Dixie Highway
8SL1592	Sunny Side/Old Dixie Highway
8SL1593	Wee Palm Haven/2200 Old Dixie Highway

**CEMETERIES POTENTIALLY ELIGIBLE FOR THE ST.  
LUCIE COUNTY REGISTER OF HISTORIC PLACES**

**LOCALLY ELIGIBLE CEMETERIES**

<b>FMSF #</b>	<b>Site Name/ Address</b>
8SL1126	Viking Cemetery/Indrio Road
8SL1171	Carlton Cemetery/Okeechobee Road
8SL1269	Palms Cemetery, Ankona/South Indian River Drive
8SL1330	White City Cemetery/Sunrise Boulevard
8SL1579	St. Lucie Cemetery/Old Dixie Highway
8SL1634	Eden Cemetery/South Indian River Drive

**RESOURCES LOCATED IN THE *NRHP*-LISTED  
ST. LUCIE VILLAGE HISTORIC DISTRICT**

**ST. LUCIE VILLAGE HISTORIC DISTRICT**

<b>FMSF #</b>	<b>Site Name/Address</b>	<b>Status</b>
8SL76	St. Lucie Village Historic District	N/A
8SL239	Senator Quay House/2515 North Indian River Drive	Contributing
8SL240	St. Lucie Club/2601 North Indian River Drive	Contributing
8SL241	Haynesworth House/2709 North Indian River Drive	Contributing
8SL242	Summerlin House/2801 North Indian River Drive	Contributing
8SL243	Peed House/2805 North Indian River Drive	Contributing
8SL244	Padrick House/2817 North Indian River Drive	Contributing
8SL245	Harrington House/2821 North Indian River Drive	Contributing
8SL246	Terry House/2825 North Indian River Drive	Contributing
8SL247	Hoskins House/2929 North Indian River Drive	Contributing
8SL248	Glatz House/2933 North Indian River Drive (formerly 2931)	Contributing
8SL249	Greist House/3101 North Indian River Drive	Contributing
8SL250	Allen House/3109 North Indian River Drive (formerly 3111)	Contributing
8SL251	3233 North Indian River Drive (formerly 3303)	Contributing
8SL252	Sinnott House/3305 North Indian River Drive	Contributing
8SL254	H. Chamberlin House/473 Chamberlin Boulevard (formerly 101)	Contributing
8SL255	Howard House/451 Chamberlin Boulevard (formerly 103)	Contributing
8SL1604	Lunibus House/3001 North Indian River Drive	Contributing
8SL1606	Harrell House/3011 North Indian River Drive	Non-Contributing
8SL1608	3105 North Indian River Drive	Non-Contributing

**RESOURCES LOCATED IN  
ST. LUCIE VILLAGE**



**ST. LUCIE VILLAGE**

<b>FMSF #</b>	<b>Site Name/Address</b>
8SL239	Senator Quay House/2515 North Indian River Drive
8SL240	St. Lucie Club/2601 North Indian River Drive
8SL241	Haynesworth House/2709 North Indian River Drive
8SL242	Summerlin House/2801 North Indian River Drive
8SL243	Peed House/2805 North Indian River Drive
8SL244	Padrick House/2817 North Indian River Drive
8SL245	Harrington House/2821 North Indian River Drive
8SL246	Terry House/2825 North Indian River Drive
8SL247	Hoskins House/2929 North Indian River Drive
8SL248	Glatz House/2933 North Indian River Drive (formerly 2931)
8SL249	Greist House/3101 North Indian River Drive
8SL250	Allen House/3109 North Indian River Drive (formerly 3111)
8SL251	3233 North Indian River Drive (formerly 3303)
8SL252	Sinnott House/3305 North Indian River Drive
8SL254	H. Chamberlin House/473 Chamberlin Boulevard (formerly 101)
8SL255	Howard House/451 Chamberlin Boulevard (formerly 103)
8SL256	395 Chamberlin Boulevard
8SL257	Barn on FEC Railroad Tracks/St. Lucie Boulevard
8SL261	St. Lucie School/2501 Old Dixie Highway
8SL263	2867 Old Dixie Highway
8SL267	3139 Old Dixie Highway
8SL1118	4210 North U.S. Highway 1
8SL1579	St. Lucie Cemetery/Old Dixie Highway
8SL1580	2503 James Payne Circle
8SL1581	2505 James Payne Circle
8SL1585	301 St. Lucie Lane
8SL1586	305 St. Lucie Lane
8SL1587	312 St. Lucie Lane
8SL1588	House on Matthew Quay Way/Matthew Quay Way
8SL1589	The Henry G. Shimonek House/2210 Old Dixie Highway
8SL1590	The Tree House/Old Dixie Highway
8SL1591	Pioneer House/Old Dixie Highway
8SL1592	Sunny Side/Old Dixie Highway
8SL1593	Wee Palm Haven/2200 Old Dixie Highway
8SL1597	2879 Old Dixie Highway
8SL1599	Shadetre Studio/2900 Old Dixie Highway
8SL1600	323 Chamberlin Boulevard
8SL1601	435 Chamberlin Boulevard
8SL1602	430 Chamberlin Boulevard
8SL1603	446 Chamberlin Boulevard
8SL1604	Lunibus House/3001 North Indian River Drive
8SL1605	Caribee Colony/3003-3009 North Indian River Drive
8SL1606	Harrell House/3011 North Indian River Drive
8SL1608	3105 North Indian River Drive
8SL1609	225 Euclid Street

<b>FMSF #</b>	<b>Site Name/Address</b>
8SL1611	3429 Old Dixie Highway
8SL1612	3463 Old Dixie Highway
8SL1613	3485 Old Dixie Highway
8SL1614	3507 Old Dixie Highway
8SL1615	3535 Old Dixie Highway
8SL1617	3690 North U.S. Highway 1

**RESOURCES LOCATED IN THE POTENTIAL LOCAL  
WHITE CITY HISTORIC DISTRICT**

**WHITE CITY**

<b>FMSF #</b>	<b>Site Name/Address</b>
8SL124	Nels Hansen House/5102 South Oleander Avenue
8SL125	Captain Hansen House/5101 South Oleander Avenue
8SL126	White City School/905 West 2nd Street
8SL127	Chamberlin House/1001 West 2nd Street
8SL128	Richard Hayes House/1002–1006 West 2nd Street
8SL129	1003 West 2nd Street
8SL130	John Small House/1013 West 2nd Street
8SL132	Gustav Ringdahl House/1203 West 1st Street
8SL133	Irene Peterson House/1108 West 1st Street
8SL134	Nels Jorgensen House/5006 South Citrus Avenue
8SL135	Andrew Jorgensen House/5004 South Cypress Avenue
8SL136	John Waldron House/1009 West 1st Street
8SL137	Bob Hayes House/1001 West 1st Street
8SL138	Mary Kerr House/5204 South Citrus Avenue
8SL144	1001 West Enders Road
8SL146	Ulrich House/1310 West Midway Road
8SL147	4911 Magnolia Avenue
8SL148	1109 West Midway Road
8SL150	Stetcher House/1103 West Midway Road
8SL151	Islamic Center/1104 West Midway Road
8SL152	1010 West Midway Road
8SL154	Lawrence White House/1005 West Midway Road
8SL155	White City Mercantile Building/1000 West Midway Road
8SL156	4809 Sunrise Boulevard
8SL157	Potter House/4713 Sunrise Boulevard
8SL182	4901 Oleander Avenue
8SL183	4911 Elm Avenue
8SL184	4909 Elm Avenue
8SL185	4801 Elm Avenue
8SL186	4906 Elm Avenue
8SL187	4908 Elm Avenue
8SL1282	5106 South Citrus Avenue
8SL1283	1101 West 1st Street
8SL1284	807 West Midway Road
8SL1285	908 West 1st Street
8SL1286	1313 West 1st Street
8SL1287	Fiddle Stix/1205 West Midway Road
8SL1288	1305 West Midway Road
8SL1289	The Feathered Nest/1203 West Midway Road
8SL1292	1009 Charlotta Street
8SL1293	1108 Charlotta Street
8SL1294	4905 Sunrise Boulevard
8SL1295	4901 Elm Avenue
8SL1296	4902 Sunrise Boulevard
8SL1297	1137 Percival Street

**RESOURCES CONSIDERED INELIGIBLE FOR THE *NRHP*  
OR THE ST. LUCIE COUNTY REGISTER OF HISTORIC  
PLACES  
(Includes Resources that Could Be Eligible at the County Level  
with Additional Research and Evaluation)**

**LIST OF SURVEYED RESOURCES INELIGIBLE  
OR COUNTY ELIGIBLE WITH MORE INFO**

**Unincorporated**

**St. Lucie Village**

**FLORIDA MASTER SITE FILE FORMS FOR  
HISTORIC ROADWAYS**

**ROADWAYS**

<b>FMSF #</b>	<b>ROAD NAME</b>
8SL1145	Old Road
8SL1648	A1A
8SL1649	Orange Avenue
8SL1650	2nd Street
8SL1651	Charlotta Street
8SL1652	Citrus Avenue
8SL1653	Cypress Avenue
8SL1654	Elm Avenue
8SL1655	Indian River Drive
8SL1656	Magnolia Avenue
8SL1657	Midway Road
8SL1658	Okeechobee Road
8SL1659	Old Edwards Road
8SL1660	Oleander Avenue
8SL1661	Palmetto Avenue
8SL1662	Sunrise Boulevard
8SL1663	U.S. Highway 1
8SL1664	1st Street
8SL1665	Indrio Road
8SL1666	Dixie Highway



1925  
**MAP OF ST-LUCIE COUNTY-FLORIDA.**  
 Scale 1" = 1 mile  
 Fort Pierce, Florida - Nov. 3, 1927.  
 E.H. COLLINS JR.  
 COUNTY ENGINEER.



St. Lucie County  
**Historic Resources Survey**

August 2003

Prepared by  
**JANUS RESEARCH**

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