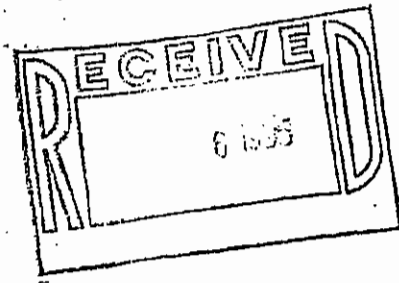


**HISTORIC PROPERTIES SURVEY
OF
FELLSMERE, FLORIDA**



DRAFT

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St. Augustine, Florida 32085
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ACKNOWLEDGMENTS

A survey of historic properties requires community assistance and cooperation. Among other responsibilities, help is needed to assemble maps, locate sources for local history, and identify old buildings. The historian who embarks on collecting information about a community with which he or she has no previous familiarity must particularly depend upon the generosity of local residents. Writing the history of vernacular buildings, that is the residences and other buildings associated with the people of a community, depends more on oral testimony than most facets of history. That is especially true in the case of a neighborhood survey where relatively few documentary sources about property history were ever produced and fewer still preserved. We would like to acknowledge those persons and agencies who helped us.

The support of city officers, employees, and agencies was critical to the study. The City Commission approved the request for grant assistance to pursue the survey and it appropriated the matching funds which the grant required. We are indebted to Robert Baker, the mayor of Fellsmere, to Deborah Krages, city clerk, and to John Little, city consultant, who helped to arrange local administrative support. Informants who made a valuable contribution to the project include Bettie Bock, Mary Carter, Louella Cosner, Mary Freeman, and Ruth Stanbridge.

Research was conducted at the Fellsmere City Hall, Marian Fell Library, Indian River County Courthouse, the school boards of Indian River and St. Lucie counties, St. Lucie County Courthouse, and Vero Beach Public Library. The Commonwealth Land Title Insurance Company of Vero Beach generously permitted the research team access to its collection of land records. Research was also conducted at the Library of Florida History, University of Florida, and Stetson University in DeLand. We thank the directors of those institutions for permitting us access to their collections.

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The Historic Preservation Advisory Council, an eleven-member panel, provides assistance to the department by reviewing grant applications and making award recommendations. The citizen volunteers who serve on the Council collectively devote thousands of hours annually to their tasks. The community owes the council a vote of thanks for its support.

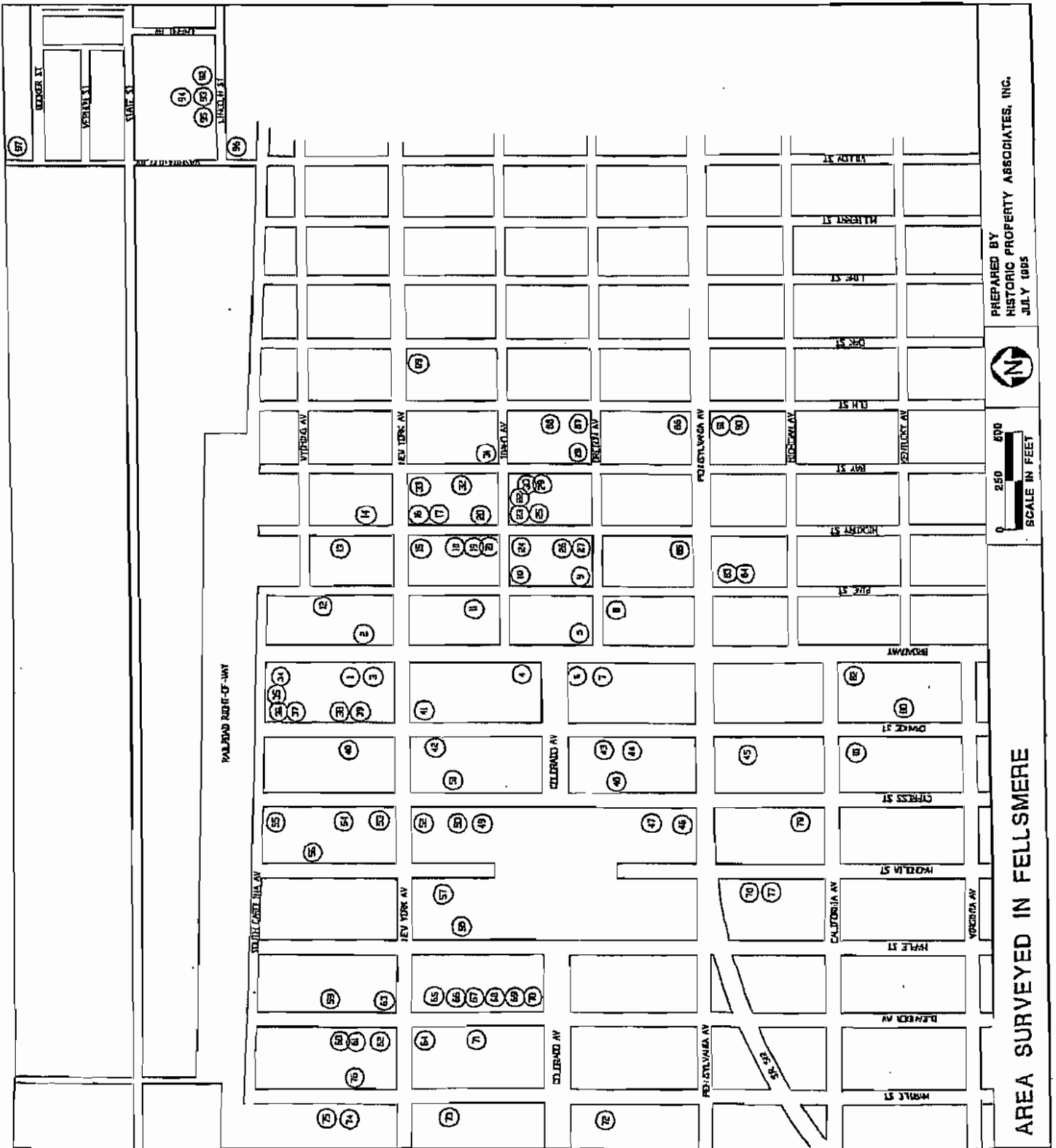
Finally, we must thank the many residents and property owners in Fellsmere who patiently answered our questions and permitted the site inspections that we made and the photographs we took. We hope that the survey will serve its intended role in the preservation of Fellsmere's cultural heritage.

Map 1

Location of Fellsmere, Florida



Map 2



HISTORICAL DEVELOPMENT OF FELLSMERE

Colonial Periods (1513-1820)

Fellsmere occupies a relatively late role in the history of Florida. Spanish Conquistadors, including Ponce de Leon, Pedro Menendez, and Hernando de Soto, explored Florida in the seventeenth century. The contact, disease, and warfare that followed between aboriginals and the Europeans eventually decimated the native population. The Spanish Crown, which failed to settle permanently any part of Florida except St. Augustine, surrendered the region to Great Britain in 1763. Although Florida experienced more development in the next twenty years under British rule than in the previous two centuries of Spanish domination, little development occurred along the lower reaches of the Indian River. Most land grants conveyed by the English government extended along coastal or riverine areas of northeast Florida. In 1874, England returned Florida to Spain as a war reparation associated with the American Revolution. To attract new settlers and encourage development, Spain emulated British policy. As in the earlier British period, most tracts were issued in northeast Florida. The Fleming grant along the Sebastian River, measuring some 20,000 acres, represents the only Spanish appropriation during the period in the area that became Indian River County, which remained relatively undeveloped.¹

In the early nineteenth century, the United States sought the acquisition of East and West Florida. The vast, largely undeveloped region tempted the expansionist government, and land speculators lobbied politicians for its acquisition. Over the years, the Floridas had presented the Federal government with numerous problems. It served as a haven for runaway slaves and Seminole Indians, who often engaged in gunfights with Georgia and Alabama residents. Because of its strategic location, East Florida provided a setting for contraband trade and slave smuggling, and many Americans believed the area threatened national security and could serve as a base for attacks against southern states if acquired by a foreign power, particularly England. Andrew Jackson's invasion of Florida during the First Seminole Indian War made clear that Spain no longer could control Florida. Mounting pressure from the United States resulted in the Adams-Onis Treaty of 1819, but diplomatic delays postponed transfer of power until 1821.²

Antebellum, Civil War, and Reconstruction Periods (1821-1877)

In 1821, Florida became a territory of the United States. Andrew Jackson, the provisional governor, created St. Johns and Escambia counties, the first political subdivisions in the territory. Settlers and speculators regarded the area with great anticipation, but poor transportation and health problems curbed the boom. Nevertheless, a steady influx of settlers precipitated in 1824 the creation of Mosquito County, an extensive area that included present-day Fellsmere.³

During the first half of the nineteenth century, present-day Indian River County remained much as it had for the past two hundred years. Relatively undeveloped, the region contained a handful of frontiersmen, homesteads, and Seminole Indians. Northeast Florida experienced an era of agricultural prosperity during the 1820s until development was cut short by growing hostilities between settlers and Seminoles, culminating in the Second Seminole Indian War (1835-1842). Notwithstanding its bloodier aspects, the war stimulated development throughout the peninsula, including the construction of forts and settlements, land clearing, and road building. Fort Pierce served as a significant installation along the Indian River during the war.⁴

In 1842, as the war ground to a halt, Congress encouraged settlement and development in Florida with passage of the Armed Occupation Act, which granted 160-acre homesteads to the head of a family who maintained five years' residence in the former battle zone. Within a decade, the state's population increased and several new counties were created, including St. Lucia County, which was carved from Mosquito County in 1844 and included the area of present-day Fellsmere. Further county changes included the creation of Brevard County in 1855, which maintained jurisdiction of the Fellsmere area until the early twentieth century. By the mid-1840s, some 1,200 residents lived along the Indian River, but passage into the region remained difficult. In the 1850s, only a few homesteads dotted the region near the Fleming grant.⁵

The Civil War disrupted the society and economy of Florida, which seceded from the Union in January 1861. In 1862, Jacksonville, Pensacola, and St. Augustine fell to Federal forces. By 1863, Union gunboats and steamships sailed the length of the St. Johns River and contained Confederate forces at Key West, Apalachicola, and Fort Myers. Although Confederate suppliers of timber and salt periodically smuggled their cargoes through Union blockades patrolling the coastline, Federal reconnaissance patrols reported little Confederate activity around Sebastian Inlet.⁶

Most Floridians welcomed the cessation of hostilities and the opportunity to return to a normal life. The end of the war, however, brought an impoverished economy and difficult times for the average person. Statewide property values dropped by nearly one-half. Subsistence agriculture and cattle remained primary occupations, and citrus provided an important cash crop until a hard freeze in 1868 destroyed many groves. Cattle herds, depleted by the needs of the Confederacy, were restocked and Orlando and Bartow emerged as principal sites of the cattle country while Punta Rassa and Tampa served as major points for export.⁷

Late 19th Century Railroad and Early 20th Century Progressive Periods (1877-1909)

During the 1870s, settlers streamed into central Florida. In 1886, railroad tracks were extended between Enterprise on the St. Johns River and Titusville, where steamboats carried pioneers farther south to emerging coastal settlements. Many homesteaders established farms and cultivated citrus groves. Nevertheless, an unsettled economy and meager transportation arteries hampered development until the mid-1890s, when Henry Flagler's Florida East Coast (FEC) Railway completed tracks that linked Florida's east coast with other parts of the country. In 1893, tracks arrived in Sebastian and were extended into Miami in 1896.⁸

Rail lines along the east coast sparked development in newly-formed settlements, some with quirky names, such as Quay and Wabasso, and others that conveyed images of exotic lands, such as Oslo. Fort Pierce, the largest settlement in the area, was organized as a town in 1901 and incorporated in 1905. Vero residents followed in 1919. A population increase led to the creation of St. Lucie County in 1905 out of part of Brevard County. The area that became Fellsmere lay at the northern end of the new jurisdiction with Fort Pierce serving as the seat of government. Coastal wetlands were drained and yielded to citrus groves, pineapple fields, and vegetable farms. Packing exchanges soon appeared in many coastal towns.⁹

Land Reclamation Era (1910-1919)

In 1910, the northern St. Lucie County region contained a population of 1,039. Most settlements were supported by the Florida East Coast Railway, which hauled agricultural products to markets and delivered dry goods and building materials to settlements. Sebastian was the largest community with

323 residents, followed by Quay, Vero, Wabasso, and Oslo. Fruit and vegetable growing supported most families, and the typical settlement included several stores, a church and a school, depot, and scattered dwellings. Fishing provided little more than a subsistence living to residents.¹⁰

Growth along Florida's east coast during the first two decades of the twentieth century occurred in large measure because of an extensive land drainage program. Initiating a sustained period of land reclamation, the program benefitted virtually every settlement along the southeast coast of Florida. Coastal development and agricultural production had been hampered for decades by wetlands and periodic flooding. Settlements lay pinched within a narrow strip of land that extended between the Indian River and the railroad tracks, which ran on a high ridge along the Florida east coast. With reclamation thousands of acres became suitable for construction and farming. Several of Florida's best known agricultural companies, such as Chase & Company of Sanford, benefitted from the program, and established packinghouses and staked out large citrus groves and tomato farms in south Florida during the period. Other benefits of the early reclamation program included the settlement, incorporation, and expansion of towns, the creation of new county jurisdictions, better schools, and a road system.¹¹

The impetus for land reclamation came largely from state politicians who wanted to assist local governments and settlers in their development of towns along the lower east coast and south Florida. The program was championed by Governor Napoleon Broward who in 1905 addressed the Florida Legislature outlining Everglades drainage and reclamation. Scant drainage activities had occurred since territorial days, and Broward recommended that work begin in the St. Lucie River region. Believing that reclamation would spark economic development, improve the welfare of Floridians, and enhance water routes across the state, Broward fought prominent interests to promote the program, including railroads, large corporations, and eventually the conservative press. He claimed that with reclamation south Florida would contain "hundreds of fertile farms within ten years, and will...develop into one of the most productive tracts of land in the world."¹²

In 1905, the legislature created a board of drainage charged with establishing drainage districts and levying taxes on the land within each district to help fund the program. Surveys were prepared for the construction of canals, and later that year, Broward traveled to Chicago to finalize the plans and payment for the construction of large dredges, which arrived in April 1906. Although a fierce political battle ensued with the initial legislation declared unconstitutional by the courts, the dredges *Everglades* and *Okeechobee* were christened in Fort Lauderdale, and dredging was well under way by mid 1907. Broward eventually served as president of the National Drainage Association through which he influenced the passage of legislation for federal assistance in drainage projects associated with the U.S. Bureau of Irrigation and Drainage Investigation.¹³

By 1920, nearly twenty drainage districts extended throughout the Florida peninsula between Duval and Dade counties. Broward, Dade, and Palm Beach counties were the sites of the heaviest activity, but even areas in Bradford and Putnam counties in north Florida were reclaimed. St. Lucie County contained large projects at Fellsmere, Fort Pierce, and Vero. By 1909, some 3,880 acres of wetlands had been reclaimed throughout the peninsula. Over the following decade, dredging operations accelerated with 675,000 acres drained by 1914 and 1,441,000 acres by 1919. That year some 163,745 acres of reclaimed lands, most in south Florida and along the east coast, supported a variety of crops.¹⁴

Several companies were responsible for draining much of northern St. Lucie County, opening the area to settlement and agricultural production. Fellsmere Farms, organized in 1910 and one of the largest privately-funded reclamation projects in Florida, was located at the northern fringe of the county. Farther south, the Indian River Farms Company incorporated much of the remaining wetlands throughout the region, including Vero Beach. Fort Pierce Farms, a tract of 36,000 acres northwest of Fort Pierce, amounted to one-third the size of the Fellsmere project. The owners of Fort Pierce Farms included land speculators from West Virginia, Washington, D.C., and St. Lucie County with offices in Washington

and Fort Pierce. Each development offered "rich, level prairie, practically cleared and ready for cultivation." To the west of Fellsmere several miles, about 1912 a group of Dutch investors established the colony of Broadmoor. Assailed by periodic flooding, its settlers abandoned their homes and fields in 1915, moving to higher ground and many leaving the wetlands of St. Lucie County.¹⁵

Fellsmere was the brainchild of E. Nelson Fell, a New Zealand engineer of British ancestry. Born in 1858, Fell was educated at England's Royal School of Mines and then in Heidelberg, Germany. During the 1880s, he gained mining experience supervising projects in Brazil and Colorado for the family business. In the late 1880s, he moved to central Florida, where he developed a sugarcane plantation and superintended drainage activities in Narcoossee in Osceola County. About 1885, he built a home at Fell's Point on Lake East Tohopekaliga, and between 1890 and 1896 served on the Osceola County commission. In July 1897, he left for the Klondike, where gold had recently been discovered. The following year, the family business moved him to Siberia to manage the Sparsky copper mines. His wife, Anne Palmer Fell, besieged by floods and then severe freezes in 1894 and 1895, abandoned the Narcoossee home first for England and then in 1898 joined Nelson in Russia. During the period, the children, Marian and Olivia, alternated between the Siberian steppes and private schools in the England, France, and United States.¹⁶

In 1907, after retiring from the company, Nelson Fell returned to the United States and settled in Wartenton, Virginia, where he built "Creedmoor," his permanent home about 1911. Within several years, he became intrigued once again in developing Florida real estate and drainage projects. He also devoted time to travel and writing, with several articles appearing in the *Atlantic Monthly*. In 1916, Duffield Press published his *Russian and Nomad: Tales of the Kirghiz Steppes*, which described Fell's experiences in Siberia. A world traveler, he maintained homes in Osceola County, Virginia, New York, and England. When visiting Fellsmere, the family often stayed with Ernest Every, the resident manager of the Fellsmere Farms Company.¹⁷

Fell's ventures in developing Florida real estate--Narcoossee in the 1880s and Fellsmere in 1910--were associated with the English colony movement of the late nineteenth and early twentieth centuries. The movement gained impetus in 1880s when British investors and London land agents published hyperbolic pamphlets and sporting papers on the moderate Florida climate and fabulous wealth available through the cultivation of citrus. Central Florida especially became a popular site for immigrants, many of whom settled Acton in Polk County, Conway in Orange County, Narcoossee in Osceola County, and Orlando. The English colonies experienced moderate success until the 1890s freezes, when many settlers lost their investments and either returned to England or moved farther south into the Florida peninsula. Fell's first venture, Narcoossee, was only moderately successful with little tangible evidence remaining of his effort. His second, Fellsmere, represents one of few English colonies established in Florida in the early twentieth century, and possesses a heritage complete with a town named for him and historic fabric as tangible evidence of the past.¹⁸

In 1910, Fell helped organize the Fellsmere Farm Company, which acquired and platted 118,000 acres of muck, prairie, and pine lands nine miles west of the Sebastian River. Capitalized with \$2,000,000, the company consisted initially of three stockholders from New York and New Jersey with Oscar Crosby serving as president and Nelson Fell as vice president. The board of directors included bankers, lawyers, engineers, and a railroad specialist, investors primarily from the Northeast. A local newspaper, *Fellsmere Farmer*, began publication in 1911 and a post office opened that year. A small electric plant was built and the company also provided a transportation link to the region. Completed in 1911, the Fellsmere Farms Railroad extended west nine miles from the Sebastian station on the FEC Railway. Operating with one locomotive and several cars, the railroad brought construction materials and dredges to the area, and transported Fellsmere produce and crops to market. Dredges cut canals providing irrigation and drainage to the farm lands. The main canal control gate was completed in June 1913, affording settlers a greater degree of protection from periodic floods.¹⁹

The Fellsmere board of directors advertised the project throughout the eastern half of the United States, using an underwriter from Chattanooga, Tennessee, as its sales agent, and also maintained offices in Jacksonville. Circulars advertised inexpensive land prices and high profits available from cultivating citrus and vegetables. The company developed a ten acre "demonstration farm" to exhibit to potential buyers the assortment of crops raised at Fellsmere, including egg plant, figs, oranges, persimmons, strawberries, and sugarcane. A visitor center provided a view of the farm acres available for purchase.²⁰

Fellsmere was portrayed by its developers as an agricultural success with unlimited potential. Within two years 8,000 acres had been drained. One early production story came from the Howard and Packard farm, which in January 1912 grossed \$4,200 from five acres of lettuce. One estimate quoted that sweet potatoes cost \$5.00 per acre to raise, and brought as much as \$350 per acre at market. Other vegetables cultivated included tomatoes, cucumbers, peanuts, corn, and squash. The farms also promoted raising spices and nuts, including macadamia nuts and cinnamon and ginger roots.²¹

Fruit became an important industry. Fellsmere promoters claimed that a grapefruit tree cost \$6.50 to plant and with proper maintenance in five years would produce \$50.00 annually. Oranges could furnish an unlimited income. A twelve-acre grove produced \$7,000, and R.C. Campbell's two-and-one-half acres at Fellsmere brought \$2,900 in 1912. By 1916, some 750 acres were cultivated with orange trees. Even pecan trees grew well there. It seemed that virtually any plant grew well in Fellsmere muck. In the western fringe of the development 2,000 acres were reserved for sugarcane cultivation. Between three and seven annual harvests of sugarcane were reported on various farms with an average of \$225 per acre per harvest. Cotton, cattle, poultry, and bees complemented an already full list of industries at Fellsmere. Terms included \$55.00 per acre with one-third down, and ten acres as the minimum investment.²²

In July 1911, the company organized a town plan out of a small portion of farm company lands in the northern section of the development. Measuring nearly one square mile and ten blocks square, the plan consisted of an orthogonal grid with several distinctive features, including parks, diagonal streets, and divided boulevards. Avenues extended east to west displaying the names of various states of the Union. Streets ran north/south sporting names of citrus, hardwood, and conifer trees. Railroad tracks extended across the north end of the town, and Pennsylvania Avenue connected with the Sebastian Road.²³

Several parks interrupted the grid pattern. The largest, Washington Park, measured one block square and was contained within a circular intersection of Colorado Street and Magnolia Avenue. Three blocks to the south Magnolia Avenue became a divided boulevard with Osceola Park forming a rectangular park between the lanes. Smaller boulevards named Brevard, Broward, Florida, and St. Lucie converged on Magnolia Avenue at oblique angles forming a unified "X" pattern in the southwest quadrant of the town and cutting through the surrounding streets. St. Johns Boulevard extended at a forty-five degree angle in the southeast quadrant from the corner of Broadway and California Avenue, and ending at Massachusetts Avenue. Tallahassee Park extended for two blocks along Pennsylvania between Elm and Lime streets.²⁴

Fellsmere's town plan shares an association with an early twentieth century movement to beautify this nation's cities. The so-called "City Beautiful movement," which gained strong support nationwide during the Progressive Era, sought to mitigate the evils of overcrowding, unsanitary conditions, and general ugliness of American cities through the new science of city planning. The movement gained impetus from architects and city planners distressed with the extensive and unimaginative application of grid street patterns in the nation's towns. Land developers had long realized that orthogonal grid street patterns and the rectangular blocks they created were ideal for quick and easy land transactions. Although the arrangement maximized the area for building placement, little regard was given to natural

features of the land. This type of city layout, while convenient for the speculator, often resulted in crowded and unattractive landscapes.²⁵

Landscape architects took the lead in introducing green spaces and original platting techniques to urban areas. Central Park in Manhattan and the Boston Park system, developed by Frederick Law Olmstead, won national acclaim for providing residents of those cities the opportunity escape from hectic city life without travelling to the country. It was not until 1893, however, during the World's Columbian Exposition that Americans on a large scale became cognizant of the possibilities of city planning. The Exposition, held in Chicago, featured a fully planned and unified collection of public and residential buildings. Designed with mostly classical precedents, the "White City," as it was dubbed, showed thousands of people who attended the Exposition alternatives to their drab and overcrowded cities. The wide publicity that the Exposition received changed the architectural tastes of the nation and led to a new direction in city planning.²⁶

Later, a group of architects led by D.H. Burnham introduced a number of innovative features including diagonal boulevards, green spaces, circular intersections, and curvilinear streets. The cohesive blending of these platting techniques provided attractive vistas in many settings, and a seemingly peaceful and healthy environment within a city. In the wake of acclaim afforded the redesign of Washington, D.C. in 1901, local chapters of the City Beautiful movement emerged throughout the country. The establishment of cleaner and more attractive cities became one of the most enduring legacies of the Progressive Era.²⁷

Relatively few Florida cities, such as Auburndale, DeFuniak Springs, and Sebring, display town plans associated with the City Beautiful movement. The extent to which the planned features of Fellsmere were implemented remains unclear, however. The diagonal streets, although platted, may never have been constructed, and Osceola and Tallahassee parks probably were

FELLSMERE'S HISTORIC AFRICAN AMERICAN COMMUNITY

Fellsmere's historic African-American settlement begins with the arrival of the Fellsmere Farms Company, which in 1910 employed some ten black laborers to help construct the railroad and cook for the survey party that laid out the development. A settlement emerged outside of the town plan at the northeast corner of the settlement, where several of Fellsmere's early leaders owned large tracts. Relatively small and roughly bounded by the railroad, and Willow and Booker streets, the area was settled about 1911. In 1913, a school opened with B.F. James as the instructor. The settlement expanded over time as the need for laborers increased with the development of packing houses, and planting of new citrus groves and vegetable fields. Churches played an important part of the local culture. The Missionary Baptist Church was organized by Reverend Calloway in 1911, and a building constructed in 1915. After fire destroyed it in 1920, another was constructed in 1923. In 1919, a second church, the Church of God in Christ was established, and a Bethel A.M.E. congregation organized in 1925.

Black settlers hailed primarily from Florida, Georgia, and South Carolina, and included farmers and laborers who worked in aren homes and citrus groves, vegetable fields, and for the railroad. Early families included the Allens, Browns, Butters, Fosters, Fredericks, Johnsons, Mays, McCrurys, Montgomerys, Oliveres, Wiggins, and Wrights. Most early buildings were small wood frame dwellings. Between 1912 and 1914, J.G. Carter, R.L. James, and Murray Hall, Fellsmere merchants and community leaders, subdivided the property. The plan guided development using rectilinear blocks with 40' building lots and a central park. By the mid 1920s, a relatively comprehensive community had emerged that supported some twenty-five families. Nearly thirty buildings dotted the settlement, including dwellings, churches, and a general store. Several new buildings appeared during the 1920s land boom and the period of the Great Depression of the 1930s.

Six buildings remain from the historic period, built between 1915 and 1925. Most display little of their original detailing, however, and most exhibit Frame Vernacular styling. The dwellings at 1020 and 1020 B Lincoln Street show influences of the Shotgun style. Only the Church of God in Christ congregation worships in the sanctuary built by its forbearers about 1920 at 1001 Lincoln Street. Although few buildings remain and most are severely altered, the buildings that remain are important tangible reminders of Fellsmere's African American heritage.

Sources: Bureau of the Census, 1910, Population Schedules, Orange County, p. 3B, 4A; Bureau of the Census, 1920, Population Schedules, Orange County, p. 267a, 268; "Subdivision of Farm Lots Nos. 1439 and 1440 by J.G. Carter, R.L. James, and Murray E. Hall," January 1912, "Plat of the Subdivision by J.G. Carter, R.L. James, and M.E. Hall of Tract 1354," July 1914, Indian River County Courthouse.

little more than sand medians. Virtually all of the distinctive features of Fellsmere's town plan have been compromised. A new school occupies Washington Park, and eliminated the circular intersection. The oblique streets in the southeast and southwest quadrants of town have been obliterated, and even the broad medians that extended along Broadway between Pennsylvania and South Carolina avenues have been reduced to thin strips.

Building construction surged in the Fellsmere settlement during the second decade of the twentieth century. During 1911, eighteen buildings were constructed. In 1912, forty-seven additional buildings appeared along the town's streets, thirty-six of those dwellings, three stores, and several ancillary buildings. In 1913, the population amounted to 503 residents, making Fellsmere the second largest community in the county, second only to Fort Pierce in size. The Fellsmere Bank, incorporated with \$25,000, opened in July 1913 and the same year a board of trade was organized. J.M. Bell, R.A. Conkling, Nelson Fell, Fred Kettle, and C.H. Pifford served as the board of directors. The Dixie Playhouse opened on Broadway and the Fellsmere Realty Company was organized with G.F. Green, D. Howard Saunders, and Stuart R. Greiner as the officers. The Union Church was organized in 1913, and a concrete company also began operations, manufacturing building foundations and paving streets. Broadway was concrete-paved as a divided boulevard, one of the first in the county.²⁸

For the first several years, Nelson Fell closely supervised the development of Fellsmere. He made monthly visits to measure the drainage progress and the development the town. Occasionally, Anne Nelson accompanied him. His daughter, Marian, also made periodic trips to the community. There she apparently met and then developed a relationship that resulted in marriage in 1914 to Patrick Vans Agnew, the City of Kissimmee attorney between 1891 and 1916. Vans Agnew also supervised the legal affairs of the Fellsmere Farms Company between 1910 and 1918. Marian and Patrick first moved to Jacksonville and eventually

AMERICA'S ARCHITECTURAL PERIODICALS

During the late nineteenth and early twentieth centuries, new styles of residential architecture appeared in part as a response to the Philadelphia Centennial of 1876 and the Columbian Exposition held in Chicago in 1893. New models ranged from conservative revivals of Colonial and Classical architecture to the more free-form, exotic Shingle and Queen Anne styles. The styles were featured in a number of architectural journals and magazines, which circulated throughout America. The *American Architect and Building News*, America's premier architectural magazine, featured examples of the Queen Anne and Colonial Revival styles in the 1880s and 1890s. *Architectural Record* broadly discussed and illustrated a variety of styles. Other magazines, including *Bungalow Magazine*, helped popularized a single style.

Between 1895 and 1940, Sears, Roebuck and Company, along with Montgomery Ward, Hodgson Company, and Aladdin Homes, contributed to the dissemination of new styles through their ready-to-assemble house building kits. By 1910, the market was flooded with architectural plans and building kits, which closely mirrored contemporary architectural trends. Although Colonial Revival persisted as a popular design with those companies, other styles, such as Craftsman, Mission, Queen Anne, and Tudor Revival were also available. Between 1908 and 1925, Sears alone sold more than 30,000 houses.

The *White Pine Series of Architectural Monographs*, edited by Russell Whitehead and first published in 1915, served as a creative force in the popularization of America's architecture during the Progressive Era and 1920s. Although primarily developed to encourage architects and builders to employ white pine into the design and construction of buildings, the monograph also sponsored design competitions. Hundreds of architects entered the competition, which paid cash prizes and awards for the design of churches, vacations homes, schools, and libraries each set within specific landscapes. Circulated to architects, contractors, historians, and libraries, the journal reached 10,000 subscribers by 1925. The Colonial Revival style and early American architecture remained the focus of the monograph for much of its existence.

Some of Fellsmere's historic architecture, especially those residences that embody Craftsman styling, bear a close resemblance with Sear, Roebuck & Company dwellings offered between 1910 and 1925. Although undocumented, it is plausible that some houses in the community were ordered by mail or built using plans featured in an architectural magazine available during the early twentieth century.

From Virginia and Lee McAlester, *A Field Guide to American Houses* (New York, 1984), 268, 326; Katherine Stevenson and H. Ward Jandt, *Houses By Mail: A Guide to Houses From Sears, Roebuck and Company* (Washington, 1986), 19-35, 60; Russell Whitehead, "A Review and Forecast," *White Pine Series of Architectural Monographs*, 10 (Dec. 1924), 1-16.

settled in Winter Park, but she remained intrigued with the Fellsmere settlement. To promote literacy and culture Marian made a donation to a library association, which formed in October 1914, for the construction of a library and the acquisition of books. The building was completed in May 1915, and at the dedication ceremony U.S. Senator Nathan P. Bryan delivered an address.²⁹

Marian Fell Vans Agnew, born in 1886, was nearly as widely traveled as her father. Her early education was gained at private schools in the United States and Paris. She spent nearly ten years at Fell's Point in Narcoossee before moving with the family to Siberia in 1898, where she remained for four years. Possessing remarkable intelligence, she quickly absorbed the native language, and as part of her education translated Russian plays and stories into English. Between 1912 and 1916, Scribner's published five of Fell's translations--three works of Anton Chekhov and two by Vladimir Korolenko, some of the first Russian literature to appear in the English language. An important early translator of the Russian culture, Fell donated her publication royalties to the library association, which named the Fellsmere library for her.³⁰

The Fell family maintained a wide circle of friends throughout the country. Perhaps the most celebrated was with Henry Adams, the renowned Harvard University historian and author. Adams's correspondence is replete with letters and references to the Fells. He communicated frequently with Anne Fell. While on a lengthy trip to Paris in 1897, Adams lamented his miserable circumstances and the poor condition of the city, musing that "Paris is like Purgatory, a place where all rubbish of human nature drifts, because the Almighty does not know what else to do with it." Incredibly, while there he longed for the serenity of central Florida, ruminating that "...but I think you have the best of it, and that the peace of Narcoossee is better than the business of London and Paris.... Is not this a cool-gray landscape? Doesn't it make Narcoossee seem rich and purple? Certainly I should not be half as solitary in Narcoossee as I am in Paris." Adams held the Fells in high regard. His long association with Charles Scribner's & Sons probably helped influence the publishing house to review and publish Nelson Fell's articles on life in Russia, and arrange contacts for both Nelson and Marian with other publishing firms. In 1917, he used his influence to no avail with President Woodrow Wilson to secure for Nelson Fell a diplomatic appointment to Russia.³¹

In May 1915, the City of Fellsmere was incorporated with C.W. Talmadge, G.F. Green, and Wallace Sherwood serving as councilmen. Patrick Vans Agnew served as the first city attorney. Over the following years, the City provided infrastructure in the form of paved streets, side walks, street lighting, and electrical service. In 1915, Nelson Fell helped organize a producer's exchange, which cultivated, packed, and shipped fruits and vegetables. The following year, a rival producers association was chartered to build packing houses from which to ship and market farm products. A farmer's loan association was established to assist growers with financing the purchase of land, rootstock, and seed for the cultivation of groves and fields. The dynamic influence of the Fells and other early community leaders played an important role in the progressive nature of the settlement. The city charter provided both males and females with voting privileges, the first municipality in Florida to take this progressive measure. One historian of women's history attributes the charter as the legislative beginnings of the suffrage movement in Florida.³²

The phenomenal early growth of Fellsmere induced the county school board to expand the original school, a small wood frame building constructed about 1911. In 1915, bonds were passed to finance the construction of a new school, projected to cost \$40,000. Frederick H. Trimble, a local architect, prepared the plans for the large Prairie style building. Born in Canada in 1878, Trimble was educated at Morning Side College in Sioux City, Iowa. In 1914, after serving as an architect for the Methodist Episcopal Church in China for several years, Trimble relocated to Florida, where he established a practice in Fellsmere. In 1916, he moved to Orlando, which experienced significant growth during the period. Within a decade, he had developed a dependable reputation as an architect.³³

By 1930, some fifty public schools were attributed to Trimble's craftsmanship, including those in Fellsmere, Lake Worth, Okeechobee, Orlando, St. Petersburg, Stuart, and West Palm Beach. Some of his most important education-related designs include 1920s-period buildings on the Florida Southern College campus in Lakeland and St. Joseph's Catholic School in Orlando. Trimble also designed Hardin Hall, a large Classical Revival meeting hall and dormitory completed in 1927 at the Methodist Children's Home in Enterprise, Florida. During his distinguished career, Trimble also crafted the plans for hotels, including the Valdez in Sanford; the Sebring in Sebring; the Royal Park Inn in Vero Beach; the Haven in Winter Haven; and the Princess Martha in St. Petersburg. Trimble experimented with several popular styles of the period, including revivals from the Classical, Colonial, Mediterranean, and Italian Renaissance traditions, and from the American movement the Craftsman and Prairie genres. The Fellsmere High School, completed in 1916, was Trimble's first public building commission in Florida, and the largest project undertaken in the community during the period.³⁴

Some of the buildings constructed in Fellsmere between 1914 and 1916 are attributed to the design skills of Trimble, including a two-story post office on Broadway (demolished). It is plausible that the Marian Fell Library and several residences were also designed by Trimble. Other craftsmen in the building trades included Victor Hadin, A.F. Sanders, Frank Shafer, and the firm Ewen and Hawk. The East Coast Lumber and Supply Company of Fort Pierce opened a branch operation in Fellsmere in 1912 to furnish the settlement with building materials.³⁵

The completion of the school came at a high point in Fellsmere's development. The same flooding conditions that devastated the Broadmoor community in June 1915 also ravaged Fellsmere, and slowed its growth, flooding fields and damaging some residences. The onset of World War I also dampened growth. Only fifteen rail cars of produce were shipped from the community that year. Some residents left the area for better drained areas in south Florida and along the coast. The proximity of Fort Pierce, Melbourne, and Vero, all of which were located astride the coast on higher ground, attracted many new settlers.³⁶

Burdened with excessive excavation and drainage expenses, the Fellsmere Farms Company failed to generate sufficient land sales and crop production to meet its financial obligations. Plagued with fiscal difficulties, the company became bankrupt in 1916, and its mortgages were foreclosed. The Fellsmere electric company also went into receivership in 1916 and the *Fellsmere Farmer* was reorganized into the *Fellsmere Tribune*. In 1918, the Fellsmere Company was organized, and acquired the mortgage, holdings, and railroad of the defunct Fellsmere Farms Company for \$330,000. The new investors were also from New York, and one former stockholder, George Ordway, served as an officer of the Fellsmere Company. Nelson Fell's visits to the community decreased after 1915, a period during which he apparently dissociated himself from the company, and eventually his interest waned in the community named for him. After his death in 1928, his wife returned to England. The daughters remained in Winter Park. By 1920, only 333 residents were counted by the Bureau of the Census, down from 503 recorded in 1913.³⁷

A substantial cluster of commercial, public, and residential buildings from this early period of development remain in Fellsmere. Among the oldest stands at 107 North Broadway--the Fellsmere Inn. Built about 1910 by the Fellsmere Farms Company, the inn served as the social center of the community for several decades. In 1913, the company sold the building to Theodore Moore, a Miami businessman who leased the hotel to several managers over the subsequent decade. A native of North Carolina, Moore moved to Dade County in 1902, where he developed extensive pineapple fields and citrus groves. Known as Florida's "Pineapple King," Moore undoubtedly developed pineapple fields in Fellsmere during the period. About 1915, the hotel was renamed the Broadway Inn, probably by Moore, a name it retained into the 1930s. Reflecting the economic trends of the community, the hotel fell upon hard times and was foreclosed in 1920. Several changes in ownership and management during the 1920s did little to improve the fortunes of the hotel, which was foreclosed once again in 1931.³⁸

The arrival of the hotel on Broadway marked the street as a commercial center of the town. The Bank of Fellsmere appeared at 56 North Broadway in 1913, and the Hall & Saunders Building was constructed about 1914 at 130 North Broadway. A Jacksonville architect C.F. Streeter, designed the bank and the W.V. Henry of Jacksonville supervised its construction. Other commercial and public buildings were built on surrounding streets. The general office of the Fellsmere Farms Company, a relatively small Bungalow at 100 North Oak Street, was built about 1910. The Fellsmere Union Church at 12 North Hickory Street was organized and built in 1913. F.D. Baker served as the initial pastor with G.F. Green, Henry Arlen, J.M. Pennington, R.J. Dunnam, and Murray Hall as trustees. Broadway emerged as the commercial center of town. The Fellsmere School, the largest project of the period, was built south of the commercial center at 22 South Orange Street.³⁹

Numerous homes appeared along streets surrounding the commercial center. Residents hailed from various regions of the country, and some were winter visitors or lived elsewhere in Florida with a home in Fellsmere they rented out while away from the community. Whether a permanent resident or winter visitor, many property owners cultivated vegetable fields and citrus groves. Two story residences were built in several locations, but only a few remain standing, such as the Frank Hale House at 98 North Hickory Street, built about 1914. The Victor Hadin House was built in 1912 at 84 North Hickory Street. Hadin, a native of Kansas, arrived in Fellsmere in 1912, and over the following decades constructed houses and stores for merchants, the Fellsmere Farms Company, and new settlers. Newspaper accounts indicate that he supervised the construction of ten houses in December 1912 alone.⁴⁰

Many distinctive Craftsman style dwellings appeared along the streets of the community during the period. Popularly known as "Bungalows," the type of house was championed by the *Fellsmere Tribune*, which extolled the benefits of living in Craftsman style dwellings with their broad verandas and large roof overhangs. Built about 1911, the Irwin Lloyd House at 128 North Cypress Street was among the earliest Craftsman styled dwellings completed in Fellsmere. A native of New York, Lloyd served as chief engineer for the Fellsmere Farms Company. The Piffard House at 99 North Maple Street was built in 1913 by F.E. DeLoe, general superintendent of the Florida Building and Supply Company of Orlando. Charles Piffard moved from New York in 1913 to serve as president of the State Bank of Fellsmere. In addition to his service as bank president, Piffard also helped organize the Fellsmere Producers Exchange and the Fellsmere Canning Company.⁴¹

The William A. James House was built by Victor Hadin in 1912 at 128 North Cypress Street. James, a native of North Carolina, arrived in Fellsmere in 1910 to assist in the surveying and dredging operations. Henry Whipple divided his time between homes in West Palm Beach and Fellsmere, where he developed a one-and-one-half-story residence at 80 North Magnolia Street about 1914. The same year George King financed the construction of a dwelling at 65 North Pine Street. A native of Maine, King served several terms on the city council and named his house "Green Gables," and may have influenced George Loring of Maine to build in Fellsmere. Loring's house, constructed in 1916 at 31 North Pine Street with Frank Shafer supervising construction, displays many architectural characteristics exhibited by King's house.⁴²

Florida Land Boom Period (1920-1928)

In the 1920s, the nation entered a period of enthusiastic economic expansion. In Florida, a land boom began almost immediately after World War I. It is difficult to exaggerate the speculative proportions of that land boom. Miami and Palm Beach are generally regarded as the scenes of most anxious activity, but few communities in the state failed to experience a fever for real estate. In early 1925 some twenty-five passenger trains, filled with visitors, were arriving daily at Jacksonville, whose Chamber of

Commerce also reported that 150,000 automobiles from out-of-state passed through the city that season. In 1924, the Florida Legislature issued an open invitation to wealthy investors with approval of a constitutional amendment prohibiting either income or inheritance taxes. The resulting capital influx accelerated an already well developed surge of land purchasing.⁴³

St. Lucie County experienced its most intensive period of development during the 1920s. Winter visitors and new residents flocked to the neighboring coastal communities of Fort Pierce, Melbourne, Stuart, and Vero. The magnitude of growth that occurred in the region during the interval placed new demands on government services already depleted. Fort Pierce, the seat of government for St. Lucie County, had exercised jurisdiction over a large area since 1905. Politicians and businessmen in the urban centers of Stuart and Vero Beach pushed for county reform and new boundaries. In May 1925, both Indian River and Martin counties were carved out of the existing St. Lucie County jurisdiction. Vero Beach, serving as the home of prominent local legislators and businessmen and containing the largest population in the new county, became the seat of government for Indian River County. Fellsmere contained nearly one-half the population of its southern neighbor and was the only other incorporated town in the new county.⁴⁴

During the 1920s, the State of Florida and many municipalities sponsored road construction programs to accommodate increasing numbers of visitors and residents. The automobile exerted social changes during the period. Previously, affluent vacationers arrived by rail, but in the 1920s vehicular access to Florida became available to middle-class tourists. Once a winter resort for the wealthy, Florida became a haven for vacationing middle class families.⁴⁵

Construction of U.S. Highway 1, began in 1921 to connect Vero Beach with Fort Pierce. Built in 1923 at a cost of \$148,332, a concrete bridge spanned the Sebastian River, and the Sebastian-Fellsmere road was paved. Most of the highway was complete along the east coast of Florida by 1925 with stretches of macadam, shell, concrete, and dirt. Between 1925 and 1928, approximately \$500,000 was expended by Indian River County to improve its road system. Graded dirt roads extended west from Vero Beach and then turned north to connect with the communities of Wabasso and Winter Beach. State Road 60 connecting Vero Beach with Tampa was begun in the early 1920s and completed in 1928.⁴⁶

Fellsmere experienced relatively little development during the 1920s land boom. The population peaked at about 400 in 1924 and then fell to 356 in 1930. A relatively remote agricultural community, Fellsmere was removed from the urban centers astride the Atlantic Ocean and Gulf of Mexico that lured thousands of vacationers and speculators to the state. Agriculture served as the mainstay of the economy, which continued to suffer. Between 1916 and 1921, the Bank of Fellsmere accumulated some \$15,000 in debts it could not pay off, and closed about 1922. In 1924, the Citizen's Bank opened in the former State Bank building, but experienced only moderate success for about one year. Eventually, a real estate office opened there, but closed about 1928.⁴⁷

In 1923, the newly-organized Fellsmere Company sold most of its holdings to the Standard Agricultural Chemical Company, which had incorporated in 1923. Then, in 1924, the chemical company changed its name to the Ammoniate Products Corporation. One of the spin-offs from the transactions was the sale of the railroad to the Trans-Florida Central (TFC) Railroad Company, which was chartered in February 1924. The investors of the TFC resided in Winter Park and included Patrick Vans-Agnew, the former attorney of the Fellsmere Farms Company and husband of Marian Fell. The railroad continued to deliver crops and produce to the FEC mainline at Sebastian until 1953, when the tracks were abandoned.⁴⁸

Notwithstanding the lethargic economy, several important buildings and a small group of residences were constructed during the mid 1920s. Several new buildings appeared along Broadway, including the First Methodist Episcopal Church, which was organized in 1914 and completed a sanctuary at 31

North Broadway in April 1924. Church member C.E. Nourse, a local contractor, designed the building and supervised construction.⁴⁹

The influences of the Mediterranean Revival style were introduced during the period. Between 1923 and 1926, small residences displaying the style appeared at 12, 38, and 50 North Elm Street. Among the most distinctive buildings of the period was the Fellsmere Estates Corporation Building, a large Mediterranean Revival building completed about 1926 at 40 North Broadway. Developed by the Ammoniate Products Corporation, the building apparently served as a sales office for the company. Like several larger buildings and some private residences, the property was foreclosed in the early 1930s.⁵⁰

A large two story building was constructed at 158 North Broadway about 1923, and a community hall was built on Broadway about 1926. The latter was moved to Washington Park in the 1930s and eventually demolished. The municipal water works was improved, and Florida Power and Light Corporation contracted with the City to purchase the electric plant. In 1927, the American Fruit Growers Association built a packing house in the community, and the following year telephone service was introduced.⁵¹

Great Depression and World War II (1930-1945)

The experience of Florida during the Great Depression decade differed little from that of the rest of the country. Thousands of jobs were lost and development slowed markedly. Although the state's diversified economy, comprised of tourism, agriculture, lumbering, naval stores, phosphate mining, fishing, and cattle ranching, helped to alleviate some of the worst effects, the full brunt of the Depression made its impact in the early 1930s, when 148 Florida state and national banks collapsed. Nearly one out of four Floridians received some type of public relief and assistance during the decade. The state's population increase during the 1930s did little to spark development in most Florida communities.⁵²

The economy of Fellsmere experienced a mild recovery during the Great Depression, based primarily on the production of sugarcane and citrus. In 1931, the Fellsmere Sugar Company was organized, and developed the first factory in Florida to produce refined sugar from locally cultivated sugarcane. The company marketed its refined sugar under the "Florida Crystals" label, and eventually reorganized into the Fellsmere Sugar Producers Association. By 1939, the Association cultivated 3,600 acres of sugarcane from which was produced some 118,000,000 pounds of sugar annually.⁵³

Relief efforts associated with the "New Deal," a nationwide series of programs created by the administration of Franklin Roosevelt, provided funds to states and municipalities for a host of projects, including infrastructural improvements and the development of conservation, education, and recreational facilities. Providing jobs to the unemployed, a series of "Alphabet Programs," so-called for the acronyms assigned them, were created that included the Federal Emergency Relief Agency (FERA), Works Progress Administration (WPA), and the Civil Works Administration (CWA). Although no buildings in Fellsmere were built using New Deal funds, several small projects were initiated by the City with federal assistance. In 1934, CWA and FERA grants helped to develop an emergency land field north of the city and improve the water system. In 1938, PWA monies were sought to complete the water system project and build a public swimming pool.⁵⁴

Although Fellsmere's economy demonstrated signs of strength during the 1930s, few buildings were constructed. Most were small wood frame dwellings, including those at 62 North Bay Street, 63 North Hickory Avenue, and 67 East Idaho Avenue. During the decade, the population nearly doubled from 356 to 643.⁵⁵

World War II sparked the economies of many Florida communities, some of which hosted military

training bases and installations. Florida was one of few states to show a population increase during the war. Although no military associated activity occurred in Fellsmere and the economy experienced little growth during the war, important training centers were established in Melbourne and Vero Beach. By the end of World War II, the Fellsmere population fell below its pre-Depression level, reaching 312 in 1945.⁵⁶

Post World War II to the Present

The physical development of Florida cities, which came to a virtual standstill during World War II, resumed with renewed vigor in the late-1940s as the state entered another period of growth. Many veterans who had served on military bases in Florida during the war returned at its close to seek permanent residence. Communities throughout the state experienced significant growth. New subdivisions were established and residential neighborhoods developed. Older residential buildings fell victim to fire or the wrecking ball to make way for new commercial buildings. The development of the space industry and Florida's image as a retirement haven resulted in statewide population increases.

Fellsmere's post-World War II growth differs from the dramatic expansion experienced of many Florida cities, where increasing numbers of automobiles, asphalt roads, suburban sprawl, the erosion of the central commercial districts, and new development have compromised the historic resources of those communities. In contrast, Fellsmere's population moderately increased, rising from 732 to 1,161 between 1960 and 1980, and reached 2,179 in 1990. Agriculture continued to provide the largest share of job opportunities and revenues in the community. In the late 1950s, Okeelanta Sugar Refinery, Inc., acquired the sugar refinery west of town and expanded the operation.⁵⁷

Post-war growth only mildly effected the historic building fabric of the community. Since 1924, some fifty-five buildings have disappeared from the community, many of them small storage buildings of little architectural merit. Also included in that number are vegetable and citrus packing houses, and warehouses, the former possessing historical and perhaps architectural value. The abandonment of the railroad in the early 1950s probably included the demolition of the freight and passenger depots, distinctive buildings of historical value. A power plant fell victim to demolition as the public service and safety needs of the community demanded improved facilities. A number of wood frame commercial buildings along Broadway have also been lost, disrupting the historic ambiance of the downtown. The largest number of buildings lost, however, are private residences, many of which were demolished. Several two story dwellings--two in the 100 block of North Orange Street, another at the north end of Washington Park on Magnolia Street, and one at the west end of Colorado Avenue--appear to have been the homes of community leaders and wealthy investors of the Fellsmere Farms Company. Too often buildings are simply victims of "progress," which Americans have traditionally defined as the replacement of an old building, however serviceable, with a new one. Unfortunately, many older houses in Fellsmere have been altered to the extent that they no longer represent historic resources.⁵⁸

The residents and city government of Fellsmere face an important challenge. Because a significant percentage of Fellsmere's historic building fabric remains, residents and city officials can easily develop a false sense of security that the community will always contain old buildings. Without a firm commitment to preserving Fellsmere's old buildings, the city will undoubtedly lose more important resources. Apparently, the historic Fellsmere Estates Corporation Building at 40 North Broadway has already been condemned. Its demolition represents an egregious loss of historic architecture to the community.

Some Florida communities have already lost more than one-half of their historic building stock, often within the span of two decades. The greatest threats to Fellsmere's historic buildings remain

inadequate protection and planning for historic resources that remain, and insensitive destruction of old buildings perceived to be worthless.

Sensitive to the losses of historic resources throughout the state, the Florida Legislature passed in 1985 the Growth Management Act, which bolstered a 1972 law, to aid communities in their struggle to keep pace with growth and to help preserve historic resources. Many central Florida communities, aware of their cultural heritage, are taking steps to preserve what remains of their architectural heritage. This survey completes the historic architectural assessment of Fellsmere, and several proposals for National Register listing are also included within the scope of this project.

A number of other communities in central Florida have concluded historic building surveys, including Cocoa, Fort Pierce, Melbourne, Rockledge, Stuart, Titusville, and Vero Beach. In addition, surveys of Indian River, Martin, Orange, and St. Lucie counties have been completed. In some cases, listings in the National Register of Historic Places resulted from those surveys, and books published on the historic buildings of a community. Providing recognition to the historic buildings, listing in the National Register also extends tax incentives to owners of income-producing historic buildings who restore their properties under federal guidelines. The completion of the City of Fellsmere survey and National Register activity represents an important continuum in the documentation of Florida's historic buildings, and a vital step in recording the cultural history of the State of Florida.

NOTES

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⁴⁰*Fellsmere Farmer*, September 5, November 14, December 26, 1912, January 9, 23, April 3, 1913; Warranty Deed Book 21, p. 12, 14, Mortgage Book 5, p. 67, Warranty Deed Book 30, p. 83, Deed Book 7, p. 468, 593, St. Lucie County Courthouse; Sanborn Map Company, *Fire Insurance Map of Fellsmere* (New York, 1924).

⁴¹*Fellsmere Farmer*, October 31, 1912, April 13, May 29, August 21, July 10, September 4, 1913; Deed Book 13, p. 97, St. Lucie County Courthouse; St. Lucie County tax rolls; Bureau of the Census, Fourteenth Census, 1920, Population Schedules, p. 265; Sanborn Map Company, *Fire Insurance Map of Fellsmere*, 1924.

⁴²*Fellsmere Farmer*, September 5, 1912, April 3, 1913; Bureau of the Census, 1910, Population Schedules, p. 4a; Bureau of the Census, Fourteenth Census, 1920, Population Schedules, p. 265a; St. Lucie County tax rolls; *Fellsmere Tribune*, January 1, February 22, March 25, July 29, August 19, 26, September 23, November 25, 1916; City of Fellsmere Minute Book 1, p. 90, 131.

⁴³Tebeau, *Florida*, 378-92.

⁴⁴Works Progress Administration, "Creation of Counties in Florida, 1821-1940."

⁴⁵Gary Mormino, "Roadsides and Broadways: A History of Florida Tourism," Unpub. mss., University of South Florida, 1987, 7-12; Florida Department of State, "Sectional Map of Florida," (Tallahassee, 1925); Lockwood, *Indian River County*, 88-89.

⁴⁶Florida Department of State, "Sectional Map of Florida," October 1925; Baynard Kendrick, *Florida Trails to Turnpikes, 1914-1964* (Gainesville, 1964), end pages, 42, 66; *Fellsmere Tribune*, July 9, 1921.

⁴⁷*Fellsmere Tribune*, September 23, 1916, May 7, 1921; Fort Pierce Chamber of Commerce, "The Sunrise City" *County Seat of St. Lucie* (Fort Pierce, c. 1924), 17; Chancery Order Book 3, p. 213, Deed Book 52, p. 284, St. Lucie County Courthouse; Deed Book 3, p. 79, Deed Book 17, p. 37, Indian River County Courthouse; Sanborn Map Company, *Fire Insurance Map of Fellsmere*, 1924; Bureau of the Census, Fifteenth Census, 1930, *Population*, 206.

⁴⁸Interstate Commerce Commission, *1919 Statistics of Railways in the United States*, 728; Interstate Commerce Commission, 46th Annual Report, 1932, *Statistics of Railways in the United States* (Washington, 1934), 186; Interstate Commerce Commission, 66th Annual Report, 1952, *Statistics of Railways in the United States* (Washington, 1955), 522-523, 584; Fort Pierce Chamber of Commerce, "The Sunrise City" *County Seat of St. Lucie* (Fort Pierce, c. 1924), 17; Record of Incorporation Book 2, p. 304-311, 369, Book 3, p. 125-129, St. Lucie County Courthouse; Sanborn Map Company, *Fire Insurance Map of Fellsmere*, 1924.

⁴⁹*Vero Press*, April 10, 1924; Sanborn Map Company, *Fire Insurance Map of Fellsmere*, 1924; Lulu Barkoski and Beatrice Pennington, "Fellsmere Methodist Church," unpub. mss., n.d.

⁵⁰Deed Book 8, p. 389, Lis. Pendens Book 1, p. 318, Book 2, p. 82, Indian River County Courthouse; Sanborn Map Company, *Fire Insurance Map of Fellsmere*, 1924.

⁵¹City of Fellsmere Minute Book 2, p. 10, 12, 43, 44, 65, 67, 68, 139.

⁵²Tebeau, *Florida*, 394-401; Allen Morris, *Florida Handbook* (Tallahassee, 1949), 252; W.T. Cash, *The Story of Florida*, 4 vols. (Tallahassee, 1938), 2: 885-86.

⁵³Lockwood, *Indian River County*, 64; Department of Agriculture, *Florida's Sugar Bowl* (Tallahassee, 1960), 44; Allen Morris, *Florida Handbook* (Tallahassee, 1949), 249; Federal Writers Project, "Indian River County," unpub. mss., 1936, P.K. Yonge Library of Florida History.

⁵⁴City of Fellsmere Minutes, Book 2, p. 117, 123, 156-157.

⁵⁵Lockwood, *Indian River County*, 64; Morris, *Florida Handbook*, 249.

⁵⁶Lockwood, *Indian River County*, 64; Morris, *Florida Handbook*, 249; Mary Allen, *Origin of Names of Army and Air Corps Posts, Camps, and Stations in World War II in Florida* (Unpub. mss., Goldsboro, n.d.), 5-6; Tebeau, *Florida*, 416-19.

⁵⁷Allen Morris, *Florida Handbook* (Tallahassee, 1985), 553; Department of Agriculture, *Florida's Sugar Bowl*, 44.

⁵⁸The survey team walked every street in town to record the community's historic resources and later made a tally of buildings that were depicted on 1924 Sanborn Company maps, but no longer extant.

HISTORIC ARCHITECTURAL RESOURCES OF FELLSMERE

Introduction

The historic architectural resources of Fellsmere represent a small collection of Florida's architectural trends in the early-twentieth century. Based on survey criteria, 98 buildings were identified within the survey boundaries, which consist of the corporate limits of the city. The resources documented are associated with the city's commercial and residential development during its historic period, which extends between 1910 and 1945. A small percentage of the buildings surveyed exhibit formal architectural styles.

The following description focuses on the significant historic architectural resources of Fellsmere. Included is a general overview of the present and original appearance of the city and a statistical analysis of the survey findings. In addition, a statement outlining the historical evolution of architectural styles in evidence has been supplied to provide a context for determining the significance of the architecture in the community. A complete list of building addresses, styles, dates of construction, and original and present uses is located in a comprehensive inventory in the Appendix to this report.

Present and Original Physical Appearance of Fellsmere

This survey is designed as a comprehensive historic architectural study of Fellsmere, which reviews all buildings and resources within the city. Fellsmere is located ten miles north of Vero Beach in north Indian River County. Pennsylvania Avenue, which is also designated as County Road 512, serves as a primary corridor into the community. Interstate 95 lies four miles east of the city, and connects with U.S. Highway 1 some ten miles to the east at the community of Sebastian. At the western edge of Fellsmere, County Road 512 dog-legs to the south and intersects with State Road 60 nine miles to the south.

The corporate limit of Fellsmere, measuring approximately one mile square, remains remarkably unchanged from its original design, which was platted in 1911. The city developed historically within a town plan organized out of a small portion of Fellsmere Farm Company lands in the northern section of the company's extensive drainage development. The plan consists of an orthogonal grid with offset street arrangements resolved by Broadway, a divided boulevard that serves as the primary north/south street in the city. Several distinctive features, including parks, diagonal streets, and divided boulevards historically disrupted the rectilinear design. Avenues extend east to west displaying the names of various states of the Union. Streets run north/south sporting names of citrus, hardwood, and conifer trees. Railroad tracks now removed extended across the north end of the town.

The town plan designates several parks to interrupt the grid pattern. The largest, Washington Park, measured one block square and was contained within a circular intersection of Colorado Street and Magnolia Avenue. Three blocks to the south Magnolia Avenue became a divided boulevard with Osceola Park forming a rectangular park between the lanes. Smaller boulevards named Brevard, Broward, Florida, and St. Lucie converged on Magnolia Avenue at oblique angles forming a unified "X" pattern in the southwest quadrant of the town and cutting through the surrounding streets. St. Johns Boulevard extended at a forty-five degree angle in the southeast quadrant from the corner of Broadway and California Avenue, ending at Massachusetts Avenue. Tallahassee Park extended for two blocks along Pennsylvania between Elm and Lime streets.

The extent to which the planned features of Fellsmere were implemented remains unclear. Diagonal streets, although platted, may never have been constructed, and Osceola and Tallahassee parks probably were little more than sand medians. Several distinctive characteristics of Fellsmere's town plan have been compromised, including the elimination of Washington Park with the development of a new school. The circular intersection no longer exists, and the oblique streets in the southeast and southwest quadrants of town have been removed. Even the broad grass medians that extended along Broadway between Pennsylvania and South Carolina avenues have been reduced to narrow ribbons.

Fellsmere's founding and historic development were related to the drainage programs implemented in many areas of coastal and south Florida during the early twentieth century. The engineering accomplishments and promotional efforts of the Fellsmere Farms Company resulted in the creation of an agricultural community in an area previously unsettled. Founded in 1910 and incorporated in 1915, the community experienced a brief period of intensive growth that was hampered early in its development by flooding conditions and the onset of World War I. Better drained coastal communities, such as Fort Pierce, Melbourne, and Vero Beach, eventually drew many new settlers and tourists. The economy was driven by agricultural development, primarily truck crops, citrus, and sugarcane. The development of Fellsmere is closely tied to the broader patterns of Florida and U.S. history.

The historic resources of Fellsmere comprise a small, but important component of the total building stock of the city. A product of the early-twentieth century, the buildings possess design features and construction materials consistent with contemporary national and statewide architectural trends. Although a majority of buildings exhibit vernacular styling, a small but distinctive percentage (20%) are classified as identifiable formal architectural styles. Although most buildings rise one story, a cluster of one-and-one-half-story houses and several two story buildings line the streets. Most historic buildings serve as residences. Other important historic functions evident include commerce, education, industry, library, and religion.

Nearly ninety percent of Fellsmere's historic resources are concentrated within the northern one-third of the city, between County Road 512 and South Carolina Avenue. Broadway emerged as the commercial center of town with residential neighborhoods developing within about four blocks to the east and west of the central corridor. Depots, an electric plant, packing houses, warehouses, and Fellsmere Farms Company buildings lay at the north edge of the city astride the railroad tracks.

Demolition has caused some loss of architectural integrity in Fellsmere. Since 1924, nearly fifty-five buildings have disappeared from the city. Although some have been lost to fire, many others were demolished. A number of residential buildings have been severely altered or have deteriorated to the degree that they display little or none of their original integrity. The loss of historic building stock includes railroad depots and citrus packing houses. Several commercial buildings along Broadway have also been lost. The largest number of buildings lost, however, are private residences. Although many residential blocks contain a substantial percentage of historic-period buildings, few blocks are untouched by demolition or new development, and some have lost much of their character.

Although time has despoiled some of Fellsmere's historic architecture, the worst may not be over. As the city continues to experience population expansion, zoning and planning decisions will affect the city's historic character. Much of that growth can be attributed to general patterns apparent throughout central Florida, including the promotion of new industry and the state's image as a retirement haven. Explosive growth has cost many communities in central and south Florida their historic identity, the result of indiscriminate destruction of old buildings. Historic buildings are often demolished because of the establishment of new businesses, the expansion of highways, deterioration, and "progress," which is often translated as replacing something old with something new. Fellsmere's residents and government officials are urged to protect remaining historic buildings against indiscriminate destruction.

Another important threat to Florida's historic building fabric is the construction of new buildings in close proximity to older structures. The introduction of insensitive construction in areas that contain old buildings detracts from the historical associations that neighborhoods and commercial districts acquire over the course of many decades. Many historic areas of Fellsmere remain undisturbed by new construction. City officials in concert with residents must take active measures, many of which are outlined in detail in the Recommendations section of the report, to prohibit erosion of Fellsmere's architectural legacy. The gradual process of allowing new construction over time in older neighborhoods may compromise the appeal and character of Fellsmere's architectural heritage.

The relocation of historic buildings to new sites can erode Fellsmere's cohesiveness as a historic place, especially if that relocation occurs within an area of high concentration of historic buildings. Neighborhood patterns of development take decades to form. The movement of a single building from its original site can disturb not only that neighborhood, but also the development pattern within its new locale. Although the building may appear to blend appropriately in its new surroundings, typically its architectural style and historic context fail to reflect the developmental pattern of the neighborhood into which it is moved. Care should be exercised by zoning and code boards when making an assessment about relocation sites for historic buildings. Assuredly, it is better to move historic buildings to new locations than to demolish them.

The greatest threats to the historic fabric of Fellsmere remain the (1) alteration, deterioration, and demolition of old buildings, and (2) introduction of inappropriate forms of architecture in established neighborhoods, which diminishes the historic value of existing buildings.

Analysis of Survey Findings

The extant historic properties of Fellsmere contribute to the sense of time, place, and historical development through their location, design, setting, materials, workmanship, feeling, and association. All buildings that appeared to be fifty years old were included in the survey, regardless of condition or degree of alteration. Although most of the city's oldest buildings retain much of the original architectural integrity, many small dwellings have been altered considerably and have lost their historic character and integrity.

The period of historic significance for the Fellsmere survey has been established to encompass all historic properties constructed between 1910, the date of the oldest building and beginning of significant development, and 1945. The latter year was chosen as a cut-off date because it satisfies the fifty year criteria established by the National Park Service as a basis for listing in the National Register of Historic Places, and because World War II marks a significant break in architectural styles, building materials, and construction techniques. The prolific use of concrete block, metal-frame windows, exterior sidings comprised of synthetic materials, and building designs not generally associated with historic architecture became pervasive during the post-war period in building construction. Due in large part to the increasing expense of building materials, post-war buildings were constructed in simpler forms and lacked the architectural detailing that was often applied to historic structures.

Fellsmere's Periods of Historic Building Construction

Dividing the city's historic development into three periods (Table 1) provides context for assessing Fellsmere's historic architectural resources and accurately reflects building trends. The first era of development extends between 1910 and 1919, which is associated with the Progressive Era. The interval coincides with the founding of Fellsmere, extension of railroad tracks into the city, and the development of citrus groves and agricultural fields. The city experienced its most significant growth during the

period. The onset of World War I and flooding conditions dampened growth. Buildings from the period account for sixty-nine of the total recorded.

The second period of development is associated with the Florida land boom. During the era, twenty-five additional buildings were constructed. Fellsmere does not reflect the patterns of explosive growth evident in many parts of the state during the era. Although citrus

and vegetable production remained a vital part of the economy, only moderate construction occurred. With the exception of one church and a commercial building, most structures from the period were small wood frame dwellings.

The third period is associated with the Great Depression of the 1930s and World War II. During the interval, four buildings were constructed, all of them wood frame dwellings that date from the latter half of the 1930s.

Functions, Uses, and Condition of Buildings Surveyed

As depicted in Table 2, 86 buildings, or 88 percent of the total surveyed, historically served a residential function. The remaining buildings initially served a variety of other uses, including commerce, education, industry, library, and religion. Although a small portion of the whole, the latter buildings represent some of the best historic architecture in Fellsmere.

Integrity of function is an important consideration for determining the significance of a historic property. A building that retains its original function is more likely to meet the requirements for listing in the National Register of Historic Places than one that has been altered for a use that differs from its

Date of Construction by Historic Period		
Period	No.	%
Progressive Era, 1910-19	69	70
Florida Land Boom, 1920-28	25	26
Depression/World War II, 1929-45	4	4
Total	98	100

Original and Present Use of Resources Surveyed						
Original Use	No.	%		Present Use	No.	%
Residential	86	88		Residential	86	88
Commercial	6	6		Commercial	4	4
Religion	3	3		Religion	3	3
Education	1	1		Government	1	1
Library	1	1		Library	1	1
Industrial	1	1		Industrial	1	1
Total	98	100		Vacant	2	2
				Total	98	100

original purpose. A comparison of original and present uses in Table 2 indicates that there has been little change over time to the original historic functions of Fellsmere's historic buildings. Most private residences still serve as homes, but a number require immediate attention if they are to be preserved. Several of the community's public buildings still function as they were originally intended. Three congregations continue to hold services in their original sanctuaries. The Fellsmere School, however, presently houses the city's police department and social service operations. The former State Bank of Fellsmere now serves a government use. Marian Fell Library, the oldest library building in Indian River County, continues to serve its original function.

A building that is in either good or excellent condition is more apt to be given consideration for listing in the National Register of Historic Places than a building in fair or deteriorated condition. Fellsmere's historic building stock was found to possess a good degree of integrity. Of the sites surveyed, twenty-nine buildings were recorded as being in either excellent or good condition (Table 3). A majority of the buildings surveyed--fifty-seven--were evaluated in fair condition, and thirteen deteriorated.

Historic Architecture in Fellsmere

The historic buildings of Fellsmere represent an important cluster of cultural resources. Exhibiting a small range of forms and architectural styles, those buildings, with few exceptions, were designed and constructed by lay builders who drew upon traditional building techniques and contemporary stylistic preferences for their inspiration. Primary consideration was given to providing functional spaces for the owners. Decorative features, although of secondary importance, were often applied liberally. Numerous buildings, especially those constructed during the economic expansion of the settlement in the second decades of the twentieth century, exhibit elaborate woodwork and intricate architectural detailing and were designed by professionally trained architects.

The styles on which the builders of the district based their designs were popular throughout the United States. After the Civil War architectural pattern books promoting various residential designs were made available to a wide audience. That trend, combined with the mass production of architectural building components and improved means for their transportation, made it possible for a builder in Maine to construct nearly the same house as a builder in California.

Stylistically, a majority of the historic buildings in Fellsmere are of vernacular design and construction. A small percentage, however, exhibit formal architectural styling. As illustrated in Table

Condition of Resources		
Condition	No.	%
Excellent	2	2
Good	26	27
Fair	57	57
Deteriorated	13	14
Total	98	100

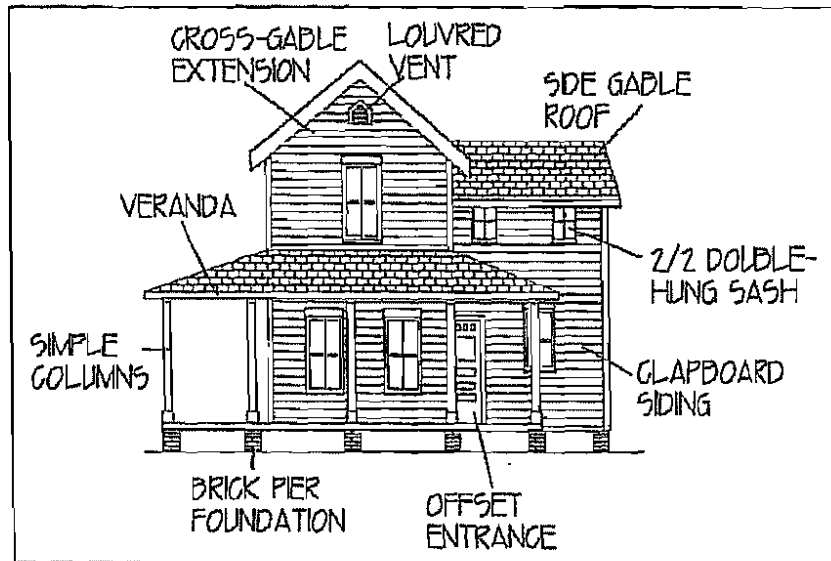
Styles of Buildings Surveyed		
Style	No.	%
Frame Vernacular	77	79
Craftsman	13	13
Mission	4	4
Mediterranean Revival	2	2
Masonry Vernacular	1	1
Prairie	1	1
Total	98	100

4, four formal styles, when combined, account for 20 percent of the buildings recorded. Frame Vernacular accounts for Seventy-seven buildings of the total recorded. Accounting for thirteen buildings, the Craftsman style is the most common high-style design employed on residential buildings in Fellsmere. Other less common styles include Mediterranean Revival, Mission, and Prairie designs. The roster of formal styles includes most of the community's landmark buildings, which convey a sense of place and history in Fellsmere and lend the community much of its ambiance and character.

The following narrative places the historic architectural styles found in Fellsmere in their historic national, statewide, and local contexts. It includes descriptions of local buildings that best represent those styles.

Frame Vernacular

A majority of buildings surveyed in Fellsmere are of Frame Vernacular construction, a prevalent style of residential architecture in Florida that refers to the common wood frame construction technique employed by lay or self-taught builders. The Industrial Revolution permitted standardization of building materials and parts, which exerted a pervasive influence over vernacular house design. Popular magazines helped to disseminate information about architectural trends throughout the country. The railroad provided affordable and efficient transportation for manufactured building materials. Ultimately, individual builders had access to a myriad of finish architectural products from which to create their own designs.



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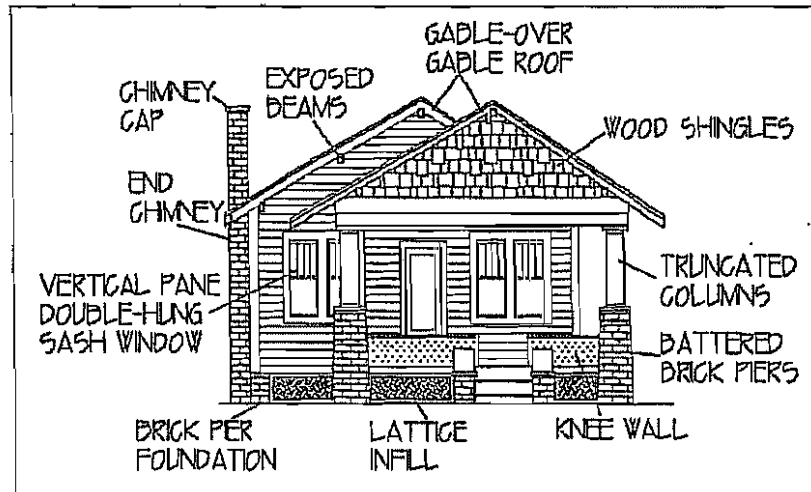
In Fellsmere, Frame Vernacular buildings are typically one stories in height, with a balloon frame structural system built of pine or cypress. They have a regular plan and are mounted on masonry piers, most often made of bricks. Plans are usually rectangular, though L-shaped plans were often used to maximize cross-ventilation. Early versions of the style have gable or hip roofs steeply-pitched to accommodate an attic. Horizontal wood weatherboard, drop siding, and wood shingles are common exterior wall fabrics. Often employed as original roof surfacing materials, wood or pressed metal shingles have nearly always been replaced by composition shingles in a variety of shapes and colors. The facade is often placed on the gable end, making the height of the facade greater than its width. Porches are also a common feature and include one- and two-story end porches or verandas. Windows are generally double-hung sash with multi-pane glazing. Decoration, generally limited to ornamental woodwork, includes a variety of patterned shingles, turned porch columns and balustrades, and knee braces and exposed rafter ends under the eaves.

The residence at 98 North Hickory Street is one of few two story examples of Frame Vernacular architecture in Fellsmere. Built about 1914, the dwelling displays an irregular plan consisting of a gable roof and a shed extension. The exterior wall fabric is clapboard and fenestration consists of double-hung sash windows with 1/1 lights. An entrance porch with a gable roof, square column supports and a knee wall extends from the facade. A brick chimney rises from the south side and the building sits on a concrete pier foundation.

The dwelling at 128 North Cypress Street exhibits characteristics more typical of Frame Vernacular houses in Fellsmere. Rising one-and-one-half stories, the residence has a rectangular plan and a gable roof surfaced with pressed metal shingles and pierced by a shed dormer. The exterior wall fabric is clapboard and fenestration consists of double-hung sash windows with 1/1 lights. A veranda with a hip roof and square post supports wraps around the facade and side of the house. A brick chimney pierces the roof ridge.

Craftsman

Representing 11 percent of the buildings recorded during the survey, the Craftsman or Bungalow style is among the most common historic residential formal architectural designs found in Fellsmere. The term "Bungalow" is derived from the Bengali "bangla," a low house with porches developed by the British in the Far East during the nineteenth century. One observer remarked that the building was, "a purely utilitarian contrivance developed under hard and limited conditions."



While the origin the Bungalow and some of its design features were Bengalese, many of its details were of Oriental inspiration. Japanese construction techniques, exhibited at the California Exposition of 1894, placed emphasis on an extensive display of structural members and the interplay of angles and planes, which became integral parts of Bungalow design. In the United States, Gustav Stickley, a craftsman that later gained a national reputation, established in 1901 *The Craftsman*, a monthly journal through which he stressed the importance of constructing Bungalows in harmony with the immediate surroundings and employing low broad proportions with minimal ornamentation. Stickley believed that the character of a Bungalow should be, "so natural and unaffected that it seems to sink into and blend with any landscape." He urged the use of local materials in construction and that they be "planned and built to meet simple needs in the simplest and most direct way."

In contrast to Stickley's philosophy, some early models, often labeled as "Craftsman" designs, were large residences designed by trained architects for use as either seasonal homes on the New England coast or year-round homes in California. One of the important architectural firms of expansive Bungalows, Charles Greene and Henry Greene received commissions for a number of large Bungalows in California, including the Gamble House (1908) and the Irwin House (1909). By 1910, the building market became flooded with catalogs of plans for inexpensive designs. Among others, Sears, Roebuck and Company made available by 1916 Bungalow kits that contained standardized materials, which also helped to subvert Stickley's emphasis on local designs and materials. *Bungalow Magazine*, another early twentieth-century architecture journal, featured house plans and articles about economical use of space, interior decoration, and landscaping. Residences in those magazines were duplicated across the United States and reinforced humbler aspects of the style, which eclipsed the earlier grand versions. In Florida, the Bungalow emerged as a popular residential design about 1910. A common residential design during the Florida land boom of the 1920s, the style retained its popularity into the 1930s.

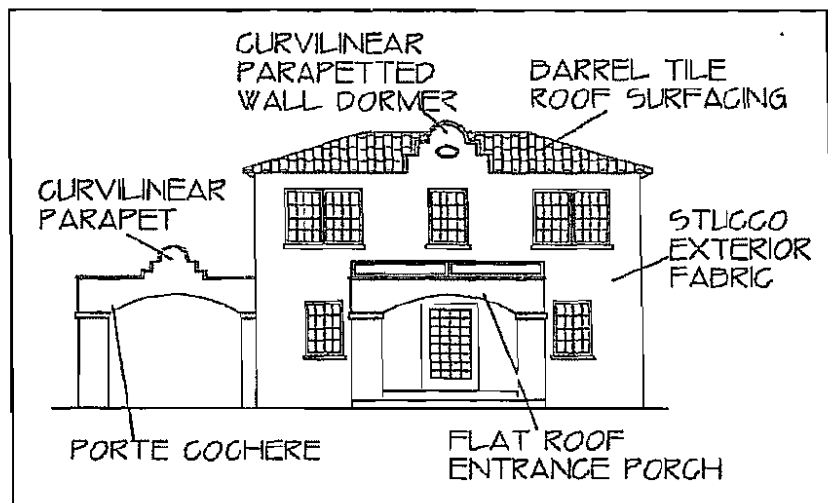
The most prominent characteristic of the Craftsman style is its lack of height. With rare exceptions the Bungalow is a one or one-and-one-half-story building with a shallow-pitch roof. On larger examples, monitors create more space and provide additional natural interior lighting. Although side-facing and front-facing gable roofs were common design features, some elaborate models display a complex roof structure. The typical Bungalow has two rooms across the main facade, emphasizing horizontality at the expense of height. The porch, an integral part of a Bungalow, generally complements the main block. Masonry piers on which the porch rests are continued above the sill line and serve as part of the porch balustrade. The piers are surmounted by short wood columns upon which sit porch roofing members. The choice of exterior sheathing materials vary from log, wood shingle and drop siding, stucco, and stone veneers. Fenestration is consciously asymmetrical, although small windows typically flank the chimney. Double-hung sash windows frequently appear in groups of two or three, with upper sashes divided into several vertical panes. Other features include dormers, carved rafter ends, knee braces.

Fellsmere contains several good examples of the Craftsman style, including the First Methodist Episcopal Church at 31 North Broadway. The building has a T-shaped plan consisting of a cross-gable roof and a steeple with a belfry, cross-gable roof, and pyramidal spire. Brick and wood drop siding serve as exterior wall fabrics and fenestration consists of double-hung sash windows with 2/2 lights and 2-light transoms. Half timbering adorns the gable ends. A brick chimney pierces the east slope of the roof.

Typical of residences displaying the style is the dwelling at 31 North Pine Street. The house exhibits an irregular plan consisting of a gable roof main unit and a gable extension. Clapboard and wood shingle serve as exterior wall fabrics, and purlins extend under the eaves. Fenestration consists of double-hung sash windows with 1/1 lights. An entrance porch with a gable roof, square post supports, and a knee wall extends from the facade. A brick chimney pierces the south slope of the roof.

Mission

The Spanish Mission style is found almost solely in those states that have a Spanish colonial heritage. It originated in California during the 1890s and was given impetus when the Southern Pacific railways adopted it as the style for the depots and resort hotels it constructed throughout the Far West. Early domestic examples were faithful copies of their colonial ancestors, but during the first two decades of the twentieth century other influences--most notably those of the Prairie and Bungalow styles--were added to produce new prototypes.

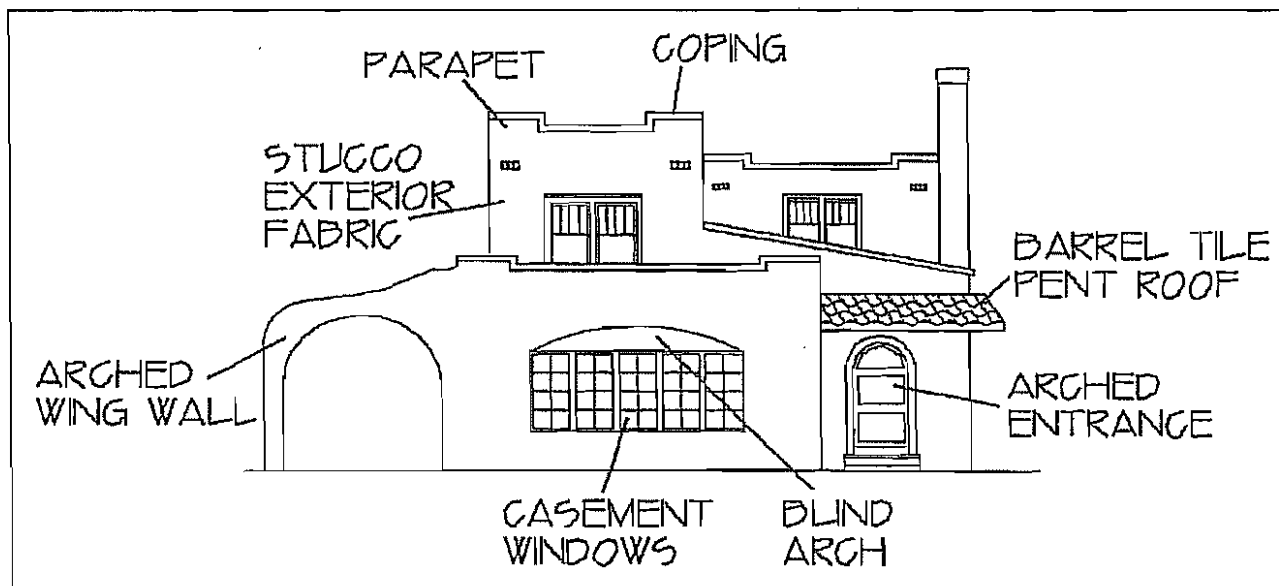


In Florida, the Spanish Mission style gained widespread popularity during the decade before the collapse of the Florida land boom. It was adapted for a variety of building types ranging from grandiose tourist hotels to two room residences. Identifying features of the style include flat roofs, always with a curvilinear parapet or dormer either on the main or porch roof; ceramic tile roof surfacing; stuccoed facades; flat roof entrance porches, commonly with arched openings supported by square columns; casement and double-hung sash windows; and ceramic tile decorations.

Four examples of the style line the streets of Fellsmere. The largest and best example of the style, the Fellsmere Estates Corporation Building, rises at 40 North Broadway. It expresses Mission styling by a large curvilinear parapet pierced by an arched opening, a pent roof with barrel tile surfacing, and a recessed portico supported by Doric columns. Stucco serves as the exterior wall fabric, and detailing includes large terra cotta panels with swags accenting secondary entrances. Original casement and double-hung sash windows have been boarded over. Three relatively small dwellings displaying modest influences of the style are located at 12, 38, and 50 North Elm Street.

Mediterranean Revival

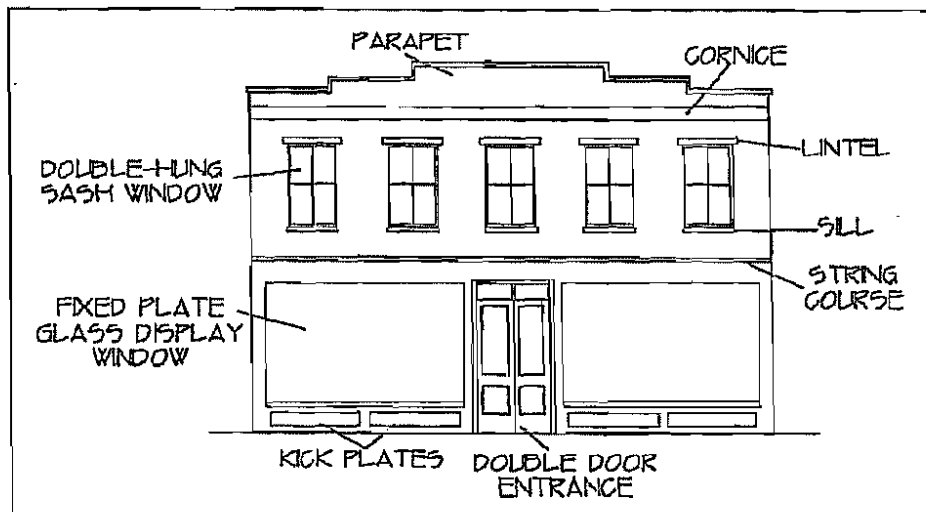
Mediterranean Revival is an eclectic style containing architectural elements with Spanish or Mid-eastern precedents. Found largely in those states with a Spanish colonial heritage, Mediterranean Revival broadly defines the Byzantine, Moorish, Spanish Eclectic, and Turkish revival styles, which became



popular in the American Southwest and Florida early in the twentieth century. The influence of those Mediterranean styles found expression through a detailed study in 1915 of Latin American architecture made by Bertram Goodhue at the Panama-California Exposition in San Diego. The exhibit prominently featured the rich Spanish architectural variety of South America. Encouraged by the publicity afforded the exposition, architects began to look directly to the Mediterranean basin, where they found still more interesting building traditions.

Mediterranean Revival buildings in Florida display considerable Spanish influence. The style was popular during the 1920s, and its use continued after the collapse of the boom and in the 1930s. It was adapted for a variety of building types ranging from grandiose tourist hotels to two-room residences. The popularity of the style became widespread, and many commercial and residential buildings underwent renovation in the 1920s to reflect Mediterranean influences. Identifying features of the style include flat or hip roofs, usually with some form of parapet; ceramic tile roof surfacing; stuccoed facades; entrance porches, commonly with arched openings supported by square columns; casement and double-hung sash windows; and ceramic tile decorations. Two of Fellsmere's buildings--46 and 158 Broadway--are designed in the Mediterranean Revival style. They are modestly detailed with small parapets and stucco exterior walls.

Masonry Vernacular is defined as the common masonry construction techniques of lay or self taught builders. Prior to the Civil War vernacular designs were local in nature, transmitted by word of mouth or by demonstration, and relying heavily upon native building materials. With the coming of the American Industrial



Revolution mass manufacturers became the pervasive influence over vernacular building design. Popular magazines featuring standardized manufactured building components, plans, and house decorating tips flooded consumer markets and helped to make building trends universal throughout the country. The railroad also aided the process by providing cheap and efficient transportation for manufactured building materials. Ultimately, the individual builder had access to a myriad of finished architectural products from which he could pick and choose to create a design of his own.

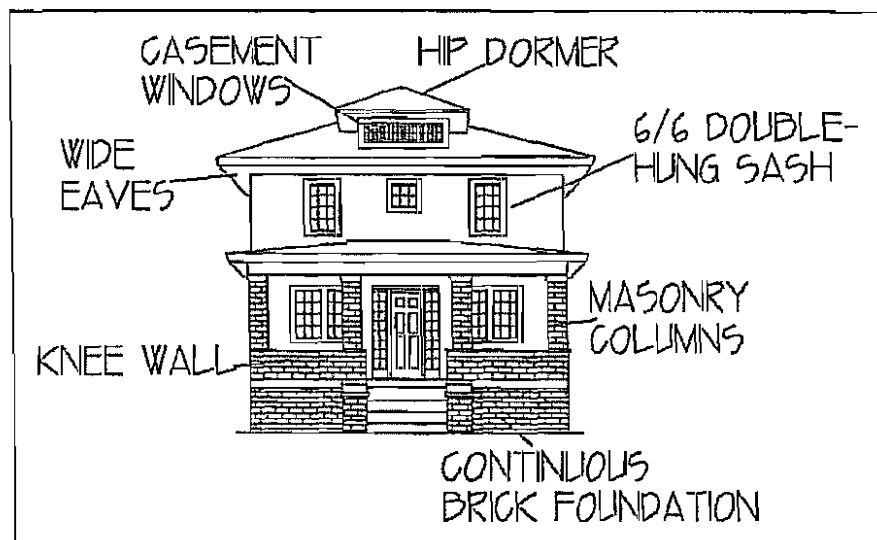
Masonry Vernacular is more commonly associated with commercial building types than with residential architecture where wood frame houses dominate. In Florida, most examples predating 1920 were brick, but a number of older examples feature the rough-faced cast concrete block popularized by Henry Hobson Richardson in his Romanesque buildings of the late nineteenth century. The Masonry Vernacular designs of the 1920s were most often influenced by popular Spanish designs of the period. The main masonry building materials during the period were hollow tile and brick. During the 1930s Masonry Vernacular buildings, influenced by the International and Modernistic styles and the increased use of reinforced concrete construction techniques, took on an increasing variety of forms. Since World War II concrete block construction has been the leading masonry building material used in Florida.

The only example of Masonry Vernacular styling in Fellsmere is located at 56 North Broadway. Built as the State Bank of Fellsmere, the building displays an L-shaped plan consisting of a flat roof main unit with a parapet and a flat extension. Brick serves as the exterior wall fabric, and a decorative dentil cornice adorns the parapet. An entrance porch with a hip roof, masonry column supports and masonry piers extends from the facade.

Prairie

The Prairie style, one of few indigenous American architectural forms, was developed by a creative association of Chicago architects. Directed toward domestic architecture rather than public or commercial applications, the style was mastered by Frank Lloyd Wright, whose Winslow Homer Residence, constructed in 1893, was perhaps the first residence designed in the style. The heaviest concentrations of Prairie style buildings are located in the Midwest. Although pattern books helped to distribute vernacular forms of the style throughout the country, the Prairie style was a short-lived architectural form, persisting between 1900 and World War I.

In Florida, the Prairie style never gained wide acceptance. The style was eclipsed by revival styles of the American colonial period and from Europe and the Mediterranean basin, which gained popularity and flourished during the land boom of the 1920s, one of Florida's most significant periods of development. Perhaps the largest collection of buildings designed in the style in Florida are located in Jacksonville, where the style



became a popular residential and commercial design following a fire in 1901 that devastated the city.

Distinctive features of the Prairie style includes a two-story design, often with a bold interplay of horizontal planes against a vertical mass; low-pitched gable, flat, or hip roofs with boxed eaves; dormers; massive chimneys; horizontal ribbons of casement windows, often treated with leaded glass; one-story porches, porte cocheres, or extensions with massive column supports; cantilevered overhangs; and brick, stucco, or rough face cast stone exterior wall fabrics, often in combination with wood.

Completed in 1916, the former Fellsmere Public School at 22 South Orange Street is a good example of the Prairie style. The building is one of few in the community designed by a trained architect, Frederick Trimble who later achieved some renowned designing buildings in Orlando, Florida. It has an irregular plan and a flat roof obscured by a parapet. The exterior wall fabric is brick and fenestration consists of double-hung sash windows with 3/3 and 6/6 lights. An entrance porch with a flat roof, brick column supports and masonry piers extends from the facade. The building sits on a continuous concrete foundation. Decorative features include a molded cornice, masonry belt course, and an arched parapet.

Summary

Fellsmere contains a distinctive collection of historic buildings, a majority of which display vernacular styling. Nevertheless, a small but important percentage embody formal architectural styling. The presence of buildings constructed in the traditions of the Craftsman, Mediterranean Revival, Mission, and Prairie styles indicates an awareness over time by residents and builders of the significance of erecting buildings that reflect specific historical and architectural associations. Frederick Trimble, an Orlando architect who began his career in Fellsmere, made an important contribution to Fellsmere's distinctive appearance. Important architectural and cultural links to the heritage of Fellsmere, those buildings are well worth preserving, for they are one of few visual resources linking old and new as the city enters the twenty-first century.

Although a number of buildings have been lost to demolition or fire, Fellsmere retains much of its historic character and appeal. Because the community contains a substantial collection of historic buildings it is easy for residents to develop a false sense of security that the city will always have its historic architectural heritage. It should be noted that many Florida communities have lost much of their historic fabric in the course of several decades. Without protective measures, Fellsmere's historic architecture can also fall victim to alteration, deterioration, or demolition. Options available for the preservation of Fellsmere's historic architecture are located in the Recommendations section of the report.

RECOMMENDATIONS

Historic preservation, the process of protecting and maintaining buildings, objects, and archaeological materials of significance within a community, can be separated into three phases: (1) identification; (2) evaluation; and (3) protection. This survey constitutes the first phase in a preservation program for the City of Fellsmere. The documents produced by the survey, including the Florida Site File (FSF) forms and the report, are designed to provide information that property owners, residents, and municipal officials need to make judgments about resources that have value and the means by which they can protect those resources.

This section contains a summary of measures that the City can employ in a preservation program. It includes our opinion regarding the significance of particular resources, the efficacy of measures that may be taken to protect or to preserve them, and suggestions for a municipal program that will call attention to the city's heritage.

Summary of Recommendations

1. Copies of this report, the FSF forms generated from the survey, and the accompanying National Register proposals should be carefully maintained. The best location for those materials may be in the city hall. A copy of the report should also be held by the Marian Fell Library. Copies of the files should also be made available to residents interested in Fellsmere's architectural heritage.

2. The City of Fellsmere should utilize the information contained in the report, becoming aware of the area's rich historic building fabric and move to protect those historic resources. Public meetings should be held about the survey and National Register proposals to make residents aware of the preservation process and the tax incentives afforded property owners in the area. Any further loss of historic buildings in Fellsmere, ultimately, will compromise the historic architectural legacy of the community itself. One of the best ways to protect historic buildings is through a historic preservation ordinance. That legal device can protect historic buildings from demolition or radical alteration. A historic preservation ordinance should be enacted to ensure Fellsmere's architectural heritage.

3. The City should consider a sign and marker program, in conjunction with the Florida Department of Transportation that identifies significant historical buildings and describes events at specific historic sites.

4. The City should consider publishing a relatively small leaflet of the history of Fellsmere and a comprehensive architectural guide of historic buildings and resources. Both publications should review the city's history and feature buildings of special merit.

Definitions

Definition of "Historic Resource": "Historic property" or "historic resource" means any pre-historic or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register of Historic Places. An ordinance of local government may also define historic property or historic resources under criteria contained in that ordinance.

Identifying, Documenting, and Evaluating Historic Resources: The identification of historic resources begins with their documentation through a professional survey conducted under uniform criteria established by federal and state historic preservation offices. Survey is a gathering of detailed information on the structures, objects, and artifacts within a community that have potential historical significance. That information should provide the basis for making judgments about the relative value of the resources. Not all resources identified or documented in the survey process may ultimately be judged "historic." All such resources should be subjected to a process of evaluation that results in a determination of those which should be characterized as historic under either federal or local criteria.

Florida Site File: The Florida Site File (FSF) is the state's clearinghouse for information on archaeological sites, historical structures, and field surveys for such sites. Actually a system of paper and computer files, it is administered by the Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State. The form on which a site or building is recorded is the FSF form. Recording a site or building on that form does not mean that either is historically significant, but simply that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the FSF. Relatively few buildings or sites included in the FSF are listed in the National Register of Historic Places, the accepted criterion for a "historic resource."

National Register of Historic Places: The National Register of Historic Places is the official federal list of culturally significant properties in the United States. The Register is maintained by the U.S. Department of the Interior. The buildings, sites, structures, objects, and districts listed in it are selected under criteria established by the department. Listing is essentially honorary, and does not imply federal protection or control over private properties listed unless federal funds or activities are directed toward them. Under current law commercial and other income-producing properties within a National Register historic district are eligible for federal tax credits and other benefits if they are first certified as contributing to the characteristics of the district. Buildings individually listed in the National Register are automatically considered certified historic structures and, if income-producing, also qualify for federal tax credits and other benefits. Formats for nominating properties to the National Register include the individual nomination; the historic district, which designates a historic area within defined and contiguous boundaries; and the multiple property group, combines scattered resources that have common links to history, pre-history, or architecture.

1. The Importance of Historic Preservation to Fellsmere

A historic properties survey constitutes the indispensable preliminary step in a community preservation program. The survey provides the historical and architectural data base upon which rational decisions about preservation can be made. Further progress in preserving culturally significant resources in Fellsmere will depend on the decisions of city officials and residents. To assist them in deciding what steps they can take, the consultants present the following recommendations, which are based on their assessment of the survey area and its resources and their familiarity with the current status of historic preservation in Florida and the nation.

Since its earliest manifestations in the mid-nineteenth century, historic preservation has experienced an evolutionary change in definition. In its narrow and traditional sense, the term was applied to the process of saving buildings and sites where great events occurred or buildings whose architectural characteristics were obviously significant. In recent decades historic preservation has become integrated

into community redevelopment programs. The recommendations below are framed in the sense of that latter objective.

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

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

A second argument used on behalf of historic preservation is economic. Ours is a profit-oriented society and the conservation of older buildings is often financially feasible and economically advantageous. Current federal tax law contains specific features that relate to the rehabilitation of eligible commercial and income-producing buildings located in a local certified historic district, a historic district listed in the National Register, or individual buildings listed in the National Register.

Beyond pure aesthetic and commercial value, there are additional benefits to reusing extant historic buildings. First, historic buildings frequently contain materials that cannot be obtained in the present market. The craftsmanship that went into their construction cannot be duplicated. Historic buildings typically have thicker walls, windows that open, higher ceilings, and other amenities not found in modern buildings. They are natural energy savers, having been designed in the pre-air conditioning era. From an economic standpoint, the rehabilitation of older buildings is a labor-intensive activity that contributes to a community's employment base. Preservation tends to feed upon itself, for once a few owners rehabilitate their buildings others follow suit.

Historic buildings and districts attract tourists. Recent studies by the National Trust for Historic Preservation and *Southern Living* confirm that historic buildings rank very high in tourist appeal among Americans. In Florida, where tourism is the state's largest industry and cities must compete vigorously for their share of the market, the preservation of historic resources that give a city distinction cannot be ignored. Historic resources that lend Fellsmere its claim to individuality and a unique "sense of place," ought therefore to have a high civic priority. Tourists seek out destinations that are often off the beaten track and impart special memories. Looking for places that possess originality, tourists are often lured to a city's historic district, which typically conveys a sense of place. The continuing destruction throughout Florida of buildings and other historic and cultural resources that give the cities in which they are found individuality goes largely ignored. In the process, Florida has begun to acquire a dull sameness.

Any effort at preserving the overall historic character of the city will fail if city officials and property owners do not join in taking active measures to prevent the destruction of historic buildings. Federal and state officials have no authority to undertake a local historic preservation program. Federal authority is strictly limited to federal properties or to projects requiring federal licenses or using federal funding. Under no circumstances can federal or state governments forbid or restrict a private owner from

destroying or altering a historic property when federal or state funds are not involved. Since in Florida most zoning and code regulations of private property are vested in county or municipal government, specific restrictions or controls designed to preserve significant resources are their responsibility.

It also must be noted that historic preservation does not seek to block or discourage change. Preservation does seek to reduce the impact of change on existing cultural resources and to direct that change in a way that will enhance the traditional and historic character of an area. The recommendations presented below should neither be construed as definitive nor as a substitute for a rational plan of community development that is sympathetic to Fellsmere's past. Below are the consultant's specific recommendations for preservation action and public policy development.

2. Fellsmere's Current Preservation Initiatives

Fellsmere residents and the city government appear to have a good start on implementing a strong commitment to historic preservation program. The City has supported the survey and registration matching grant from the Division of Historical Resources. Several buildings, including the historic Fellsmere Estates Building, school, and bank, require rehabilitation immediately or will be lost to deterioration. The willingness of volunteers to contribute time to the project also indicates a strong dedication to recognizing and protecting the community's architectural legacy.

Associated with the Fellsmere project is the preparation of National Register proposals. Although Fellsmere's historic resources are too widely scattered to lend themselves to the creation of a historic district, several buildings appear to possess sufficient integrity for individual inclusion on the National Register. The buildings are located at 31 North Broadway, 40 North Broadway, 107 North Broadway, 63 North Cypress Street, and 22 South Orange Street.

Individual properties proposed for National Register nomination will be included in a multiple property format, which unites scattered resources. A multiple property cover submission essentially consists of historic contexts and property types associated with the community's development, and then nominating specific buildings possessing special architectural and historical merit within the parameters of the format. Technical factors in nominating individual buildings include owner consent, site plans, interior floor plans, and photography.

3. Historic Preservation Ordinance

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

Hundreds of communities throughout the nation have in recent years adopted historic preservation ordinances, contributing to the development of a sizeable body of legal precedent for such instruments. Fellsmere should consider enacting an ordinance that provides a review process for all buildings fifty years or older, not just those noted for National Register listing.

In a rural context such as Fellsmere's, where the historic infrastructure is predominantly privately owned, the historic preservation ordinance, combined with intelligent zoning, become virtually the only instrument available to government for protecting significant architectural resources. Before one is adopted, however, municipal authorities must inform and persuade the public about its ultimate purpose and value. The historic preservation ordinance is not an arbitrary and capricious exercise of municipal authority, but a necessary action to preserve the community's cultural and architectural heritage and economic value.

Design Guidelines: Fellsmere's historic preservation ordinance should include design guidelines, which contain a set of standards to apply in reviewing architectural change. Those guidelines are recommendations for the improvement of visual quality in specific historic districts and individual buildings. Such guidelines should be developed through community participation. They need to be based on consensus definition of what is unique about the area and what property owners and residents would like to retain and reinforce.

4. Actions the City Can Undertake

It is critical that the City of Fellsmere promote preservation. Without property owner and community support any preservation program will be hampered, delayed, or even doomed to fail. Physical changes made under the auspices of public agencies and departments should not compromise the historical integrity of buildings. A review of physical features, including street lights, utility poles, and street signs should be pursued especially in historic areas to insure their compatibility with Fellsmere's historic resources. The general rule for evaluating these types of features is that they should be as unobtrusive as possible.

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

Historic markers, signage, advertising, and other promotional devices can draw attention to historic buildings. Signs should also be erected to indicate historic sites and buildings, and be periodically updated along Interstate 95 and State Road 60 to direct visitors to Fellsmere's historic areas. This action will require the approval of the State Department of Transportation, and should be pushed forward in concert with the City of Fellsmere, Indian River County, Indian River County Historical Society, and the local Chamber of Commerce.

Publications: The City should consider publishing relatively small and inexpensive brochures describing of Fellsmere's history and its significant buildings. Perhaps residents should consider working with the Indian River County Historical Society, and broadening the theme to the entire county. The product should include a comprehensive historic architectural guide to the counties historic resources. Grants are available through the Florida Department of State to offset some of the costs required to publish both materials.

Marker program: Markers usually appear in the form of bronze or composite signs that describe a historical event that occurred in the vicinity, or that call attention to a building or other object of historical or architectural interest.

Plaque program: Related programs include the award of plaques or certificates of historical significance to the owners of buildings that meet specific criteria established for the program. Awards of this kind are often employed to encourage preservation by recognizing outstanding efforts by property owners as well as to identify important sites and buildings. The best preservation device is a determination on the part of a property owner to maintain the historic character of a building. This can be promoted by educating property owners about the significance and historic value of the buildings they own. Plaque programs offer a good device for accomplishing a program of education.

The City can sponsor a plaque program through the planning board, or through the creation of a historic preservation board. In undertaking such a program, however, members must understand the absolute necessity for establishing written and well defined criteria to govern the awards. The awards should, moreover, be made by a qualified jury or awards committee acting upon the established criteria. In the absence of such steps, the awards will become meaningless or, worse, controversial and possibly injure the preservation effort in the community.

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. As a part of a comprehensive plan, 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.

Few community decisions or actions that affect a city's physical character fail to have an effect upon historic resources. If the historic fabric of a community is to be guarded, those resources must be taken into consideration in the community planning process. That plan should encourage public agencies that make decisions or take actions affecting buildings, streets, and physical appurtenances such as lighting and signs to consider preservation goals and policies. A city that uses its comprehensive plan wisely can make optimal use of its land use regulation authority to protect and enhance its historic and cultural resources.

The completion of this survey facilitates the preparation of a historic preservation element and significantly reduces its cost to the City of Fellsmere. Furthermore, grants are available for this purpose from both state and federal sources through the Historic Preservation Advisory Council. The Florida Department of Community Affairs also issues grant funds for that purpose.

Building Code: By ordinance the City of Fellsmere has adopted the Southern Standard Building Code to govern the physical specifications for new or rehabilitated structures. Modern code requirements relating to such elements as plumbing, electrical, air conditioning, access, insulation, and material type (particularly roofing material) may jeopardize the architectural integrity of a qualified historic building that is undergoing rehabilitation. Section 101.5 of the code therefore specifies the following:

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

It is important to note that such exceptions are granted only to those buildings or structures designated under state or local jurisdiction as "historic." Although Fellsmere has, by its adoption of the code containing the above provision, subscribed to such exception for "historic" buildings, it has not established by ordinance any procedure for conferring such a designation. Through its building code or future historic preservation ordinance, the City should encourage the occupancy and use of historic buildings and discourage their replacement, demolition, neglect, or radical alteration.

Zoning Code: The introduction of unharmonious elements within a historic setting may destroy the integrity of a historic resource. Historic architectural controls are merely a special kind of zoning and should be considered a reasonable regulation of property applied in the interest of the community. Zoning is the most common historic preservation tool and one that at the same time presents significant dangers to historic resources if it is wrongfully applied. The conversion of residential buildings into professional office space or the introduction of commercial buildings into a residential neighborhood, for example, often leads to the neighborhood's eventual demise, and typically compromises the historic character of that neighborhood. Sensitive zoning restricts land use and can effectively preserve the fabric and character of historic districts and buildings. Fellsmere's adoption of a historic preservation ordinance and the creation of a historic preservation board can result in instituting changes favorable to the city's historic buildings.

5. Private and Voluntary Financial and Legal Techniques

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

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

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

Easements: Because of federal tax considerations, the charitable gift of a preservation easement is by far the most commonly used voluntary preservation technique. A preservation easement is a voluntary legal agreement between a property owner ("grantor") and a preservation organization or unit of government ("holding organization" or "grantee"). The easement results in a restriction placed against the future development of a property. In use as a historic preservation instrument, the easement is

usually placed with a non-profit organization that is qualified to maintain it over a period of time. Tax advantages are available for some easements. Federal law permits, for example, the donation of a facade easement for the purpose of preserving the exterior integrity of a qualified historic building. Scenic or open space easements are used to preserve archaeological sites.

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

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

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

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

Revolving fund: A revolving fund, normally administered by a non-profit or governmental unit, establishes a monetary basis on which property can be bought, improved, maintained, and sold. Revolving fund monies are subsequently returned and reused. The funds act to create a new economic and social force in the community. Apparently, the Indian River County Historical Society are chartered non-profit corporations that could legally undertake to administer such a fund in Fellsmere.

6. Federal Financial Incentives and Programs

Rehabilitation tax credits: Federal tax credits upon the expenses incurred in the rehabilitation of an income-producing qualified historic structure have been available for a decade. The 1986 Tax Reform Act provides for a 20 percent credit for certified historic structures and a 10 percent credit for structures more than fifty years old.

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

The 1986 Act opens new opportunities for the nonprofit organization to become involved in real estate. The Act's extension of the depreciation period for real estate considerably reduces the penalties enacted in the Tax Reform Act of 1984 to discourage taxpayers from entering into long-term leases or

partnerships with tax-exempt entities. Those penalties had the effect of hampering partnerships between nonprofit and government agencies and private developers.

In addition, an increasing emphasis on "economic" incentives, rather than tax-driven benefits, that is a result of the 1986 Act's limitations on the use of tax shelter and the 10 percent set-aside for nonprofit sponsors under the new low-income housing tax credit, ensure that tax-exempt organizations will participate increasingly in rehabilitation projects. That legal change has begun to open new and innovative ownership and tax structuring and financing opportunities for both the development community and nonprofit preservation organizations.

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

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

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

7. State Incentives and Programs

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

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

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

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

* Amendment 3, enacted by Florida voters in November 1992, permits counties and cities to offer property tax abatement to property owners who rehabilitate historic buildings.

Other incentives include (1) job creation incentive credits; (2) economic revitalization tax credits; (3) community development corporation support programs; (4) sales tax exemption for building materials used in rehabilitation of real property in enterprise zones; (5) sales tax exemption for electrical energy used in enterprise zones; (6) credit against sales tax for job creation in enterprise zones.

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

8. Private Actions

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

The State of Florida became increasingly active in historic preservation during the 1980s. It continues to spend more dollars on historic preservation than any other state in the nation. The Florida Department of State is responsible for dispersing state preservation dollars. It provides funding in the areas of acquisition and development, survey and registration, and preservation education. The City of Fellsmere should make certain that they are on the current mailing list of the Bureau of Historic Preservation and should apply for grants for appropriate projects, such as design guidelines and publications, in the future. Any public or private agency or group within the community that requires current information on available loans, grants, and funding sources or programs for historic preservation is advised to inquire with:

George W. Percy, Director
Division of Historical Resources
R.A. Gray Building
Tallahassee, Florida 32399

Cultural Resources
National Park Service
U.S. Department of the Interior
Washington, DC 20240

Florida Trust for Historic Preservation
P.O. Box 11206
Tallahassee, Florida 32302

National Trust for Historic Preservation
1785 Massachusetts Avenue N.W.
Washington, DC 20036

Among the projects for which funding may be sought are surveys of architectural and archaeological resources, preparation of National Register nominations, preparing a historic preservation ordinance and accompanying guidelines, completion of a Historic Preservation Element to the Comprehensive Plan, acquisition of culturally significant properties, rehabilitation of historic structures, and the

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

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Appendix

INVENTORY OF BUILDINGS SURVEYED

Rec. No.	Address	Date	Style
98	13155 88th Street	c. 1935	Craftsman
28	37 North Bay Street	c. 1918	Frame Vernacular
29	56 North Bay Street	c. 1915	Frame Vernacular
30	62 North Bay Street	c. 1935	Frame Vernacular
31	71 North Bay Street	1913	Frame Vernacular
32	78 North Bay Street	c. 1915	Frame Vernacular
33	98 North Bay Street	1913	Frame Vernacular
97	1010 Booker Street	c. 1915	Frame Vernacular
5	31 North Broadway	1924	Craftsman
7	40 North Broadway	c. 1926	Mission
6	46 North Broadway	c. 1926	Mediterranean Revival
4	56 North Broadway	1913	Masonry Vernacular
2	107 North Broadway	c. 1910	Frame Vernacular
3	112 North Broadway	c. 1915	Frame Vernacular
1	130 North Broadway	c. 1914	Frame Vernacular
34	158 North Broadway	c. 1923	Mediterranean Revival
82	64 South Broadway	c. 1915	Frame Vernacular
46	10 North Cypress Street	c. 1915	Frame Vernacular
47	16 North Cypress Street	c. 1915	Frame Vernacular
48	31 North Cypress Street	c. 1915	Craftsman
51	63 North Cypress Street	1915	Frame Vernacular
49	75 North Cypress Street	c. 1914	Frame Vernacular
50	88 North Cypress Street	1912	Frame Vernacular
52	98 North Cypress Street	1913	Frame Vernacular
53	108 North Cypress Street	c. 1911	Frame Vernacular
54	128 North Cypress Street	1912	Frame Vernacular
55	160 North Cypress Street	c. 1915	Frame Vernacular
79	30 South Cypress Street	c. 1915	Craftsman
86	12 North Elm Street	c. 1926	Mission
87	38 North Elm Street	c. 1925	Mission
88	50 North Elm Street	c. 1923	Mission
91	10 South Elm Street	c. 1919	Frame Vernacular
90	14 South Elm Street	c. 1916	Frame Vernacular
85	12 North Hickory Street	1913	Frame Vernacular
27	40 North Hickory Street	c. 1915	Frame Vernacular

Rec. No.	Address	Date	Style
26	50 North Hickory Street	c. 1916	Craftsman
25	51 North Hickory Street	c. 1920	Frame Vernacular
23	63 North Hickory Street	c. 1935	Frame Vernacular
24	64 North Hickory Street	c. 1915	Frame Vernacular
20	81 North Hickory Street	c. 1920	Frame Vernacular
21	82 North Hickory Street	c. 1920	Frame Vernacular
19	84 North Hickory Street	1912	Frame Vernacular
18	88 North Hickory Street	c. 1916	Frame Vernacular
17	91 North Hickory Street	c. 1915	Frame Vernacular
16	97 North Hickory Street	c. 1920	Frame Vernacular
15	98 North Hickory Street	c. 1914	Frame Vernacular
14	111 North Hickory Street	c. 1915	Frame Vernacular
13	122 North Hickory Street	c. 1920	Frame Vernacular
22	67 East Idaho Avenue	c. 1935	Frame Vernacular
96	1001 Lincoln Street	c. 1920	Frame Vernacular
95	1020 Lincoln Street	c. 1920	Frame Vernacular
93	1020A Lincoln Street	c. 1920	Frame Vernacular
94	1020B Lincoln Street	c. 1915	Frame Vernacular
92	1030 Lincoln Street	c. 1920	Frame Vernacular
57	80 North Magnolia Street	c. 1914	Craftsman
56	137 North Magnolia Street	1912	Frame Vernacular
78	20 South Magnolia Street	c. 1920	Frame Vernacular
77	30 South Magnolia Street	c. 1915	Frame Vernacular
58	99 North Maple Street	1913	Craftsman
72	32 North Myrtle Street	c. 1915	Frame Vernacular
73	92 North Myrtle Street	c. 1925	Frame Vernacular
76	109 North Myrtle Street	c. 1925	Frame Vernacular
74	120 North Myrtle Street	c. 1915	Frame Vernacular
75	126 North Myrtle Street	c. 1915	Frame Vernacular
89	100 North Oak Street	c. 1910	Craftsman
70	67 North Oleander Street	c. 1915	Frame Vernacular
69	71 North Oleander Street	c. 1920	Frame Vernacular
68	77 North Oleander Street	c. 1920	Frame Vernacular
67	83 North Oleander Street	c. 1915	Frame Vernacular
71	84 North Oleander Street	c. 1914	Frame Vernacular
66	89 North Oleander Street	c. 1920	Frame Vernacular

Rec. No.	Address	Date	Style
65	93 North Oleander Street	c. 1915	Frame Vernacular
64	100 North Oleander Street	c. 1915	Frame Vernacular
62	104 North Oleander Street	c. 1912	Frame Vernacular
63	105 North Oleander Street	c. 1914	Craftsman
61	112 North Oleander Street	1913	Frame Vernacular
60	120 North Oleander Street	1913	Frame Vernacular
59	127 North Oleander Street	1916	Frame Vernacular
44	26 North Orange Street	c. 1915	Frame Vernacular
43	32 North Orange Street	c. 1915	Frame Vernacular
42	90 North Orange Street	c. 1912	Frame Vernacular
41	99 North Orange Street	c. 1911	Frame Vernacular
40	120 North Orange Street	c. 1917	Frame Vernacular
39	121 North Orange Street	1912	Frame Vernacular
38	123 North Orange Street	c. 1915	Frame Vernacular
37	149 North Orange Street	c. 1925	Frame Vernacular
36	159 North Orange Street	c. 1925	Frame Vernacular
45	22 South Orange Street	1916	Prairie
81	60 South Orange Street	c. 1913	Craftsman
80	79 South Orange Street	1913	Frame Vernacular
8	30 North Pine Street	c. 1914	Frame Vernacular
9	31 North Pine Street	1916	Craftsman
10	65 North Pine Street	c. 1914	Craftsman
11	82 North Pine Street	c. 1919	Craftsman
12	130 North Pine Street	c. 1915	Frame Vernacular
83	7 South Pine Street	c. 1920	Frame Vernacular
84	21 South Pine Street	c. 1920	Frame Vernacular
35	10 East South Carolina Avenue	c. 1915	Frame Vernacular