

**FEC AMTRAK PASSENGER RAIL PROJECT VOLUME III:  
CULTURAL RESOURCE ASSESSMENTS OF THE FEC  
AMTRAK STATION ALTERNATIVES**



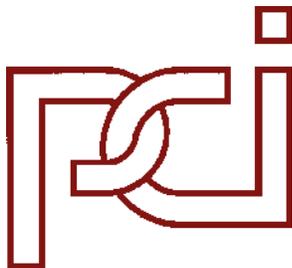
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# FEC AMTRAK PASSENGER RAIL PROJECT VOLUME III: CULTURAL RESOURCE ASSESSMENTS OF THE FEC AMTRAK STATION ALTERNATIVES

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# Supplemental Summary Information for Alternative Station Surveys (Volume III)

## Summary of Findings

Volume III reports on the cultural resource assessment survey of 25 station alternatives within 8 different cities associated within the FEC Amtrak Passenger Rail project. The purpose of this investigation was to document cultural resources within and adjacent to each station alternative project limits and assess their potential eligibility for listing on the NRHP. Fieldwork was conducted by PCI in April and May 2010. A total of 303 cultural resources was recorded during the project, 130 of which were previously recorded and 173 of which were newly recorded. The previously recorded resources included 114 structures, 12 resource groups, 3 archaeological sites, and 1 cemetery. Eleven of the previously recorded resources have been listed on the NRHP; 23 are considered potentially eligible or eligible; 80 are considered ineligible; and 16 structures were noted to have been destroyed. The newly recorded resources included 168 structures, 2 bridges, 2 resource groups, and 1 archaeological site. Most of the newly recorded resources have been recommended as ineligible for the NRHP with the exception of one linear resource, the FEC mainline within Indian River County (8IR1497), which has been recommended as potentially eligible for the NRHP.

The preferred alternatives involve the renovation of three former historic train stations (in St. Augustine, Titusville and Cocoa) and the addition of an ancillary structure for Amtrak operations adjacent to the historic railroad station building in Vero Beach. The results of the CRAS indicated that the Cocoa station is ineligible for listing on the NRHP. The St. Augustine and Titusville stations are potentially NRHP-eligible and the Vero Beach station is NRHP-listed. The project is not anticipated to result in an adverse effect to these historic station buildings as DHR will be consulted during planning stages and proposed renovations will be made in conformance with the U.S. Secretary of Transportation's "*Standards for Rehabilitation and Guidelines for Rehabilitating Buildings*" that preserves the historical and architectural value of historic resources.

### *Findings at Preferred Alternative Stations.*

St. Augustine – The preferred alternative station location is on US 1 at San Marco Avenue (Alternative 1). Three previously unrecorded structures associated with the later use of the FEC passenger line as a freight rail line are recommended as potentially eligible for listing on the NRHP. These include FEC Freight Building A (SJ5476), FEC Freight Building B (SJ5477), and FEC Freight Building C (SJ5478). These structures were built between 1955 and 1960.

Daytona Beach – The preferred alternative station location is south of International Speedway Boulevard (Alternative 1). The Dunn Lumber & Hardware (VO5571) is an Art Moderne style building dating to the 1940s and is recommended potentially eligible for listing on the NRHP. The Daytona Beach Water Softening Plant (VO5904) is an Art Deco style building constructed in 1937 and is also recommended potentially eligible for listing on the NRHP.

Titusville – The preferred alternative station location is north of Pine Street (Alternative 2). At this location is the NR-listed St. Gabriel’s Episcopal Church (BR177) and potentially eligible resources including the Brevard County Courthouse (BR465) and the Titusville Train Station (BR468). Other potentially eligible resources include the Hill Hotel and Apartments (BR425) and residences at 428 Julia Street (BR426) and 423 Main Street (BR430).

Cocoa – The preferred alternative station location is south of Rosa L. Jones Boulevard (Alternative 2). No NR-eligible or potentially eligible resources are at this location, though it should be noted that development of this station will include the adaptive reuse of the historic but recommended NRHP-ineligible FEC Freight House (BR2578). Use of this building will undoubtedly serve to enhance and preserve it.

Melbourne – The preferred alternative station location is north of US 192 (Alternative 3). One NR-listed resource, the Florida Power and Light Company Ice Plant (BR215), was built in 1926 and is significant in the areas of architecture, commerce, and industry.

Vero Beach – The preferred alternative station location is north of 23<sup>rd</sup> Street (Alternative 3). Two-NR listed resources, the Vero Railroad Station/IRC History Society Museum (IR68) and the Old Vero Beach Community Building (IR624), are located here. The Vero Railroad Station was built in 1903 and was moved to its present location in 1984. The Old Vero Beach Community Building was built in 1935 by the WPA.

Fort Pierce – The preferred alternative is located at Orange Avenue (Alternative 1). Two NR-listed resources are at this location, including the Old Fort Pierce City Hall (SL0289), built in 1925, and the Sunrise Theatre (SL799), built in 1923.

Stuart – The preferred alternative station location is at Stypmann Boulevard (Alternative 3). NR-listed or potentially eligible resources at this location include the East Coast Lumber and Supply building (MT130), built in 1917, the Hobe Sound Cabinetry building (MT131), built in 1925, and the NR-listed Old Martin County Court House (MT348), built c. 1940.

## **Summary of Potential Effects**

### *Direct effects.*

St. Augustine – FEC Freight Building A (SJ5476) will require updates and alterations for use as a passenger station. Coordination with DHR is necessary for the adaptive reuse of this building. No direct effects are anticipated regarding FEC Freight Building B (SJ5477) and FEC Freight Building C (SJ5478).

Titusville – The preferred alternative station location calls for the adaptive reuse of the Titusville Train Station (BR468), including potential considerable restoration of its former appearance and configuration. Coordination with DHR is necessary during design phases of the project.

Vero Beach - The Preferred Alternative will not involve the use of the Vero Beach historic railroad station building. The Preferred Alternative will involve direct impacts to the

publicly-owned property that it resides on (2336 14th Avenue), on an existing parking lot. This historic building was relocated to city-owned property and is owned by the Indian River County Historical Society (a private, non-profit organization). The Historical Society leases the existing property from the City of Vero Beach. The project proposes to build an ancillary structure adjacent to the former railroad station building to accommodate the proposed station in Vero Beach. The proposed improvements will not impact the character or diminish the integrity of the resources' historical features; therefore, the Preferred Alternative and will not change the NRHP eligibility of the historic train stations. Proposed renovations will be made in conformance with the U.S. Secretary of Transportation's "*Standards for Rehabilitation and Guidelines for Rehabilitating Buildings*" that preserves the historical and architectural value of historic resource. As a result of the Section 106 consultation, no adverse effects are anticipated as a result of the proposed action.

*Indirect effects.* There will be an increase in frequency of noise events but no change to the severity of noise levels within 70 ft of the rail line (i.e., moderate noise levels will remain moderate with the addition of the four passenger trains each day). Changes to viewsheds will vary by resource location relative to the proposed sidings and/or station location, as well as by the station type (ex., small ticketing kiosk vs. medium-sized station).

Daytona Beach – The Dunn Lumber & Hardware (VO5571) is located directly adjacent to proposed parking areas for the preferred passenger station location. There will be a taking of the existing parking lot, but no loss of property or the structure. The Daytona Beach Water Softening Plant (VO5904) is shielded from direct views of the station and sidings by a row of intervening buildings. No adverse effects will occur.

Titusville – The potentially eligible structure at 428 Julia Street (BR426) is immediately adjacent to proposed sidings for the preferred alternative station, while 423 Main Street (BR430) is slightly further away to the east. No adverse effects will occur.

Melbourne – The NR-listed resource, the Florida Power and Light Company Ice Plant (BR215), sits on a lot nearly 100 m from the proposed sidings at the preferred alternative station location. No adverse effects will occur.

Vero Beach – The preferred alternative station location will be adjacent to the Vero Railroad Station/IRC History Society Museum (IR68) but will not require any direct alterations of the museum building. Coordination with DHR is necessary as site plans are developed, however, to avoid adverse indirect impacts to the resource. The Old Vero Beach Community Building (IR624) sits approximately 70 m from the proposed siding for this station. No adverse effects will occur.

Fort Pierce – The Old Fort Pierce City Hall (SL0289) is situated approximately 50 m west of the proposed siding for the preferred alternative. No adverse effects will occur. The Sunrise Theatre (SL799) will be located across an open parking lot from the platform for the station. No adverse effects will occur. Rather, visitation and use of the theatre will likely increase as passengers disembark at this station.

Stuart – The NR-listed Old Martin County Court House (MT348) is located approximately 100 m northeast of the proposed sidings for the preferred alternative station. No adverse effects will occur. The East Coast Lumber and Supply building (MT130) and the Hobe Sound Cabinetry building (MT131) will be immediately adjacent sidings and/or parking areas for the new station. No adverse effects will occur.



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# INTRODUCTION

The Federal Railroad Administration (FRA) and Amtrak are proposing to restore intercity passenger rail service along nearly 350 miles of Florida's east coast. This will be done using the existing Florida East Coast (FEC) Railway and by expanding Amtrak's long-distance passenger rail service from Jacksonville to West Palm Beach, with continuation to Miami on the existing South Florida Rail Corridor (SFRC) (Figure 1). No rail infrastructure improvements are proposed on the SFRC south of the Northwood Connection, so this section was excluded from the Area of Potential Effects (APE). This report presents the results of a cultural resource assessment survey of proposed rail station alternative sites in eight cities along this route. These sites are located in St. Augustine, St. Johns County; Daytona Beach, Volusia County; Titusville, Cocoa, and Melbourne, Brevard County; Vero Beach, Indian River County; Ft. Pierce, St. Lucie County; and Stuart, Martin County, Florida. Each city has between two and five alternative station locations considered in this report. Florida Department of Transportation (FDOT), District 4, is providing support for the completion of a National Environmental Policy Act (NEPA) Environmental Assessment (EA) document through the use of their environmental compliance contractors, including cultural resources contractors. The purpose of this investigation was to document cultural resources within and adjacent to each station alternative project limits and assess their potential eligibility for listing in the National Register of Historic Places (NRHP). This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 (Protection of Historic Properties), and Executive Order 11593. This project was designed to be consistent with both federal and state standards and guidelines as promulgated in Chapter 12 of the FDOT Project Development and Environmental Manual, as well as the Florida Division of Historic Resources Management Handbook and the Florida Division of Historic Resources Historic Preservation Compliance Review Program (revised November 1990).



**Figure 1.** FEC Amtrak Passenger Rail project corridor.

Fieldwork was conducted by Panamerican Consultants, Inc. (PCI) staff members Katherine Baar, Bradley Muller, José Peña, Jorge Provenzali, Bryce Rodgers, and Jelane Wallace. Fieldwork was carried out under the supervision of Ramie A. Gougeon, Ph.D., RPA, Senior Archaeologist, and Kelly Mahar, M.H.P., Architectural Historian, in April and May, 2010. Kelly Nolte, M.A., Senior Architectural Historian, and Kelly Mahar contributed to the analysis of the historical architecture and viewsheds of each station alternative.

This report is organized into sections by the future station cities following a summary of field methods. While each volume of this study was designed to be as much of a stand-alone document as possible, in order to avoid unnecessary repetition of some background material we would direct the reader to Volume I – FEC Mainline study for an overview of the cultural history of the FEC route. Volume II – Northwood Connection contains information about the crossover corridor between the FEC line and the SFRC to be developed in West Palm Beach. In this third and final volume, a summary of environmental conditions, abbreviated and site-specific cultural histories, and previous investigations for each city is provided at the beginning of each section pertaining to a specific city. A summary of recommendations for all alternative station locations for a specific city are found at the end of each section. Appendices include minutes from consultation meetings with DHR staff in December 2009 and April 2010 (Appendix A) and Florida Master Site Forms for previously and newly recorded resources documented at the alternative station locations (Appendices B-I).

# RESEARCH DESIGN

A research design is a plan to coordinate the investigation from the inception to the completion of the project. This plan should minimally account for three things: it should make explicit the goals and intentions of the research, define the sequence of events to be undertaken in pursuit of the research goals, and provide a basis for evaluating the findings and conclusions drawn from the investigation.

## OBJECTIVES

The goal of these cultural resource assessment surveys is to locate and document the existence of any evidence of potentially important historic cultural resources within each station location alternative and to evaluate any possible viewshed issues. These activities typically manifest as archaeological or historic sites, historic structures, or archaeological occurrences (single artifact finds). Assessment surveys attempt to locate evidence of any past human activities that are archaeologically discernable with current investigative techniques. The techniques employed must be able to identify the kinds of sites expected in the region, yet be cost effective, as not to expose the public to excessive expense.

The research strategy is composed of four interrelated and roughly sequential components: a background investigation, a historic document search, the formulation of an aboriginal site location predictive model, and the field survey. A review of the relevant archaeological literature produced a summary of previous archaeological work in southeast Florida and a discussion of previous survey work undertaken near each project area. The Florida Master Site File was checked for any previously recorded sites within each project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. All current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which each project area is a part.

The historic document search involved a review of both primary and secondary historic sources. Relevant historical sources were checked for any information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within each station alternative limits. A prehistoric site location predictive model for the survey tracts was formulated based on the variables of soil drainage characteristics, distance to permanent sources of potable water, and topography (relative elevation).

Cultural resource assessment surveys in Florida have demonstrated that certain environmental locales were preferred for prehistoric and early historic people. Predictive models enable the researcher to assess potential for habitation in the area of the site based upon the co-occurrence of relevant environmental variables. The relative importance of each of these variables depends upon the composite environmental setting. In a sand hills environment, for example, a majority of the known sites are located near a water source on a ridge slope. If a water source is not located in the vicinity, the probability of site occurrence decreases dramatically. Water will not be the determining factor, however, if another resource with more limited distribution, such

as stone for tool manufacture, is available. In areas of relatively low relief and abundant wetlands, areas of higher elevation relative to the surrounding terrain would be considered more likely to contain sites. In areas of high relief, relatively flat, level areas adjacent to wetlands seemed to be the preferred locations for prehistoric settlements.

Freshwater was an important resource for prehistoric aboriginals, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic stages (12,000 to 7500 BC), when the perched water system was much more restricted. Access to water during these early periods would have been from sinkholes and aquifer-fed rivers. By the Late Archaic between 5,000 and 2,500 years ago, the climate and vegetation of Florida approached modern conditions (Miller 1998).

## **EXPECTED RESULTS**

Although predictions can be made about where both prehistoric and historic sites are most frequently discovered, sites have been found in just about every environment that is defined in Florida. Judgmental testing is used to check locations where sites may be found, regardless of probability zone. Generally speaking, the station alternatives are sited in previously developed areas, occasionally in existing railroad facilities or grounds. The likelihood of encountering intact prehistoric deposits was thought to be low at the outset of these cultural resource assessments. More likely were encounters with historic scatters from previous uses of the alternative sites, and considerable potential impacts to viewsheds from historic structures abutting the proposed station alternative sites.

## **PROCEDURES TO DEAL WITH UNEXPECTED DISCOVERIES**

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites. However, the possibility exists that evidence of historic resources may yet be encountered within the project limits. Should any evidence of historic resources be discovered during construction activities all work in that portion of the project site should stop. Evidence of historic resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, coffin hardware, and historic building foundations. Should questionable materials be uncovered during the development of the project area, representatives of PCI will assist in the identification and preliminary assessment of the materials.

In the event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. PCI should be contacted immediately and can determine whether the discovery must be reported to local law enforcement, who will in turn contact the medical examiner, or whether the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes instead.

## CRITERIA FOR NRHP ELIGIBILITY

Cultural resources are evaluated for potential NRHP eligibility based on several criteria. “The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting materials, workmanship, feeling, and association” (U.S. Department of the Interior [USDI] 1998:2). To be considered significant, the historic property must meet one or more of the four National Register of Historic Places criteria *in addition* to possessing integrity:

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

Criterion D is most commonly applied to archaeological sites, while criteria A, B, and C are most often used to evaluate buildings and structures (USDI 1998). In some instances, cultural resources may be considered significant even if they are not yet 50 years old under Criterion Consideration G: Properties That Have Achieved Significance Within the Past Fifty Years; however, they typically must be of “exceptional importance” or be part of a district that is NRHP eligible. The fifty-year mark was put in place not to exclude significant buildings, but to ensure that structures placed on the NRHP are actually historic. In addition, this arbitrary number of years in an easily understood time span that allows the property’s significance to be assessed with the perspective of time (USDI 1996, 1998).

## FIELD METHODS

A professional archaeological and historical survey was conducted at each station alternative. Consultation with DHR staff in December 2009 and April 2010 helped guide and refine field methods for each aspect of the FEC Amtrak Passenger Rail project, including the station alternatives surveys (Appendix A). Specifically, the APE for each station alternative was set for the footprint of the station and/or platform and rail sidings, as well as any property immediately adjacent to the proposed station location. Many of the station alternative sites are heavily developed and disturbed so surface inspection was conducted at each site and along the proposed siding routes to identify resources and sites. Surface collection and shovel testing were conducted where possible and as appropriate. All structures or cultural resources at least 45 years old or older located immediately adjacent to alternative station sites and their sidings were photographed and documented. All field measurements were taken in metric units. The field

notes, copies of the project maps, and photographs will be kept on file at the offices of Panamerican Consultants, Inc., Brandon, Florida under accession number 30003.003.

## **LABORATORY METHODS**

Following collection or excavation, artifacts are returned to the laboratory at Panamerican Consultants, Inc.–Tampa. Field specimen (FS) numbers are assigned to each recovery provenance in the field. All artifacts that appear sufficiently stable are washed and allowed to air-dry. Once dry, the artifacts are separated into material types for analysis. Once the analysis is complete, the materials are bagged in standard curation 4-mil polyvinyl bags.

### ***Historic Artifacts***

All historic artifacts are recorded according to material, count and weight. Materials are sorted into the following categories: Building Materials, Metals, Ceramics, and Glass. When the artifact assemblage is sufficiently large, historic artifacts are sorted and analyzed according to functional groups, following South (1977), e.g., architectural, kitchen, arms, clothing, furniture, personal, tobacco, etc. Any distinguishing maker's marks are recorded and researched when present on historical materials.

### ***Laboratory Documentation***

Standardized forms are used to record data concerning recovered cultural materials. This effort is geared toward the compilation of tabular summaries of recovery (i.e., Excel spreadsheets). All pertinent information including sample type, catalog numbers assigned, date of analysis, and initials of analysts are recorded on these forms. As analysis proceeds, summary tables are generated to provide data on diagnostic and other pertinent material recovered. This provides rapid access to cultural, temporal, and, in particular cases, functional information, thus aiding in interpretations. Eventually, all material recovered is tabulated by specific provenience. The data are presented by site, intrasite provenience, and analytical class.

During laboratory analysis, materials are catalogued in the following manner. Materials are grouped into lots by artifact type and provenience. Thus, materials from a single unit and level are grouped together into lots based on size, material, and other key classification distinctions and are assigned to sequential lot numbers within that particular provenience. Lot numbers are recorded in catalog records and on bags and bag labels.

Materials are bagged by lot number in appropriately sized, polyvinyl bags with ziplock closures. Labels that list the provenience information, FS numbers, and lot numbers are printed on acid-free, archival quality paper and placed within each bag. In addition, the same provenience information, FS numbers, and lot numbers are written on the bags themselves using permanent ink markers. The individual lot bags are placed in larger, 4-mil, polyvinyl "cover bags" with ziplock closures, organized by individual provenience. The FS number, provenience information, and the lot numbers included within the bag (e.g., lots 1-4 for a bag containing four individual lot bags) are written in permanent marker on the outside of each cover bag.

# ST. AUGUSTINE STATION ALTERNATIVES

## ENVIRONMENTAL SETTING

### *Physiography*

The St. Augustine project area (Alternatives 1, 2, and 3) lies in northeastern Florida within St. John County. It falls within the Northern, or Proximal Zone physiographic division of Florida, specifically the Eastern Valley physiographic province (White 1970: Map 1-B). The Eastern Valley province is bounded on the west by the Atlantic Coastal Ridge and on the east by the Atlantic Ocean. This province is a broad flat valley which extends about 90 miles southward from Geneva Hill, east of Sanford in Seminole County, to roughly Vero Beach in Indian River County. It varies in elevation from about 9.1 meters above mean sea level (amsl) (30 feet), near Vero Beach, to 1.5 meters amsl (5 feet) or less near the St. Johns River. The topography within the project area is relatively flat.

### *Hydrology*

The eastern portion of St. Johns County is fed by both the Floridan Aquifer, which provides the ground water for most of Florida, and the Shallow Aquifer, which is present over much of the state, but is generally not an important source of groundwater (Hyde 1975). Water from the Floridan Aquifer is highly mineralized, especially along the Atlantic and Gulf coasts. Water from this aquifer will rise in artesian wells to altitudes of a few feet above median sea level (amsl) near the coast to more than 40 meters amsl (130 feet) in central upland areas (Hyde 1975). The sources of fresh water nearest to the St. Augustine project area are the San Sebastian and Matanzas Rivers.

### *Soils*

A single soil association is mapped for the project area (Readle 1983: General Soil Map): Myakka-Immokalee-St. James. This association consists of “Nearly level, poorly drained and very poorly drained soils that have a dark subsoil stained by organic matter” (Readle 1983:11). Historically these soils were found in broad pine flatwoods and narrow to broad depressional areas. Native vegetation in drier areas would have included longleaf and slash pine, saw palmetto, inkberry, bluestem, panicum, and wiregrass while wetter areas would have had cypress, bay, sweetgum, red maple, cinnamon fern, and madiencane.

## LOCAL HISTORY

St. Johns County is located in northeastern Florida. It was one of the two original counties when Florida was organized as a territory in 1822, the other being Escambia County. Escambia County encompassed the Florida Panhandle but all of Florida east of the Suwannee River traces back originally to St. Johns County. In 1822, ‘23, and ‘24 the county was reduced in

size in order to create Duval, Monroe, and Alachua Counties respectively. From 1824 to 1849, St. Johns County maintained its same boundaries. The last alteration to St. Johns County's boundaries was in 1917 when the southern portion, along with a portion of Volusia County, was removed to become Flagler County. Presently St. Johns County is bounded on the east by the Atlantic Ocean, on the north by Duval County, on the west by Clay and Putnam Counties and on the south by Flagler County. The county seat is at St. Augustine (Timm 2008).

St. Augustine is the oldest continuously occupied European-established city in the United States and the oldest port in the continental United States. Prior to the founding of St. Augustine in 1565, several earlier failed attempts at European colonization in what is now Florida were made by both Spain and France. The vicinity of St. Augustine was first explored in 1513 by Spanish explorer, Ponce de Leon who was then the governor of nearby Puerto Rico. Ponce de Leon claimed the region for the Spanish crown.

Juan Menendez de Aviles established the first settlement for Spain at St. Augustine in 1565. Chosen for its strategic location, St. Augustine existed as a military outpost and as a base of missionary activities. Military operations took place in the form of land patrols to keep other colonial powers (e.g. France and Great Britain) from infringing on Spanish claims. Spanish military ships used St. Augustine as a base of operation for protecting gold shipments that passed throughout the Florida Straits in route to Spain from Mexico and South America. For almost 200 years, St. Augustine was the Spanish center of power in North America. Apart from the problem of hurricanes, the city faced a history of wars with the French, British, and Native Americans, as well as famine and plague (Gannon 2003). When Spain ceded Florida to America, St. Augustine prospered, especially during the Seminole war of the 1830s (CityTownInfo.com 2010).

During the winter of 1883-84, Henry M. Flagler, one of the co-founders of the Standard Oil Company, visited the City and was impressed with the resort possibilities of the area. As a result of his interest, he built the Hotel Ponce de Leon and the Alcazar Hotel, and purchased the newly constructed Hotel Casa Monica - renaming it Hotel Cordova. With the opening of these three hotels, St. Augustine became a winter resort destination for wealthy northerners. Flagler purchased the surrounding railroads at the same time as he started his hotels, marking the beginning of the Florida East Coast (FEC) Railroad. Built in segments, by 1896 the FEC had reached Palm Beach and Miami and by 1912 it had reached Key West (Gannon 2003; St. Johns County Chamber of Commerce 2009).

## **RESEARCH DESIGN**

The research strategy for the St. Augustine Station Alternatives involved background investigation, a historic document search, and the field survey for historic sites, historic structures, or archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. The St. Johns County Property Appraiser was also reviewed to locate any structures in the vicinity which were 45 years old or older (Outland 2010). Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of

which the project area is a part. The review included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility in those areas directly adjacent to the stations locations. In April and May 2010, PCI personnel visually inspected the study area of the proposed station locations.

## RESULTS FOR ST. AUGUSTINE STATION ALTERNATIVE 1, U.S. 1 AT SAN MARCO AVENUE, EAST OF FEC



**Figure 2.** Aerial map of the cultural resources in the vicinity of Alternative 1.

## Archaeological Investigations

The project area was surveyed on May 3, 2010 by Katherine Baar and José Peña, under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area comprises the proposed St. Augustine Station Alternative 1 location and adjacent properties in St. Johns County. Alternative 1 is located in the vicinity of three previously recorded archaeological sites (SJ05436, SJ05005, SJ04984). Two of these sites, SJ5436 and SJ5005, are located within the immediate project area. A total of eight shovel tests were excavated within the project area, all of which were negative for cultural material. Summaries of SJ5005 and SJ5436 follow.

**Table 1.** Previously Recorded Resources within the APE for St. Augustine Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
SJ1188	20 Louise Street	20 Louise Street	1924	Structure	Not Evaluated	Ineligible for NRHP
SJ5005	Miller Shops	N/A	20 <sup>th</sup> Century American	Archaeological site	Ineligible for NRHP	Ineligible for NRHP
SJ5036	FEC: St. Augustine and Palatka Railway	N/A	19 <sup>th</sup> & 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible
SJ5172	28 Louise Street	28 Louise Street	1956	Structure	Not Evaluated	Ineligible for NRHP
SJ5436	K-367-3	N/A	20 <sup>th</sup> Century American	Archaeological site	Not Evaluated	Ineligible for NRHP

**Site SJ5005.** The Miller Shops Site is located in Townships 6 and 7 South, Range 29 and 30 East, Sections 36 and 56, between US 1 and the San Sebastian River, and is bisected by the Florida East Coast (FEC) Railway. Approximately 40 meters of the northern terminus of the proposed siding for the St. Augustine Alternative 1 extends into the southern boundary of the site. SJ5005 measures approximately 1600 by 200 meters. The site was originally recorded by Michael Arbutnot and Christopher Schaefer in 2005, and was revisited in 2005 during a phase II investigation, and again in 2006 for supplementary information. During these investigations the site yielded 20<sup>th</sup> century historic building debris, metal, and glass associated with the FEC Miller Shops, which were destroyed in the 1970s. Based on these previous investigations, the SHPO has determined that SJ5005 is not eligible for listing in the NRHP (Schaefer et al. 2006a and 2006b).

During the current survey, PCI performed ground surface reconnaissance and excavated three shovel tests within the northern end of the proposed FEC railroad siding, immediately southeast of the existing site boundaries, in order to determine if the site extends beyond those boundaries further south into the current project area. Shovel tests were placed at 50-m intervals. No shovel tests were placed within SJ5005 due to the extent of work already performed within the site boundaries, and due to the close proximity to the railway where the proposed siding

traverses SJ5005. As a result of these efforts, no artifacts were recovered. Given the lack of additional evidence associated with the site, PCI concurs with previous assessment made by the SHPO that SJ5005 is not eligible for listing in the NRHP. No further work is recommended at this site.

**SJ5436.** This site (K-367-3) is located in Township 7 South, Range 30 East, Section 55, and is adjacent to the east of the proposed siding and platform for the St. Augustine Station Alternative 1, north of the proposed station site, at the location of a cellular tower. 8SJ5436 was originally discovered based on two shovel tests excavated during field survey of the cell tower site. The site, which measures approximately 248 square-meters, produced 20<sup>th</sup> century historic building debris, glass, metal, and unworked shell. Although the site was never evaluated by the SHPO, the surveyor concluded that SJ5436 is not a significant cultural resource and therefore ineligible for listing on the NRHP.

During the current survey, PCI performed ground surface reconnaissance and excavated three shovel tests at 25-m intervals in the immediate site area. As a result of these efforts, no artifacts were recovered. Therefore, it appears that SJ5436 is not present within the proposed FEC development, and an assessment of the site's NRHP-eligibility is not possible.

### ***Architectural Investigations***

Three previously recorded historic resources, including one linear resource and two historic structures were found to be within the APE for Station Alternative 1. The SHPO has not evaluated either of the two previously recorded structures, but has determined that linear resource SJ5036, the FEC Railway, is eligible for listing on the NRHP. It should be noted that the segment of SJ5036 within the St. Augustine Alternative 1 APE was dismantled and rerouted from its original path sometime between 1956 and 1988 (as per the USGS St. Augustine Quadrangle [1956, PR1988, MR1992]). The dismantled segment traverses a highly disturbed industrial area.



**Figure 3.** A dismantled section of the FEC Railroad (SJ5036) near Alternative 1, facing north (PCI May 2010).

Six structures were newly recorded in the APE for Station Alternative 1. All of these were recommended as ineligible for listing on the NRHP. The complete descriptions of these newly recorded structures can be found below.

**Table 2.** Newly Recorded Resources within the APE for St. Augustine Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
SJ5476	FEC Freight Station Building A	North Ponce De Leon Boulevard (US 1)	c1960	Structure	Ineligible for NRHP
SJ5477	FEC Freight Station Building B (3313)	North Ponce De Leon Boulevard (US 1)	c1955	Structure	Ineligible for NRHP
SJ5478	FEC Freight Station Building C (3323)	North Ponce De Leon Boulevard (US 1)	c1955	Structure	Ineligible for NRHP
SJ5479	22 Louise Street	22 Louise Street	1960	Structure	Ineligible for NRHP
SJ5480	24 Louise Street	24 Louise Street	1924	Structure	Ineligible for NRHP
SJ5481	30 Louise Street	30 Louise Street	1958	Structure	Ineligible for NRHP

### SJ5476 – FEC Freight Station Building A



**Figure 4.** East façade of SJ5476, facing west (PCI May 2010).

Structure SJ5476, the FEC Freight Station Building A, is located on North Ponce De Leon Boulevard (US 1) and does not have a designated address. It lies on the west side of US 1 between Rambla Street and Bella Vista Blvd. This Modern style commercial building was constructed circa 1960. Stylistic elements include long and low proportions, a flat roof, a

massive exterior stack stone marquee on the east façade, a covered walkway with flat roof on east and south facades, and an east walkway supported by modern A-frame steel supports and south façade supported by metal poles. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **SJ5477 – FEC Freight Building B**



**Figure 5.** North and east facades of SJ5477, facing southwest (PCI May 2010).

Structure SJ5477, the FEC Freight Station Building B (3313), is located at North Ponce De Leon Boulevard (US 1), and does not have a designated address. It lies on the west side of US 1 between Rambla Street and Bella Vista Blvd. This Masonry Vernacular style commercial building was constructed circa 1955. Stylistic elements include the following: a rectangular block plan, concrete block walls, a flat roof, overhanging eaves on the east façade, exposed rafter tails, and a loading dock. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **SJ5478 – FEC Freight Building C**

Structure SJ5478, FEC Freight Building C (3323), is located at North Ponce De Leon Boulevard (US 1), and does not have a designated address. It lies on the west side of US 1 between Rambla Street and Bella Vista Blvd. This Masonry Vernacular style commercial building was constructed circa 1955. Stylistic elements include a rectangular plan, overhanging eaves on the east and west façades, exposed rafter tails, and a flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.



**Figure 6.** South and east facades of SJ5478, facing northwest (PCI May 2010).

### **SJ5479 – 22 Louise Street**



**Figure 7.** South and east facades of SJ5479, facing northwest (PCI May 2010).

SJ5479 is located at 22 Louise Street. This Masonry Vernacular residence was constructed in 1960 and the frame garage located behind it was constructed at an unknown date. This building features a square plan, 6/1 double hung sash windows, and a hip roof. Since this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **SJ5480 – 24 Louise Street**



**Figure 8.** South and east facades of SJ5480, facing northwest (PCI May 2010).

Structure SJ5480 is located at 24 Louise Street. This Frame Vernacular multi-family residence was constructed in 1924. The garage was constructed at an unknown date. Stylistic elements include a rectangular plan, a first-story open porch topped by an enclosed second-story porch, exposed rafter tails, and a gable front. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **SJ5481 – 30 Louise Street**



**Figure 9.** East façade of SJ5481, facing west (PCI May 2010).

Structure SJ5481 is located at 30 Louise Street. This Frame Vernacular style residence was constructed in 1958. Stylistic elements include a gable roof, enclosed front porch addition, decorative metal posts supporting an entrance porch roof and vinyl siding. Since this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

## ***Alternative 1 Investigations Conclusion***

The general architectural landscape for Alternative 1 is commercial as well as residential and contains elements directly related to the FEC railroad. The only potential eligible resource in the APE for Alternative 1 is the FEC Railroad (SJ5036) itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). Should this alternative be selected, adaptive reuse of the former mid-twentieth century freight stations (SJ5476-5478) would occur. None of these three buildings are recommended as being potentially eligible for listing on the NRHP. Regardless, their potential re-use would enhance these structures and should not constitute an adverse effect. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. No further investigation is recommended for the proposed St. Augustine Station Alternative 1.

# RESULTS FOR STATION ALTERNATIVE 2, U.S. 1 AT CARRERA STREET, EAST OF FEC



**Figure 10.** Aerial map of the cultural resources in the vicinity of Alternative 2.

## *Archaeological Investigations*

The project area was surveyed on May 3, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area comprises the proposed St. Augustine Station Alternative 2 location and all adjacent properties in St. Johns County. A total of 4 shovel tests were excavated within the project area, all of which were negative for cultural

material. No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

A total of seven previously recorded resources were found to be within the Area of Potential Effect for Station Alternative 2. Among these are three structures, two linear resources, one designed historic landscape, and one historic district. The SHPO has determined that the FEC Railroad Park (SJ2492), a designed landscape, is potentially eligible for listing in the NRHP. The Model Land Company Historic District (SJ2462) was listed on the NRHP on August 2, 1983. The three structures and the park previously recorded within the APE are also located within this district. The SHPO has evaluated only one of these structures, SJ147, which it has determined is potentially eligible for listing on the NRHP. As a result of this survey, none of the remaining structures is being recommended as potentially eligible for listing on the NRHP individually, although they may be significant as contributors to the Model Land Company Historic District. Structure SJ1544 is currently noted with the Florida Master Site File as having been destroyed. This structure actually still exists, though with a new address.

**Table 3.** Previously Recorded Resources within the APE for St. Augustine Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
SJ147	79 Almeria Street	79 Almeria Street	c 1915	Structure	Potentially NRHP Eligible	Potentially NRHP Eligible
SJ1104	78 Lemon Street	78 Lemon Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
SJ1544	103 Orange Street	606 Ponce De Leon (formerly 103 Orange Street)	c1894	Structure	Not evaluated (currently noted as Destroyed)	Ineligible for NRHP
SJ2462	Model Land Company Historic District	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Historic District	NRHP-Listed	NRHP-Listed
SJ2492	FEC Railroad Park	N/A	c1890	Designed Historic Landscape	Potentially NRHP Eligible	Potentially NRHP Eligible
SJ5036	FEC: St. Augustine and Palatka Railway	N/A	19 <sup>th</sup> & 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible
SJ5271	US 1	N/A	20 <sup>th</sup> Century	Linear Resource	Ineligible for NRHP	Ineligible for NRHP

Linear resource SJ5036, the FEC Railroad, has been determined by the SHPO as being eligible for listing on the NRHP. Proposed development of Alternative 2 will entail the removal of a section of track, and the alteration of the historic railroad alignment. As this railroad has remained in constant operation since its construction and its tracks, ties, signs and other components have all been replaced through repairs and upgrades over the years, the only historic

aspect of the railroad that remains is its alignment. This proposed alteration of its alignment would therefore have an adverse impact upon the linear resource.

### **SJ147 – 79 Almeria Street**



**Figure 11.** North façade of SJ147, looking south (PCI May 2010).

Structure SJ147 is located at 79 Almeria Street, and is a contributing building to the Model Land Company Historic District (SJ2462). This Bungalow Residence was constructed between 1915 and 1924. It features a rectangular plan, a hip on hip roof, and an enclosed porch with posts of locally produced coquina. This building was once the residence of William and Nancy Smith, both of whom were employed by the Florida East Coast Railway as Ticket Agents. The SHPO has determined that this building is potentially eligible for listing in the NRHP.

### **SJ2462 – Model Land Company Historic District**



**Figure 12.** SJ2462, Saragossa Street, facing west (PCI May 2010).

The Model Land Company Historic District, SJ2462, was listed on the NRHP on August 2, 1983. It is bounded on the east by Cordova Street, on the west by US 1 and the San Sebastian River, on the North by Orange Street, and on the south by King Street. The district is mostly residential, with some religious and educational facilities. Development generally occurred in two phases, 1885-1904 and 1914-1930. Most of the streets within the District were laid out by Henry Flagler in the late 19<sup>th</sup> century. The district experienced a boom in 1914-1930, and lots were subdivided into smaller lots. The Model Land Company Historic District exhibits an excellent collection of some of the best examples of architecture during those eras.

### **SJ2492 – FEC Railroad Park**



**Figure 13.** SJ2492, looking north (PCI May 2010).

The FEC Railroad Park (SJ2492), is located in the Model Land Company Historic District (SJ2462), immediately west of Malaga Street, south of the US 1 intersection. The park was originally constructed between 1884 and 1885, with later development in the early 20<sup>th</sup> century. The landscaped park features a fountain that was commissioned by Henry Flagler circa 1889, and was restored in 2009. A statue of Henry Flagler was placed in the park in 1915, but subsequently moved to Flagler College. It now shares a parcel with the City of St. Augustine Fire Station, a modern building. SJ2492 has been determined to be potentially eligible for listing in the NRHP by the SHPO. It qualifies under Criteria A: Association with historic events (the construction of the FEC Railroad), and B: Association with a significant historic person (Henry Flagler).

As a result of this survey, three structures and two bridges were newly recorded within the APE for Station Alternative 2. All of these were recommended as ineligible for listing on the NRHP. Table 4 details the newly recorded resources located along St. Augustine Station Alternative 2. Descriptions of these resources follow.

**Table 4.** Newly Recorded Resources within the APE for St. Augustine Station Alternative 2.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
SJ5474	FEC Bridge at San Sebastian River, North	N/A	c1950	Bridge	Ineligible for NRHP
SJ5475	FEC Bridge at San Sebastian River, South	N/A	c1960	Bridge	Ineligible for NRHP
SJ5482	208 North Ponce De Leon Boulevard	208 N Ponce De Leon Boulevard	c1950	Structure	Ineligible for NRHP
SJ5483	Muffler Man of St. Augustine	210 N Ponce De Leon Boulevard	1964	Structure	Ineligible for NRHP
SJ5484	Flower Works	510 N Ponce De Leon Boulevard	1960	Structure	Ineligible for NRHP

**SJ5474 – FEC Bridge North**



**Figure 14.** SJ5474, facing northwest (PCI May 2010).

Historic Bridge SJ5474, the FEC Bridge at San Sebastian Tributary, North, is a Concrete Slab railroad bridge constructed over the San Sebastian River circa 1950. This is a very small, purely utilitarian bridge and has no decorative detail. It does have a small, pole handrail on one side only. Since this bridge lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **SJ5475 – FEC Bridge South**



**Figure 15.** SJ5475, facing southwest (PCI May 2010).

Historic Bridge SJ5475, FEC Bridge at San Sebastian River, South, is a concrete T-Beam railroad bridge over the San Sebastian River and was constructed circa 1960. This is a purely utilitarian bridge with no decorative elements. Since this bridge lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **SJ5482 – 208 North Ponce de Leon Boulevard**



**Figure 16.** South and west facades of SJ5482, facing northeast (PCI May 2010).

Structure SJ5482 is located at 208 North Ponce De Leon Boulevard. This Frame Vernacular building was constructed circa 1950. This building is a two story residential building converted for commercial use. Since the building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **SJ5483 – Muffler Man of St. Augustine**



**Figure 17.** South and west facades of SJ5483, facing northeast (PCI May 2010).

Structure SJ5483, the Muffler Man of St. Augustine, is located at 210 North Ponce De Leon Boulevard. This Masonry Vernacular building was constructed in 1964. This building is constructed of concrete block with a flat roof and awnings windows. Since the building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **SJ5484 – Flower Works**



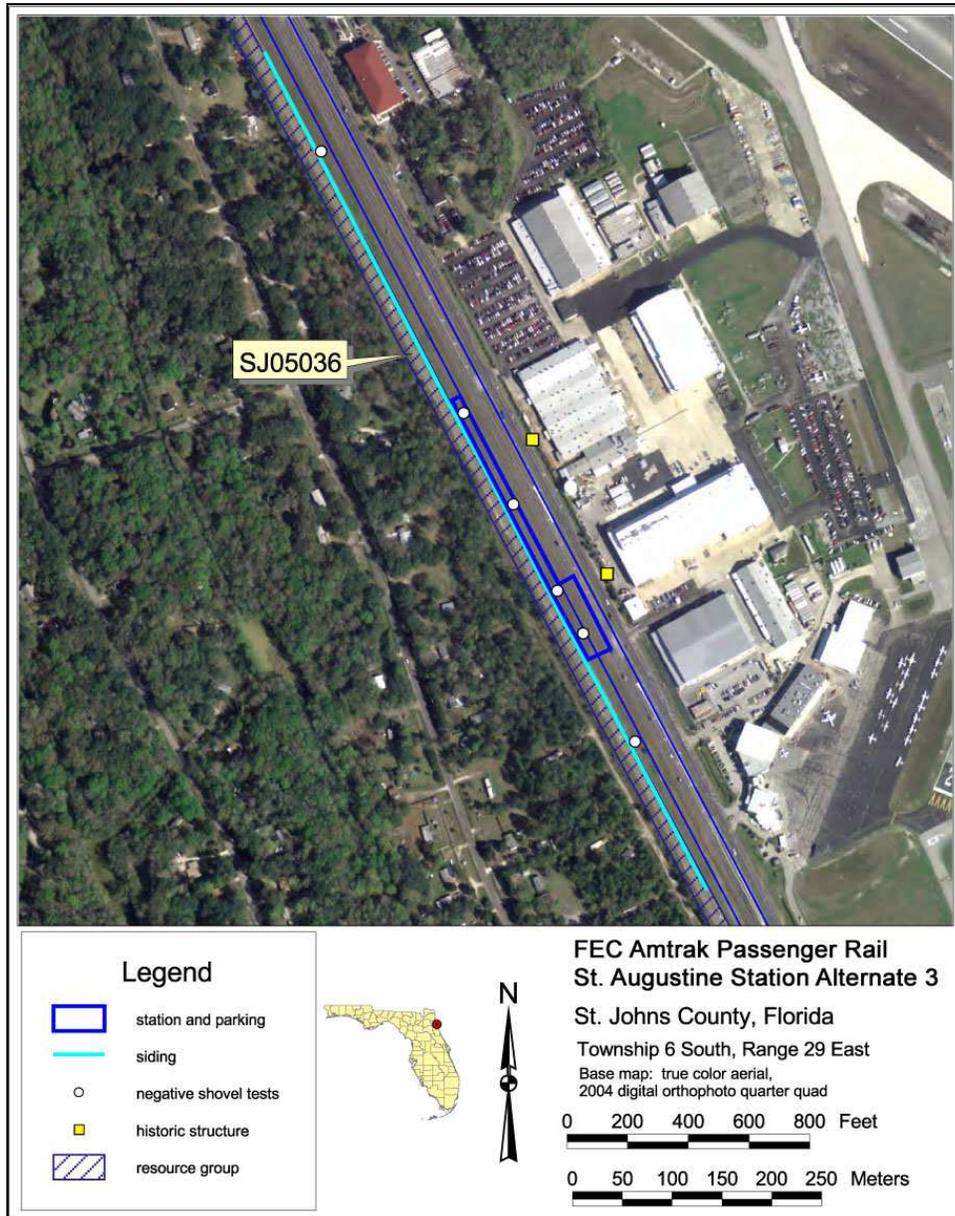
**Figure 18.** South façade of SJ5484, facing north (PCI May 2010).

Structure SJ5484, Flower Works, is located at 510 North Ponce De Leon Boulevard. This Masonry Vernacular building was constructed in 1960. Stylistic elements include symmetrical massing, asymmetrical fenestration, and a stepped parapet with drops. Since the building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## ***Alternative 2 Investigations Conclusions***

The general architectural landscape for St. Augustine Alternative 2 is both commercial and residential and contains elements directly related to the FEC railroad. The NRHP listed resource within the APE for St. Augustine Station Alternative 4 is the Model Land Company Historic District (SJ2462). This historic district has a period of significance from 1885 to 1930 and was developed in conjunction with the railroad. The potentially eligible resources include 79 Almeria Street (SJ147), and the FEC Railroad Park (SJ2492). Since these resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line and since the railroad contributed to the growth of the area and many of the businesses located within the historic district, restoration of passenger service to the FEC should not be an adverse effect to this district. However, as this alternative would result in the realignment of the FEC, and the only remaining historic aspect of the railroad is its alignment, this would pose an adverse effect. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway, however changing the historic alignment of the FEC could possibly be an adverse effect (Appendix A). No further investigation is recommended for the proposed St. Augustine Station Alternative 2.

# RESULTS FOR ST. AUGUSTINE STATION ALTERNATIVE 3, ST. JOHN'S COUNTY AIRPORT, EAST OF FEC



**Figure 19.** Aerial map of the cultural resources in the vicinity of Alternative 3.

## *Archaeological Investigations*

The project area was surveyed on May 3, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area comprises the proposed St. Augustine Station Alternative 3 location and all adjacent properties in St. Johns County. A total of six shovel tests were excavated within the project area, all of which were negative for cultural material. No previously recorded archaeological artifacts or sites were located within the project

area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Two previously recorded resources were found to be within the APE for Station Alternative 3. The SHPO has determined that SJ5036, the FEC Railway, is eligible for listing on the NRHP. Linear resource US 1, SJ5271, has been determined ineligible for listing on the NRHP.

**Table 5.** Previously Recorded Resource within the APE for St. Augustine Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
SJ5036	FEC: St. Augustine and Palatka Railway	N/A	19 <sup>th</sup> & 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible
SJ5271	US 1	N/A	20 <sup>th</sup> Century	Linear Resource	Ineligible for NRHP	Ineligible for NRHP

Two structures were newly recorded in the APE for Station Alternative 3. Neither of these structures is being recommended as potentially eligible for listing on the NRHP. Additional historic structures may be located on the same property, but access to the property was denied, and additional structures could not be recorded from the US 1 right-of-way. In all likelihood any additional structures would not be negatively impacted by the placement of a station at this location. Further, preliminary designs for a proposed redesign of the airport were displayed at a public meeting to discuss station alternatives in St. Augustine. It appears that many, if not all of the buildings in the area of Alternative 3 would be removed or heavily altered to accommodate access to the station and other modes of ground transportation to and from the airport. Table 6 details the newly recorded resources located along St. Augustine Station Alternative 3.

**Table 6.** Newly Recorded Resources within the APE for St. Augustine Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
SJ5484	Northrop Grumman Aerospace Systems Building 2	5000 N US 1	c1954	Structure	Ineligible for NRHP
SJ5485	Northrop Grumman Aerospace Systems Building 3	5000 N US 1	c1960	Structure	Ineligible for NRHP

### **SJ5485 – Northrop Grumman Building 3**



**Figure 20.** SJ5485, facing northeast (PCI May 2010).

Structure SJ5485, Northrop Grumman Aerospace Systems, Building 3, is located at 5000 North US 1 within the Northrop Grumman Aerospace Systems complex. This building is related to SJ5486, Northrop Grumman Aerospace Systems Building 2. This Industrial style building was constructed in 1960. This structure includes the following architectural elements: an irregular shape; large doorways that open almost to the roof; few scattered windows of indeterminate type; and multiple ventilators on the roof and sides of the building. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **SJ5485 – Northrop Grumman Building 2**



**Figure 21.** SJ5486, facing southeast (PCI May 2010).

Structure SJ5486, Northrop Grumman Aerospace Systems Building 2, is located at 5000 North US 1 within the Northrop Grumman Aerospace Systems complex. This building is on the

same parcel as SJ5485, Northrop Grumman Aerospace Systems, Building 3. This Industrial style hangar was constructed in 1954. Architectural elements include the following: a clerestory of fixed windows that provide natural light; a control tower on northwest side illustrating that the building was originally a hangar; doorways that open to clerestory; exterior access walkways to roof; and wall ventilation sections that can be opened out or retracted flat against the building. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 3 Investigations Conclusion***

The general architectural landscape for Alternative 3 is commercial as well as undeveloped land. The only potential eligible resource in the APE for Alternative 1 is the FEC Railroad (SJ5036) itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. No further investigation is recommended for the proposed St. Augustine Station Alternative 3.

## **EVALUATION OF ST. AUGUSTINE STATION ALTERNATIVES**

Three alternative station locations have been proposed for the St. Augustine area. Only Alternative 2 requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form of a historic district listed on the NRHP. However, as much of this specific resource post-dates the development FEC rail, these visual and noise effects should not be considered adverse. The noise from rail traffic in the vicinity of the Model Land Company Historic District (SJ2462) will represent an increase in the frequency of noise episodes but not an increase in volume, and as such should also not be considered an adverse effect. However, the realignment of the FEC proposed by Station Alternative 2 could possibly pose an adverse effect to the NRHP-eligible FEC Railroad (SJ5036). Therefore, the station locations and sidings of Alternatives 1 and 3 are equally acceptable in terms of their lack of potential adverse impacts to cultural resources, while Alternative 2 would be the least preferred due to potential adverse effects.

# DAYTONA BEACH STATION ALTERNATIVES

## ENVIRONMENTAL SETTING

### *Physiography*

The Daytona Beach project area (Alternatives 1, 2, 3, 4, and 5) lies in northeastern Florida within Volusia County. It is situated within the Central or Mid-Peninsular Zone physiographic division of Florida, specifically the Eastern Valley physiographic province (White 1970: Map 1-B). The Eastern Valley province is bounded on the west by a narrow extension of the Atlantic Coastal Ridge and on the east by the Atlantic Coastal Lagoons/Atlantic Ocean. This province is a broad flat valley which extends about 90 miles southward from Geneva Hill, east of Sanford in Seminole County, to roughly Vero Beach in Indian River County. It varies in elevation from about 9.1 meters amsl (30 feet), near Vero Beach, to 1.5 meters amsl (5 feet) or less near the St. Johns River. The topography within the project area is relatively flat.

### *Hydrology*

The eastern portion of Volusia County is fed by both the Floridan Aquifer, which provides the ground water for most of Florida, and the Shallow Aquifer, which is present over much of the state, but is generally not an important source of groundwater (Hyde 1975). Water from the Floridan Aquifer is highly mineralized, especially along the Atlantic and Gulf coasts. Water from this aquifer will rise in artesian wells to altitudes of a few feet above mean sea level (amsl) near the coast to more than 40 meters amsl (130 feet) in central upland areas (Hyde 1975). The entire eastern half of Volusia County is drained by the coastal area between the St. Johns River and Turkey Creek (Baldwin et al. 1980).

### *Soils*

A single soil association is mapped for the project area (Baldwin et al. 1980: General Soil Map): Daytona-Satellite-Cassia. This association consists of “Low sand ridges dominated by moderately well drained to somewhat poorly drained, grayish sandy soils, some having an organic-stained subsoil; interspersed with areas of poorly drained and very poorly drained soils” (Baldwin et al. 1980:9). Historically these soils were found on broad dunes, former shoreline ridges and the DeLand and Crescent City Ridges. Native vegetation would have largely consisted of sand pine-scrub oak communities.

## LOCAL HISTORY

Volusia County is located in east-central Florida. When Ponce de Leon, Governor of Puerto Rico, explored the east coast of Florida in 1513, the region, including Volusia County, was inhabited by the Timucuan Indians. After Spanish colonization, the Franciscans established

missions in the vicinity of the Tomoka River as early as 1587. By 1821 the United States had acquired Florida from Spain. Volusia County was established in 1854 from portions of Orange County which lay east of the St. Johns River. It was named for the settlement of Volusia Landing which was located along the St. John's River on the county's western side. About 30 families were reported to be living in the area at that time. Enterprise, located on the shores of Lake Monroe, was selected as the seat of county government. At the start of the Civil War, the county had slightly more than 1,000 inhabitants. After the war, the county developed as different means of transportation became available. Until the railroads were built in the 1880s, the steamboat was the most important form of transportation. After the arrival of the railroads, the town of Enterprise declined in importance. In 1880, the Volusia County seat was moved to DeLand (Baldwin et al. 1980:1-2).

In 1870, Mathias D. Day purchased 1295 hectares (3,200 acres) of land along the Atlantic coast. After Day left the area, growth continued with the help of Charles Jackson and William Burr. In one 1875 account of life in Daytona, a resident estimated a population of 70, and stated, "Nearly every section of the country is represented, the majority being from the Northern States" (Gold 1927:104). The city of Daytona was incorporated in 1876 and was named for its founder, Mathias Day. This area, later known as Daytona Beach, became a hub of activity after 1900 as the automobile became a popular mode of transportation.

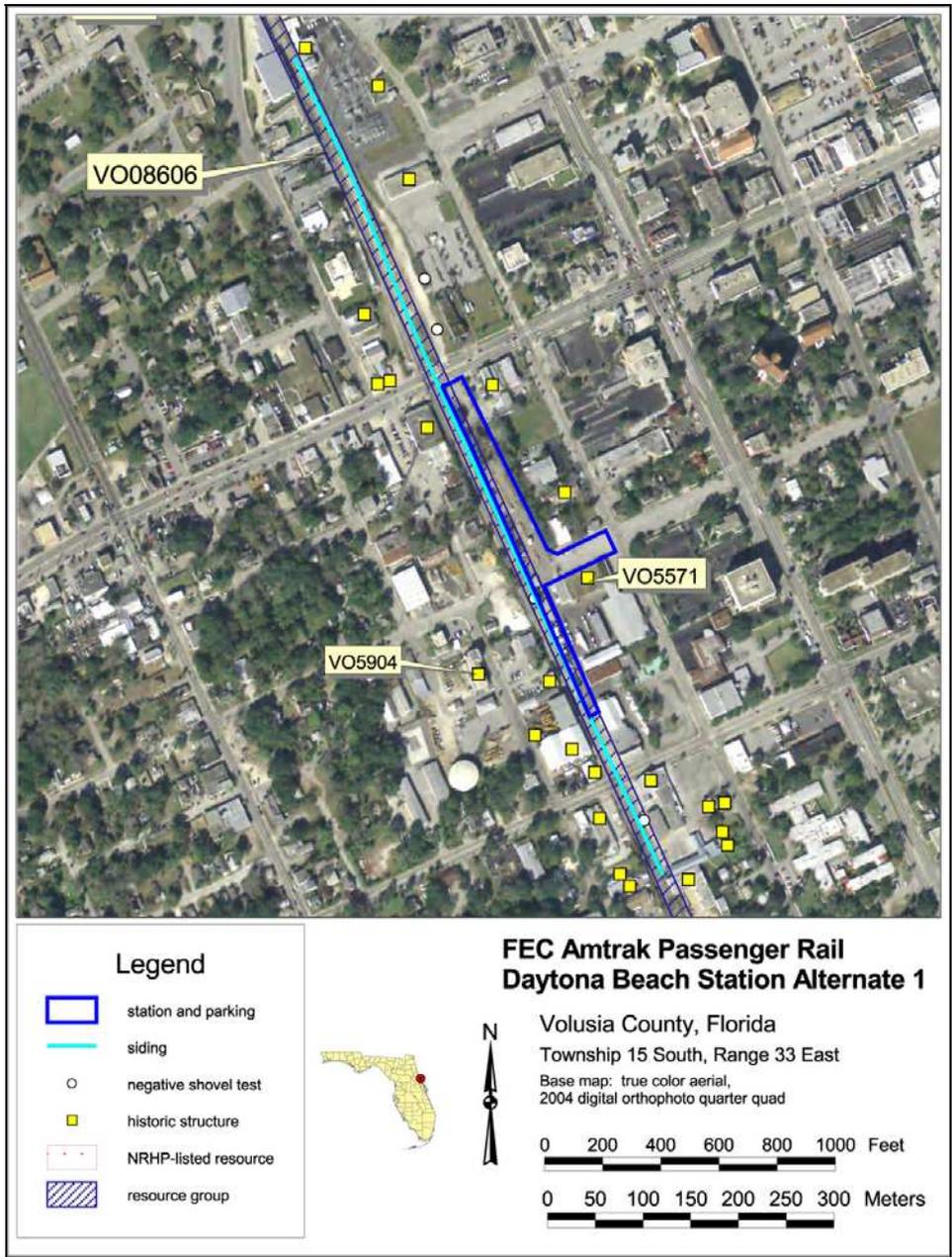
Upon drainage of surrounding land, settlement increased and railroads were developed. The Plant Investment Company brought the Jacksonville Tampa & Key West Railroad to the area (Barber 1975). This railway purchased the Palatka and Indian River Railway in 1887. At the turn of the century, the first cars were introduced to the area and automobile racing became a popular local sport. According to an early history, Ormond-Daytona Beach processed "one of the finest roadways in the world" (Gold 1927:151). Early roads were soon constructed to accommodate automobile travel and were constructed of coquina rock, white marl, or oyster shell taken from aboriginal shell mounds (Gold 1927). The popularity of motorsports and sophistication of the vehicles both increased, and so, by the 1950s, work began on the Daytona International Speedway. The venue was completed in 1959, when it hosted its first stock car race (Orlando Sentinel 2010). The Speedway remains a popular attraction today. The beach, too, is a popular destination. It is still accessible to vehicles, though at a much slower pace than during its early days as a racetrack.

## **RESEARCH DESIGN**

The research strategy for the Daytona Beach Station Alternatives involved background investigation, a historic document search, and the field survey for historic sites, historic structures, and archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work at each alternative station site. The Florida Master Site File was checked for any previously recorded sites within the alternative sites and to provide an indication of the prehistoric settlement and land-use patterns for the region. Additionally, the Brevard County Property Appraiser was checked to determine if any of the structure in the vicinity of the station alternatives were 45 years old or older (Gilreath 2010). Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part.

Fieldwork was performed in those areas within and directly adjacent to each alternative station location and their proposed sidings, and included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility. Archaeological investigations were performed at the proposed alternative station locations and within right-of-ways for sidings. In April and May 2010, PCI personnel visually inspected the study area for the potential station locations.

**RESULTS FOR DAYTONA BEACH STATION ALTERNATIVE 1, SOUTH OF INTERNATIONAL SPEEDWAY BLVD (MAGNOLIA AVE), EAST OF FEC**



**Figure 22.** Aerial map of the cultural resources in the vicinity of Alternative 1.

***Archaeological Investigations***

The project area was surveyed on May 5, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of four shovel tests were excavated within the project area, all along the proposed siding. Close surface inspection was also conducted. However, no cultural material was recovered. No previously recorded

archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Sixteen previously recorded resources, including one linear resource and 15 historic structures, were found to be within the Area of Potential Effect for Station Alternative 1. Linear resource VO8606, the FEC Railroad, has been determined by the SHPO to be eligible for listing on the NRHP (Appendix A). None of the previously recorded structures were evaluated by the SHPO, but three of them were recommended by this survey as potentially eligible for the NRHP. One of the previously recorded structures was found to have been demolished or removed. The following table details these previously recorded resources.

**Table 7.** Previously Recorded Resources within the APE for Daytona Beach Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5397	Florida Power & Light Office	212 N Segrave Street	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5564	Pioneer Wood Design	142 S Segrave Street	c1916	Structure	Not Evaluated	Ineligible for NRHP
VO5565	The Green House Restaurant	150 S Segrave Street	c1940	Structure	Not Evaluated	Destroyed
VO5570	Snows Glass & Mirror	403-413 W International Speedway Blvd	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5571	Dunn Lumber & Hardware	204 S Segrave Street	c1940	Structure	Not Evaluated	Potentially Eligible
VO5573	Old Malby & Conrad Lumber Co. #2	415 Orange Avenue	c1910	Structure	Not Evaluated	Ineligible for NRHP
VO5877	320 South Segrave Street	320 S Segrave Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5880	Corliss Tool & Die	321 Marion Street	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5883	500 Orange Avenue	500 Orange Avenue	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5904	DB Water Softening Plant	220 Marion Street	1937	Structure	Not Evaluated	Potentially Eligible

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
VO5907	Bryson Crane Rental Office	225 Marion Street	c1920	Structure	Not Evaluated	Ineligible for NRHP
VO5908	Dunns Pre-Hung Door Plant	245 Marion Street	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5958	115-119 North Charles Street	115-119 N Charles Street	c1922	Structure	Not Evaluated	Ineligible for NRHP
VO5986	Robison's Motorcycles	508 W International Speedway Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5987	Daytona Bearing Supply	506 W International Speedway Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO8606	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

### VO5571 – Dunn Lumber & Hardware



**Figure 23.** North and east façades of VO5571, facing south (PCI May 2010).

Dunn Lumber & Hardware is located at 204 South Segrave Street and was constructed circa 1940. It is an Art Moderne Style warehouse and commercial building. It features an irregular building plan, stucco and concrete block exterior, a flat roof and fixed commercial windows. It was originally recorded in 1994 but was never evaluated by the SHPO. This

structure is being recommended by this survey as potentially eligible for listing on the NRHP under Criteria A and C as a good example of an Art Moderne style building which is still functioning as it was originally constructed as a lumber warehouse and hardware store.

**VO5904 – Daytona Beach Water Softening Plant**



**Figure 24.** North and east façades of VO5904, facing south (PCI May 2010).

The Daytona Beach Water Softening Plant is located at 220 Marion Street and was constructed in 1937. It is an Art Deco Style municipal building. It features an irregular building plan, stucco exterior, a flat roof, Egyptian style stringcourse, and fluted pilasters. It was originally recorded in 1994 but was never evaluated by the SHPO. This structure is being recommended by this survey as potentially eligible for listing on the NRHP under Criteria A and C as a good example of an Art Deco style municipal building which is still functioning as it was originally constructed.

Five structures were newly recorded in the APE for Station Alternative 1. All of these were recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Titusville Station Alternative 1. Descriptions of newly recorded structures follow.

**Table 8.** Newly Recorded Resources within the APE for Daytona Beach Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
VO9253	FP&L Loading Dock	132 N Segrave Street	c1955	Structure	Ineligible for NRHP
VO9254	FP&L Offices	132 N Segrave Street	c1951	Structure	Ineligible for NRHP
VO9255	Total Entertainment	501 W International Speedway Blvd	1950	Structure	Ineligible for NRHP
VO9256	229 Marion Street	229 Marion Street	c1940	Structure	Ineligible for NRHP
VO9257	323 Marion Street	323 Marion Street	1958	Structure	Ineligible for NRHP

## VO9253 – FP&L Loading Dock



**Figure 25.** VO9253 north and west façades, facing southeast (PCI May 2010).

Structure VO9253, FP&L Loading Dock, is located at 132 North Segrave Street. This Masonry Vernacular style commercial building was constructed in 1955. It is purely utilitarian and has no decorative elements. As this building lacks any distinguishing characteristics or historical associations, it is recommended as ineligible for listing on the NRHP.

## VO9254 – FP&L Offices



**Figure 26.** VO9254 north and east façades, facing southwest (PCI May 2010).

Structure VO9254, FP&L Offices, is located at 132 North Segrave Street. This Masonry Vernacular commercial building was constructed in 1951. It is a utilitarian building and as such has few decorative elements aside from overhanging eaves and exposed rafter tails. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## VO9255 – Total Entertainment



**Figure 27.** VO9255 north and west façades, facing southeast (PCI May 2010).

Structure VO9255, Total Entertainment, is located at 501 West International Speedway Blvd. This Masonry Vernacular structure was erected in 1950. Stylistic elements include a rectangular plan, symmetrical fenestration, fixed sash commercial windows, central recessed entry on north façade and a flat roof. As this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

## VO9256 – 229 Marion Street



**Figure 28.** VO9256 north and west façades, facing east (PCI May 2010).

Structure VO9256 is located at 229 Marion Street. This Masonry Vernacular commercial structure was constructed circa 1940. Stylistic elements include a rectangular plan, symmetrical fenestration, flat roof, stucco exterior, fixed sash commercial windows, and single leaf entries on west façade flanking bay roll up garage doors. A metal shed roof porch addition was added to

the west façade sometime after 1997. As this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **VO9257 – 323 Marion Street**



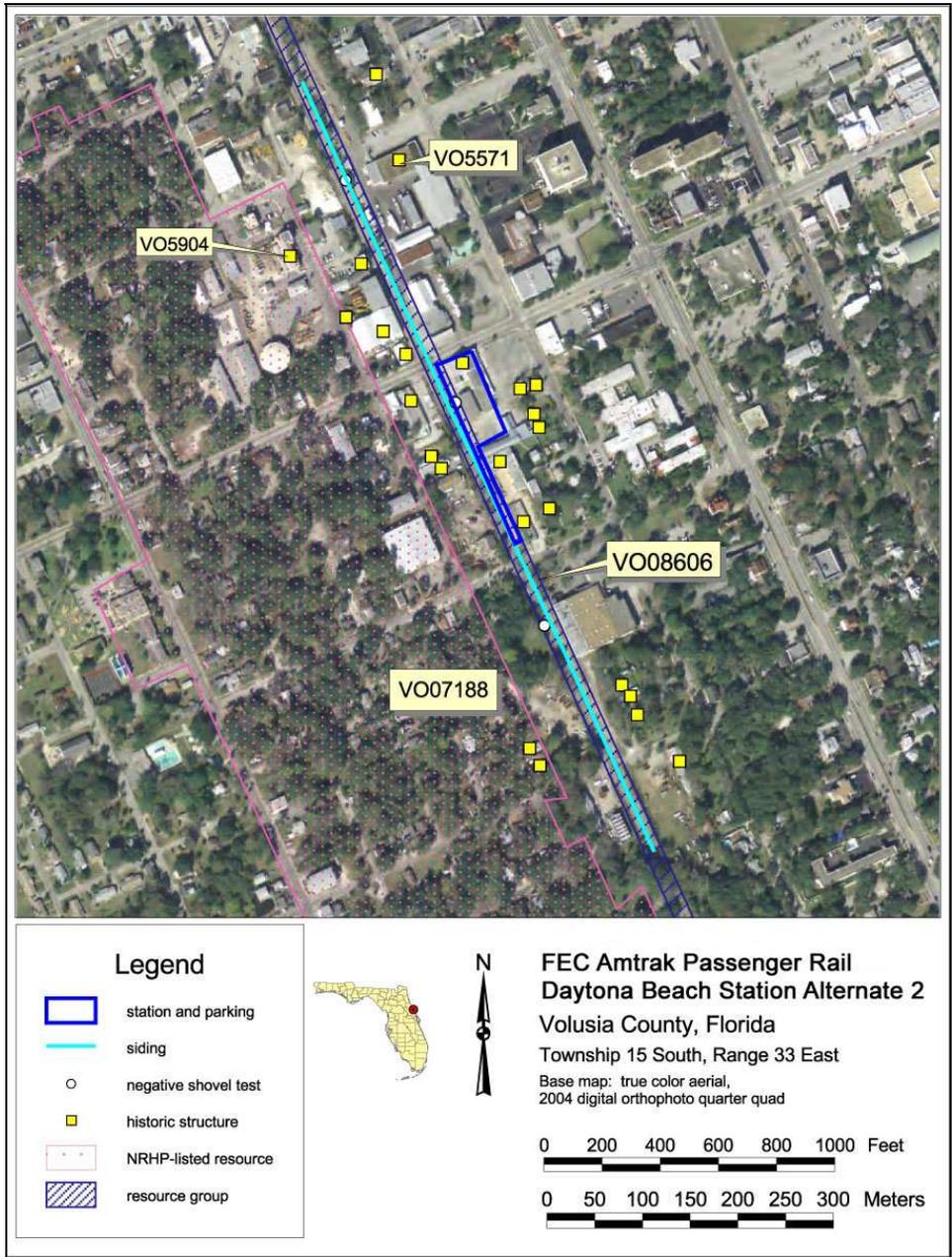
**Figure 29.** VO9257 south and west façades, facing northeast (PCI May 2010).

Structure VO9257 is located at 323 Marion Street. This Masonry Vernacular structure was erected in 1958. Stylistic elements include a simple rectangular plan executed in concrete block clad in stucco. The main (south) façade features two single-leaf entry doors flanked by a glass block window on one side and a single bay garage opening on the other. A parapet also tops this main façade. As this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusions***

The general architectural landscape for Alternative 1 is commercial as well as industrial and contains elements directly related to the FEC railroad. The potential eligible resources in the APE for Alternative 1 include Dunn Lumber & Hardware (VO5571) and Daytona Beach Water Softening Plant (VO5904). These resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line, and freight loading and unloading was part of the commercial draw for these businesses. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Daytona Beach Station Alternative 1.

# RESULTS FOR DAYTONA BEACH STATION ALTERNATIVE 2, SOUTH OF ORANGE AVENUE, EAST OF FEC



**Figure 30.** Aerial map of the cultural resources in the vicinity of Alternative 2.

## ***Archaeological Investigations***

The project area was surveyed on May 5, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of three shovel tests were excavated within the project area, one at the proposed platform and two along the proposed siding. Close surface inspection was also conducted. However, no cultural material was recovered. No

previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Eighteen previously recorded resources, including one linear resource and 17 historic structures, were found to be within the Area of Potential Effect for Station Alternative 2. Linear resource VO8606, the FEC Railroad, has been determined eligible for listing on the NRHP by SHPO. None of the previously recorded structures were evaluated by the SHPO, but two of them were recommended by this survey as potentially eligible for the NRHP. Two of the previously recorded structures were found to have been demolished or removed. The following table details these previously recorded resources.

**Table 9.** Previously Recorded Resources within the APE for Daytona Beach Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5564	Pioneer Wood Design	142 S Segrave Street	c1916	Structure	Not Evaluated	Ineligible for NRHP
VO5565	The Green House Restaurant	150 S Segrave Street	c1940	Structure	Not Evaluated	Destroyed
VO5571	Dunn Lumber & Hardware	204 S Segrave Street	c1940	Structure	Not Evaluated	Potentially Eligible
VO5573	Old Malby & Conrad Lumber Co. #2	415 Orange Avenue	c1910	Structure	Not Evaluated	Ineligible for NRHP
VO5575	312 South Segrave Street	312 S Segrave Street	1924	Structure	Not Evaluated	Ineligible for NRHP
VO5576	406-408 Evergreen Court	406-408 Evergreen Court	1924	Structure	Not Evaluated	Ineligible for NRHP
VO5577	320 South Segrave Street	320 S Segrave Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5578	324 South Segrave Street	324 S Segrave Street	c1925	Structure	Not Evaluated	Ineligible for NRHP
VO5827	516 Loomis Avenue	516 Loomis Avenue	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5828	433 Marion Street	433 Marion Street	c1924	Structure	Not Evaluated	Ineligible for NRHP

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5835	419 Marion Street	419 Marion Street	c1924	Structure	Not Evaluated	Destroyed
VO5877	320 South Segrave Street	320 S Segrave Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5880	Corliss Tool & Die	321 Marion Street	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5883	500 Orange Avenue	500 Orange Avenue	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5904	DB Water Softening Plant	220 Marion Street	1937	Structure	Not Evaluated	Potentially Eligible
VO5907	Bryson Crane Rental Office	225 Marion Street	c1920	Structure	Not Evaluated	Ineligible for NRHP
VO5908	Dunns Pre-Hung Door Plant	245 Marion Street	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO8606	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

Six structures were newly recorded in the APE for Station Alternative 2. All of these were recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Daytona Beach Station Alternative 2. Descriptions follow of newly recorded structures not already described for Alternative 1 above.

**Table 10.** Newly Recorded Resources within the APE for Daytona Beach Station Alternative 2.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
VO9256	229 Marion Street	229 Marion Street	c1940	Structure	Ineligible for the NRHP
VO9257	323 Marion Street	323 Marion Street	c1958	Structure	Ineligible for the NRHP
VO9258	Sawgrass Garage	414 Live Oak Avenue	1920	Structure	Ineligible for the NRHP
VO9259	Sawgrass Loading Dock	414 Live Oak Avenue	1954	Structure	Ineligible for the NRHP
VO9260	Sawgrass	414 Live Oak Avenue	1920	Structure	Ineligible for the NRHP
VO9268	AC Hydraulics	405 Loomis Avenue	1965	Structure	Ineligible for the NRHP

### VO9258 – Sawgrass Garage



**Figure 31.** VO9258 south and east façades, facing northwest (PCI May 2010).

Structure VO9258, the Sawgrass Garage, is located at 414 Live Oak Avenue (Figure 29). It is associated with other Sawgrass buildings VO9259, Sawgrass Loading Dock, and VO9560, Sawgrass. It is the oldest building on the complex and was constructed circa 1920. It is a single-story Masonry Vernacular 12-bay garage executed in brick, topped with a shed roof and exposed rafter tails on east and west façades. The south and east façades are clad in stucco, with castellated parapet on the south façade. This decoration was probably an alteration to the original façade, and probably dates to the 1940's. The building maintains many of its original wood panel garage doors. There have been fenestration alterations to the building, including replacement doors and filled-in windows. As this building lacks any historic associations or outstanding architectural features it is being recommended as ineligible for listing on the NRHP.

## VO9259 – Sawgrass Loading Dock



**Figure 32.** VO9259 south façade, facing north (PCI May 2010).

Structure VO9259, the Sawgrass Loading Dock, is located at 414 Live Oak Avenue. It is associated with VO9258 and VO9260, which are other buildings within the same Sawgrass industrial complex. This building was constructed in 1954. Stylistic elements include an L-shape plan executed in concrete block, a flat roof with overhang covering the loading dock, and bay door openings. There have been some alterations to the fenestration, including filled-in bays and new openings along the loading dock. This building is located along the rail line. As it lacks any distinguishing architectural features or historic associations it is being recommended as ineligible for listing on the NRHP.

## VO9260 – Sawgrass



**Figure 33.** VO9260 west and south façades, facing northeast (PCI May 2010).

Structure VO9260, Sawgrass, is located at 414 Live Oak Avenue. It is associated with other buildings within the Sawgrass complex: VO9258, Sawgrass Garage, and VO9259, Sawgrass Loading Dock. The Volusia County Property Appraiser lists a construction date of 1920. It is a small, rectangular Masonry Vernacular structure executed in concrete block clad in stucco. The structure exhibits two original single-leaf entry doors on the west façade, a filled-in window on the south façade, and a flat roof with box eaves. Since it lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **VO9268 – AC Hydraulic**



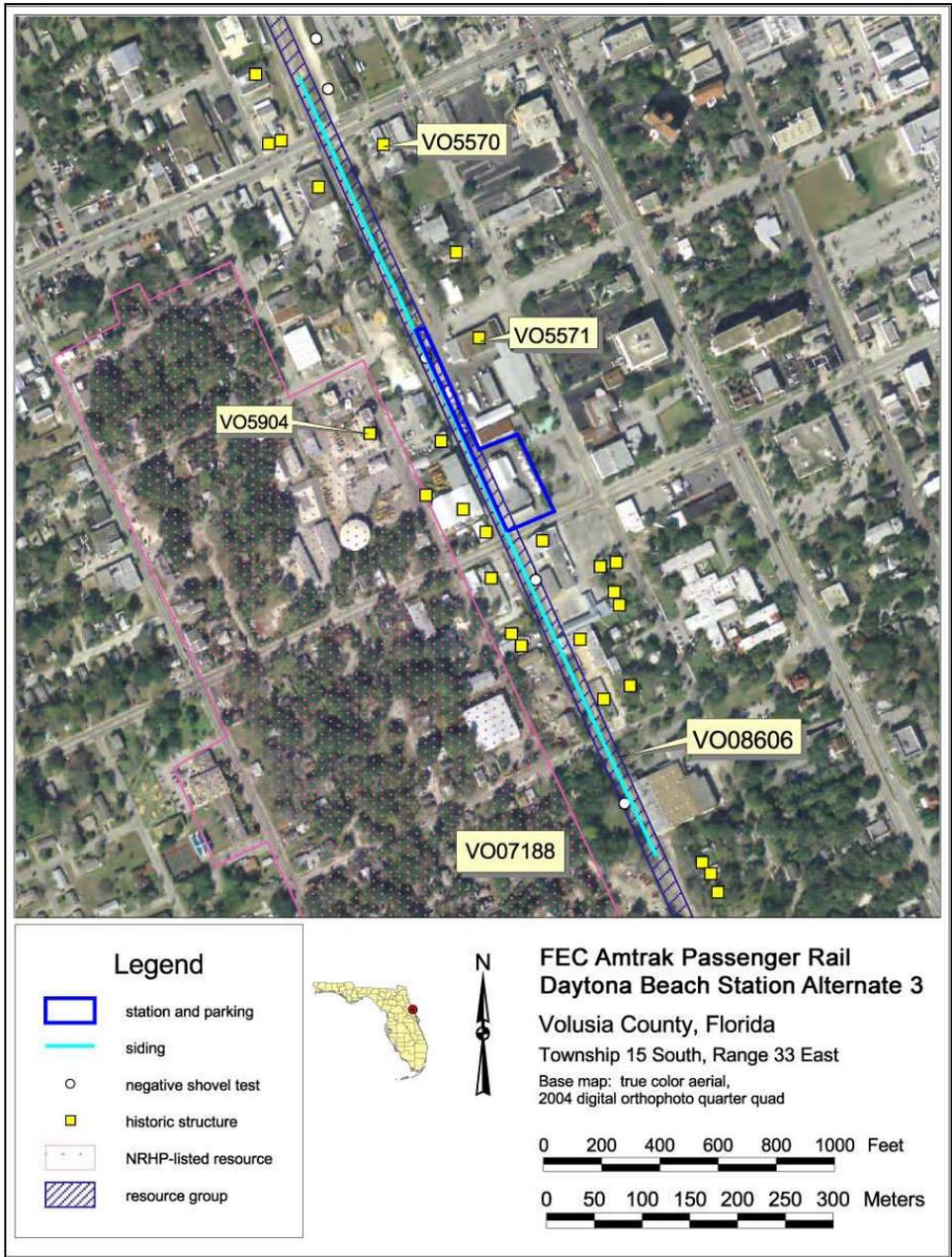
**Figure 34.** VO9268 north and west façades, facing southeast (PCI May 2010).

Structure VO9268, AC Hydraulic, is located at 405 Loomis Avenue. It is a Vernacular Industrial building constructed in 1965. Stylistic elements include single story construction, a side gable roof, and corrugated metal walls and roof. Since this building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

### ***Alternative 2 Investigations Conclusions***

The general architectural landscape for Alternative 2 is commercial as well as industrial and contains elements directly related to the FEC railroad. The potential eligible resources in the APE for Alternative 2 include Dunn Lumber & Hardware (VO5571) and Daytona Beach Water Softening Plant (VO5904). These resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line, and freight loading and unloading was part of the commercial draw for these businesses. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. It has been previously determined that returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Daytona Beach Station Alternative 2.

# RESULTS FOR DAYTONA BEACH STATION ALTERNATIVE 3, NORTH OF ORANGE AVENUE, EAST OF FEC



**Figure 35.** Aerial map of the cultural resources in the vicinity of Alternative 3.

## ***Archaeological Investigations***

The project area was surveyed on May 5, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of three shovel tests were excavated within the project area, all along the proposed sidings. Close surface inspection was also conducted. However, no cultural material was recovered. No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

## ***Architectural Investigations***

Fifteen previously recorded resources, including one linear resource and 14 historic structures, were found to be within the Area of Potential Effect for Station Alternative 3. Linear resource VO8606, the FEC Railroad, has been determined eligible for listing on the NRHP by SHPO. None of the previously recorded structures were evaluated by the SHPO, but three of them are recommended here as potentially eligible for the NRHP. One of the previously recorded structures was found to have been demolished or removed. The following table details these previously recorded resources.

**Table 11.** Previously Recorded Resource within the APE for Daytona Beach Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5397	Florida Power & Light Office	212 N Segrave Street	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5564	Pioneer Wood Design	142 S Segrave Street	c1916	Structure	Not Evaluated	Ineligible for NRHP
VO5565	The Green House Restaurant	150 S Segrave Street	c1940	Structure	Not Evaluated	Destroyed
VO5570	Snows Glass & Mirror	403-413 W International Speedway Blvd	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5571	Dunn Lumber & Hardware	204 S Segrave Street	c1940	Structure	Not Evaluated	Potentially Eligible
VO5573	Old Malby & Conrad Lumber Co. #2	415 Orange Avenue	c1910	Structure	Not Evaluated	Ineligible for NRHP
VO5877	320 South Segrave Street	320 S Segrave Street	c1924	Structure	Not Evaluated	Ineligible for NRHP

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5880	Corliss Tool & Die	321 Marion Street	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5883	500 Orange Avenue	500 Orange Avenue	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5904	DB Water Softening Plant	220 Marion Street	1937	Structure	Not Evaluated	Potentially Eligible
VO5907	Bryson Crane Rental Office	225 Marion Street	c1920	Structure	Not Evaluated	Ineligible for NRHP
VO5908	Dunns Pre-Hung Door Plant	245 Marion Street	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5986	Robison's Motorcycles	508 W International Speedway Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5987	Daytona Bearing Supply	506 W International Speedway Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO8606	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

Eight structures were newly recorded in the APE for Station Alternative 3. All of these structures were recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Daytona Beach Station Alternative 3. All of these structures have been previously described above.

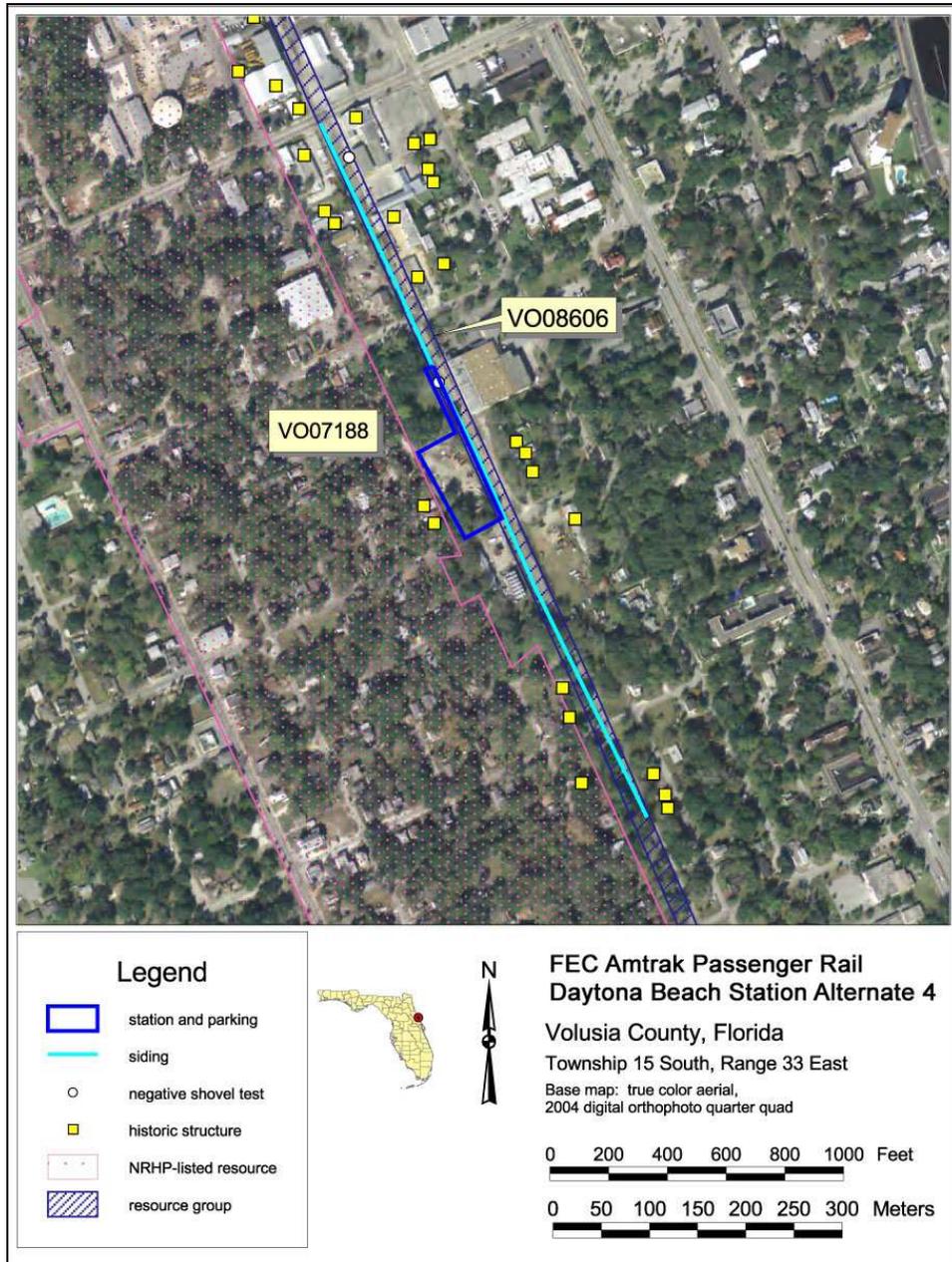
**Table 12.** Newly Recorded Resources within the APE for Daytona Beach Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
VO9253	FP&L Loading Dock	132 N Segrave Street	c1955	Structure	Ineligible for NRHP
VO9254	FP&L Offices	132 N Segrave Street	c1951	Structure	Ineligible for NRHP
VO9255	Total Entertainment	501 W International Speedway Blvd	1950	Structure	Ineligible for NRHP
VO9256	229 Marion Street	229 Marion Street	c1940	Structure	Not Evaluated
VO9257	323 Marion Street	323 Marion Street	c1958	Structure	Not Evaluated
VO9258	Sawgrass Garage	414 Live Oak Avenue	1920	Structure	Ineligible for the NRHP
VO9259	Sawgrass Loading Dock	414 Live Oak Avenue	1954	Structure	Ineligible for the NRHP
VO9260	Sawgrass	414 Live Oak Avenue	1920	Structure	Ineligible for the NRHP

### ***Alternative 3 Investigations Conclusions***

The general architectural landscape for Alternative 3 is commercial as well as some residential and contains elements directly related to the FEC railroad. The potential eligible resources in the APE for Alternative 3 include Dunn Lumber & Hardware (VO5571) and Daytona Beach Water Softening Plant (VO5904). These resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line, and freight loading and unloading was part of the commercial draw for these businesses. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Daytona Beach Station Alternative 3.

## RESULTS FOR DAYTONA BEACH STATION ALTERNATIVE 4, SOUTH OF LIVE OAK AVENUE, WEST OF FEC



**Figure 36.** Aerial map of the cultural resources in the vicinity of Alternative 4.

### ***Archaeological Investigations***

The project area was surveyed on May 5, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of two shovel tests were excavated within the project area, all along the proposed siding. Close surface inspection was also conducted. However, no cultural material was recovered. No previously recorded

archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Twelve previously recorded resources, including one linear resource, one historic district, and 10 historic structures, were found to be within the Area of Potential Effect for Station Alternative 4. Linear resource VO8606, the FEC Railroad, has been determined eligible for listing on the NRHP by SHPO. VO7188, the Southwest Daytona Beach Black Heritage Historic District was added to the NRHP on May, 23, 1997. None of the previously recorded historic structures were evaluated by the SHPO, but all of them are being recommended by this survey as ineligible for listing on the NRHP. One of the previously recorded structures was found to have been demolished or removed. The following table details these previously recorded resources.

**Table 13.** Previously Recorded Resource within the APE for Daytona Beach Station Alternative 4.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5573	Old Malby & Conrad Lumber Co. #2	415 Orange Avenue	c1910	Structure	Not Evaluated	Ineligible for NRHP
VO5613	618 Clark Street	618 Clark Street	c1910	Structure	Not Evaluated	Ineligible for NRHP
VO5614	622 Clark Street	622 Clark Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5721	611 Marion Street	611 Marion Street	c1900	Structure	Not Evaluated	Ineligible for NRHP
VO5730	506 Cedar Street	506 Cedar Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5827	516 Loomis Avenue	516 Loomis Avenue	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5828	433 Marion Street	433 Marion Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5835	419 Marion Street	419 Marion Street	c1924	Structure	Not Evaluated	Destroyed
VO5877	320 South Segrave Street	320 S Segrave Street	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5880	Corliss Tool & Die	321 Marion Street	c1940	Structure	Not Evaluated	Ineligible for NRHP

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
VO7188	Southwest Daytona Beach Black Heritage District	N/A	1884-1948	Historic District	NRHP-listed	NRHP-listed
VO8606	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

### VO7188 – Southwest Daytona Beach Black Heritage Historical District



**Figure 37.** Live Oak Ave, within VO7188, facing northeast (PCI May 2010).

This Black Heritage Historic District has a period of significance that dates from 1848 to 1948. It includes examples of Frame and Masonry Vernacular architecture along with Mediterranean Revival, Mission, Craftsman, and Queen Anne styles. It encompasses approximately 100 acres and comprises the most significant concentration of resources associated with the development of Daytona Beach’s African-American community during the historic period. Is just south of International Speedway Blvd (US 92) and is roughly bounded by Foote Court to the north, Marion Street and the FEC Railroad on the east, South Street to the south and Dr. Martin Luther King, Jr. Blvd (formerly Campbell Street) on the west. This Historic District was added to the NRHP on May 23, 1997.

Nine structures were newly recorded in the APE for Station Alternative 4. These were all recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Daytona Beach Station Alternative 4. Descriptions of newly recorded resources not previously discussed above follow.

**Table 14.** Newly Recorded Resources within the APE for Daytona Beach Station Alternative 4.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
VO9258	Sawgrass Garage	414 Live Oak Avenue	1920	Structure	Ineligible for NRHP
VO9259	Sawgrass Loading Dock	414 Live Oak Avenue	1954	Structure	Ineligible for NRHP
VO9260	Sawgrass	414 Live Oak Avenue	1920	Structure	Ineligible for NRHP
VO9261	626 Clark Street	626 Clark Street	1953	Structure	Ineligible for NRHP
VO9265	431 Warner Place	431 Warner Place	1924	Structure	Ineligible for NRHP
VO9266	431 1/2 Warner Place	431 1/2 Warner Place	1946	Structure	Ineligible for NRHP
VO9267	437 Warner Place	437 Warner Place	1939	Structure	Ineligible for NRHP
VO9268	AC Hydraulics	405 Loomis Avenue	1965	Structure	Ineligible for NRHP
VO9269	501 George Street	501 George Street	1949	Structure	Ineligible for NRHP

**VO9261 – 626 Clark Street**



**Figure 38.** VO9261 north and east façades, facing southwest (PCI May 2010).

Structure VO9261 is located at 626 Clark Street. This Masonry Vernacular residence was constructed in 1953. Stylistic elements include asymmetrical massing, attached flat roof carport, enclosed side porch, brick exterior with clapboard in the low pitch gable, and flat roof additions with box eaves. Since this building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

### VO9262 – 414 Dr. Mary M. Bethune Blvd



**Figure 39.** VO9262 south and west façades, facing north (PCI May 2010).

Structure VO9262, is located at 414 Dr. Mary M. Bethune Boulevard. This Prefabricated utilitarian commercial building dates to 1940, according to the Volusia County Property Appraiser. It has a gable roof and its exterior is covered with metal panels. This is an industrial prefabricated building constructed for utility and as such has no distinguishing features. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### VO9263 – 312 North Charles Street



**Figure 40.** VO9263 south and east façades, facing northwest (PCI May 2010).

Structure VO9263 is located at 312 North Charles Street. It is a Masonry Vernacular residence built in 1956. Stylistic elements include a simple rectangular plan, concrete block construction, asymmetrical fenestration, a partial width porch, box eaves and a flat roof with

overhangs. Since the building lacks any historical association or distinguishing features, it is recommended as not eligible for listing on the NRHP.

### **VO9264 – Fellowship Union Church of God**



**Figure 41.** VO9264 south and east façades, facing north (PCI May 2010).

Structure VO9264, the Fellowship Union Church of God, is located at 520 Dr. Mary M. Bethune Boulevard. This Masonry Vernacular building, with some International Style elements, was erected in 1955. Stylistic elements include two stories, a rectangular shape, concrete block construction clad in stucco, a flat roof, a first-story side-recessed store front topped by a cantilevered flat roof, coping on roof edge, and paired windows on the second story. Since the building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

### **VO9265 – 431 Warner Place**



**Figure 42.** VO9265 north and west façades, facing southeast (PCI May 2010).

Structure VO9265 is located at 431 Warner Place. It is a simple Frame Vernacular residence built in 1924, according to the Volusia County Property Appraiser. Stylistic elements include a gable-front main- block flanked by two single-story wings, asymmetrical fenestration, double hung sash windows and wood siding. The structure has had several alterations. It is associated with VO9266. Since the building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

### **VO9266 – 431 ½ Warner Place**



**Figure 43.** VO9266 west façade, facing northeast (PCI May 2010).

Structure VO9266 is located at 431½ Warner Place. It was built in 1946, according to the Volusia County Property Appraiser. It appears to have once served as a detached garage/apartment and is now a residence. It is concrete block building with a metal paneled carport on the west façade. It has a flat roof, jalousie and single hung sash windows. The structure has had several alterations. It is associated with VO9265. Since the building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

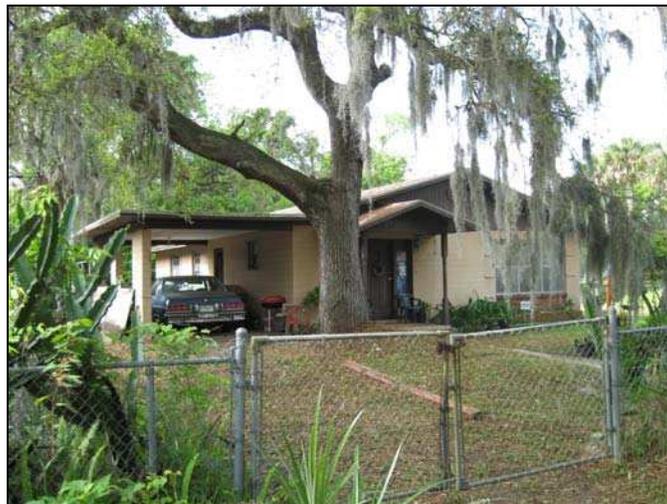
### VO9267 – 437 Warner Place



**Figure 44.** VO9267 north and west façades, facing southeast (PCI May 2010).

Structure VO9267 is located at 437 Warner Place. This Craftsman Bungalow was constructed in 1939. Stylistic elements include the following: a single story, a cross gable roof, an enclosed porch, overhanging eaves with exposed rafter tails, wood soffits, and a brick end chimney. Since this building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

### VO9269 – 501 George Street



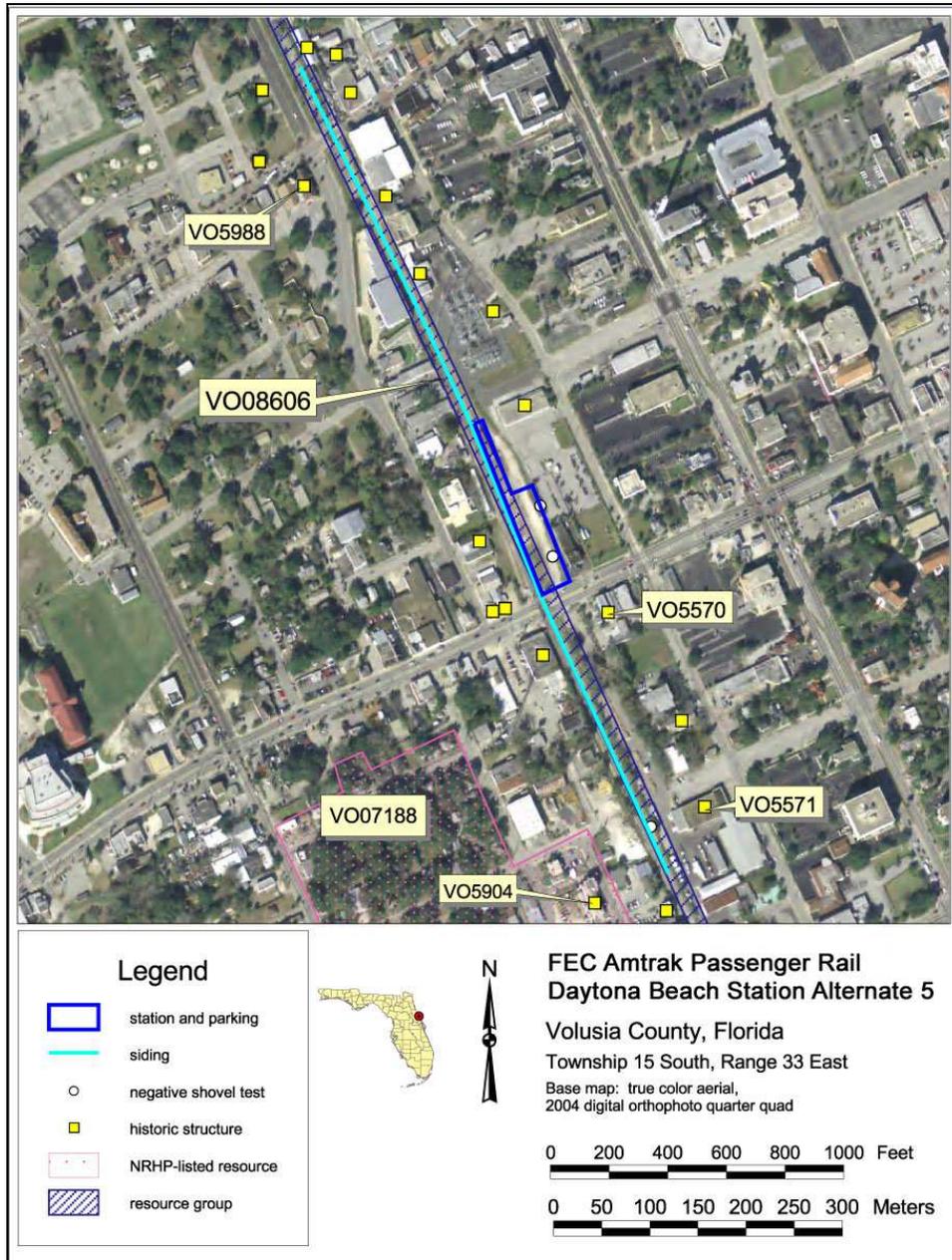
**Figure 45.** VO9269 north and east façades, facing southwest (PCI May 2010).

Structure VO9269, is located at 501 George Street. It is a Masonry Vernacular residence constructed in 1949. Stylistic elements include a gable roof, attached flat roof carport, wood post supported gable roof portico on west façade over main entry, concrete block exterior and metal single hung sash windows. Since this building lacks any historical association or distinguishing features it is recommended as not eligible for listing on the NRHP.

### ***Alternative 4 Investigations Conclusions***

The general architectural landscape for Alternative 4 is commercial as well as residential and contains elements directly related to the FEC railroad. The NRHP listed resource within the APE for Daytona Beach Station Alternative 4 is VO7188, the Southwest Daytona Beach Black Heritage Historic District. This historic district has a period of significance from 1848, predating the railroad, to 1948, well after the railroad was constructed. Since many of the resources within the district were constructed during an era when passenger service was a regular occurrence on the FEC rail line and since the railroad contributed to the growth of the area and many of the businesses located within the historic district, restoration of passenger service to the FEC should not be an adverse effect to this district. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Daytona Beach Station Alternative 4.

## RESULTS FOR DAYTONA BEACH STATION ALTERNATIVE 5, NORTH OF INTERNATIONAL SPEEDWAY BLVD, EAST OF FEC



**Figure 46.** Aerial map of the cultural resources in the vicinity of Alternative 5.

### ***Archaeological Investigations***

The project area was surveyed on May 5, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA (Figure 43). A total of three shovel tests were excavated within the project area, two in the proposed station and one along the proposed siding. Close surface inspection was also conducted. However, no cultural material was

recovered. No previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Fourteen previously recorded resources, including one linear resource and 13 historic structures, were found to be within the Area of Potential Effect for Station Alternative 5. Linear resource VO8606, the FEC Railroad, has been determined eligible for listing on the NRHP by SHPO. None of the previously recorded historic structures were evaluated by the SHPO, but three of them are being recommended by this survey as potentially eligible for the NRHP. One of the previously recorded structures was found to have been demolished or removed. The following table details these previously recorded resources, and descriptions of previously recorded resources that are recommended as potentially eligible for listing on the NRHP that have not been discussed in previous alternatives follow below.

**Table 15.** Previously Recorded Resource within the APE for Daytona Beach Station Alternative 5.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
VO5397	Florida Power & Light Office	212 N Segrave Street	c1945	Structure	Not Evaluated	Ineligible for NRHP
VO5402	Daytona Beach Cold Storage	240 N Segrave Street	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5403	Motens Upholstery & Carpet	402 Dr. Mary M. Bethune Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5404	Steamatic Cleaning Service	312 N Segrave Street	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5564	Pioneer Wood Design	142 S Segrave Street	c1916	Structure	Not Evaluated	Ineligible for NRHP
VO5565	The Green House Restaurant	150 S Segrave Street	c1940	Structure	Not Evaluated	Destroyed
VO5570	Snows Glass & Mirror	403-413 W International Speedway Blvd	c1940	Structure	Not Evaluated	Ineligible for NRHP
VO5571	Dunn Lumber & Hardware	204 S Segrave Street	c1940	Structure	Not Evaluated	Potentially Eligible
VO5904	DB Water Softening Plant	220 Marion Street	1937	Structure	Not Evaluated	Potentially Eligible

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
VO5958	115-119 North Charles Street	115-119 N Charles Street	c1922	Structure	Not Evaluated	Ineligible for NRHP
VO5986	Robison's Motorcycles	508 W International Speedway Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5987	Daytona Bearing Supply	506 W International Speedway Blvd	c1924	Structure	Not Evaluated	Ineligible for NRHP
VO5988	New Mount Zion Baptist Church	515 Dr. Mary M. Bethune Blvd	c1940	Structure	Not Evaluated	Potentially Eligible
VO8606	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

### VO5988 – New Mount Zion Baptist Church



Figure 47. North façade of VO5988, facing southeast (PCI May 2010).

The New Mount Zion Baptist Church is located at 515 Dr. Mary M. Bethune Boulevard and was constructed in 1940. It is Romanesque Revival style religious structure. It features an irregular building plan, brick exterior, a gable roof, Tuscan columns, round stained glass window and an arched fanlight. It was originally recorded in 1994 but was never evaluated by the SHPO. This structure is being recommended by this survey as potentially eligible for listing on the NRHP under Criteria A and C as a good example of Romanesque Revival style church building which is still functioning as it was originally constructed.

Seven structures were newly recorded in the APE for Station Alternative 5. These were all recommended as ineligible for listing on the NRHP. The complete descriptions of these newly recorded structures which have not been previously discussed in other alternatives, can be found below. The following table details the newly recorded resource located along Daytona Beach Station Alternative 5.

**Table 16.** Newly Recorded Resources within the APE for Daytona Beach Station Alternative 5.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
VO9253	FP&L Loading Dock	132 N Segrave Street	c1955	Structure	Ineligible for NRHP
VO9254	FP&L Offices	132 N Segrave Street	c1951	Structure	Ineligible for NRHP
VO9255	Total Entertainment	501 W International Speedway Blvd	1950	Structure	Ineligible for NRHP
VO9256	229 Marion Street	229 Marion Street	c1940	Structure	Ineligible for NRHP
VO9262	414 Dr. Mary M. Bethune Blvd	414 Dr. Mary M. Bethune Blvd	1940	Structure	Ineligible for NRHP
VO9263	312 N Charles	312 N Charles Street	1956	Structure	Ineligible for NRHP
VO9264	Fellowship Union Church of God	520 Dr. Mary M. Bethune Blvd	1955	Structure	Ineligible for NRHP

### ***Alternative 5 Investigations Conclusions***

The general architectural landscape for Alternative 5 is commercial as well as industrial and contains elements directly related to the FEC railroad. The potential eligible resources in the APE for Alternative 5 include Dunn Lumber & Hardware (VO5571), Daytona Beach Water Softening Plant (VO5904) and New Mount Zion Baptist Church (VO5988). These resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line, and freight loading and unloading was part of the commercial draw for the two businesses. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Daytona Beach Station Alternative 5.

### **EVALUATION OF DAYTONA BEACH STATION ALTERNATIVES**

Five alternative station locations have been proposed for the Daytona Beach area. Only Alternative 4 requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form of a historic district listed on the NRHP. However, as much of this specific resource post-dates the development FEC rail, these visual and noise effects should

not be considered adverse. The noise from rail traffic in the vicinity of the Southwest Daytona Beach Black Heritage Historic District (VO7188) will represent an increase in the frequency of noise episodes but not an increase in volume, and as such should also not be considered an adverse effect. All five alternative station locations and their sidings are equally acceptable in terms of their lack of potential adverse impacts to cultural resources.

# TITUSVILLE STATION ALTERNATIVES

## ENVIRONMENTAL SETTING

### *Physiography*

The Titusville project area (Alternatives 1, 2, 3 and 4) lies in east central Florida within Brevard County. It is situated within the Central or Mid-Peninsular Zone of Florida, specifically along the eastern edge of the Atlantic Coastal Ridge (White 1970: Map 1-B). The Atlantic Coastal Ridge is a narrow ridge, 1.6 to 3.2 kilometers (1 to 2 miles) wide, that extends along the east coast of the Florida peninsula from the south shore of St. Mary's River at the Georgia state line to southwest of Miami in Dade County. Near the project area this portion of the Atlantic Coastal Ridge is composed of a series of relict beach ridges and bars parallel to the Atlantic Ocean. The topography within the project area is relatively flat with elevations ranging from 3.0 meters (10 feet) to 1.5 meters amsl (15 feet).

### *Hydrology*

Large quantities of surface water are available at many places in Brevard County. The St. Johns River throughout its length is a potential source of water while the series of lakes through which the river flows are natural reservoirs. The streams that flow eastward out of the Atlantic Coastal Ridge into the Indian River Lagoon are perennial and the lakes and sloughs within the ridge system also can be used to provide water supplies. Both non-artesian and artesian water is available in the county. The largest supply of artesian water in is the Floridan aquifer. This aquifer is the main source of irrigation water in Brevard. Many scattered artesian wells occur throughout the county (Huckle et al. 1974:4).

### *Soils*

A single soil association is mapped for the project area (Huckle et al. 1974:General Soil Map): Myakka-EauGallie-Immokalee. This association consists of "Nearly level, poorly drained soils, sandy throughout, or sandy to a depth of 40 inches (102 centimeters) and loamy below" (Huckle et al. 1974:8). Historically this soil association was made up of nearly level pine and palmetto flatwoods interspersed with low scrub oak ridges, small to large grassy ponds and sloughs, and swamps. Native vegetation in the flatwoods is mainly pine trees, saw-palmetto, and pine-land three-awn. Low ridges with communities of scrub oaks, pine-land three-awn, and scattered pines are more numerous near Indian River.

## LOCAL HISTORY

By the time of initial European contact, present-day Brevard County stretching from the Atlantic Coast and inland about 20 miles to the St. Johns River area was inhabited by the Ais

Indians (Milanich 1994). Perhaps the earliest contact with the Ais occurred in 1565 when the Frenchman, Jean Ribault, rescued two sailors who had been captives of the Ais for fourteen years. The Indian River area was on the fringes of Spanish activity, but played an important role due to its position at the mouth of the Straits of Florida, where a number of ships sailing to Spain were wrecked. Attack from the north by invading Indians and Englishmen literally drove the Ais into extinction. The Yamassee and Creek Indians foraged into the peninsula, and by 1750, Creeks were reported on the Indian River. By 1760, the only residents of the Indian River region were several Spaniards who annually established fishing quarters along the coast and a few Indians (Rouse 1951).

When the British took Florida from the Spanish in 1764, more than 3,000 Spanish colonists left the region. The English offered land grants to encourage settlement, and a few plantations were established between 1763 and 1775 along the Indian River; however, the outbreak of the American Revolution altered the development of British Florida (Schene 1976). By 1784, Spain had reclaimed the Florida territory. With the departure of the British, the population of East Florida fell to under 2,000 and numerous plantations were abandoned. To encourage agriculture in Florida, the Spanish began issuing land grants to anyone who would swear an oath of allegiance to Spain, even non-Catholics (Tanner 1963).

Florida became a United States territory in 1821 and was granted statehood in 1845. Fort Ann was established in 1837 and 1838 in the Titusville area during the Second Seminole War. The fort was used to protect the transportation route between the Mosquito Lagoon and the Indian River. This fort formed the original settlement in northern Brevard County. Douglas Dummett was an influential settler who developed the citrus industry in what was then called Mosquito County. Dummett grafted the Spanish sour-orange trees with the sweeter variety to produce a tree that was both hardy and sweet. This would later become the area of Indian River Citrus (Historic Property Associates, Inc. 1987).

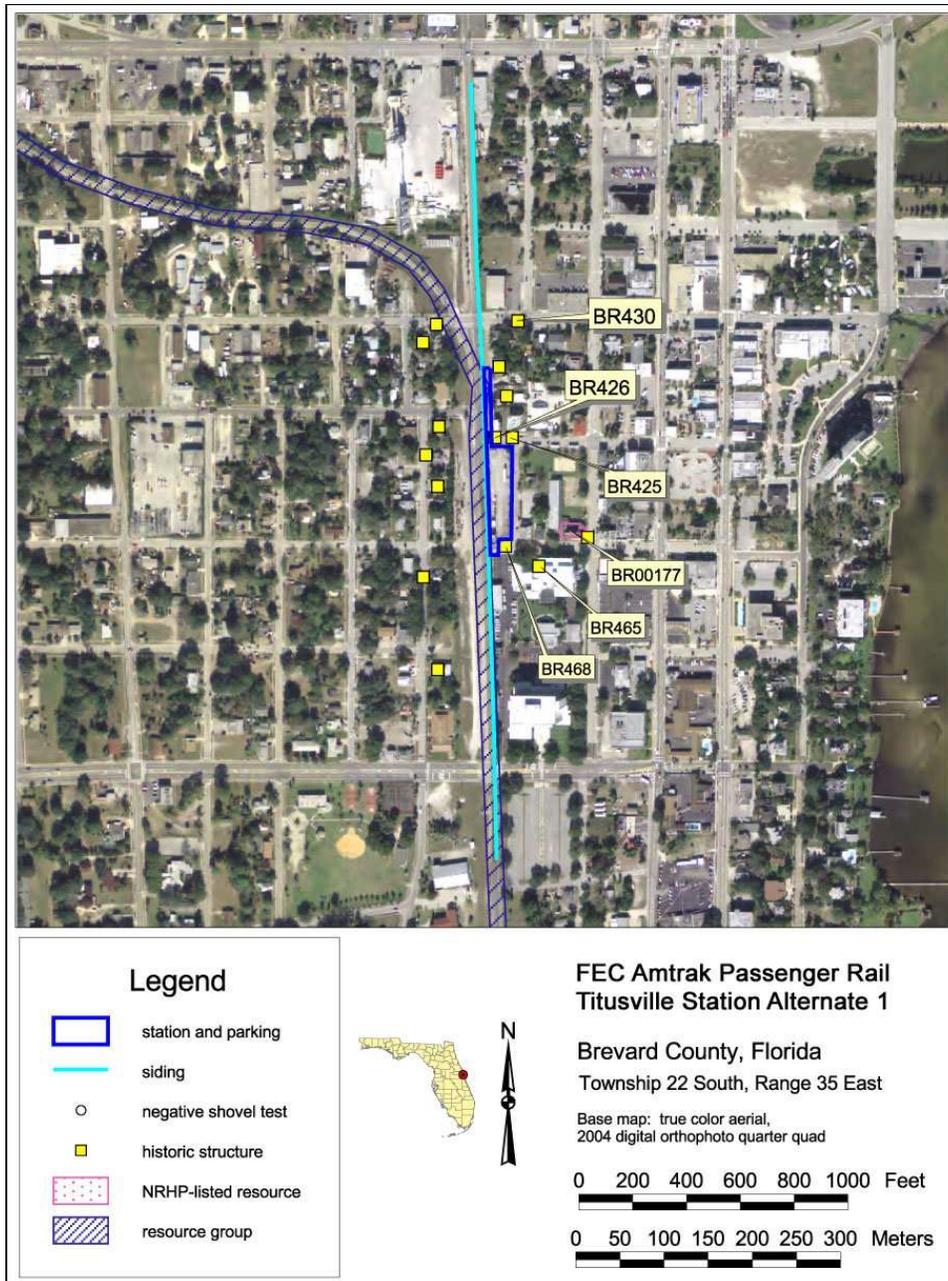
Titusville did not develop until 1867. The founder of Titusville, Colonel Henry T. Titus settled at Sand Point. In 1869, the rest of his family also settled in the area. Titus built a hotel called Titus House, establishing the only hotel in the county. In 1873, the post office name was changed from Sand Point to Titusville after Col. Titus. By 1879, Titusville was also voted the county seat. The advent of Henry Flagler's railroad increased the population of Brevard County as it did for most of Florida's east coast. With the dawning of cheaper and more accessible transportation, the area's population grew and tourism increased. The popularity of the area expanded throughout the land boom of the 1920s. However, this economic growth was stifled by the Great Depression and did not rebound again until after World War II and the creation of NASA and the Space Program (Historic Property Associates, Inc. 1987). The Naval Air Station and Space Program continue today to be important economically for the county.

## **RESEARCH DESIGN**

The research strategy for the Titusville Station Alternatives involved background investigation, a historic document search, and the field survey for historic sites, historic structures, and archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master

Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. The Brevard County Property Appraiser was also consulted to locate any structures in the vicinity which were 45 years old or older prior to commencement of the survey (Ford 2010). Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. Fieldwork was performed in those areas within and directly adjacent to the alternative station location, and included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility. Archaeological investigations were performed at the proposed alternative station locations and within right-of-ways for sidings whenever possible. In April and May 2010, PCI personnel visually inspected the study area for the potential station locations.

# RESULTS FOR TITUSVILLE ALTERNATIVE 1, SOUTH OF JULIA STREET, EAST OF FEC



**Figure 48.** Aerial map of the cultural resources in the vicinity of Alternative 1.

## *Archaeological Investigations*

The project area was surveyed on April 28, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. However, close surface inspection was conducted.

No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Thirteen previously recorded resources, including one linear resource and 12 historic structures, were found to be within the Area of Potential Effect for Station Alternative 1. Linear resource BR1870, the FEC Railroad, has been determined by the SHPO to be eligible for listing on the NRHP. BR177, the St. Gabriel’s Episcopal Church was listed on the NRHP on December 5, 1972. None of the other previously recorded structures were evaluated by the SHPO, but five of them were recommended by this survey as potentially eligible for the NRHP. Three of the previously recorded structures were found to have been demolished or removed. The following table details these previously recorded resources.

**Table 17.** Previously Recorded Resources within the APE for Titusville Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR177	St. Gabriel's Episcopal Church	414 S Palm Avenue	1887	Structure	NRHP-listed	NRHP-listed
BR377	411 Dummitt Avenue	411 Dummitt Avenue	1925	Structure	Not Evaluated	Ineligible for NRHP
BR378	507 Dummitt Avenue-A	507A Dummitt Avenue	c1910	Structure	Not Evaluated	Destroyed
BR379	507 Dummitt Avenue-B	507B Dummitt Avenue	c1930	Structure	Not Evaluated	Ineligible for NRHP
BR381	611 Dummitt Avenue	611 Dummitt Avenue	c1920	Structure	Not Evaluated	Destroyed
BR425	Hill Hotel and Apartments	422 Julia Street	1925	Structure	Not Evaluated	Potentially Eligible
BR426	428 Julia Street	428 Julia Street	c1905	Structure	Not Evaluated	Potentially Eligible
BR430	423 Main Street	423 Main Street	c1910	Structure	Not Evaluated	Potentially Eligible
BR431	427 Main Street	427 Main Street	c1915	Structure	Not Evaluated	Destroyed
BR432	511 Main Street	511 Main Street	c1925	Structure	Not Evaluated	Ineligible for NRHP

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
BR465	Brevard County Courthouse	506 S Palm Avenue	1912	Structure	Not Evaluated	Potentially Eligible
BR468	Titusville Train Station	420 Pine Street	1925	Structure	Not Evaluated	Potentially Eligible
BR1870	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

### BR177 – St. Gabriel’s Episcopal Church



Figure 49. North façade of BR177, facing south (PCI April 2010).

St. Gabriel’s Episcopal Church is located to the east of the FEC railroad at 414 South Palm Avenue. This church is the Gothic Revival style which was favored by Florida’s second Episcopal Bishop, Edwin Weed. For his promotion of this style and its specific use in construction of churches in Florida, it is named for him, the Bishop Weed Gothic Revival style. Constructed in 1887, on land donated by the founder of Titusville’s wife, this church is highly intact and still functioning as a house of worship. It is a modified cruciform plan with a cross gabled roof that is steeply pitched. It features pointed arch windows with stained glass from England, tracery, board and batten exterior and an adjoining bell tower. For its architectural significance and association with the early religious history of the City of Titusville, BR177 was listed on the NRHP on December 5, 1972.

## BR425 – Hill Hotel and Apartments



Figure 50. South façade of BR425, facing north (PCI April 2010).

The Hill Hotel and Apartments, located at 422 Julia Street, consist of a 3 story rectangular block with symmetrical massing, stucco walls, a parapet, vigas, bands of windows, and a full width enclosed entry porch. It is a representative example of a Mission style multi-family apartment dwelling with several façade alterations. It cost early Titusville entrepreneur Fred Hill \$25,000 in 1925 to have this building constructed by Otis Powell. As originally designed, it had six hotel rooms and nine apartments. It had a screened porch on the first floor (now enclosed) topped by an open sun deck. Its close proximity to the rail line would have made it easily accessible for tourists visiting the area. This building was originally recorded in 1987 but never evaluated by the SHPO. It is being recommended as potentially eligible for the NRHP under criteria C as it is a representative example of a Mission style building from the early settlement period of the City of Titusville and its association with early tourism in the region.

## BR426 – 428 Julia Street



Figure 51. South and west façades of BR426, facing northeast (PCI April 2010).

Structure BR426 is located at 428 Julia Street. It was constructed circa 1905 and consists of a rectangular block with symmetrical massing, stucco exterior, and a parapet. It is a good representative example of a Masonry Vernacular commercial building with several façade and fenestration alterations. It was occupied by early Titusville entrepreneur Fred Hill's Grocery Store in 1926, when he built the Hill Apartments and Hotel next door at 422 Julia Street (BR425) for \$25,000. This building was originally recorded in 1987 but was never evaluated by the SHPO. It is being recommended as potentially eligible for the NRHP under criteria C as it is a representative example of a Masonry Vernacular style commercial building from the early settlement period within the City of Titusville.

### **BR430 – 423 Main Street**



**Figure 52.** South façade of BR430, facing north (PCI April 2010).

Structure BR430 is located at 423 Main Street and was constructed circa 1910. It is a largely intact example of a Queen Anne style dwelling, with few alterations. Stylistically it features asymmetrical massing and fenestration, paired windows on forward facing gable, 2/2 double hung sash windows, a clipped gable, decorative verge-board, a wraparound porch and a cross gable roof. This structure was originally recorded in 1987 but was never evaluated by the SHPO. It is being recommended as potentially eligible for listing on the NRHP under Criteria C. Its significance derives from its intact land use pattern and as good representative example of an early-twentieth century Queen Anne style building.

## BR465 – Brevard County Courthouse



Figure 53. East façade of BR465, facing west (PCI April 2010).

The Brevard County Courthouse is located at 506 South Palm Avenue and was constructed in 1912. It is a Classical Revival Style governmental building with a pedimented portico, and a symmetrical façade. An elaborate cornice runs around the entire building and it has a pent roof with boxed eaves, modillions and a wide frieze band. Decorative diamond panels are carved into the soffit of the eaves. The frieze topping the portico matches that of the main block and is supported by Tuscan columns. It was constructed by Lightman, McDonald and Company with Hirshberg, Thompson and Earl Downs Construction Co. constructing the 1925 addition. This building was originally recorded in 1987 but has not been evaluated by the SHPO. It is being recommended as potentially eligible for the NRHP under criteria A and C as it is a highly intact Classical Revival style governmental building from the early settlement period within the City of Titusville with an intact land use pattern as it still houses county offices.

## BR468 – Titusville Train Station



Figure 54. South and east facades of BR468, facing northwest (PCI April 2010).

Structure BR468, Titusville Train Station, is located at 420 Pine Street. This highly intact Mission style station was constructed in 1928. Stylistic elements include: Rectangular plan, visually divided into three sections, tallest section with parapet and coping, rough stucco walls, simple round arched entries, oculus at roof line, and flat roof on lower sections. Titusville Station is recommended as potentially eligible for listing on the NRHP under Criteria A and C. Its significance derives from its intact land use pattern and as a good representative example of an early-twentieth century Mission style building, with a period of significance from 1928-present.

Six structures were newly recorded in the APE for Station Alternative 1. All of these were recommended as ineligible for listing on the NRHP. The table below details the newly recorded resources located along Titusville Station Alternative 1. Descriptions of these newly recorded structures follow.

**Table 18.** Newly Recorded Resources within the APE for Titusville Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
BR2591	313 Wilson Avenue	313 Wilson Avenue	1950	Structure	Ineligible for NRHP
BR2592	321 Wilson Avenue	321 Wilson Avenue	c1920	Structure	Ineligible for NRHP
BR2593	415 Dummitt Avenue	415 Dummitt Avenue	1952	Structure	Ineligible for NRHP
BR2594	405 Dummitt Avenue	405 Dummitt Avenue	1951	Structure	Ineligible for NRHP
BR2595	513 Main Street	513 Main Street	1944	Structure	Ineligible for NRHP
BR2599	United Christian Fellowship	609 Dummitt Avenue	1925	Structure	Ineligible for NRHP

### BR2591 – 313 Wilson Ave



**Figure 55.** North and east façades of BR2591, facing southwest (PCI April 2010).

Structure BR2591 is located at 313 Wilson Avenue. This Masonry Vernacular commercial building was constructed in 1950. Stylistic elements include: Rectangular plan, visually divided into three blocks, concrete block walls and flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

#### **BR2592 – 323 Wilson Ave**



**Figure 56.** North façade of BR2592, facing south (PCI April 2010).

Structure BR2592 is located at 323 Wilson Avenue. This Frame Vernacular residence was constructed circa 1920. Stylistic elements include: wood clapboard, gable roof, and several additions. Since this building lacks any historical association or distinguishing features and has been greatly altered it is being recommended as not eligible for listing on the NRHP.

#### **BR2593 – 415 Dummitt Ave**



**Figure 57.** South and west facades of BR2593, facing northeast (PCI April 2010).

Structure BR2593 is located at 415 Dummitt Avenue. This Ranch style residence was constructed in 1952. Stylistic elements include: Long and low proportions, side gable roof, concrete block walls. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

#### **BR2594 – 405 Dummitt Ave**



**Figure 58.** North and west facades of BR2594, facing southeast (PCI April 2010).

Structure BR2594 is located at 405 Dummitt Avenue. This Ranch/Frame Vernacular style residence was constructed in 1951. Stylistic elements include: Long and low proportions, jalousie windows and hipped roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

#### **BR2595 – 513 Main Street**



**Figure 59.** North and east façades of BR2595, facing southwest (PCI April 2010).

Structure BR2595 is located at 513 Main Street. This Frame Vernacular residence was constructed in 1944. Stylistic elements include: several alterations, faux half timbering on second story, exposed rafter tails and hipped roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2599 – United Christian Fellowship**



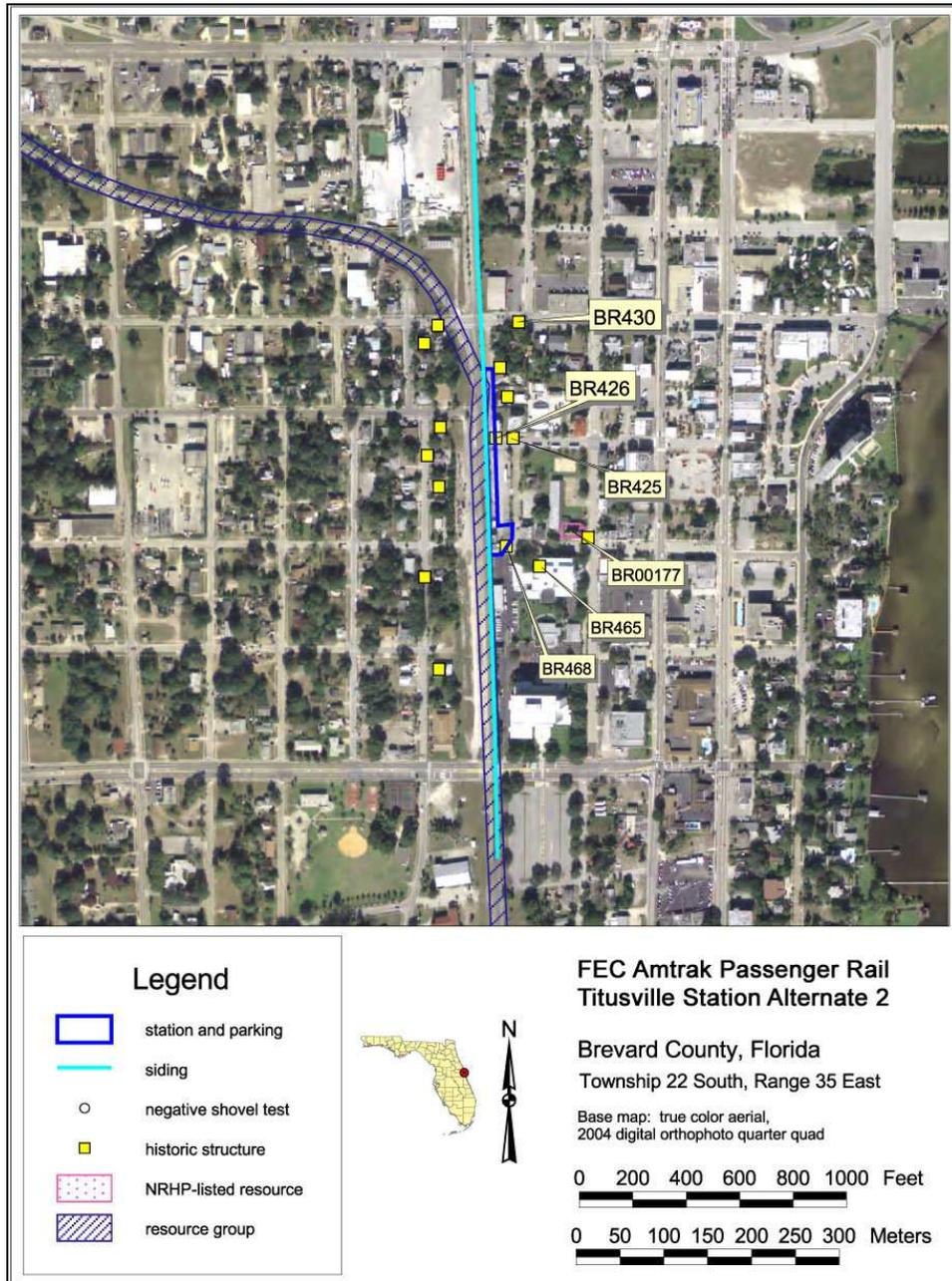
**Figure 60.** North and west façades of BR2599, facing southeast (PCI April 2010).

Structure BR2599, United Christian Fellowship, is located at 609 Dummitt Avenue. This Masonry Vernacular/Mission style building was constructed in 1925. Stylistic elements include: Rectangular plan, Mission parapet, central entry flanked by two elongated 1/1 double hung sash windows, stucco walls and gable roof. Since this building lacks any historical associations or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusion***

The general architectural landscape for Alternative 1 is residential and contains elements directly related to the FEC railroad, including the historic Titusville Train Station (BR468). St. Gabriel's Episcopal Church (BR177) is listed on the NRHP. Other potential eligible resources in the APE for Alternative 1 include Hill Hotel and Apartments (BR425), 428 Julia Street (BR426), 423 Main Street (BR430), and the Brevard County Courthouse (BR465). The courthouse predates the presence of a train station, but was built adjacent to the FEC railroad. The other resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line, and an operational train station was part of the neighborhood. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Titusville Alternative 1.

## TITUSVILLE ALTERNATIVE 2, NORTH OF PINE STREET, EAST OF FEC



**Figure 61.** Aerial map of the cultural resources in the vicinity of Alternative 2.

### *Archaeological Investigations*

The project area was surveyed on April 28, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located in an urban setting precluding subsurface testing. However, close surface inspection was conducted.

No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Thirteen previously recorded resources, including one linear resource, and 12 historic structures, were found to be within the Area of Potential Effect for Station Alternative 2. Linear resource BR1870, the FEC Railroad, has been determined by the SHPO to be potentially eligible for listing on the NRHP. BR177, the St. Gabriel’s Episcopal Church was listed on the NRHP on December 5, 1972. None of the other previously recorded structures were evaluated by the SHPO, but five of them were recommended by this survey as potentially eligible for the NRHP. Three of the previously recorded structures were found to have been demolished or removed. The adaptive reuse of the Titusville Train Station is proposed by this alternative. The following table details these previously recorded resources.

**Table 19.** Previously Recorded Resources within the APE for Titusville Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR177	St. Gabriel's Episcopal Church	414 S Palm Avenue	1887	Structure	NRHP-listed	NRHP-listed
BR377	411 Dummitt Avenue	411 Dummitt Avenue	1925	Structure	Not Evaluated	Ineligible for NRHP
BR378	507 Dummitt Avenue-A	507A Dummitt Avenue	c1910	Structure	Not Evaluated	Destroyed
BR379	507 Dummitt Avenue-B	507B Dummitt Avenue	c1930	Structure	Not Evaluated	Ineligible for NRHP
BR381	611 Dummitt Avenue	611 Dummitt Avenue	c1920	Structure	Not Evaluated	Destroyed
BR425	Hill Hotel and Apartments	422 Julia Street	1925	Structure	Not Evaluated	Potentially Eligible
BR426	428 Julia Street	428 Julia Street	c1905	Structure	Not Evaluated	Potentially Eligible
BR430	423 Main Street	423 Main Street	c1910	Structure	Not Evaluated	Potentially Eligible
BR431	427 Main Street	427 Main Street	c1915	Structure	Not Evaluated	Destroyed
BR432	511 Main Street	511 Main Street	c1925	Structure	Not Evaluated	Ineligible for NRHP
BR465	Brevard County Courthouse	506 S Palm Avenue	1912	Structure	Not Evaluated	Potentially Eligible
BR468	Titusville Train Station	420 Pine Street	1925	Structure	Not Evaluated	Potentially Eligible

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
BR1870	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

Six structures were newly recorded in the APE for Station Alternative 2 and were also recommended as ineligible for listing on the NRHP. All of these structures have been described above in Titusville Station Alternative 1. The following table details the newly recorded resources located along Titusville Station Alternative 2.

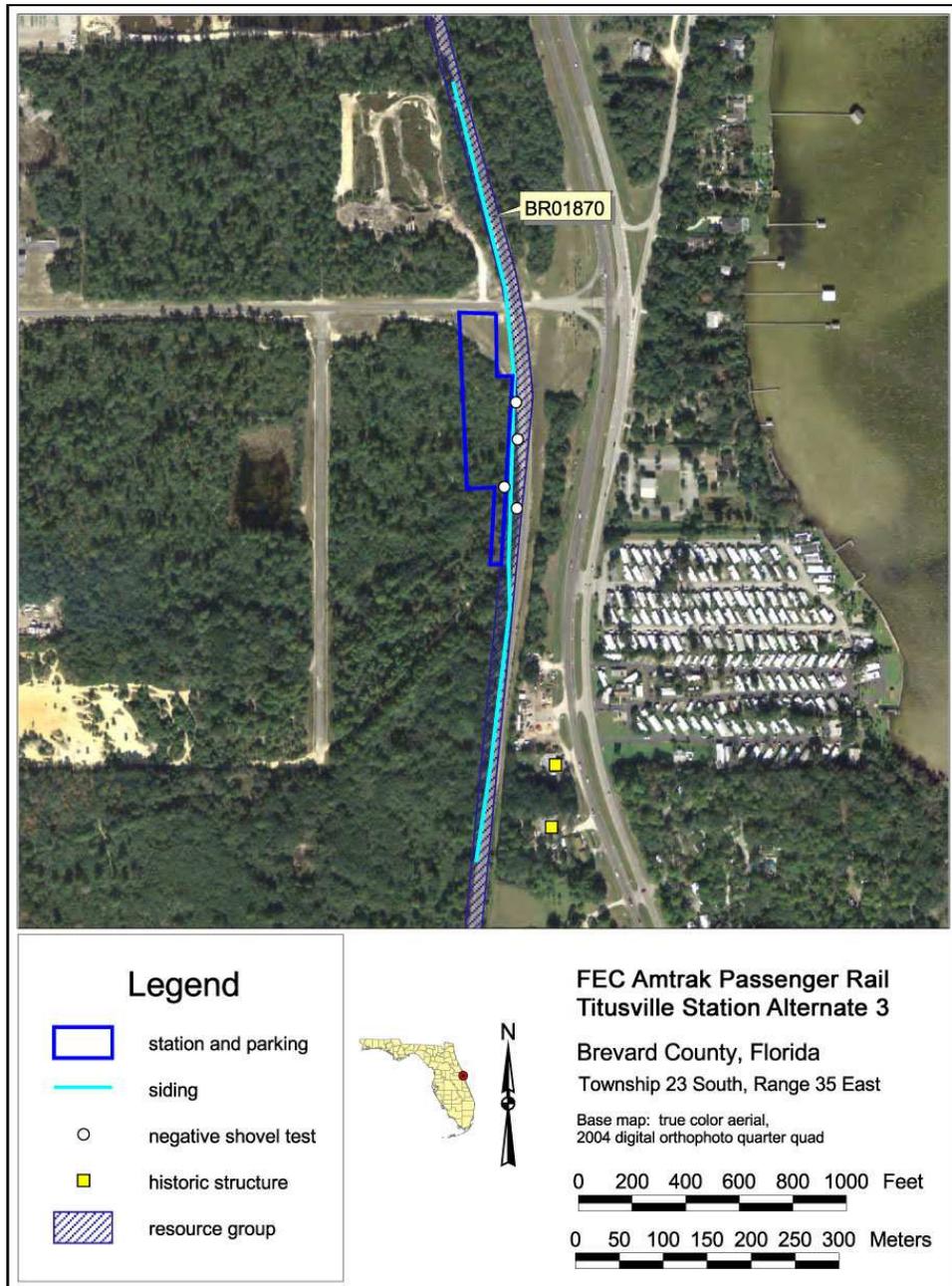
**Table 20.** Newly Recorded Resources within the APE for Titusville Station Alternative 2.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
BR2591	313 Wilson Avenue	313 Wilson Avenue	1950	Structure	Ineligible for NRHP
BR2592	321 Wilson Avenue	321 Wilson Avenue	c1920	Structure	Ineligible for NRHP
BR2593	415 Dummitt Avenue	415 Dummitt Avenue	1952	Structure	Ineligible for NRHP
BR2594	405 Dummitt Avenue	405 Dummitt Avenue	1951	Structure	Ineligible for NRHP
BR2595	513 Main Street	513 Main Street	1944	Structure	Ineligible for NRHP
BR2599	United Christian Fellowship	609 Dummitt Avenue	1925	Structure	Ineligible for NRHP

### ***Alternative 2 Investigations Conclusion***

The general architectural landscape for Alternative 2 is residential and contains elements directly related to the FEC railroad, including the historic Titusville Train Station (BR468). St. Gabriel’s Episcopal Church (BR177) is listed on the NRHP. Other potential eligible resources in the APE for Alternative 2 include Hill Hotel and Apartments (BR425), 428 Julia Street (BR426), 423 Main Street (BR430), and the Brevard County Courthouse (BR465). The courthouse predates the presence of a train station in the Alternative 2 APE, but was built adjacent to the FEC railroad. The other resources were constructed during an era when passenger service was a regular occurrence on the FEC rail line, and an operational train station was part of the neighborhood. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). Adaptive reuse of the Titusville Train Station for this alternative will require SHPO consultation and review, but this should not be considered a negative factor for the potential selection of this alternative. Rather, adaptive reuse of the historic train station is likely to enhance and preserve this presently underused and potentially threatened (by neglect) historic resource. No further investigation is recommended for the proposed Titusville Alternative 2.

# RESULTS FOR TITUSVILLE ALTERNATIVE 3, SPACE CENTER EXECUTIVE AIRPORT, WEST OF FEC



**Figure 62.** Aerial map of the cultural resources in the vicinity of Alternative 3.

## *Archaeological Investigations*

The project area was surveyed on April 28, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of 4 shovel tests were excavated within the project area, all of which were negative for cultural material. No previously

recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Only one previously recorded resource was found to be within the Area of Potential Effect for Station Alternative 3. Linear resource BR1870 is the FEC Railroad. It has been determined by the SHPO to be eligible for listing on the NRHP. The table below details this resource.

**Table 21.** Previously Recorded Resource within the APE for Titusville Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR1870	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

Two structures were newly recorded in the APE for Station Alternative 3. Both of these were recommended as ineligible for listing on the NRHP. The complete descriptions of these newly recorded structures can be found below. The following table details the newly recorded resources located along Titusville Station Alternative 3.

**Table 22.** Newly Recorded Resources within the APE for Titusville Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2596	American Legion Post 359	7260 US Hwy 1 South	1956	Structure	Ineligible for NRHP
BR2597	7220 US Hwy 1 South	7220 US Hwy 1 South	1958	Structure	Ineligible for NRHP

## BR2596 – American Legion Post 359



**Figure 63.** East and south façades of BR2596, facing northwest (PCI April 2010).

Structure BR2596, American Legion Post 359, is located at 7260 US Highway 1 South. This Masonry Vernacular commercial building was constructed in 1956. Stylistic elements include: Rectangular plan, stucco walls, and steeply pitched side gable roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## BR2597 – 7220 US Hwy 1 South



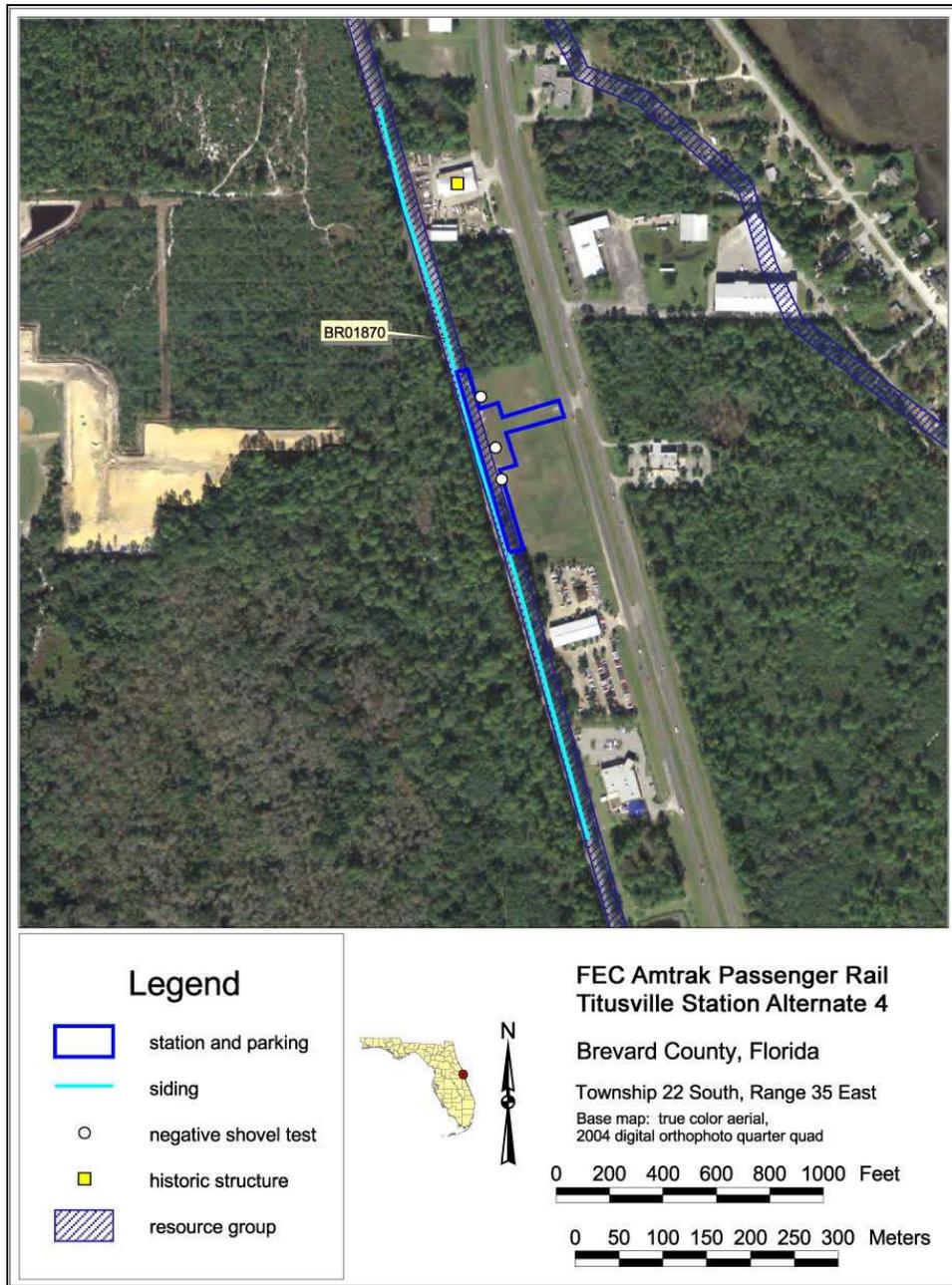
**Figure 64.** South façade of BR2597, facing north (PCI April 2010).

Structure BR2597, a commercial building, is located at 7220 US Hwy 1 South. This Frame Vernacular commercial building was constructed in 1958. Stylistic elements include low overall proportions, stucco and drop siding walls, flat roof and overhanging eaves. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 3 Investigations Conclusion***

The general architectural landscape for Alternative 3 is undeveloped or commercial properties. The only potentially eligible resource in the APE for Alternative 3 is the FEC railroad itself (BR1870). Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Titusville Alternative 3.

**RESULTS FOR TITUSVILLE STATION ALTERNATIVE 4, SOUTH OF S.R. 50 (NORTH OF NASA CAUSEWAY, EAST OF FEC)**



**Figure 65.** Aerial map of the cultural resources in the vicinity of Alternative 4.

***Archaeological Investigations***

The project area was surveyed on April 28, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of three shovel tests were excavated within the project area, all of which were negative for cultural material. No

previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Only one previously recorded resource was found to be within the Area of Potential Effect for Station Alternative 4. Linear resource BR1870, the FEC Railroad, has been determined by the SHPO to be eligible for listing on the NRHP. The following table details this resource.

**Table 23.** Previously Recorded Resource within the APE for Titusville Station Alternative 4.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR1870	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

One structure was newly recorded in the APE for Station Alternative 4. It was recommended as ineligible for listing on the NRHP. The complete description of this newly recorded structure can be found below. The following table shows the details of this resource.

**Table 24.** Newly Recorded Resources within the APE for Titusville Station Alternative 4.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2598	Stormwater & Underground	5220 US Hwy 1 South	1964	Structure	Ineligible for NRHP

### **BR2599 – Stormwater & Underground**



**Figure 66.** South and east façades of BR2598, facing northwest (PCI April 2010).

Structure BR2598, Stormwater and Underground, is located at 5220 South Washington Avenue. This Masonry Vernacular style commercial building was constructed in 1964. This is a utilitarian building and there are no stylistic elements. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 4 Investigations Conclusion***

The general architectural landscape for Alternative 4 is undeveloped or commercial properties. The only potentially eligible resource in the APE for Alternative 4 is the FEC railroad itself (BR1870). Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Titusville Alternative 4.

## **EVALUATION OF TITUSVILLE STATION ALTERNATIVES**

Four alternative station locations have been proposed for the Titusville area. Alternatives 1, 2, 3, and 4 have no significant cultural resource issues and, from this perspective, are equally suitable for selection as the preferred station location. Alternative 2 includes the Titusville Train Station. Adaptive reuse of the Titusville Train Station will require SHPO consultation and review, but this should not be considered a negative factor for the potential selection of this alternative. Rather, adaptive reuse of the historic train station is likely to enhance and preserve this presently underused and potentially threatened (by neglect) historic resource. Each alternative station location requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form of resources post-dating the development of the FEC rail line. These visual and noise effects should not be considered adverse. All alternative station locations and their sidings are equally acceptable in terms of their lack of potential impacts to cultural resources.

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# COCOA STATION ALTERNATIVES

## ENVIRONMENTAL SETTING

### *Physiography*

The Cocoa project area (Alternatives 1 and 2) lies in east central Florida within Brevard County. It is situated within the Central or Mid-Peninsular Zone of Florida, specifically along the eastern edge of the Atlantic Coastal Ridge (White 1970: Map 1-B). The Atlantic Coastal Ridge is a narrow ridge, 1.6 to 3.2 kilometers (1 to 2 miles) wide, that extends along the east coast of the Florida peninsula from the south shore of St. Mary's River at the Georgia state line to southwest of Miami in Dade County. Near the project area this portion of the Atlantic Coastal Ridge is composed of a series of relict beach ridges and bars parallel to the Atlantic Ocean. The topography within the project area is relatively flat with elevations averaging 9.1 meters amsl (30 feet).

### *Hydrology*

Large quantities of surface water are available at many places in Brevard County. The St. Johns River throughout its length is a potential source of water while the series of lakes through which the river flows are natural reservoirs. The streams that flow eastward out of the Atlantic Coastal Ridge into the Indian River Lagoon are perennial and the lakes and sloughs within the ridge system also can be used to provide water supplies. Both non-artesian and artesian water is available in the county. The largest supply of artesian water in is the Floridan aquifer. This aquifer is the main source of irrigation water in Brevard. Many scattered artesian wells occur throughout the county (Huckle et al. 1974:4).

### *Soils*

A single soil association is mapped for the project area (Huckle et al. 1974:General Soil Map): Paola-Pomello-Astatula. This association consists of "Nearly level to strongly sloping, excessively well drained and moderately well drained soils, sandy throughout" (Huckle et al. 1974:6). Historically this soil association was made up of undulating sand hills interspersed with small areas of flatwoods, grassy sloughs, and isolated wet depressions. In the sand hills the natural vegetation is sand pine, scrub live oak, turkey oak, scattered saw-palmetto, runner oak, grasses, and rosemary; in the flatwoods it is saw-palmetto, slash pine, longleaf pine, and pineland three-awn, or wiregrass; and in the sloughs and wet depressions, wetland grasses, sedges, and flags.

## LOCAL HISTORY

By the time of initial European contact, the Indian River area was inhabited by the Ais Indians (Milanich 1994). Perhaps the earliest contact with the Ais in the Indian River area occurred in 1565 when the Frenchman Jean Ribault rescued two sailors who had been captives of the Ais for fourteen years. Attack from the north by invading Englishmen and Indians literally drove the Ais into extinction. By 1760, the only residents of the Indian River region were several Spaniards who annually established fishing quarters along the coast and a few Indians (Rouse 1951).

Prior to the nineteenth century there was very little European settlement in Brevard County. Florida became a U.S. territory in 1821 and was granted statehood in 1845. In 1824, northeast Florida, including Brevard County, was designated Mosquito County (Huckle et al. 1974). As the citrus industry slowly grew, so too did the population of Mosquito County. Mosquito County was divided in 1884 with the area that would eventually be Brevard County falling into the newly formed St. Lucie County. In 1855, the county name was officially changed to Brevard after Judge Brevard, the state comptroller.

In the first half of the nineteenth century the Seminole Wars reached into the area. The Armed Occupation Act of 1842 enabled any man to claim 160 acres of land south of Gainesville and Palatka, under the condition that he live on the land for five years and cultivate at least five acres. This act led to the settlement of the area along the Indian River, primarily on the west side of the river near the abandoned Fort Pierce and as far south as Jupiter Inlet (Van Landingham 1988).

The city of Cocoa was founded by fishermen in the mid nineteenth century around a post office established at Magnolia Point. The origins of the city's name are not clear, however in 1895, the city of Cocoa was incorporated. The fledgling city had numerous setbacks to development, among them the destruction of the business district by fire in 1890 and the "Great Freeze" during the winter of 1894-1895 that destroyed the citrus crop and prompted Henry Flagler to extend his railroad line farther south.

In 1892, the Jacksonville, St. Augustine and Indian River Railroad, also known as the Florida East Coast Railroad, reached Cocoa. Part of the Flagler System of railroads, this railroad brought increased growth to Brevard County, including Cocoa. The local citrus industry grew, but was still periodically thwarted by severe freezes.

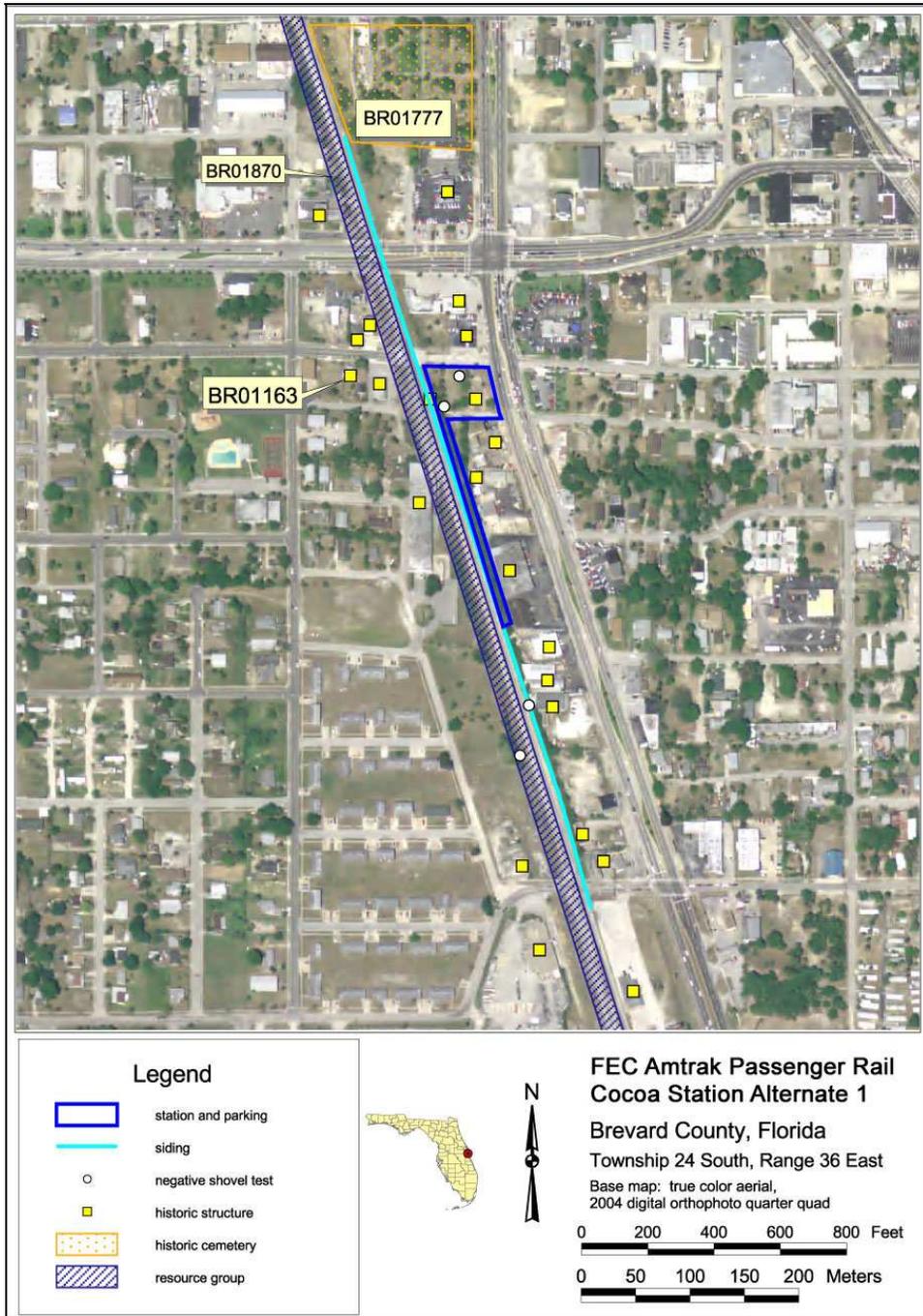
With the stock market crash of 1929, development across Florida, including in Cocoa, halted. It was not until after World War II that development in the area would begin to pick up again. The emergence of the fledgling space program at nearby Cape Canaveral was the biggest boost to Cocoa's development. The benefit of the area was the abundant land and nearby support facilities, including a nearby naval air station. Banana River Naval Air Station encompassed 1,822 acres and was activated in 1940. Deactivated in 1947, the base was re-activated in 1949 as Patrick Air Force Base due to the emergence of the "Cold War" following the end of World War II. The mission of the base was to serve as the headquarters for the Guided Missile Proving Ground, a new program that had been just signed to law. By the end of

the 1950s, prior to the launch of the first state probe, all the additional acreage had been purchased from private landowners, many of who moved to nearby locations, such as Cocoa, in Brevard County (Shofner 1995). In 1958, the National Aeronautics Space Administration (NASA) began operations out of the cape. The space program quadrupled the population from 1940 to 1960 as residents moved into the area and tourists came to witness the rocket and shuttle launches (Historic Property Associates, Inc. 1991).

## **RESEARCH DESIGN**

The research strategy for the Cocoa Station Alternatives 1 and 2 involved a background investigation, a historic document search, and the field survey for historic sites, historic structures, and archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. The Brevard County Property Appraiser was also consulted to locate any structures in the vicinity which were 45 years old or older prior to commencement of the survey (Ford 2010). Fieldwork was performed in those areas within and directly adjacent to the alternative station location, and included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility. Archaeological investigations were performed at the proposed alternative station locations and within right-of-ways for sidings. In April and May 2010, PCI personnel visually inspected the study area for the potential station locations.

**RESULTS FROM COCOA STATION ALTERNATIVE 1, SOUTH OF STONE STREET, EAST OF FEC**



**Figure 67.** Aerial map of the cultural resources in the vicinity of Alternative 1.

## ***Archaeological Investigations***

The project area was surveyed on April 27, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. A total of four shovel tests were excavated within the project area; two in the proposed platform area and two along the proposed siding (Figure 67). Close surface inspection was also conducted. However, no cultural material was recovered. No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

## ***Architectural Investigations***

Nine previously recorded resources, including one linear resource, one historic cemetery, and seven structures, were found to be within the APE for Station Alternative 1. Linear resource BR1870, the FEC Railroad, has been determined by the SHPO to be eligible for listing on the NRHP. The Cocoa Cemetery, BR1777, and the Mattie Lamar House, BR1163, were also recommended as potentially eligible for the NRHP. Three of the previously recorded structures were found to have been demolished or removed. The following table details these previously recorded resources.

**Table 25.** Previously Recorded Resources within the APE for Cocoa Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR1163	Mattie Lamar House	361 Stone Street	1917	Structure	Potentially NRHP Eligible	Potentially Eligible
BR1166	Old Freight House	312 Rosa L. Jones Blvd	c1910	Structure	Ineligible for NRHP	Ineligible for NRHP
BR1737	Cocoa Seed and Feed, Inc.	701 S Cocoa Blvd	c1920	Structure	Ineligible for NRHP	Ineligible for NRHP
BR1757	285 Lemon Street South	285 Lemon Street South	c1927	Structure	Ineligible for NRHP	Destroyed
BR1773	337 Stone Street	337 Stone Street	c1950	Structure	Ineligible for NRHP	Destroyed
BR1774	341 Stone Street	341 Stone Street	c1923	Structure	Ineligible for NRHP	Destroyed
BR1775	Mr. Henry's Player's House Pool Room	358 Stone Street	1940	Structure	Ineligible for NRHP	Ineligible for NRHP
BR1777	Cocoa Cemetery	Intersection of Peachtree Street and S Cocoa Blvd	1890	Cemetery	Potentially NRHP Eligible	Potentially Eligible

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
BR1870	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

### BR1163 – Mattie Lamar House



Figure 68. North façade of BR1163, facing south (PCI April 2010).

Structure BR1163, the Mattie Lamar House, is located at 361 Stone Street (Figure 2). This Queen Anne style residence was constructed ca. 1910. The garage was constructed at an unknown later date. Stylistic elements include: Irregular massing, full width single story porch, 2/2 windows, exposed rafter tails in forward facing gable, brick end chimneys and a cross gable roof. This building was previously determined by the SHPO to be potentially eligible for the NRHP. This survey finds this determination to still be accurate given that this is a highly intact Queen Anne style residence.

### BR1777 – Cocoa Cemetery

The Cocoa Cemetery is located at the southwest corner of the intersection of Peachtree Street and South Cocoa Boulevard. This cemetery was established in 1890 with burials dating back to 1885. It was originally owned by Adam and Sophie Dixon before it became a community cemetery owned by the City of Cocoa in March 11, 1930. It is still in use to this day and is well maintained. On October 25, 2001 it was determined by the SHPO to be potentially eligible for listing on the NRHP, specifically in the community planning and development area of historical significance, due to its association with the founding of the City of Cocoa.



**Figure 69.** Cocoa Cemetery, BR1777, facing northwest (PCI April 2010).

Fifteen structures were newly recorded in the APE for Station Alternative 1. All of these were recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Cocoa Station Alternative 1. Descriptions of these resources follow.

**Table 26.** Newly Recorded Resources within the APE for Cocoa Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
BR2572	335 Rosa L. Jones Blvd	335 Rosa L. Jones Blvd	1958	Structure	Ineligible for NRHP
BR2573	334 Rosa L. Jones Blvd	334 Rosa L. Jones Blvd	1960	Structure	Ineligible for NRHP
BR2574	Morton Salt Cocoa Facility	440 W Railroad Ave	1963	Structure	Ineligible for NRHP
BR2575	Oil of Joy Church Ministries	357 Stone Street	1962	Structure	Ineligible for NRHP
BR2576	358 Stone Street Residence	358 Stone Street	1961	Structure	Ineligible for NRHP
BR2577	Stone Funeral Home	516 W King Street	1951	Structure	Ineligible for NRHP
BR2578	FEC Freight House	317 Rosa L. Jones Blvd	1962	Structure	Ineligible for NRHP
BR2579	Floor Store	519 S Cocoa Blvd	1963	Structure	Ineligible for NRHP
BR2580	633 S Cocoa Blvd	633 S Cocoa Blvd	1954	Structure	Ineligible for NRHP
BR2581	501-511 S Cocoa Blvd	501-511 S Cocoa Blvd	1961	Structure	Ineligible for NRHP
BR2582	Haiti Donation Center	717 S Cocoa Blvd	c1953	Structure	Ineligible for NRHP
BR2583	Meineke Car Care Center	401 S Cocoa Blvd	1964	Structure	Ineligible for NRHP
BR2584	301 S Cocoa Blvd	301 S Cocoa Blvd	1962	Structure	Ineligible for NRHP
BR2585	AutoMacks	305 S Cocoa Blvd	1959	Structure	Ineligible for NRHP
BR2586	Mike Erdman's Truck Exchange	219 S Cocoa Blvd	1961	Structure	Ineligible for NRHP

## BR2572 – Cocoa Service Center



**Figure 70.** North façade of BR2572, facing south (PCI April 2010).

Structure BR2572, Cocoa Service Center, is located at 335 Rosa L. Jones Blvd. This Modern Style building was constructed in 1958. It appears to be a typical single story masonry Modern style structure with stucco walls and flat roof. There is one outstanding feature of the building, however, a carved low relief on the north façade. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## BR2573 – 334 Rosa L. Jones Blvd.



**Figure 71.** South and west façades of BR2573, facing northeast (PCI April 2010).

Structure BR2573 is located at 334 Rosa L. Jones Blvd. This Masonry Vernacular building was constructed in 1960. Stylistic elements include: Utilitarian structure, concrete block walls, and flat roof with overhanging eaves. Since this building lacks any historical

association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2574 – Morton Salt Cocoa Facility**



**Figure 72.** South and west façades of BR2574, facing northeast (PCI April 2010).

Structure BR2574, Morton Salt Cocoa Facility, is located at 440 West Railroad Avenue. This Masonry Vernacular style building was constructed in 1963. Stylistic elements include: Utilitarian structure, concrete block walls, garage bays for loading, and flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2575 – Oil of Joy Church Ministries**



**Figure 73.** North and east façades of BR2575, facing southwest (PCI April 2010).

Structure BR2575, Oil of Joy Church Ministries, is located at 357 Stone Street. This Masonry Vernacular building was constructed in 1962. Stylistic elements include: Rectangular

plan, stucco walls, quioning at corners, central entry and flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2576 – 358 Stone Street Residence**



**Figure 74.** South and east façades of BR2576, facing northwest (PCI April 2010).

Structure BR2576 is a residence located at 358 Stone Street and is associated with BR1775. This Masonry Vernacular residence was constructed in 1961. Stylistic elements include: Irregular shape, low proportions, stucco walls, 2/2 double hung sash windows, concrete sills, and hipped roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2577 – Stone Funeral Home**



**Figure 75.** South and east façades of BR2577, facing northwest (PCI April 2010).

Structure BR2577, Stone Funeral Home, is located at 516 West King Street. This Masonry Vernacular building was constructed in 1951. Massive circa 1980s front façade covered much of the building, with the portion of the structure dating to the 1950s is still visible at the rear. Since this building lacks any historical association or distinguishing features and has been greatly altered it is being recommended as not eligible for listing on the NRHP.

### **BR2578 – FEC Freight House**



**Figure 76.** North and east façades of BR2578, facing southwest (PCI April 2010).

Structure BR2578, the FEC Freight House, is located at 317 Rosa L. Jones Blvd. This Masonry Vernacular building was constructed in 1962. Stylistic elements include asymmetrical massing, a carport on north façade, brick stretcher bond, concrete sills and lintels, exposed rafter tails and a flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2579 – Floor Store**



**Figure 77.** South and east façades of BR2579, facing northwest (PCI April 2010).

Structure BR2579, the Floor Store, is located at 519 South Cocoa Blvd. This Masonry Vernacular building was constructed in 1963. Stylistic elements include: Curtain wall storefront, brick veneer, exposed rafter tails and shed roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

**BR2580 – 633 S. Cocoa Blvd.**



**Figure 78.** North and east façades of BR2580, facing southwest (PCI April 2010).

Structure BR2580 is located at 633 South Cocoa Blvd. This Prefabricated Quonset hut was erected in 1954. Stylistic elements include: corrugated metal walls and roof and a gable front shed with central garage bay. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

**BR2581 – 501-511 S. Cocoa Blvd.**



**Figure 79.** North and east façades of BR2581, facing southwest (PCI April 2010).

Structure BR2581, a strip shopping center, is located at 501-511 South Cocoa Blvd. This Masonry Vernacular shopping center was constructed in 1961. Stylistic elements include six storefronts, concrete block walls, some stucco on the exterior, and a flat roof. Since this strip shopping center lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2582 – Haiti Donation Center**



**Figure 80.** East façade of BR2582, facing west (PCI April 2010).

Structure BR2582, Haiti Donation Center, is located at 717 South Cocoa Blvd. This Frame Vernacular style commercial building was constructed circa 1953 as a train warehouse. Stylistic elements include located along rail line, rectangular plan, wood loading dock, two cargo bays, two single entry doors, and a side gable roof. Since this building lacks any distinguishing architectural features it is being recommended as ineligible for listing on the NRHP.

## BR2583 – Meineke Car Care Center



**Figure 81.** South and east façades of BR2583, facing northwest (PCI April 2010).

Structure BR2583, Meineke Car Care Center, is located at 401 South Cocoa Blvd. This Masonry Vernacular building was constructed in 1964 as a gas station. Stylistic elements include: Utilitarian building, modern pump shelter still remaining, concrete block walls and garage bays, and flat roof. Since this commercial structure lacks any historical association or distinguishing features and has been altered it is being recommended as not eligible for listing on the NRHP.

## BR2584 – 301 S. Cocoa Blvd.



**Figure 82.** North and east façades of BR2584, facing southwest (PCI April 2010).

Structure BR2584, a commercial building, is located at 301 South Cocoa Blvd. This Masonry Vernacular shopping center appears to have been constructed in 1962 as a motor court and then modified for commercial use. Stylistic elements include: asymmetrical massing, covered walkway along building, textile block wall, and stucco walls. Since this structure lacks

any historical association or distinguishing features and has been altered from its original configuration and use, it is being recommended as not eligible for listing on the NRHP.

### **BR2585 – AutoMacks**



**Figure 83.** South and east façades of BR2585, facing northwest (PCI April 2010).

Structure BR2585, AutoMacks, is located at 305 South Cocoa Blvd. This Masonry Vernacular building was constructed in 1959 and was most likely originally used as a gas station. Stylistic elements include: Rectangular plan, fixed sash display windows, and flat roof with mansard parapet. Since this building lacks any historical association or distinguishing features and has been greatly altered it is being recommended as not eligible for listing on the NRHP.

### **BR2586 – Mike Erdman’s Truck Exchange**



**Figure 84.** North and east façades of BR2586, facing southwest (PCI April 2010).

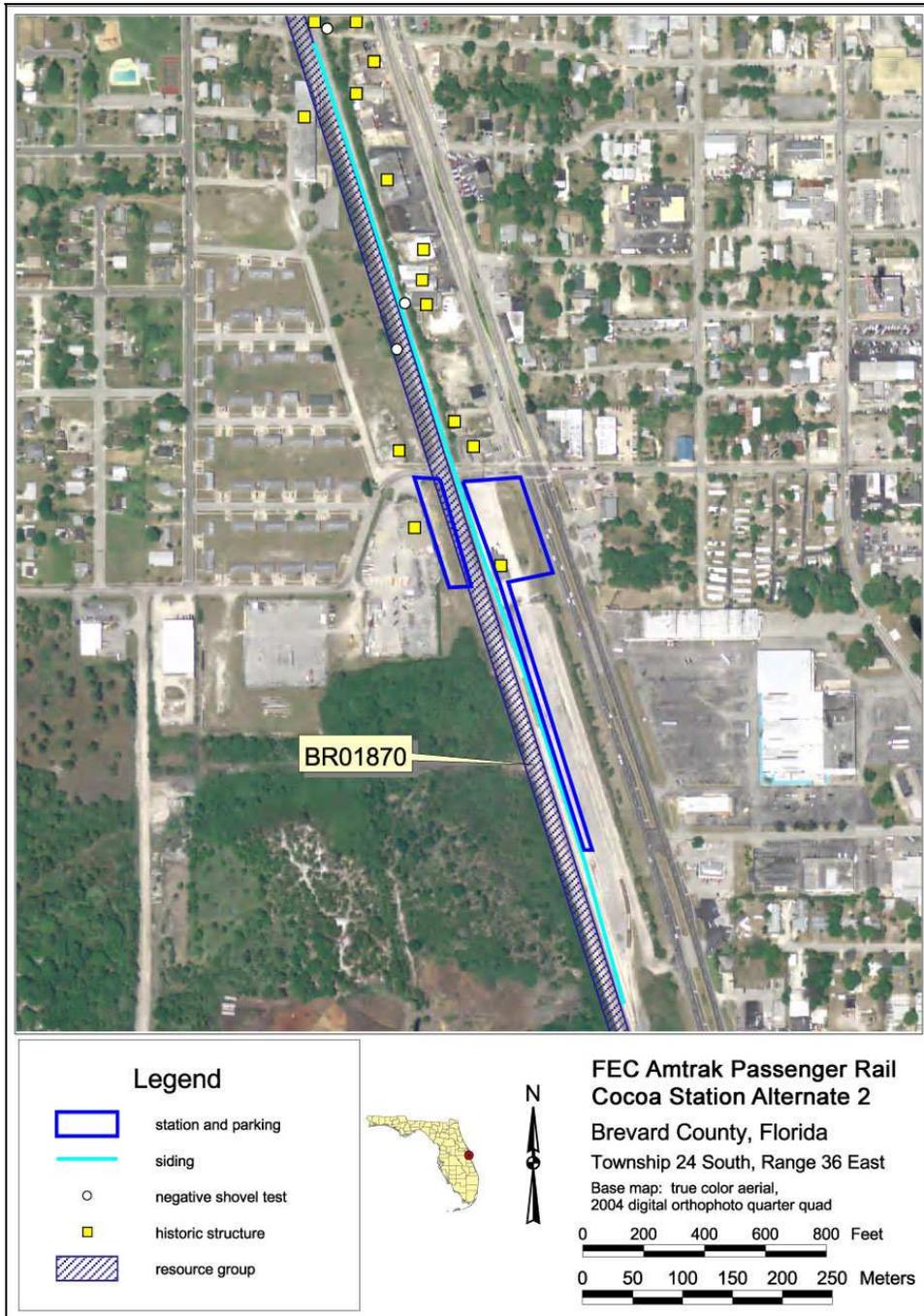
Structure BR2586, Mike Erdman’s Truck Exchange, is located at 219 South Cocoa Blvd. This Masonry Vernacular building was constructed in 1961. Stylistic elements include:

Rectangular plan, stucco walls, fixed sash display windows and flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. While several previously recorded resources are present in the APE for Alternative 1, including three that are considered potentially eligible for listing on the NRHP, these are largely related to development of the city following the arrival of the FEC railroad. Restoration of passenger service to the FEC rail line should not constitute an adverse effect to these resources, since such service was a part of their original historical settings. No further investigation is recommended for the proposed Cocoa Station Alternative 1.

# RESULTS FROM COCOA STATION ALTERNATIVE 2, SOUTH OF ROSA L. JONES BLVD, EAST OF FEC



**Figure 85.** Aerial map of the cultural resources in the vicinity of Alternative 2.

## ***Archaeological Investigations***

The project area was surveyed on April 27, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. Two shovel tests were excavated within the project area, both along the proposed siding. Close surface inspection was also conducted. However, no cultural material was recovered. No previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

## ***Architectural Investigations***

Four previously recorded resources, including one linear resource, and three historic structures, were found to be within the APE for Cocoa Station Alternative 2. Linear resource BR1870, the FEC Railroad, has been determined by the SHPO to be potentially eligible for listing on the NRHP. The three structures have been determined by the SHPO to be ineligible for the NRHP, and one of them, BR1757, has since been destroyed. The following table details these previously recorded resources.

**Table 27.** Previously Recorded Resources within the APE for Cocoa Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR1166	Old Freight House	312 Rosa L. Jones Blvd	c1910	Structure	Ineligible for NRHP	Ineligible for NRHP
BR1737	Cocoa Seed and Feed, Inc.	701 S Cocoa Blvd	c1920	Structure	Ineligible for NRHP	Ineligible for NRHP
BR1757	285 Lemon Street South	285 Lemon Street South	c1927	Structure	Ineligible for NRHP	Destroyed
BR1870	Florida East Coast Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Potentially NRHP Eligible	Potentially NRHP Eligible

Nine structures were newly recorded in the APE for Station Alternative 2. All of these were recommended as ineligible for listing on the NRHP. This alternative proposes the adaptive reuse of BR2578, FEC Freight House for a train station location. As this structure is historic, but is being recommended as ineligible for the NRHP, reuse should be considered beneficial for the preservation of this resource. The following table details the newly recorded resources located along Cocoa Station Alternative 2. Descriptions of these newly recorded structures have already been presented above in Alternative 1.

**Table 28.** Newly Recorded Resources within the APE for Cocoa Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2572	335 Rosa L. Jones Blvd	335 Rosa L. Jones Blvd	1958	Structure	Ineligible for NRHP
BR2573	334 Rosa L. Jones Blvd	334 Rosa L. Jones Blvd	1960	Structure	Ineligible for NRHP
BR2574	Morton Salt Cocoa Facility	440 W Railroad Ave	1963	Structure	Ineligible for NRHP
BR2578	FEC Freight House	317 Rosa L. Jones Blvd	1962	Structure	Ineligible for NRHP
BR2579	Floor Store	519 S Cocoa Blvd	1963	Structure	Ineligible for NRHP
BR2580	633 S Cocoa Blvd	633 S Cocoa Blvd	1954	Structure	Ineligible for NRHP
BR2581	501-511 S Cocoa Blvd	501-511 S Cocoa Blvd	1961	Structure	Ineligible for NRHP
BR2582	Haiti Donation Center	717 S Cocoa Blvd	c1953	Structure	Ineligible for NRHP
BR2583	Meineke Car Care Center	401 S Cocoa Blvd	1964	Structure	Ineligible for NRHP

### ***Alternative 2 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. Both previously recorded structures and all newly recorded structures present in the APE for Alternative 2 are recommended as ineligible for inclusion on the NRHP. The one resource that is considered potentially eligible by the SHPO is the FEC railroad corridor itself. Restoration of passenger service to the FEC rail line will constitute an adverse effect to this or any other resources. No further investigation is recommended for the proposed Cocoa Station Alternative 2. Further, adaptive reuse of the historic FEC Freight House, BR2578 should not be considered a negative factor for the potential selection of this alternative. Rather, adaptive reuse of the historic building is likely to enhance and preserve it.

### **EVALUATION OF COCOA STATION ALTERNATIVES**

Two alternative and overlapping station locations have been proposed for the Cocoa area. Alternatives 1 and 2 have no significant cultural resources issues and, from this perspective, are equally suitable for selection as the preferred station location. Each alternative station location requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form of residential or municipal resources recommended eligible or potentially eligible for listing on the NRHP. However, as these specific resources all post-date the development FEC rail, these visual and noise effects should not be considered adverse. Adaptive reuse of the historic FEC Freight House, BR2578 should not be considered a negative factor for the potential selection of Alternative 2. Rather, adaptive reuse of the historic building is likely to

enhance and preserve this historic resource. All alternative station locations and their sidings are equally acceptable in terms of their lack of potential impacts to cultural resources.

# MELBOURNE STATION ALTERNATIVES

## ***ENVIRONMENTAL SETTING***

### ***Physiography***

The Melbourne project area (Alternatives 1, 2, and 3) lies in east central Florida within Brevard County. It is situated in the Central or Mid-Peninsular Zone of Florida, specifically the Eastern Valley physiographic province (White 1970: Map 1-B). The Eastern Valley province encompasses portions of the Atlantic Coastal Ridge but near the project area the Ridge lies east of the Valley and is separated from it by Indian River. This province is a broad flat valley which extends about 90 miles southward from Geneva Hill, east of Sanford in Seminole County, to roughly Vero Beach in Indian River County. It varies in elevation from about 9.1 meters above amsl (30 feet), near Vero Beach, to 1.5 meters amsl (5 feet) or less near the St. Johns River. The topography within the project area is relatively flat with elevations ranging from 6.1 to 7.6 meters amsl (20 to 25 feet).

### ***Hydrology***

Large quantities of surface water are available at many places in Brevard County. The St. Johns River, throughout its length, is a potential source of water while the series of lakes through which the river flows are natural reservoirs. The streams that flow eastward out of segments of the Atlantic Coastal Ridge into the Indian River Lagoon are perennial and the lakes and sloughs within the Coastal Ridge system also can be used to provide water supplies. Crane Creek traverses Melbourne, and drains into the Indian River. Both non-artesian and artesian water is available in the county. The largest supply of artesian water in is the Floridan aquifer. This aquifer is the main source of irrigation water in Brevard. Many scattered artesian wells occur throughout the county (Huckle et al. 1974:4).

### ***Soils***

A single soil association is mapped for the project area (Huckle et al. 1974: General Soil Map): Paola-Pomello-Astatula. This association consists of “Nearly level to strongly sloping, excessively well drained and moderately well drained soils, sandy throughout” (Huckle et al. 1974:6). Historically this soil association was made up of undulating sand hills interspersed with small areas of flatwoods, grassy sloughs, and isolated wet depressions. In the sand hills the natural vegetation is sand pine, scrub live oak, turkey oak, scattered saw-palmetto, runner oak, grasses, and rosemary; in the flatwoods it is saw-palmetto, slash pine, longleaf pine, and pineland three-awn, or wiregrass; and in the sloughs and wet depressions, wetland grasses, sedges, and flags.

## **LOCAL HISTORY**

Two distinctly different settlements, Melbourne and Eau Gallie, developed along the natural harbors of the Indian River Lagoon in the late nineteenth century. The Indian River was vital to the early settlements as the only avenue of commerce and communication. The early settlers relied on the barge traffic north and south along the Indian River.

Although hunters had been using Crane Creek as an access point into the interior of the county for some time, the first permanent settlers recorded in Melbourne were three African American freedmen (Peter Wright, Baalam [or Bailum], and Allen Wright Brothers) who came to Crane Creek sometime in the early to mid 1870s (Shofner 1995). Peter Wright was called the “sailing mailman”, sailing regularly from Titusville to Malabar to deliver mail to riverside settlements. Kjerulff (1972:30) describes Peter Wright as “...literate, sharp, and dependable. He built a house on his lands at the crest of the bluff in Melbourne where he set out one of the earliest orange groves in the area. He held the mail contract between Melbourne and Cocoa”. Later, Wright sold his land holdings and moved to Cocoa (Kjerulff 1972). The first permanent Caucasian settlers to arrive in Melbourne, originally called “Crane Creek,” were the Clohechys (1874), the Bradleys (1875), Richard W. Goode (1877), and Cornwaite J. Hector who arrived from Australia in 1878. When the first post office was established in 1880, Goodes and Hector drew straws to determine the name of the settlement. Hector drew the long straw and renamed the growing settlement of Crane Creek in honor of the Australian city Melbourne (City of Melbourne 2010; Shofner 1995).

When Melbourne was incorporated in 1887, the population was about 70 people. A bridge was built over Crane Creek in the late 1880s. Before 1894, the nearest train stop was in EauGallie, but in that year the Melbourne and Atlantic Railroad (later the Florida East Coast Railroad) reached Melbourne. The city served as a transfer point for trains and steamships between the upper and lower portions of the Indian River (Shofner 1995).

In 1894 and 1895, hard freezes devastated the local citrus and pineapple industries. Fishing and cattle breeding became profitable in Melbourne in the 1900s. In 1900 the first road, a sand trail, between Eau Gallie and Melbourne was completed. Eau Gallie remained a distinct settlement until 1969 when it was consolidated into the City of Melbourne.

In 1919, a fire swept through Melbourne, destroying much of the business district along the riverfront south of the Bluff Walk (a local meeting place). After the fire, the business district was rebuilt to the west of Washington Avenue (US Highway 1). One of the early hotels in Melbourne was the Carleton Hotel, built by Emma Strawbridge, who was from upstate New York. The hotel was the center of Melbourne’s social life until it burned in 1925 (Kjerulff 1972:64).

During World War II, the Melbourne Naval Air Station was created at the Melbourne-Eau Gallie Airport (City of Melbourne 2010). Space exploration began in the 1950s and gained momentum in the 1960s. Industry started trending toward the space program, replacing the agricultural economy of Melbourne and Eau Gallie (Huckle et al. 1974).

## ***RESEARCH DESIGN***

The research strategy for the Melbourne Station Alternatives involved background investigation, a historic document search, and the field survey for historic sites, historic structures, or archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. Additionally, the Brevard County Property Appraiser was checked to determine if any of the structure in the vicinity were 45 years old or older (Ford 2010). Current soil surveys, vegetation maps and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. The review includes assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility in the areas within and immediately adjacent to the proposed development locations. In May 2010, PCI personnel visually inspected the study area for the potential station locations.

**RESULTS FOR MELBOURNE STATION ALTERNATIVE 1, MELBOURNE INTERNATIONAL AIRPORT, WEST OF FEC**



**Figure 86.** Aerial map of the cultural resources in the vicinity of Alternative 1.

***Archaeological Investigations***

The Melbourne Station Alternative 1 project area was surveyed on May 12, 2010 by Katherine Baar and José Peña under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area comprises the proposed development of Melbourne Station Alternative 1, located in Brevard County. A total of seven shovel tests were excavated within the project area, all of which were negative for cultural material (Figure 1). No previously recorded archaeological

artifacts or sites were documented within the project area, nor were any previously unrecorded archaeological resources identified during the current investigation.

### ***Architectural Investigations***

One resource, the Florida East Coast Railway (BR1870), was previously recorded within the APE for Melbourne Station Alternative 1. The SHPO has determined that BR1870 is eligible for listing in the NRHP.

**Table 29.** Previously Recorded Resources within the APE for Melbourne Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR1870	Florida East Coast Railway	N/A	19 <sup>th</sup> and 20th Century American	Linear Resource	Eligible	Eligible

Ten resources, all structures, were newly recorded in the APE for Station Alternative 1. All of these are recommended as ineligible for listing on the NRHP. The complete descriptions of these newly recorded structures can be found below. Table 30 details the newly recorded resources located along Melbourne Station Alternative 1.

**Table 30.** Newly Recorded Resources within the APE for Melbourne Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2606	South Brevard Branch Courthouse	51 Nieman Avenue	1959	Structure	Ineligible for NRHP
BR2607	202-204 Nieman Avenue	202-204 Nieman Avenue	1963	Structure	Ineligible for NRHP
BR2608	Osborne Apartments	216 Nieman Avenue	c1958	Structure	Ineligible for NRHP
BR2609	330 Nieman Avenue	330 Nieman Avenue	c1965	Structure	Ineligible for NRHP
BR2610	East Coast Tile and Terrazzo Supplies, Inc.	115 W Avenue D	c1958	Structure	Ineligible for NRHP
BR2611	Lifehouse	436 Nieman Avenue	1959	Structure	Ineligible for NRHP
BR2612	438 Nieman Avenue	438 Nieman Avenue	1957	Structure	Ineligible for NRHP
BR2613	Ferrazzano Design	432 Babcock Street	1958	Structure	Ineligible for NRHP
BR2614	Tedco Discount Electronics	437-439 S Babcock Street	1965	Structure	Ineligible for NRHP
BR2615	500 Wisteria Drive	500 Wisteria Drive	1956	Structure	Ineligible for NRHP

## BR2606 – South Brevard Branch Courthouse



**Figure 87.** Main façade of BR2606, facing northeast (PCI May 2010).

Structure BR2606, South Brevard Branch Courthouse, is located at 51 Nieman Avenue. This Masonry Vernacular style building was constructed in 1959. Stylistic elements include asymmetrical massing, gable entry portico, box eaves, roof overhang, flat roof, and modern rear addition. Because this building lacks historical associations or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## BR2607 – 202-204 Nieman Ave



**Figure 88.** East façade of BR2607, facing northwest (PCI May 2010).

Structure BR2607 is located at 202-204 Nieman Avenue. This Masonry Vernacular style building was erected in 1963. Stylistic elements include a rectangular plan, a shed-roof parapet supported by square posts, and a flat roof. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2608 – Osborne Apartments



**Figure 89.** BR2608, facing northwest (PCI May 2010).

Structure BR2608, Osborne Apartments, is located at 208 Nieman Avenue. This Masonry Vernacular building was constructed circa 1958. The multi-unit dwelling exhibits asymmetrical massing, motor court design, awnings, vinyl siding and a flat roof, as well as an intact garage-apartment block with four bays and a central entry (also constructed circa 1958). BR2608 lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2609 – 330 Nieman Avenue



**Figure 90.** BR2609, facing southwest (PCI May 2010).

Structure BR2609 is located at 330 Nieman Avenue. This Masonry Vernacular building was constructed circa 1965. The structure is a utilitarian multi-garage with a shed roof; the overhanging roof has had gutters added. One of the walls is partially constructed of wood. Since

this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2610 – East Coast Tile and Terrazzo Supplies, Inc.**



**Figure 91.** BR2610, facing northwest (PCI May 2010).

Structure BR2610, East Coast Tile and Terrazzo Supplies, Inc., is located at 115 West Avenue D. This Industrial style building was constructed circa 1958 to 1963. The southwestern, flat-roofed masonry portion of the structure appears to have been constructed by 1958, earlier than the corrugated metal addition. It has little stylistic detail aside from the front gable addition. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2611 – Lifehouse**



**Figure 92.** North and east façades of BR2611, facing south (PCI May 2010).

Structure BR2611, Lifehouse, is located at 436 Nieman Avenue. This Masonry Vernacular style building was constructed in 1959. It exhibits a single-story rectangular plan with little stylistic detailing. BR2611 lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2612 – 438 Nieman Ave**



**Figure 93.** BR2612, facing south (PCI May 2010).

Structure BR2612 is located at 438 Nieman Avenue. This Masonry Vernacular style building was constructed in 1957. Stylistic elements include a single-story rectangular plan, a flat roof with overhang, two single-leaf entries topped by awnings and a stucco exterior. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2613 – Ferrazzano Design**



**Figure 94.** BR2613, facing south-southwest (PCI May 2010).

Structure BR2613, Ferrazzano Design, is located at 432 Babcock Street. This Modern/Mediterranean style building was constructed in 1958. Stylistic elements include a Modern Mediterranean façade created through the use of applied and non-essential columns, porches, arched windows and cornices. This building lacks any distinguishing features and has many modern improvements so it is being recommended as not eligible for listing on the NRHP.

### **BR2614 – Tedco Discount Electronics**



**Figure 95.** Main façade of BR2614, facing northeast (PCI May 2010).

Structure BR2614, Tedco Discount Electronics, is located at 437-439 South Babcock Street. This Masonry Vernacular commercial building was constructed ca. 1965. Stylistic elements include a low profile, façade divided by plain pilasters, display windows, and a boxed eave across the front walkway. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2615 – 500 Wisteria Drive**



**Figure 96.** North façade of BR2615, facing south (PCI May 2010).

Structure BR2615 is located at 500 Wisteria Drive. This Modern/Ranch style residence was constructed in 1956. This structure features a side-gable roof with clapboard in the gable, stack stone, a partial-width porch and attached single-car garage. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing, excepting the FEC rail line itself. It has been previously determined that returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway. No further investigation is recommended for the proposed Melbourne Station Alternative 1.

**RESULTS FOR MELBOURNE STATION ALTERNATIVE 2, SOUTH OF U.S. 192 (JERNIGAN AVENUE), EAST OF FEC**



**Figure 97.** Aerial map of the cultural resources in the vicinity of Alternative 2.

***Archaeological Investigations***

The Melbourne Station Alternative 2 project area was surveyed on May 14, 2010 by Katherine Baar and Jose Peña, under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area comprises the proposed development of Melbourne Station Alternative 2, in Brevard County. Several prehistoric archaeological sites have been recorded in the general project vicinity, although these all occur on the banks of Crane Creek and the Indian River. No archaeological sites

were previously documented within or immediately adjacent to the project area. A total of eight shovel tests were excavated within the proposed development during the current investigation. As a result, one archaeological site, BR2670, was identified within the proposed station alternative location.

### **BR2670 – Jernigan Avenue Historic Scatter**



**Figure 98.** BR2670, facing southeast (PCI May 2010).

Archaeological site BR2670, The Jernigan Avenue Historic Scatter is located in Township 27 South, 37 East, Section 11, within Melbourne, Florida. US 1 lies immediately to the east, Irwin Street lies to the west, and Jernigan Avenue lies to the north of the site. This site was detected based on ground surface reconnaissance and subsurface testing of five shovel tests. Shovel tests were placed at 12.5-m to 25-m intervals within the proposed Melbourne Alternative 2 Station location.

Background research, including a review of the Melbourne East (USGS 1949 PR1980) quadrangle map, and historic aerials dating from the 1940s and 1950s (University of Florida PALMM Library 2006), indicates historic activity within the proposed station area. The quadrangle map indicates the presence of several structures along US 1 by 1949. Based on historic aerial images, land-clearing activity within the site area is apparent by 1943. What appear to be several small structures are shown on the 1951 images of the project area, with perhaps additional structures by 1958. One of the structures in the 1958 aerial image may have been present until sometime in the last decade. No structures have been recorded immediately within the project area, and no structures were observed in the proposed station area at the time of this survey.

BR2670 shows obvious signs of disturbance: the southern half of the site is occupied by a raised area of fill material, and is scattered with glass and building rubble, including brick fragments, tile and concrete. The southern end of the proposed station location is used as a parking area for a neighboring business. Shovel testing indicated variable stratigraphy, with notable subsurface disturbance. Glass and other debris were noted in this area, but were heavily intermixed with modern plastic and glass. It is assumed that some of the debris observed would

have been associated with historic activity indicated on the aerials and quadrangle map, although additional materials may have been imported with the fill soils.

In the northern portion of the site, two shovel tests were excavated at 12.5-m intervals within the proposed station area. This portion of the site is lower in elevation than the southern half, and includes oak and palm vegetation. One of the shovel tests produced one complete small medicine bottle and fragments of cut, butchered bone (non-human) from a depth of approximately 40 to 50 cmbs. The bottle measures approximately 11 cm x 3.5 cm x 1 cm, and exhibits a screw-top rim (though the cap is missing). Metal fragments and pieces of a glass jar were collected from approximately 80 to 90 cmbs. The jar fragments feature a patina and textured pattern. The entire rim was collected, which measures approximately 5.5 cm in diameter and would have been closed by a screw-top lid. An additional sample of iron fragments and glass was collected from the surface to 100 cmbs. The second shovel test in this area produced glass from approximately 30 to 80 cmbs, and 1.5-cm-thick tile from approximately 50 to 60 cmbs. The glass sample collected is dominated by brown sherds of varying degrees of curvature and thickness, with two sherds of flat, colorless glass.

**Table 31.** Material Recovered From BR2670.

FS	Lot	ST	Strat	Depth (cmbd)	Count	Weight (g)	Class	Material	Description
1	1	16	III	80-90	1(10)	91.56	kitchen	glass	colorless glass, jar with rim sherds, undulating textured pattern
1	2	16	III	80-90	4	24.62	building	metal	flat ferrous fragments, 2 bent at 90 degree angles
1	3	16	I-III	0-100	5	24.39	building	metal	unidentified ferrous fragments
1	4	16	I-III	0-100	1	32.07	building	metal	ferrous hardware with hole
1	5	16	II-III	+/-40	1	61.08	kitchen	glass	small medicine bottle-whole
1	6	16	II-III	40-50	3	27.94	faunal	bone	butchered bone, large mammal
1	7	16	I-III	0-100	1	4.02	kitchen	glass	colorless glass, slight curve, raised portion of writing/design-unidentifiable
2	1	20	I-III	30-80	1(8)	63.67	kitchen	glass	brown/amber glass, varying curvature & thickness
2	2	20	I-III	30-100	2	2.09	building	glass	colorless, flat window glass
2	3	20	II	50-60	1	73.73	building	ceramic	thick tile/plumbing terra cotta-flat rim, slight curve

The Jernigan Avenue Historic Scatter documents twentieth century activity in the project area. However, due to the unexceptional nature of the artifacts collected and observed, the level of site disturbance, and lack of significant historical affiliation to the site, it is in the opinion of PCI that BR2670 is not eligible for listing on the NRHP.

## Architectural Investigations

A total of six resources were previously recorded within the APE for Station Alternative 2. Among these are four structures, one linear resource, and one historic district. The SHPO has determined that two of these resources are potentially NRHP-eligible (structure BR1569 and the FEC Railway [BR1870]), and has not evaluated the remaining four resources. As a result of this survey, three of the six resources are being recommended as potentially eligible for listing on the NRHP: the Hopkins Union Cypress Sawmill District (BR2173); structure BR1569; and the FEC Railway (BR1870).

Three previously recorded structures within the APE are located within BR2173, the Hopkins Union Cypress Sawmill District the historic district. One of these structures, BR1569, is considered potentially NRHP-eligible. BR1713 and BR1570 have not been evaluated by the SHPO, but are being recommended as not individually eligible for listing on the the NRHP. Another structure, BR1530, outside of the district, has been destroyed. The following table details these resources.

**Table 32.** Previously Recorded Resources within the APE for Melbourne Station Alternative 2.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
BR1530	1301 Jernigan Avenue	1301 Jernigan Avenue	1926	Structure	Not evaluated	Destroyed
BR1569	Martha Hankins House of Triumph	2710 Main Street	c1912	Structure	Potentially NRHP Eligible	Potentially Eligible
BR1570	2610 Main Street (previously recorded as 2611 Main Street)	2610 Main Street	c1920	Structure	Not evaluated	Ineligible for NRHP
BR1713	2712 Main Street (previously recorded as 1105 East Church Street)	2712 Main Street	c1925	Structure	Not evaluated	Ineligible for NRHP
BR1870	Florida East Coast Railway	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible
BR2173	Hopkins Union Cypress Sawmill Historic District	N/A	1912-1932	Mixed District	Not evaluated	Potentially Eligible

## BR1569 – Martha Hankins House of Triumph



**Figure 99.** Southeast corner of BR1569, looking northwest (PCI May 2010).

Structure BR1569, the Martha Hankins House of Triumph, is located at 2710 Main Street. It has been evaluated by the SHPO as potentially eligible for listing on the NRHP. The Martha Hankins House of Triumph is a two-story Frame Vernacular structure located within the Hopkins Union Cypress Sawmill Historic District (discussed below). This structure may have been built as early as 1912, and was used as a hotel/boarding house for white workers for the Union Cypress Sawmill, a significant source of Melbourne's early development. The house still stands, but is falling into disrepair. An adjacent single-story residence, BR1713, has also been previously recorded. BR1713 lacks integrity and is not a contributing resource of the Hopkins Union Cypress Sawmill Historic District (BR2173). BR1713 is not being recommended for individual listing on the NRHP.

## BR2173 – Hopkins Union Cypress Sawmill Historic District



**Figure 100.** Main Street within BR2173, looking northwest (PCI May 2010).

BR2173, the Hopkins Union Cypress Sawmill Historic District, is bounded to the east by the Florida East Coast Railway, to the west by Grant Street, to the south by University Boulevard, and to the north by Line Street. This district was the site of Hopkins, a company-owned town inhabited by employees of the Union Cypress Sawmill. The town originated in 1912, and featured commercial and racially-divided residential areas for the mill's employees. Lumber from the saw mill was exported via the FEC Railway, and power from the town's plant provided Melbourne with electricity for the first time. Operations of the mill ceased in 1932 as a result of the Depression. Based on previous research, BR2173 is significant during the period from 1912 to 1932, in areas of ethnic heritage, community planning & development, social history, non-aboriginal archaeology, architecture, industry, transportation, engineering, science, and invention. Structure BR1569, the Martha Hankins House of Triumph, is a contributing resource to the district, and was visited during this survey. No contributing resources were newly recorded as a result of the current survey. Additional research and survey may result in the finding of more contributing resources, and, perhaps, an expansion of the period of significance. However, due to the limited scope of the current survey, which included only the eastern boundary of the district, additional settlement patterns were not assessed.

As a result of this survey, 37 historic resources (including 36 structures and one historic designed landscape) were newly recorded in the APE for Station Alternative 2. All of these are recommended as ineligible for listing on the NRHP. The complete descriptions of these newly recorded resources can be found below at the end of the Melbourne Architectural section. In addition, one archaeological site was recorded within the APE of this Alternative. The following table details the newly recorded resources located along Melbourne Station Alternative 2. Descriptions of these resources are found after the following table.

**Table 33.** Newly Recorded Resources within the APE for Melbourne Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2616	2425 Solana Street	2425 Solana Street	c1938	Structure	Ineligible for NRHP
BR2617	2511 Main Street	2511 Main Street	1963	Structure	Ineligible for NRHP
BR2618	2521 Main Street	2521 Main Street	1945	Structure	Ineligible for NRHP
BR2619	2523 Main Street	2523 Main Street	1960	Structure	Ineligible for NRHP
BR2620	2525 Main Street	2525 Main Street	1962	Structure	Ineligible for NRHP
BR2621	2603 Main Street	2603 Main Street	1958	Structure	Ineligible for NRHP
BR2622	2607 Main Street	2607 Main Street	1942	Structure	Ineligible for NRHP
BR2623	2609 Main Street	2609 Main Street	1953	Structure	Ineligible for NRHP
BR2624	2920 S Harbor City Boulevard	2920 S Harbor City Boulevard	1949	Structure	Ineligible for NRHP
BR2625	American Pump	2912 S Harbor City Boulevard	1920	Structure	Ineligible for NRHP
BR2626	2908 S Harbor City Boulevard	2908 S Harbor City Boulevard	1952	Structure	Ineligible for NRHP
BR2627	Lifeline Christian Center	2904 S Harbor City Boulevard	1949	Structure	Ineligible for NRHP
BR2628	Smove Cuts Barber Shop	2906 S Harbor City Boulevard	1949	Structure	Ineligible for NRHP
BR2629	2900 S Harbor City Boulevard	2900 S Harbor City Boulevard	1952	Structure	Ineligible for NRHP
BR2630	2818 S Harbor City Boulevard	2818 S Harbor City Boulevard	1946	Structure	Ineligible for NRHP
BR2631	2814 S Harbor City Boulevard	2814 S Harbor City Boulevard	1955	Structure	Ineligible for NRHP
BR2632	2808 S Harbor City Boulevard	2808 S Harbor City Boulevard	1955	Structure	Ineligible for NRHP
BR2633	Glenn's Tire	2726 S Harbor City Boulevard	C1950	Structure	Ineligible for NRHP
BR2634	Jackson's Electric & Melbourne Roofing	2638 S Harbor City Boulevard	1948	Structure	Ineligible for NRHP
BR2635	Smitty's Welding Shop	2526 S Harbor City Boulevard	1956	Structure	Ineligible for NRHP
BR2636	S & B Auto Repair	2530 S Harbor City Boulevard	1951	Structure	Ineligible for NRHP
BR2637	Florida Beer Company	2500 S Harbor City Boulevard	1959	Structure	Ineligible for NRHP
BR2638	1201 Line Street West (West Structure)	1201 Line Street West	1950	Structure	Ineligible for NRHP

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2639	1201 Line Street West (East Structure)	1201 Line Street West	1950	Structure	Ineligible for NRHP
BR2640	Florida Carpet	2490 S Harbor City Boulevard	1954	Structure	Ineligible for NRHP
BR2641	2408 Johnny Ellison Drive	2408 Johnny Ellison Drive	1955	Structure	Ineligible for NRHP
BR2642	Gloco Grocery	2637 S Harbor City Boulevard	1951	Structure	Ineligible for NRHP
BR2643	Buggs Funeral Home	2701 S Harbor City Boulevard	1955	Structure	Ineligible for NRHP
BR2644	Living God International Prophetic Ministries	2711 S Harbor City Boulevard	1954	Structure	Ineligible for NRHP
BR2645	2715 S Harbor City Boulevard	2715 S Harbor City Boulevard	1961	Structure	Ineligible for NRHP
BR2646	2702 Main Street	2702 Main St	1957	Structure	Ineligible for NRHP
BR2647	2700 Main Street	2700 Main St	1963	Structure	Ineligible for NRHP
BR2648	American Legion Post #191	2422 S Harbor City Boulevard	1954	Structure	Ineligible for NRHP
BR2664	Main Street / Carol Williams Glanton Park	2701 Main Street	c1964	Designed landscape	Ineligible for NRHP
BR2667	1209 Mill Street	1209 Mill Street	1963	Structure	Ineligible for NRHP
BR2668	2904 Main Street	2904 Main Street	1946	Structure	Ineligible for NRHP
BR2669	2912 Main Street	2912 Main Street	1946	Structure	Ineligible for NRHP
BR2670	Jernigan Avenue Historic Scatter	N/A	20 <sup>th</sup> Century	Archaeological Site	Ineligible for NRHP

### BR2616 – 2425 Solana Street



**Figure 101.** North and west façades of BR2616, facing southeast (PCI May 2010).

Structure BR2616 is located at 2425 Solana Street. This Frame Vernacular residence was constructed circa 1938, and has since been heavily altered. Additional research may prove that this resource has local significance. However, it has been altered from its original state and lacks distinguishing features. Therefore, structure BR2616 is being recommended as not individually eligible for listing on the NRHP.

### BR2617 – 2511 Main Street



**Figure 102.** South and west façades of BR2617, facing northeast (PCI May 2010).

Structure BR2617 is located at 2511 Main Street. This Ranch style residence was constructed in 1963. It exhibits a rectangular block plan, stucco walls, a partial-width porch, metal awnings, and side-gable roof. This structure is located on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features and is being recommended as not eligible for listing on the NRHP.

### **BR2618 – 2521 Main Street**



**Figure 103.** South and west facades of BR2618, facing northeast (PCI May 2010).

Structure BR2618 is located at 2521 Main Street. This Bungalow style residence was constructed in 1945. Stylistic elements include asymmetrical massing, cross hip roof and stucco walls. This structure is located on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features so it is being recommended as not eligible for listing on the NRHP.

### **BR2619 – 2523 Main Street**



**Figure 104.** South and west façades of BR2619, facing northeast (PCI May 2010).

Structure BR2619 is located at 2523 Main Street. This Masonry Vernacular/Ranch style residence was constructed in 1960. Stylistic elements include a rectangular block plan, a low-pitch side-gable roof, and a partial-width porch. The windows are boarded-up. This structure is

located on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. It is being recommended as not eligible for listing on the NRHP due to lack of distinguishing features.

### **BR2620 – 2525 Main Street**



**Figure 105.** South and west façades BR2620, facing northeast (PCI May 2010).

Structure BR2620 is located at 2525 Main Street. This Masonry Vernacular residence was constructed in 1962. Stylistic elements include asymmetrical massing, concrete block walls, a polygonal bay on the south façade, an attached carport, a textile block half-wall and cross-gable roof. A matching storage shed is also located on the property. It is on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features and is being recommended as ineligible for listing on the NRHP.

### **BR2621 – 2603 Main Street**



**Figure 106.** South and west façades BR2621, facing northeast (PCI May 2010).

Structure BR2621 is located at 2603 Main Street. This Ranch style residence was constructed in 1958. It features stucco walls, paired windows, ribbon windows, concrete sills, and a gable roof. This structure is located on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2622 – 2607 Main Street**



**Figure 107.** South and west façades of BR2622, facing northeast (PCI May 2010).

Structure BR2622 is located at 2607 Main Street. This Shotgun style residence was constructed in 1942. Stylistic elements include a long rectangular plan, an off-center entrance flanked by two windows, a full-height and -width front porch, and front-gable roof. This structure is located on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2623 – 2609 Main Street**



**Figure 108.** South and west façades of BR2623, facing northeast (PCI May 2010).

Structure BR2623 is located at 2609 Main Street. This Masonry Vernacular residence was constructed in 1953. Stylistic elements include concrete block walls, paired windows, and a flat roof. This structure is located on the eastern boundary of the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District’s documented period of significance. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2624 – 2920 South Harbor City Blvd**



**Figure 109.** Looking south-southwest at BR2624 (PCI May 2010).

Structure BR2624 is located at 2920 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1949. Stylistic elements include an irregular plan, garage bays, and a flat roof. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2625 – American Pump



**Figure 110.** BR2625, facing southeast (PCI May 2010).

Structure BR2625, American Pump, is located at 2912 South Harbor City Boulevard. This Masonry Vernacular building was constructed circa 1920. Stylistic elements include a rectangular plan, concrete block/corrugated metal walls, and side gable roof. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2626 – 2908 South Harbor City Blvd



**Figure 111.** North and east façades of BR2626, facing southwest (PCI May 2010).

Structure BR2626 is located at 2908 South Harbor City Boulevard. This Masonry Vernacular building was constructed circa 1952. Stylistic elements include a rectangular plan, stucco walls, and side gable roof. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2627 – Lifeline Christian Center



Figure 112. Main façade of BR2627, facing southwest (PCI May 2010).

Structure BR2627, Lifeline Christian Center, is located at 2904 South Harbor City Boulevard, and shares a tax parcel with BR2628. This Masonry Vernacular building was constructed in 1949. Stylistic elements include a rectangular plan with a gable roof, boxed eaves, and a small rear addition. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## BR2628 – Smove Cuts Barber Shop



Figure 113. BR2628, facing southwest (PCI May 2010).

Structure BR2628, Smove Cuts Barber Shop, is located at 2906 South Harbor City Boulevard, and shares a tax parcel with BR2627. This Masonry vernacular commercial building was constructed in 1949. Stylistic elements include the following: a false brick front that hides a hipped roof and creates window recesses; window sills; a small stoop; replacement windows, and

small side addition. Since this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **BR2629 – 2900 South Harbor City Blvd**



**Figure 114.** Main façade of BR2629, facing southwest (PCI May 2010).

Structure BR2629 is located at 2900 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1952. It features two distinct blocks: the southern portion has an exterior of concrete and stone, and the north has an exterior of stucco. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2630 – 2818 South Harbor City Blvd**



**Figure 115.** BR2630, facing southeast (PCI May 2010).

Structure BR2630 is located at 2818 South Harbor City Boulevard. This Frame Vernacular style structure was constructed in 1946. It shares a parcel with a modern two-story

commercial duplex. BR2630 serves as a garage, and features a rectangular plan, three bays, a flat roof, and metal and stucco siding. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2631 – 2814 South Harbor City Blvd**



**Figure 116.** BR2631, facing southwest (PCI May 2010).

Structure BR2631 is located at 2814 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1955. Stylistic elements include a rectangular block plan, storefront on main façade, stone veneer, parapet and partial dome awning. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2632 – 2808 South Harbor City Blvd**



**Figure 117.** BR2632, facing northwest (PCI May 2010).

Structure BR2632 is located at 2808 South Harbor City Boulevard. This Vernacular/Modern building was constructed in 1955. It features irregular massing with circa-1950s modern design elements. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2633 – Glenn’s Tire**



**Figure 118.** BR2633, facing south (PCI May 2010).

Structure BR2633, Glenn’s Tire, is located at 2726 South Harbor City Boulevard. This Masonry Vernacular building was constructed in two parts between 1943 and 1958, which were later connected at an unknown date. Stylistic elements include a U-shape plan, garage bays, and little decorative ornament. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2634 – Jackson’s Electric & Melbourne Roofing**



**Figure 119.** North and west façades of BR2634, facing south (PCI May 2010).

Structure BR2634, Jackson's Electric & Melbourne Roofing, is located at 2638 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1948. Stylistic elements include a shed parapet, fixed sash windows, and multiple storefronts. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2635 – Smitty's Welding Shop**



**Figure 120.** North and east façades of BR2635, facing southwest (PCI May 2010).

Structure BR2635, Smitty's Welding Shop, is located at 2526 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1956. Stylistic elements include a gable front, garage bays, and little decorative ornament. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2636 – S&B Auto Repair**



**Figure 121.** South and west façades of BR2636, facing northeast (PCI May 2010).

Structure BR2636, S & B Auto Repair, is located at 2530 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1951. It features stucco walls, buttresses, and few decorative elements. This building lacks historical association or distinguishing features and is being recommended as not eligible for listing on the NRHP.

### **BR2637 – Florida Beer Company**



**Figure 122.** South and east façades of BR2637, facing northwest (PCI May 2010).

Structure BR2637, Florida Beer Company, is located at 2500 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1959. It features concrete block walls, buttresses, a wrap porch, and steel brewing tanks. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2638 – 1201 Line Street West (West Structure)**



**Figure 123.** North and east façades of BR2638, facing southwest (PCI May 2010).

Structure BR2638, is located at 1201 Line Street West, and shares a tax parcel with BR2639. This Masonry Vernacular building was constructed in 1950. Stylistic elements include a rectangular plan, gable front, and attached carport. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

**BR2639 – 1201 Line Street West (East Structure)**



**Figure 124.** North and west façades BR2639, facing southeast (PCI May 2010).

Structure BR2639, is located at 1201 Line Street West, and shares a tax parcel with BR2638. This Masonry Vernacular commercial building was constructed in 1950. It features a rectangular plan that has subsumed an earlier gable-front building. This structure now has a flat-roofed addition with overhanging eaves. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

**BR2640 – Florida Carpet**



**Figure 125.** North and east façades of BR2640, facing southwest (PCI May 2010).

Structure BR2640, Florida Carpet, is located at 2490 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1954. It features a rectangular plan with little decorative element. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2641 – 2408 Johnny Ellison Drive**



**Figure 126.** South and east façades of BR2641, facing northwest (PCI May 2010).

Structure BR2641 is located at 2408 Johnny Ellison Drive. This Masonry Vernacular building was constructed in 1955. Stylistic elements include an irregular plan, concrete block walls, steel sash windows, and a flat roof. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2642 – Gloco Grocery**



**Figure 127.** West and south façades of BR2642, facing northeast (PCI May 2010).

Structure BR2642, Gloco Grocery, is located at 2637 South Harbor City Boulevard. This structure shares a tax parcel with a non-historic, gable-roofed, masonry structure. BR2642 is Masonry Vernacular building constructed in 1951. Stylistic elements include a rectangular plan, stucco/brick walls, and altered fenestration. The building lacks historical associations or distinguishing features and is being recommended as ineligible for listing on the NRHP.

### **BR2643 – Buggs Funeral Home**



**Figure 128.** South and west façades BR2643, facing northeast (PCI May 2010).

Structure BR2643, Buggs Funeral Home, is located at 2701 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1955. BR2643 exhibits modern additions and facades. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2644 – Living God International Prophetic Ministries, Inc.**



**Figure 129.** North and west façades of BR2644, facing southeast (PCI May 2010).

Structure BR2644, Living God International Prophetic Ministries, Inc., is located at 2711 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1954. This structure features an irregular plan, metal roof, and several additions. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

**BR2645 – 2715 South Harbor City Blvd**



**Figure 130.** BR2645, facing southwest (PCI May 2010).

Structure BR2645 is located at 2715 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1961. Stylistic elements include a square plan, hipped roof, overhanging eaves, and central entry flanked by two windows. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

**BR2646 – 2702 Main Street**



**Figure 131.** BR2646, facing south-southwest (PCI May 2010).

Structure BR2646 is located at 2702 Main Street, and shares a tax parcel with BR2647. This Masonry Vernacular/Ranch residence was constructed circa 1957. Stylistic elements include a rectangular plan, metal awnings, an attached single-car garage, a partial-width porch and a flat roof. This structure is located in the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2647 – 2700 Main Street**



**Figure 132.** Structure BR2647, facing northwest (PCI May 2010).

Structure BR2647 is located at 2700 Main Street, and shares a tax parcel with BR2646. This Masonry Vernacular residential duplex was constructed in 1963. It features a rectangular plan, side-gable roof, and overhanging eaves. This structure is located in the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2648 – American Legion Post #191



**Figure 133.** South and west façades of BR2648, facing northeast (PCI May 2010).

Structure BR2648, American Legion Post #191, is located at 2422 South Harbor City Boulevard. This Masonry Vernacular building was constructed in 1954. Stylistic elements include a rectangular plan, stucco walls, and a gable roof with parapet. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2667 – 1209 Mill Street



**Figure 134.** Looking south at BR2667 (PCI June 2010).

Structure BR2667 is located at 1209 Mill Street. This Masonry Vernacular building was constructed in 1963. It features a rectangular plan, a low profile and a flat roof with overhanging eaves on the main façade. The eastern portion of the structure is finished with stucco and faux brick, while the western portion is painted concrete block. This structure is located within the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the

District's documented period of significance. As this building lacks historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

#### **BR2668 – 2904 Main Street**



**Figure 135.** Looking west at BR2668 (PCI June 2010).

Structure BR2668 is located at 2904 Main Street. This Masonry Vernacular was constructed circa 1946. It features a rectangular plan, a front-facing gable roof with overhanging eaves, and symmetrical proportions. This structure is located within the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District's documented period of significance. As this building lacks historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

#### **BR2669 – 2912 Main Street**



**Figure 136.** Looking southwest at BR2669 (PCI June 2010).

Structure BR2669 is located at 2912 Main Street. This Frame Vernacular residence was constructed circa 1946. Architectural elements include a front-facing gable roof, and a gable-roofed porch at the entry on the main façade. The building also has an attached concrete block porch or sun room topped by a flat roof, which was added to the northwest façade of the residence. This structure has fallen into disrepair, and the windows and doors have been boarded. This structure is located within the Hopkins Union Cypress Sawmill Historic District (BR2173), but was constructed after the District’s documented period of significance. As BR2669 lacks historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **BR2664 – Main Street/Carol Williams Glanton Park**



**Figure 137.** Looking north at BR2664 (PCI 2010).

Historic landscape BR2664, the Main Street/Carol Williams Glanton Park, is located at 2701 Main Street. The park is bounded to the southeast by Jernigan Avenue, to the southwest by Main Street, to the northwest by residential property, and to the northeast by the FEC Railway. A plaque placed at the southernmost corner of the park indicates that it was originally called Main Street Park, and was part of the City Beautification Process between 1964 and 1966. The park was renamed in June 2000, in honor of Rev. Carol Williams Glanton, a prominent activist in Melbourne. She was born and raised in the boarding house (BR1569) across the street from the park, and died in 2009 (Neale 2009). Today, the park includes approximately 0.6 acres of maintained land, and features natural and planted vegetation, and a non-historic gazebo and playground. BR2667 is located in the Hopkins Union Cypress Sawmill Historic District (BR2173), but is not a contributing resource, as it was apparently planned after the currently accepted period of significance. In addition, the park is not directly associated with Rev. Carol Williams Glanton. Therefore, BR2664 is recommended as not eligible for listing on the NRHP.

## ***Alternative 2 Investigations Conclusion***

Alternative 2 represents the potential redevelopment of a formerly developed area. Archaeological deposits found at this alternative site represent the twentieth century use of the site but are not significant and are recommended as ineligible for NRHP listing. The Hopkins Union Cypress Sawmill Historic District is adjacent to the Alternative 2 APE. This district was developed concurrently with the rise of Melbourne. The FEC rail line was likely a contributing factor to the growth of the area as a whole. It was certainly a part of the historic landscape at the time the district was being established. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing, excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Melbourne Station Alternative 2.

**RESULTS FOR MELBOURNE STATION ALTERNATIVE 3, NORTH OF U.S. 192, EAST OF FEC**



**Figure 138.** Aerial map of the cultural resources in the vicinity of Alternative 3.

***Archaeological Investigations***

The Melbourne Station Alternative 3 project area was surveyed on May 11, 2010 by Katherine Baar and José Peña, under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area comprises the proposed development area of Melbourne Station Alternative 3, located in Brevard County. Several prehistoric archaeological sites have been recorded in the general project vicinity, although these all occur on the banks of Crane Creek and the Indian River. No

archaeological sites were previously documented within or immediately adjacent to the project area. A total of six shovel tests were excavated within the project area, all of which were negative for cultural material (Figure 3). As a result, no archaeological sites were identified during the current investigation.

### ***Architectural Investigations***

A total of 15 historic resources, including 14 structures and one linear resource, were previously recorded within the APE for Melbourne Alternative 3. Two of these resources have been evaluated by the SHPO: BR215, the Florida Power and Light Company Ice Plant, is NRHP-listed; and the BR1870, the FEC Railroad, has been determined to be eligible for listing on the NRHP. Although none of the other structures have been evaluated by the SHPO, the remaining 13 structures are recommended as ineligible for listing in the NRHP. It should be noted that two of these structures, BR1216 and BR1583, have been destroyed or otherwise removed from their original locations. The following table details the previously recorded resources located along Melbourne Station Alternative 3.

**Table 34.** Previously Recorded Resource within the APE for Melbourne Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
BR215	Florida Power and Light Company Ice Plant	1604 South Harbor City Boulevard	1927	Structure	NRHP-listed	NRHP-listed
BR1216	Nicholson House	1002 Palmetto Avenue	c1905	Structure	Not evaluated	Destroyed
BR1220	John Moser Upholstery	829 Lincoln Avenue	c1920	Structure	Not evaluated	Ineligible for NRHP
BR1221	1802 Tangerine Avenue	1802 Tangerine Avenue	c1920	Structure	Not evaluated	Ineligible for NRHP
BR1222	1804 Tangerine Avenue	1804 Tangerine Avenue	c1926	Structure	Not evaluated	Ineligible for NRHP
BR1410	Flatiron Building	927 New Haven Avenue	c1926	Structure	Not evaluated	Ineligible for NRHP
BR1420	Kemper's Food Store	918 E New Haven Avenue	1924	Structure	Not evaluated	Ineligible for NRHP
BR1422	Gourmet Galley	924 New Haven Avenue	1926	Structure	Not evaluated	Ineligible for NRHP
BR1424	Joel S. Moss Law Office	2007-2009 Melbourne Court	1922	Structure	Not evaluated	Ineligible for NRHP
BR1426	Decraform Products/Kay's Building	2001 Melbourne Court	c1926	Structure	Not evaluated	Ineligible for NRHP

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
BR1428	Cassette Carousel	1917-1929 Depot Drive	c1926	Structure	Not evaluated	Ineligible for NRHP
BR1430	Humanistic Growth Center	1007 Palmetto Avenue	c1926	Structure	Not evaluated	Ineligible for NRHP
BR1434	Christmas Cottage	1002 New Haven Avenue	c1898	Structure	Not evaluated	Ineligible for NRHP
BR1583	1610 Tangerine Street	1610 Tangerine Street	c1920	Structure	Not evaluated	Destroyed
BR1870	Florida East Coast Railway	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

### BR215 – Florida Power and Light Company Ice Plant



**Figure 139.** South and east facades of BR215, looking northwest (PCI May 2010).

Structure BR215, The Florida Power and Light Company Ice Plant, is an NRHP-listed resource. This structure is currently noted by the FMSF as having been destroyed. However, BR215, built in 1926 during Florida’s land boom, still stands along US 1 (Dixie Highway), east of the FEC Railway. The Industrial, Modernistic, two-story commercial building consists of a steel frame, tile block, and stucco. FP&L’s Ice Plant brought modern industry and progress to the small town of Melbourne; smaller industries, such as fishing and farming, benefited from the ice produced by the plant. BR215 is one of the last ice plants to be constructed by FP&L. This resource is significant in the areas of architecture, commerce and industry. BR215 exhibits some modern alterations, such as an addition to the rear of the structure. The building is currently used as an office complex.

A total of 17 structures were newly recorded in the APE for Station Alternative 3. None of these resources are recommended as eligible for listing in the NRHP. The following table

details the newly recorded resources located along Melbourne Station Alternative 3. Descriptions of these resources follow.

**Table 35.** Newly Recorded Resources within the APE for Melbourne Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
BR2649	1005 E Strawbridge Avenue	1005 E Strawbridge Avenue	1955	Structure	Ineligible for NRHP
BR2650	1008 E Strawbridge Avenue	1008 E Strawbridge Avenue	1958	Structure	Ineligible for NRHP
BR2651	Brownlie Funeral Home Residence	945 Lincoln Avenue	1942	Structure	Ineligible for NRHP
BR2652	Brownlie Funeral Home Duplex	949-951 Lincoln Avenue	1952	Structure	Ineligible for NRHP
BR2653	Brownlie Funeral Home Crematorium	1010 Palmetto Avenue	1960	Structure	Ineligible for NRHP
BR2654	Brownlie Funeral Home Main Building	1010 Palmetto Avenue	1945	Structure	Ineligible for NRHP
BR2655	East Coast Lumber	938 Lincoln Avenue	1930	Structure	Ineligible for NRHP
BR2656	Sun Plumbing	820 E Seminole Avenue	1956	Structure	Ineligible for NRHP
BR2657	Weather Engineers	812 E Seminole Avenue	1952	Structure	Ineligible for NRHP
BR2658	Florida's Blood Center	800 E Seminole Avenue	c1935	Structure	Ineligible for NRHP
BR2659	Southern Car Care	816 E Seminole Avenue	1964	Structure	Ineligible for NRHP
BR2660	914-916 Palmetto Ave	914-916 Palmetto Avenue	1962	Structure	Ineligible for NRHP
BR2661	Strawbridge Civic Center Condominium	907 E Strawbridge Avenue	c1925	Structure	Ineligible for NRHP
BR2662	928 E New Haven Avenue	928 E New Haven Avenue	c1935	Structure	Ineligible for NRHP
BR2663	936 E New Haven Avenue	936 E New Haven Avenue	c1925	Structure	Ineligible for NRHP
BR2665	2011 Melbourne Court	2011 Melbourne Court	1946	Structure	Ineligible for NRHP
BR2666	2013 Melbourne Court	2013 Melbourne Court	1939	Structure	Ineligible for NRHP

## BR2649 – 1005 East Strawbridge Ave



**Figure 140.** BR2649, facing northeast (PCI May 2010).

Structure BR2649 is located at 1005 East Strawbridge Avenue. This Masonry Vernacular building was erected in 1955. Stylistic elements include asymmetrical massing, stucco walls, an arched entry and flat roof. This building has been remodeled. BR2649 lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

## BR2650 – 1008 East Strawbridge Ave



**Figure 141.** Main façade of BR2650, facing northwest (PCI May 2010).

Structure BR2650 is located at 1008 East Strawbridge Avenue. This Craftsman style building was erected in 1958. Stylistic elements include symmetrical massing and fenestration, a first-story storefront, paired windows on the second story, and a hipped roof with wide overhanging eaves. Ancillary features include a carport, as well as a small, rectangular outbuilding, constructed of concrete block, and topped with a flat roof. This building lacks

historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2651 – Brownlie Funeral Home Residence**



**Figure 142.** Main façade of BR2651, facing southeast (PCI May 2010).

Structure BR2651, Brownlie Funeral Home Residence, is located at 945 Lincoln Avenue. This Masonry Vernacular structure was constructed in 1942. BR2651 appears to have served as a residence, but now shares a parcel with three other recorded structures associated with the Brownlie Funeral Home (BR2652, BR2653 and BR2654), and a modern garage. BR2651 includes the following architectural features: two front cross gables with decorative wood insets; exposed rafter tails on the primary roof; decorative shutters; and a front stoop topped by an overhanging roof-gable with a decorative wood inset. In addition, the structure is located amidst mature landscape. Since this building lacks any historical association or distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **BR2652 – Brownlie Funeral Home Duplex**



**Figure 143.** Main façade of BR2652, facing southeast (PCI May 2010).

Structure BR2652, Brownlie Funeral Home Duplex, is located at 949-951 Lincoln Avenue. This Modern style duplex residence was constructed in 1952. Architectural features include the following: a low profile; a flat roof with the double incised entryway accentuated by a secondary flat roof; and window sills and quioning in colored stone on the front façade. A carport has been added to one side and enclosed with lattice. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2653 – Brownlie Funeral Home Crematorium**



**Figure 144.** Northwest corner of BR2653, looking southeast (PCI May 2010).

Structure BR2653, Brownlie Funeral Home Crematorium, is located at 1010 Palmetto Avenue. This Masonry Industrial building was constructed in 1960. The nature of this building precludes most decorative elements, although along the roof line there is a decorative wood addition in a type of cornice. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## BR2654 – Brownlie Funeral Home Main Building



Figure 145. Structure BR2654, looking northwest (PCI May 2010).

Structure BR2654, Brownlie Funeral Home Main Building, is located at 1010 Palmetto Avenue. This Masonry Vernacular commercial building was originally constructed in 1945. The original structure has been subsumed by a Post-Modern stucco building with faux Mansard roofs, dormers, side gables, fixed glass block and metal windows, and a large, freestanding front gable porch. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## BR2655 – East Coast Lumber



Figure 146. Structure BR2655, facing northwest (PCI May 2010).

Structure BR2655, East Coast Lumber, is located at 938 Lincoln Avenue. This Frame/Masonry Vernacular style commercial building was constructed circa 1930. Architectural elements include a street-side step parapet, and an overhanging roof on both the original wood frame building and the masonry addition. Several metal ancillary buildings have been added throughout the property to house building materials as needed. Since this building lacks any

historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **BR2656 – Sun Plumbing**



**Figure 147.** South façade of BR2656, facing north-northwest (PCI May 2010).

Structure BR2656, Sun Plumbing, is located at 820 East Seminole Avenue. This Masonry Vernacular building was constructed in 1956. Stylistic elements include an irregular plan, central entry, a flat cantilevered lintel above windows and door, stucco walls and a flat roof. A frame/masonry warehouse was added to the northwest corner in 2007. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2657 – Weather Engineers**



**Figure 148.** BR2657 South and east façades, facing northwest (PCI May 2010).

Structure BR2657, Weather Engineers, is located at 812 East Seminole Avenue. This property shares a tax parcel with BR2658. According to the Brevard County Property Appraiser,

the parcel address is 1511 Waverly Place. This Quonset hut was erected in 1952. There is a masonry addition on the south façade. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### **BR2658 – Florida’s Blood Center**



**Figure 149.** Structure BR2658, looking south (PCI May 2010).

Structure BR2658, Florida’s Blood Center, is located at 800 East Seminole Avenue. This structure shares a tax parcel with BR2657. The Brevard County Property Appraiser address for the parcel is 1511 Waverly Place. This Masonry Vernacular commercial building was constructed circa 1935. Numerous additions, including a Neo-Classical façade, have been appended to what was once a fairly simple side-gable house. Since this building lacks any distinguishing features, it is being recommended as not eligible for listing on the NRHP.

### **BR2659 – Southern Car Care**



**Figure 150.** South and west façades of BR2659, facing northeast (PCI May 2010).

Structure BR2659, Southern Car Care, is located at 816 East Seminole Avenue. This Masonry Vernacular building was erected in 1964. Stylistic elements include a simple rectangular plan, an off-center entry flanked by two windows, and a flat roof. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2660 – 914-916 Palmetto Avenue**



**Figure 151.** South and east façades of BR2660, facing northwest (PCI May 2010).

Structure BR2660 is located at 914-916 Palmetto Avenue. This Masonry Vernacular building was erected in 1962. Stylistic features include an irregular plan, fixed sash windows, a recessed-entry storefront and corner entry doors, and overhanging eaves. This building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2661 – Strawbridge Civic Center Condominium**



**Figure 152.** North and east façades of BR2661, facing southwest (PCI May 2010).

Structure BR2661, the Strawbridge Civic Center Condominium, is located at 907 Strawbridge Avenue. This Neo-Classical style building was erected circa 1925. Stylistic elements include a rectangular plan, a modern first-story storefront, second-story paired windows, sills, arched lintels with keystone, cornice, and two stories with a two-tiered side balcony. This building has been altered and lacks historical association or distinguishing features. Therefore, BR2661 is being recommended as not eligible for listing on the NRHP.

#### **BR2662 – 928 East New Haven Ave**



**Figure 153.** South façade of BR2662, facing north (PCI May 2010).

Structure BR2662 is located at 928 East New Haven Avenue. This Modern building was constructed circa 1935. Stylistic elements include a modern façade with parapet. This building lacks any historical associations or distinguishing features and is being recommended as ineligible for listing on the NRHP.

#### **BR2663 – 936 East New Haven Ave**



**Figure 154.** South façade of BR2663, facing north (PCI May 2010).

Structure BR2663 is located at 936 East New Haven Avenue. This Masonry Vernacular structure was erected circa 1925. The building exhibits a Modern Classical façade created by the application of pilasters and a cornice. BR2663 may be locally significant for its part in the early development of Downtown Melbourne. However, this building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

#### **BR2665 – 2011 Melbourne Court**



**Figure 155.** Northwest façade of BR2665, facing southeast (PCI May 2010).

Structure BR2665 is located at 2011 Melbourne Court. This vernacular building was erected in 1946. Stylistic elements include a central recessed storefront, double-door entry, shed parapet, asphalt shingles and marble panel exterior. This building lacks historical association or distinguishing features and is being recommended as ineligible for listing on the NRHP.

#### **BR2666 – 2013 Melbourne Court**



**Figure 156.** Main façade of BR2666, facing southeast (PCI May 2010).

Structure BR2666 is located at 2013 Melbourne Court. This Masonry Vernacular building was constructed in 1939. Stylistic elements include a rectangular plan, side entry, multi-panel fixed sash display window, and cornice above the storefront and at the roofline. BR2666 may be locally significant for its part in the early development of Downtown Melbourne. However, this building lacks historical association or distinguishing features and is, therefore, being recommended as not eligible for listing on the NRHP.

### ***Alternative 3 Investigations Conclusion***

The general architectural landscape for Alternative 3 is mixed commercial and residential. Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Melbourne Station Alternative 3.

## **EVALUATION OF MELBOURNE STATION ALTERNATIVES**

Three alternative station locations have been proposed for the Melbourne area. Only Alternative 2 requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form of a historic district recommended potentially eligible for listing on the NRHP. However, as this specific resource post-dates the development FEC rail, these visual and noise effects should not be considered adverse. The noise from rail traffic in the vicinity of the historic Hopkins Union Cypress Sawmill Historic District (BR2173) will represent an increase in the frequency of noise episodes but not an increase in volume, and as such should also not be considered an adverse effect. All three alternative station locations and their sidings are equally acceptable in terms of their lack of potential adverse impacts to cultural resources.

# VERO BEACH STATION ALTERNATIVES

## ENVIRONMENTAL SETTING

### *Physiography*

The Vero Beach project area (Alternatives 1, 2, and 3) lies in east central Florida within Indian River County. It is situated in the Central or Mid-Peninsular Zone of Florida, along the eastern edge of the Atlantic Coastal Ridge (White 1970: Map 1-B). The Atlantic Coastal Ridge is a narrow ridge, 1.6 to 3.2 kilometers (1 to 2 miles) wide, that extends along the east coast of the Florida peninsula from the south shore of St. Mary's River at the Georgia state line to southwest of Miami in Dade County. Near the project area this portion of the Atlantic Coastal Ridge is composed of a series of relict beach ridges and bars parallel to the Atlantic Ocean that formed by wind and wave action along the shore (Wettstein et al. 1987:4). The topography within the project area is relatively flat with elevations averaging 3 meters amsl (10 feet).

### *Hydrology*

Indian River County has three main sources of waters: surface and ground water bodies, a shallow aquifer, and the Florida Aquifer (Wettstein et al. 1987:4). Blue Cypress Lake is the only large body of freshwater in the county. The Shallow Aquifer underlies most of the county. Water from it is generally of good quality and is the principal source for water for municipal and domestic use. The third major source of water for the county is the Florida aquifer which is found below the Shallow Aquifer. It is an artesian aquifer which is tapped for commercial irrigation. Its chloride concentration is relatively high.

### *Soils*

A single soil association is mapped for the project area: EauGallie-Odlsmar-Wabasso. This association consists of "Nearly level, poorly drained soils that have a dark sandy subsoil; some have a subsoils that is underlain by loamy material at a depth of less than 40 inches (102 centimeters), and some have a subsoil that is underlain by loamy material at a depth of more than 40 inches (102 centimeters)" (Wettstein et al. 1987:General Soil Map). These soils are found in broad areas of flatwoods and in scattered small wet depressions. These soils are mostly found in the eastern one-third of Indian River County. The natural vegetation is slash pine, live oak and laurel oak, saw palmetto, inkberry, fetterbush, wax myrtle, pineland three-awn, bluestems, and panicums (Wettstein et al. 1987:14).

## LOCAL HISTORY

By the time of initial European contact, the Indian River area was inhabited by the Ais Indians (Milanich 1994). Perhaps the earliest contact with the Ais in the Indian River area

occurred in 1565 when the Frenchman Jean Ribault rescued two sailors who had been captives of the Ais for fourteen years. Attack from the north by invading Englishmen and Indians literally drove the Ais into extinction. By 1760, the only residents of the Indian River region were several Spaniards who annually established fishing quarters along the coast and a few Indians (Rouse 1951).

In the first half of the nineteenth century the Seminole Wars reached into the area. The Armed Occupation Act of 1842 enabled any man to claim 160 acres of land south of Gainesville and Palatka, under the condition that he live on the land for five years and cultivate at least five acres. This act led to the settlement of the area along the Indian River, primarily on the west side of the river near the abandoned Fort Pierce and as far south as Jupiter Inlet (Van Landingham 1988).

In 1845, St. Johns County, the Indian River, and Alachua County formed the boundaries for the county of Brevard. In 1905, the legislature separated an area from Brevard County, which became known as St. Lucie County (Wettstein et al. 1987). For twenty years this division stood, but tenuously. The residents of Vero Beach were strongly in favor of separating from the rest of St. Lucie County, especially from Ft. Pierce, which exerted control over their community (St. John's River Water Management District 2010). They argued that taxes were unfairly distributed, with Ft. Pierce receiving more than its fair share, and that they were fined for the same offences from which Ft. Pierce residents enjoyed exemption. To settle this disagreement, Governor John W. Martin carved out the opposing portions of St. Lucie County to make two new counties. In 1925, Indian River County, named for the Indian River Lagoon, and Martin County, named for the governor, were formed, thus separating the disputing cities.

During and immediately after the Civil War, the east coast of Florida was only sparsely populated. Homesteaders began to arrive in increasing numbers in the late 1800s. In 1875 and 1876, the U.S. Life-Saving Service, one of the fore-runners to the U.S. Coast Guard, established a series of Houses of Refuge along Florida's East Coast to offer relief to shipwrecked persons within this sparsely populated region. One of the first of these was the Indian River House of Refuge located at Bethel Creek in present-day Vero Beach (Indian River Genealogical Society 2007; U.S. Coast Guard 2009).

The expansion of the Florida East Coast Railroad through Indian River County brought development and tourists to the area, as well as expanding the farming industry, which could transport crops more easily via train. Settlements developed along the railway stops, including Vero (HPA 1989). In 1909, Herman T. Zeuch, a real estate agent from Iowa, visited Vero, after which he hired the Rodgers Engineering Company of Daytona Beach to study the feasibility of drainage canals in Indian River County. The Indian River Farms Company, which was organized in 1912, set about draining the area around Sebastian and Vero for settlement and citrus production. In December 1912, the Indian River Farms Company began reclamation of about 45,000 acres along a 12-mile stretch of the Florida East Coast Railroad both north and south of Vero. The original drainage plan, completed in 1917, included 6.25 miles of main canal, 36 miles of lateral canals, 120 miles of sub laterals, and 26 miles of dikes. The Vero Drainage District took control of the drainage program of the Indian River Farms Company in 1917. In 1919, the Indian River Farms Drainage District took over, with more

authority for maintenance, rebuilding, and extension of the canal and drainage system (Indian River Genealogical Society 2007; Richards 1968).

Apart from agriculture, a major focus of the Indian River Farms Company was the development of the Vero area for settlement (HPA 1989). The Town of Vero was first laid out in 1913, and it was incorporated in 1919 (Richards 1968). The land boom was fully underway during this time, and the town rapidly grew during the 1920s. In an effort to further attract tourists, Vero was re-incorporated as Vero Beach in 1925. The Great Depression and some major hurricanes slowed growth within the area substantially, but the tourist industry kept the local economy alive (HPA 1989).

## **RESEARCH DESIGN**

The research strategy for the Vero Beach Alternative stations involved background investigation, a historic document search, and the field survey for historic sites, historic structures, and archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. Fieldwork was performed in those areas within and directly adjacent to the alternative station location, and included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility. Archaeological investigations were performed at the proposed alternative station locations and within ROW for sidings. In April and May 2010, PCI personnel visually inspected the study area for the potential station locations.

# RESULTS FOR VERO BEACH STATION ALTERNATIVE 1, SOUTH OF 19<sup>TH</sup> PLACE, WEST OF FEC

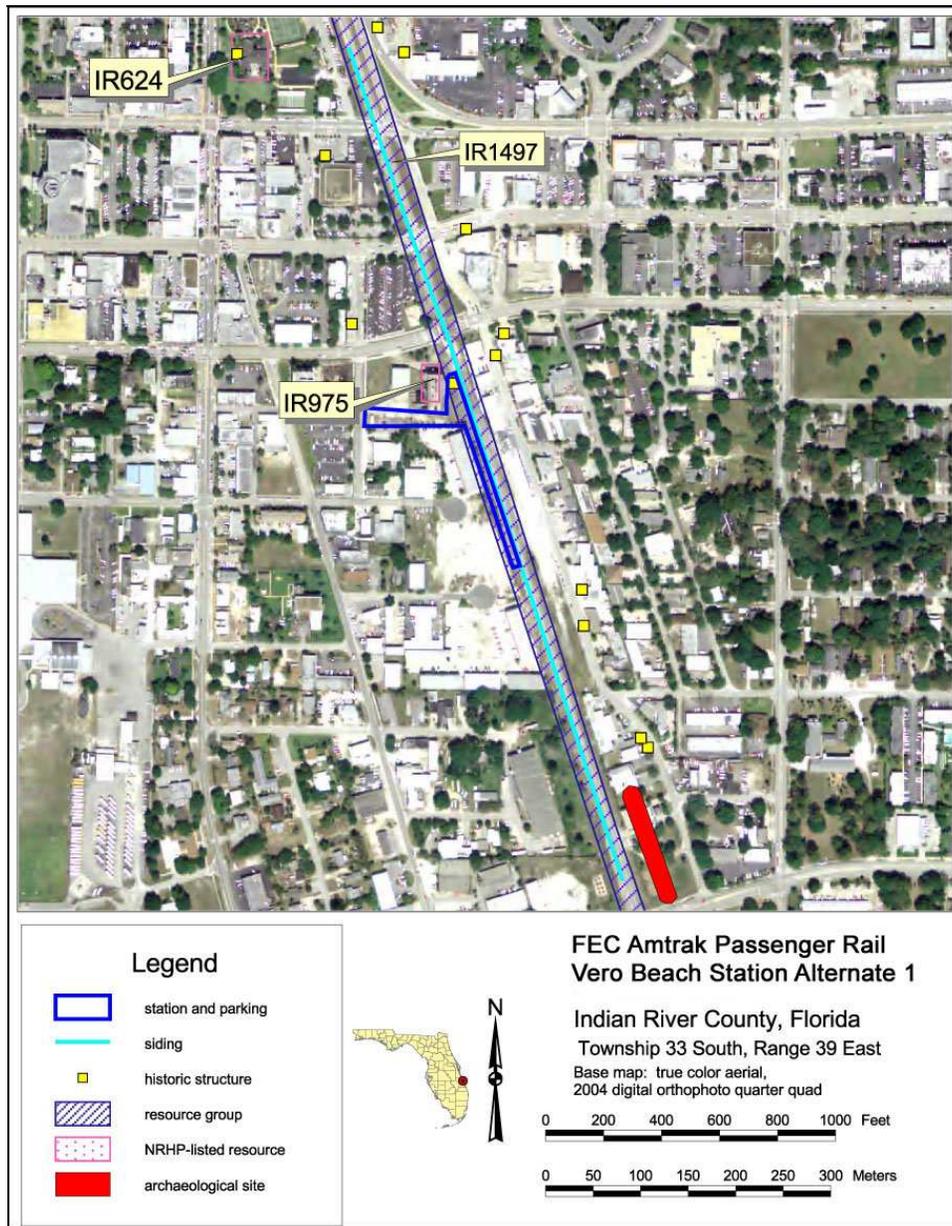


Figure 157. Aerial map of the cultural resources in the vicinity of Alternative 1.

## Archaeological Investigations

The project area was surveyed on May 5 and 6, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. No previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

## Architectural Investigations

Vero Beach Station Alternative 1 had four previously recorded structures and 11 newly recorded structures, as well as and one previously recorded archaeological site, within the project area. The following table lists the previously recorded resources that fall within the project area for Alternative 1.

**Table 36.** Previously Recorded Structures within the APE for Vero Beach Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
IR623	Buy Pawn Sell	2162 Commerce Avenue	c1935	Structure	Not Evaluated	Ineligible for NRHP
IR624	Old Vero Beach Community Building	2146 14 <sup>th</sup> Avenue	1924	Structure	NRHP-listed	NRHP-listed
IR975	Vero Beach Diesel Power Plant/Vero Municipal Power Plant	1246 19 <sup>th</sup> Street	1926	Structure	NRHP-listed	NRHP-listed
IR584	Barker Heating & Air Condition	1936 Commerce Avenue	c1915	Structure	Not Evaluated	Destroyed
IR1049	FEC Rail Road Platform Structural Remains	1700 block of Commerce Avenue	20 <sup>th</sup> Century	Archaeological Site	Non Evaluated	Ineligible for NRHP

### IR624 – Old Vero Beach Community Building



**Figure 158.** North façade, facing south (PCI May 2010).

Located at 2146 14<sup>th</sup> Avenue, the Old Vero Beach Community Building was constructed in 1935. It is a U-shaped Frame Vernacular municipal building that was constructed by the Works Progress Administration (WPA) during the Depression. Stylistically it features a balloon wood frame, stucco exterior, hip roof, and pocket windows. It was listed on the NRHP on January 19, 1993.

### **IR975 – Vero Beach Diesel Power Plant**



**Figure 159.** West façade, facing east (PCI May 2010).

The Vero Beach Diesel Power Plant is located at 1133 19<sup>th</sup> Place, and was constructed in 1926. It is Masonry Vernacular power plant constructed of brick and concrete. Its main room contains six large wells that housed the diesel generators, only one of which, an inoperable one dating to 1937, still remains. It is specifically related to the historical aspect of community planning and development for the City of Vero Beach. It stands as a good example of the forethought that the early city planners had in providing their community with a reliable source of electrical power. This helped early on to attract new residents and provide power for growing businesses, even through the Depression. It was listed on the NRHP on January 19, 1993.

The northern end of Vero Beach Station Alternative 1 overlaps the southern ends of Vero Beach Station Alternatives 2 and 3 slightly, so some of the newly recorded structures found in

Table 37 are also found the tables for Alternatives 2 and 3. Detailed descriptions of the newly recorded structures follow below the table.

**Table 37.** Newly Recorded Structures within the APE for Vero Beach Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
IR1465	Vero Beach U.S. Post Office	2050 13 <sup>th</sup> Avenue	1966	Structure	Ineligible for NRHP
IR1466	1204 19 <sup>th</sup> Place	1204 19 <sup>th</sup> Place	1950	Structure	Ineligible for NRHP
IR1467	Park's Rental	1230 16 <sup>th</sup> Street	1963	Structure	Ineligible for NRHP
IR1468	1759 Commerce Avenue	1759 Commerce Avenue	1950	Structure	Ineligible for NRHP
IR1469	Russell Payne, Inc.	1765 Commerce Avenue	1963	Structure	Ineligible for NRHP
IR1470	Vero Beach Firefighters	1816-1820 Commerce Avenue	1955	Structure	Ineligible for NRHP
IR1471	Schlitt Brothers Painting	1830 Commerce Avenue	1964	Structure	Ineligible for NRHP
IR1472	Commerce Glass	1956 Commerce Avenue	1962	Structure	Ineligible for NRHP
IR1473	1966 Commerce Avenue	1966 Commerce Avenue	1954	Structure	Ineligible for NRHP
IR1474	60 Minute Cleaners	1145 20 <sup>th</sup> Place	1950	Structure	Ineligible for NRHP
IR1475	1146 21 <sup>st</sup> Street	1146 21 <sup>st</sup> Street	1925	Structure	Ineligible for NRHP
IR1497	FEC Railroad	Indian River County	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear resource	Potentially Eligible

**IR1465 – Vero Beach U.S. Post Office**



**Figure 160.** South and west facades of IR1465, facing northeast (PCI May 2010).

Structure IR1465, the U.S. Post Office, is located at 2050 13<sup>th</sup> Avenue. This Masonry Vernacular building was constructed in 1966 (Figure 160). Stylistic elements include: Rectangular plan, one story main block, elongated full height fixed sash windows along all facades, stucco exterior, flat built-up roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

#### **IR1466 – 1204 12th Court**



**Figure 161.** South and east façades of IR1466, facing northwest (PCI May 2010).

Structure IR1466 is located at 1204 12<sup>th</sup> Court. This Masonry Vernacular building was constructed in 1965 (Figure 161). Stylistic elements include: Rectangular plan, one story main block, two story rear addition, metal mansard parapet running along the south and eat facades, stucco walls and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

#### **IR1467 – Park’s Rental**



**Figure 162.** South and east façades of IR1467, facing northwest (PCI May 2010).

Structure IR1467, Park's Rental, is located at 1230 16<sup>th</sup> Street. This Masonry Vernacular building as constructed in 1963 (Figure 162). Stylistic elements include: Rectangular plan, one story main block, step up entry, and side gable roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

#### **IR1468 – 1759 Commerce Avenue**



**Figure 163.** East façade of IR1468, facing west (PCI May 2010).

Structure IR1468 is located at 1759 Commerce Avenue. This Masonry Vernacular building was completed in 1950 (Figure 163). Stylistic elements include: Rectangular plan, gable front, central entry. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

#### **IR1469 – Russell Payne, Inc.**



**Figure 164.** East façade of IR1469, facing west (PCI May 2010).

Structure IR1469, Russell Payne, Inc., is located at 1765 Commerce Avenue. This Masonry Vernacular building was constructed in 1963 (Figure 164). Stylistic elements include an L-shaped overall plan, a cornice along the roofline, and a flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1470 – Vero Beach Firefighters**



**Figure 165.** West façade of IR1470, facing east (PCI May 2010).

Structure IR1470, the Vero Beach Firefighters, is located at 1816-20 Commerce Avenue. This Masonry Vernacular office plaza was constructed in 1955 (Figure 165). Stylistic elements include: rectangular plan, 3 storefronts, and side gable roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1471 – Schlitt Brothers Painting**



**Figure 166.** South and west façades of IR1471, facing northeast (PCI May 2010).

Structure IR1471, Schlitt Brothers Painting, is located at 1830 Commerce Avenue. This Masonry Vernacular commercial building was constructed in 1955. Stylistic elements include: rectangular plan, concrete block walls, flat roof, a heavily altered building. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1472 – Commerce Glass**



**Figure 167.** South and west façades of IR1472, facing northeast (PCI May 2010).

Structure IR1472, Commerce Glass, is located at 1956 Commerce Avenue. This Masonry Vernacular commercial building was construed in 1962. Stylistic elects include: Concrete block walls, textile block accent wall, flat roof and concrete cornice at roofline. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1473 – 1966 Commerce Avenue**

Structure IR1473 is located at 1966 Commerce Avenue. This Masonry Vernacular commercial building was constructed in 1954 (Figure 168). Stylistic elements include: Rectangular block, concrete block walls, and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.



**Figure 168.** North and west façades of IR1473, facing southeast (PCI May 2010).

### **IR1474 – 60 Minute Cleaners**



**Figure 169.** North façade of IR1474, facing south (PCI May 2010).

Structure IR1474, 60 Minute Cleaners, is located at 1145 20<sup>th</sup> Place. This Masonry Vernacular commercial building was constructed in 1954 (Figure 169). Stylistic elements include: Irregular plan and drive-thru. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

## IR1475 – 1146 21st Street



**Figure 170.** South and west façade of IR1475, facing northeast (PCI May 2010).

Structure IR1475 is located at 1146 21<sup>st</sup> Street. This Modern style commercial building was constructed in 1966 (Figure 170). Stylistic elements include: Modern design, metal sawtooth roof with wide overhangs supported by steel beams, fixed sash walls, and rear frame addition. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of Vero Beach Station Alternative 1 will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. Although two previously recorded structures present in the APE have been listed on the NRHP, these are related to development of the city following the arrival of the FEC railroad. Restoration of passenger service to the FEC rail line should not constitute an adverse effect to these resources, since such service was a part of their original historical settings. No further investigation is recommended for the proposed Vero Beach Station Alternative 1.

# RESULTS FOR VERO BEACH STATION ALTERNATIVE 2, NORTH OF 21<sup>ST</sup> STREET, WEST OF FEC

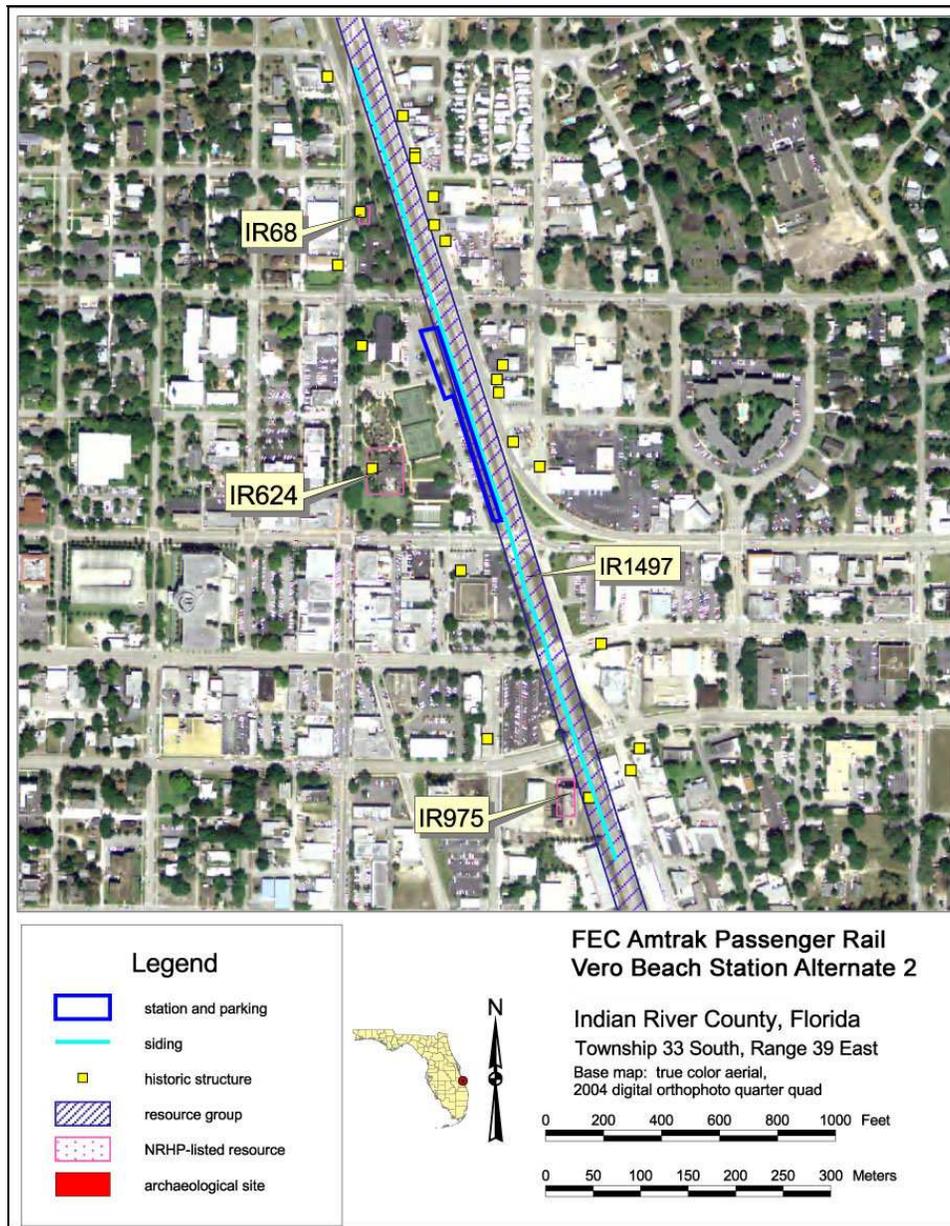


Figure 171. Aerial map of the cultural resources in the vicinity of Alternative 2.

## Archaeological Investigations

The project area was surveyed on May 5 and 6, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. No previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

## Architectural Investigations

Four previously recorded structures and 14 new structures were recorded during the survey for the Vero Beach Alternative 2. Three NRHP-listed structures (IR68, IR624 and IR975) were documented to be within the project area. The table below lists the previously recorded structures found within the project area. Those not discussed Alternative 1 are discussed below the table.

**Table 38.** Previously Recorded Structures within the APE for Vero Beach Station Alternative 2.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
IR68	Vero Railroad Station/IRC History Society Museum	2336 14 <sup>th</sup> Avenue	1903	Structure	NRHP-listed	NRHP-listed
IR623	Buy Pawn Sell	2162 Commerce Avenue	c1935	Structure	Not Evaluated	Ineligible for NRHP
IR624	Old Vero Beach Community Building	2146 14 <sup>th</sup> Avenue	1924	Structure	NRHP-listed	NRHP-listed
IR975	Vero Beach Diesel Power Plant	1246 19 <sup>th</sup> Street	1926	Structure	NRHP-listed	NRHP-listed

### IR68 – Vero Railroad Station



**Figure 172.** North and west façades, facing southeast (PCI May 2010).

Located at 2336 14<sup>th</sup> Avenue, the Vero Train Station was constructed in 1903. It is an excellent example of the early train stations along the historic FEC Railroad. In 1984, when it was threatened with demolition, the building was purchased by the Indian River County Historical Society from the FEC Railroad for \$1. The station was then moved north of its

original location, however, it still retains its historic orientation. It has served as the Indian River County Historical Society Museum since 1984 and has been restored and preserved. It was listed on the NRHP on January 6, 1987.

There were 14 newly recorded structures within the project area for Vero Beach Alternative 2. The table below lists these newly recorded structures. Written descriptions of these structures, which were not previously discussed in Alternative 1, can be found below the table.

**Table 39.** Newly Recorded Structures within the APE for Vero Beach Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
IR1463	MBV Engineering	2455-2459 St. Lucie Avenue	1959	Structure	Ineligible for NRHP
IR1464	Vero Beach Community Center	2266 14 <sup>th</sup> Avenue	1966	Structure	Ineligible for NRHP
IR1465	Vero Beach U.S. Post Office	2050 13 <sup>th</sup> Avenue	1966	Structure	Ineligible for NRHP
IR1466	1204 19 <sup>th</sup> Place	1204 19 <sup>th</sup> Place	1950	Structure	Ineligible for NRHP
IR1475	1146 21 <sup>st</sup> Street	1146 21 <sup>st</sup> Street	1966	Structure	Ineligible for NRHP
IR1476	Flamingo Laundry	2202 US 1	1950	Structure	Ineligible for NRHP
IR1477	William Charles Inc., Cabinetry	2216 US 1	c1950	Structure	Ineligible for NRHP
IR1478	Davinci's Dreamworks/ School of Music	2230 US 1	c1950	Structure	Ineligible for NRHP
IR1479	Indian River Leasing Co. Inc.	2350 US 1	1958	Structure	Ineligible for NRHP
IR1480	Oxygen Plus	2360 US 1	1948	Structure	Ineligible for NRHP
IR1481	Oriental Rug Gallery	2370 US 1	1942	Structure	Ineligible for NRHP
IR1482	Tropical Auto Brokers	2410 US 1	1940	Structure	Ineligible for NRHP
IR1483	Vero Wellness Center	2424 US 1	1946	Structure	Ineligible for NRHP
IR1484	2436 US 1	2436 US 1	1955	Structure	Ineligible for NRHP
IR1497	FEC Railroad	Indian River County	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible

## IR1463 – MBV Engineering



**Figure 173.** East façade of IR1463, facing west (PCI May 2010).

Structure IR1463, MVB Engineering, is located at 2455-2459 St Lucie Ave. This Masonry Vernacular office complex was constructed in 1959. Stylistic elements include: Rectangular shape, visually separated by pilasters into three blocks, cornice and parapet. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

## IR1464 – Vero Beach Community Center



**Figure 174.** West façade of IR1464, facing east (PCI May 2010).

Structure IR1464, the Vero Beach Community Center, is located at 2266 14<sup>th</sup> Avenue. This Modern style building was constructed in 1966. Stylistic elements include: undulating and flat rooflines, narrow windows, and irregular shape. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

## IR1476 – Flamingo Laundry



Figure 175. South façade of IR1476, facing north (PCI May 2010).

Structure IR1476, Flamingo Laundry, is located at 2202 US-1. This Masonry Vernacular commercial building was constructed circa 1950. Stylistic elements include: Rectangular plan, concrete block walls, rear laundry addition. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

## IR1477 – William Charles, Inc., Cabinetry



Figure 176. West façade of IR1477, facing east (PCI May 2010).

Structure IR1477, William Charles, Inc., Fine Cabinetry, is located at 2216 US 1. This Masonry Vernacular commercial building was constructed in ca. 1950. Stylistic elements include: Rectangular plan, stucco walls, and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### IR1478 – Davinci’s Dreamworks/School of Music



**Figure 177.** North and west façades of IR1478, facing southeast (PCI May 2010).

Structure IR1478, Davinci’s Dreamworks/School of Music, is located at 2230 US 1. This Mason Vernacular style building was constructed in ca. 1950. Stylistic elements include: Rectangular plan, two stories, stucco walls, Bahama shutters, overhanging eaves and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### IR1479 – Indian River Leasing Company, Inc.



**Figure 178.** North and west façades of IR1479, facing southeast (PCI May 2010).

Structure IR1479, Indian River Leasing Company, Inc., is located at 2350 US 1. This Masonry Vernacular style commercial building was constructed in 1958. Stylistic elements include: Rectangular plan, stucco walls, overhanging eaves and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

## IR1480 – Oxygen Plus



**Figure 179.** West façade of IR1480, facing east (PCI May 2010).

Structure IR1480, Oxygen Plus, is located at 2360 US 1. This Masonry Vernacular style commercial building was constructed in 1948. Stylistic elements include: Rectangular plan, stucco walls, brick veneer half wall, and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

## IR1481 – Oriental Rug Gallery



**Figure 180.** West façade of IR1481, facing east (PCI May 2010).

Structure IR1481, Oriental Rug Gallery, is located at 2370 US 1. This Masonry Vernacular style commercial building was constructed in 1942. Stylistic elements include: Stucco walls, stepped parapet at main entry, and cross gable roof. Since this building lacks any

historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1482 – Tropical Auto Brokers**



**Figure 181.** South and west facades of IR1482, facing northeast (PCI May 2010).

Structure IR1482, Tropical Auto Brokers, is located at 2410 US 1. This Frame Vernacular style commercial building was constructed in 1940. Stylistic elements include: Rectangular plan, side gable and flat roof covered walkway. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1483 – Vero Wellness Center**



**Figure 182.** North and west facades of IR1483, facing southeast (PCI May 2010).

Structure IR1483, Vero Wellness Center, is located at 2424 US 1. This Masonry Vernacular style commercial building was constructed in 1946. Stylistic elements include:

Rectangular plan and gable front with stepped parapet. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

#### **IR1484 – 2436 US 1**



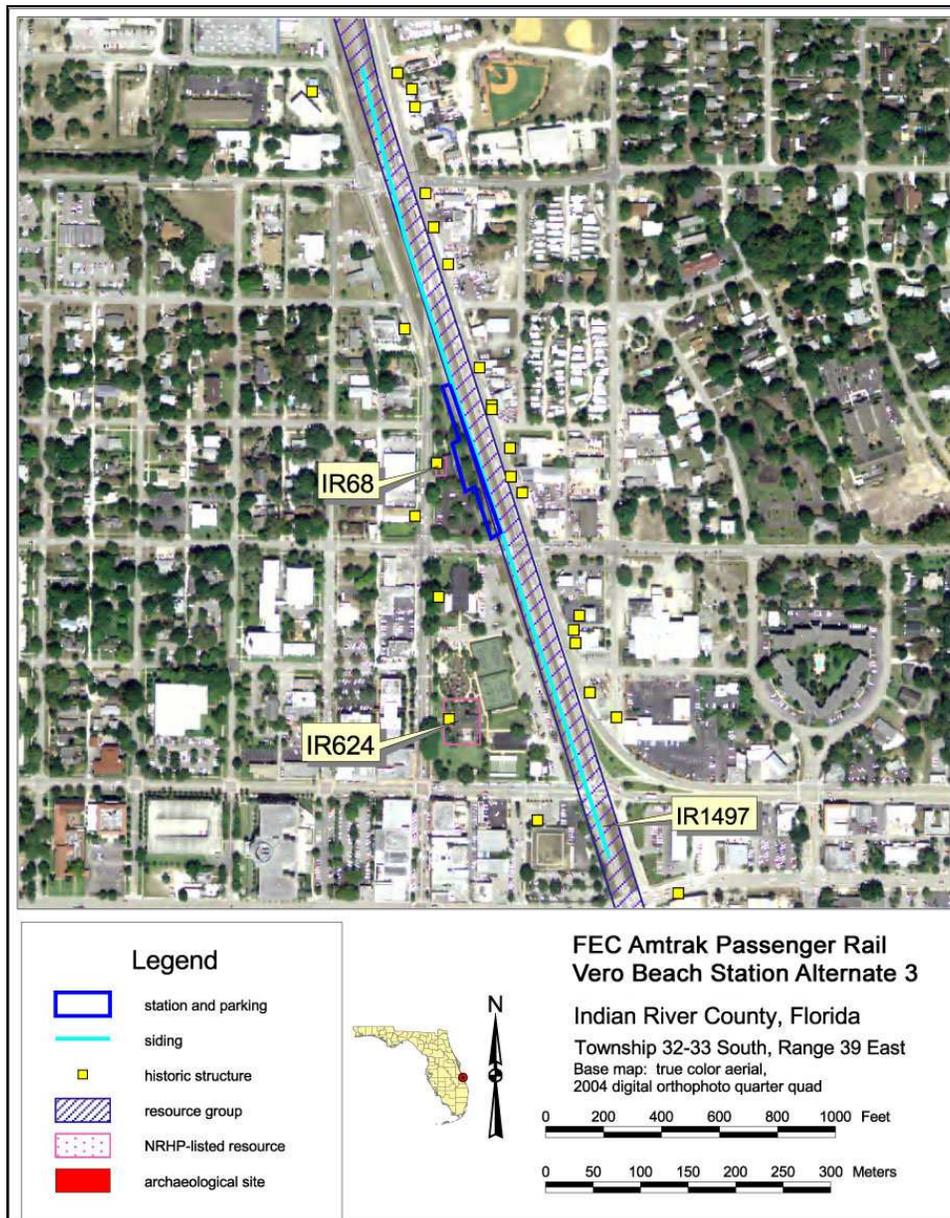
**Figure 183.** North and west facades of IR1484, facing southeast (PCI May 2010).

Structure IR1484 is located at 2436 US 1. This Masonry Vernacular style building was constructed in 1955. Stylistic elements include: Two blocks, single story and two stories, brick façade on single story, rounded corner at front entry on single story. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

#### ***Alternative 2 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of Vero Beach Station Alternative 2 will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. Although three previously recorded structures present in the APE have been listed on the NRHP, these are related to development of the city following the arrival of the FEC railroad. They include the original FEC passenger station from 1903, albeit not in its original location. Restoration of passenger service to the FEC rail line should not constitute an adverse effect to these resources, since such service was an integral part of their original historical settings. No further investigation is recommended for the proposed Vero Beach Station Alternative 2.

## RESULTS FOR VERO BEACH STATION ALTERNATIVE 3, NORTH OF 23<sup>RD</sup> STREET, WEST OF FEC



**Figure 184.** Aerial map of the cultural resources in the vicinity of Alternative 3.

### ***Archaeological Investigations***

The project area was surveyed on May 5 and 6, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie Gougeon, Ph.D., RPA. The project area comprises the adjacent areas of the proposed Vero Beach Station Alternative 3 location in Indian River County. The project area is located on an urban setting precluding subsurface testing. No previously recorded archaeological artifacts or sites were located within the project area, nor were any

previously unrecorded archaeological resources identified during the investigation. The proposed alternative station will utilize the Vero Beach Historic Railroad Station (IR68), which is NRHP-listed. This building currently houses the Indian River County Historical Society and functions as a historical museum. Archaeological deposits associated with IR68 were not expected at this location, because this area is not the original location of the historic railroad station. It was moved to this location from an area approximately 2,500 ft. to the south in 1984.

### ***Architectural Investigations***

Vero Beach Station Alternative 3 had three previously recorded and 20 newly recorded structures within the project area. The following table lists the previously recorded structures that fall within the project area for Alternative 3. The NRHP-listed structures are discussed above in the Alternatives 1 and 2 sections.

**Table 40.** Previously Recorded Structures within the APE for Vero Beach Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
IR68	Vero Railroad Station/IRC History Society Museum	2336 14 <sup>th</sup> Avenue	1903	Structure	NRHP-listed	NRHP-listed
IR623	Buy Pawn Sell	2162 Commerce Avenue	c1935	Structure	Not Evaluated	Ineligible for NRHP
IR624	Old Vero Beach Community Building	2146 14 <sup>th</sup> Avenue	1924	Structure	NRHP-listed	NRHP-listed

The project areas for both Vero Beach Station Alternatives 1 and 2 overlap the area of Alternative 3. Detailed descriptions of the newly recorded structures not already presented within the discussion of the previous alternatives follow below.

**Table 41.** Newly Recorded Structures within the APE for Vero Beach Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
IR1463	MBV Engineering	2455-2459 St. Lucie Avenue	1959	Structure	Ineligible for NRHP
IR1464	Vero Beach Community Center	2266 14 <sup>th</sup> Avenue	1966	Structure	Ineligible for NRHP
IR1475	1146 21 <sup>st</sup> Street	1146 21 <sup>st</sup> Street	1966	Structure	Ineligible for NRHP
IR1476	Flamingo Laundry	2202 US 1	1920	Structure	Ineligible for NRHP
IR1477	William Charles Inc., Cabinetry	2216 US 1	c1950	Structure	Ineligible for NRHP
IR1478	Davinci's Dreamworks/School of Music	2230 US 1	c1950	Structure	Ineligible for NRHP
IR1479	Indian River Leasing Co. Inc.	2350 US 1	1958	Structure	Ineligible for NRHP
IR1480	Oxygen Plus	2360 US 1	1948	Structure	Ineligible for NRHP

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
IR1481	Oriental Rug Gallery	2370 US 1	1942	Structure	Ineligible for NRHP
IR1482	Tropical Auto Brokers	2410 US 1	1940	Structure	Ineligible for NRHP
IR1483	Vero Wellness Center	2424 US 1	1946	Structure	Ineligible for NRHP
IR1484	2436 US 1	2436 US 1	1955	Structure	Ineligible for NRHP
IR1485	Commercial Truck & Trailer	2530 US 1	1959	Structure	Ineligible for NRHP
IR1486	Commercial Truck & Trailer/Vero Motorsports	2546 US 1	1950	Structure	Ineligible for NRHP
IR1487	Vero Beach Import Auto Service	2566 US 1	1928	Structure	Ineligible for NRHP
IR1488	Nail Spa/Auto Repair	2626 US 1	1940	Structure	Ineligible for NRHP
IR1489	2628 US 1	2628 US 1	1950	Structure	Ineligible for NRHP
IR1490	Intrinsic Designs	2686 US 1	1950	Structure	Ineligible for NRHP
IR1491	2645 St. Lucie Avenue	2645 St. Lucie Avenue	1940	Structure	Ineligible for NRHP
IR1492	ThyssenKrupp Elevators	2315 14 <sup>th</sup> Avenue	1955	Structure	Ineligible for NRHP
IR1497	FEC Railroad	Indian River County	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Potentially Eligible

### IR1485 – Commercial Truck & Trailer



**Figure 185.** South façade of IR1485, north (PCI May 2010).

Structure IR1485, Commercial Truck & Trailer Sales/Vero Motorsports, is located at 2530 US 1. This Masonry Vernacular style commercial building was originally constructed as a gas station in 1959. Stylistic elements include: rectangular plan, clad in metal panels, cornice

and two work bays. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1486 – Commercial Truck & Trailer/Veor Motorsports**



**Figure 186.** West façade of IR1486, facing east (PCI May 2010).

Structure IR1486, Commercial Truck & Trailer Sales, is located at 2546 US 1. This Masonry Vernacular commercial building which was once a gas station was constructed in 1950. Stylistic elements include: gas shelter, cladding in metal panels, and three garage bays. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1487 – Vero Beach Import Auto Service**



**Figure 187.** North and west façades of IR1487, facing southeast (PCI May 2010).

Structure IR1487, Vero Beach Import Auto Service, is located at 2566 US 1. This Masonry Vernacular style commercial building was constructed in 1928. Stylistic elements

include: Irregular shape, several additions, and modern façade. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1488 – Nail Spa/Auto Repair**



**Figure 188.** West façade of IR1488, facing east (PCI May 2010).

Structure IR1488, Nail Spa/Auto Repair, is located at 2626 US 1. This Masonry Vernacular style commercial plaza was constructed ca. 1960. Stylistic elements include: stucco walls and flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1489 – 2628 US 1**



**Figure 189.** North and west façades of IR1489, facing southeast (PCI May 2010).

Structure IR1489 is located at 2628 US 1. This Masonry Vernacular commercial building was constructed in 1950. Stylistic elements include: few stylistic details, stucco walls

and a flat roof. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1490 – Intrinsic Design**



**Figure 190.** North and west façades of IR1490, facing southeast (PCI May 2010).

Structure IR1490, Intrinsic Design, is located at 2686 US 1. This Masonry Vernacular commercial building was constructed in 1950. Stylistic elements include: Irregular shape, second story addition offset, textile block wall, and varying wall cladding. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1491 – 2645 St. Lucie Avenue**



**Figure 191.** South and west façades of IR1491, northeast (PCI May 2010).

Structure IR1491 is located at 2645 St. Lucie Avenue. This Frame Vernacular style building was constructed as a residence in 1940. Stylistic elements include: Modern facing over

older Frame Vernacular dwelling. Since this building lacks any historical association or distinguishing features it is being recommend as not eligible for listing on the NRHP.

### **IR1492 – ThyssenKrupp Elevators**



**Figure 192.** Southeast corner of IR1492, facing northwest (PCI May 2010).

Structure IR1492, ThyssenKrupp Elevators, is located at 2315 14<sup>th</sup> Avenue. This Masonry Vernacular commercial building was constructed circa 1960. Stylistic elements include a rectangular block with a 1980s modern façade, including brick veneer, elongated full height windows, recessed entry, garage bay and box parapet. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 3 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of Vero Beach Station Alternative 3 will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. Although two previously recorded structures present in the APE have been listed on the NRHP, these are related to development of the city following the arrival of the FEC railroad. One of these structures is the original FEC passenger station from 1903, albeit not in its original location. Restoration of passenger service to the FEC rail line should not constitute an adverse effect to these resources, since such service was an integral part of their original historical settings. No further investigation is recommended for the proposed Vero Beach Station Alternative 3.

## **EVALUATION OF VERO BEACH STATION ALTERNATIVES**

Three alternative and overlapping station locations have been proposed for the Vero Beach area. Alternatives 1, 2 and 3 have no significant cultural resources issues and, from this perspective, are equally suitable for selection as the preferred station location. Each alternative

station location requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form resources related to the FEC rail line. These visual and noise effects should not be considered adverse. Alternatives in the vicinity of or at the original FEC passenger station from 1903 (not in its original location) should not constitute an adverse effect to the resources, since such service was an integral part of the original historical setting. Adaptive reuse of the Vero Beach Train Station will require SHPO consultation and review, but this should not be considered a negative factor for the potential selection of this alternative. Rather, adaptive reuse of the historic train station is likely to enhance and preserve this historic resource. All three alternative station locations and their sidings are equally acceptable in terms of their lack of potential impacts to cultural resources.

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# FORT PIERCE STATION ALTERNATIVES

## ENVIRONMENTAL SETTING

### *Physiography*

The Ft. Pierce project area (Alternatives 1, and 2) lies in southeast Florida within St. Lucie County. It is situated in the Central or Mid-Peninsular Zone of Florida, along the eastern edge of the Atlantic Coastal Ridge (White 1970: Map 1-B). The Atlantic Coastal Ridge is a narrow ridge, 1.6 to 3.2 kilometers (1 to 2 miles) wide, that extends along the east coast of the Florida peninsula from the south shore of St. Mary's River at the Georgia state line to southwest of Miami in Dade County. Near the project area this portion of the Atlantic Coastal Ridge is composed of a series of relict beach ridges and bars parallel to the Atlantic Ocean that formed by wind and wave action along the shore (Watts and Stankey 1980:5-6). The topography within the project area is relatively flat with elevations averaging 4.6 meters amsl (15 feet).

### *Hydrology*

St. Lucie County has three main sources of waters: surface water bodies, a shallow aquifer, and the Florida Aquifer (Watts and Stankey 1980:3). Blue Cypress Lake is the only large body of freshwater in the county. The Shallow Aquifer is a non-artesian source and its water quality is generally superior to that of the deeper artesian Floridan Aquifer. The non-artesian water in the Atlantic Coastal Ridge is the primary source for municipalities and domestic use. The high chloride content of water from the Floridan aquifer restricts its use to irrigation and livestock watering.

### *Soils*

A single soil association is mapped for the project area: St. Lucie-Sattelite-Welaka Variet. This association consists of "Nearly level to sloping, excessively drained and somewhat poorly drained soils that are sandy throughout; some soils have a yellow subsoil" (Watts and Stankey 1980:General Soil Map). These deep sandy soils are found on high, dune-like ridges. Natural vegetation is sand pine, sand live oak, rosemary, running oak, and pineland three-awn.

## LOCAL HISTORY

By the time of initial European contact, the Indian River area was inhabited by the Ais Indians (Milanich 1994). Perhaps the earliest contact with the Ais in the Indian River area occurred in 1565 when the Frenchman Jean Ribault rescued two sailors who had been captives of the Ais for fourteen years. Attack from the north by invading Englishmen and Indians literally drove the Ais into extinction. By 1760, the only residents of the Indian Eiver region were

several Spaniards who annually established fishing quarters along the coast and a few Indians (Rouse 1951).

Florida became a U.S. territory in 1821 and was granted statehood in 1845. The Second Seminole War, which began in 1835, led to the establishment of Fort Pierce in 1838. This fort stayed in operation until the war ended in 1842 and the fort was subsequently abandoned. The Armed Occupation Act of 1842 led to the settlement of the area along Indian River, primarily on the west side of the river near the abandoned Fort Pierce and as far south as Jupiter Inlet (Van Landingham 1988). In 1844 Santa Lucia County was formed from Mosquito County and then, coupled with boundary changes, was renamed to Brevard County in 1855 (St. Lucie County Clerk of Court 2010).

In 1884, Flagler's East Coast Railway was built through the area, opening up a new transportation route. The railroad brought with it an increase in population and a better way to move goods and people. The Florida East Coast Railway is credited with the development of Florida's east coast, especially cities such as Fort Pierce.

In 1905, the legislature separated an area from Brevard County and named it St. Lucie County. Fort Pierce, which had been incorporated as a city in 1901, became the county seat. By 1910, land reclamation became a major activity in the county. Projects included intensive drainage of wetlands to make additional acreage available for agriculture production, particularly citrus. During the early twentieth century, pineapple farms covered the coastal sand ridge throughout St. Lucie County (St. Lucie County Historical Society 2010; Van Landingham 1988).

After the Florida Land Boom ended in 1929, building did not resume in the area until World War II, when the Navy established an amphibious training base at Fort Pierce. Communities arose around the base, spreading with the construction of Interstate 95. Today this area continues to grow as a retirement community and tourist area.

## **RESEARCH DESIGN**

The research strategy for the Fort Pierce Station Alternatives involved background investigation, a historic document search, and the field survey for historic sites, historic structures, and archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. Additionally, the Brevard County Property Appraiser was checked to determine if any of the structure in the vicinity were 45 years old or older (Furst 2010). Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. Fieldwork was performed in those areas within and directly adjacent to the alternative station location, and included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility. Archaeological investigations were performed at the proposed alternative station locations and within right-of-ways for sidings. In April and May 2010, PCI personnel visually inspected the study area for the potential station locations.

# RESULTS FOR FORT PIERCE STATION ALTERNATIVE 1, ORANGE AVENUE, EAST OF FEC

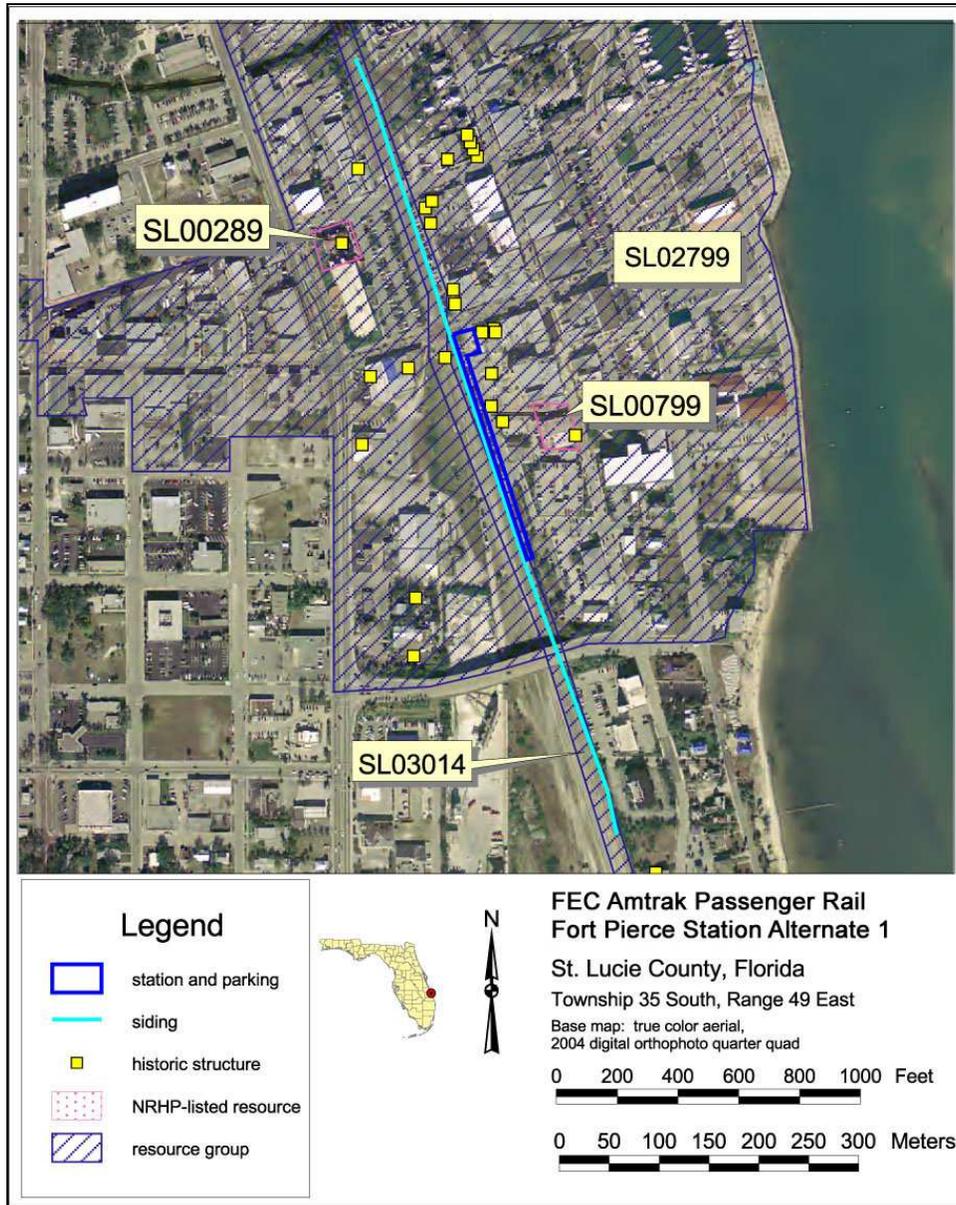


Figure 193. Aerial map of the cultural resources in the vicinity of Alternative 1.

## Archaeological Investigations

The project area was surveyed on April 30 through May 6, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. However, close surface inspection was conducted. No previously recorded archaeological artifacts or sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation

## Architectural Investigations

Twenty-five previously recorded resources, including one linear resource, two historic districts and 23 historic structures, were found to be within the Area of Potential Effect for Station Alternative 1. Linear resource SL3014, the FEC Railroad, has been determined by the SHPO to be potentially eligible for listing on the NRHP. SL289, the Old Fort Pierce City Hall and SL799, the Sunrise Theatre are both listed on the NRHP on December 7, 2001. Two of the previously recorded structures were found to have been demolished. The following table details these previously recorded resources.

**Table 42.** Previously Recorded Resources within the APE for Fort Pierce3 Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
SL0289	Old Fort Pierce City Hall	315 Avenue A	1925	Structure	NRHP-listed	NRHP-listed
SL0781	East Coast Lumber Company	308 Avenue A	1902	Structure	Not Evaluated	Ineligible for NRHP
SL0785	211 North 2nd Street	211 N 2nd Street	1905	Structure	Not Evaluated	Ineligible for NRHP
SL0786	215 North 2nd Street	215 N 2nd Street	1924	Structure	Not Evaluated	Ineligible for NRHP
SL0787	219 North 2nd Street	219 N 2nd Street	1905	Structure	Not Evaluated	Ineligible for NRHP
SL0788	223 North 2nd Street	223 N 2nd Street	1900	Structure	Not Evaluated	Ineligible for NRHP
SL0795	Center Custom Framing	106 S Depot Drive	1925	Structure	Not Evaluated	Ineligible for NRHP
SL0799	Sunrise Theatre	117 S 2nd Street	1923	Structure	NRHP-listed	NRHP-listed
SL0802	FDLE	208 S Depot Drive	1905	Structure	Not Evaluated	Ineligible for NRHP
SL0803	210 South Depot Drive	210 S Depot Drive	1924	Structure	Not Evaluated	Ineligible for NRHP
SL0806	Governor's House	111 Boston Ave	1905	Structure	Not Evaluated	Destroyed
SL0809	A.M. Sample House	326-328 S 2nd Street	1900	Structure	Not Evaluated	Destroyed
SL0833	307 South 3rd Street	303 Boston Ave	c1935	Structure	Not Evaluated	Ineligible for NRHP
SL0834	Meltra Trailers	305 S 3rd Street	c1910	Structure	Not Evaluated	Ineligible for NRHP
SL0852	Bbe's Billiard's	307 Orange Avenue	1925	Structure	Not Evaluated	Ineligible for NRHP
SL1941	224-226 Orange Avenue	224-226 Orange Avenue	1953	Structure	Not Evaluated	Ineligible for NRHP
SL1942	211 Avenue A	211 Avenue A	1938	Structure	Not Evaluated	Ineligible for NRHP

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
SL1944	208 Avenue A	208 Avenue A	1926	Structure	Not Evaluated	Ineligible for NRHP
SL1945	221 Avenue A	221 Avenue A	1938	Structure	Not Evaluated	Ineligible for NRHP
SL1946	225 Orange Avenue	225 Orange Avenue	1925	Structure	Not Evaluated	Ineligible for NRHP
SL2613	223 Orange Avenue	223 Orange Avenue	1938	Structure	Not Evaluated	Ineligible for NRHP
SL2782	108 North Depot Drive	108 N Depot Drive	1946	Structure	Not Evaluated	Ineligible for NRHP
SL2799	Downtown Historic District	N/A	1892-1957	Historic District	Not Evaluated	Ineligible for NRHP
SL2802	River's Edge Historic District	N/A	1900-1957	Historic District	Not Evaluated	Ineligible for NRHP
SL3014	Florida East Coast Railroad	N/A	19th and 20th Century	Linear Resource	Eligible	Eligible

### SL289 – Old Fort Pierce City Hall



**Figure 194.** North façade, facing south (PCI May 2010).

The Old Fort Pierce City Hall, located at 315 Avenue A, dates to 1925. It was restored in the mid-1990s and is still in use by the City of Fort Pierce, though no longer as the city hall. It is an Italian Renaissance Revival governmental structure which features a T-shaped plan, stucco exterior, finials, cartouches, balconies, quoins, arched openings and a hip roof with clay barrel tiles. This building was added to the NRHP on December 20, 2001.

**SL799 – Sunrise Theatre**



**Figure 195.** East façade, facing northwest (PCI May 2010).

The Sunrise Theatre was constructed in 1923 and is a highly intact example of a Mediterranean Revival style movie palace of the Boom Times of the 1920s in Florida. It was restored and purchased by the City of Fort Pierce for preservation. Stylistic elements include an irregular plan with commercial storefronts and a theater, stucco exterior, pilasters, clay barrel tiles, large display windows on first story street front, and double hung sash windows on the upper floors. This building was added to the NRHP on December 1, 2001.

Three structures were newly recorded in the APE for Station Alternative 1. All of these were recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Fort Pierce Station Alternative 1 Option 1. Descriptions of these resources follow.

**Table 43.** Newly Recorded Resources within the APE for Fort Pierce Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
SL3065	110 US Hwy 1 South	110 US Hwy 1 South	1926	Structure	Ineligible for NRHP
SL3067	140-150 North Depot Drive	140-150 N Depot Drive	c1950	Structure	Ineligible for NRHP
SL3068	223-229 Avenue A	223-229 Avenue A	c1950	Structure	Ineligible for NRHP

### SL3065 – 110 US Hwy 1 South



**Figure 196.** South and west façades of SL3065, facing northeast (PCI May 2010).

Structure SL3065 is located at 110 South US Highway 1 (Figure 196). This Masonry Vernacular building was constructed in 1929. Stylistic elements include: flat and gable roofs, stucco and masonry walls, and a decorative mansard roof on the north façade. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### SL3067 – 140-150 North Depot Drive



**Figure 197.** West façade of SL3067, facing east (PCI May 2010).

Structure SL3067, a strip shopping center, is located at 140-150 North Depot Drive (Figure 197). This Masonry Vernacular commercial shopping strip was constructed circa 1950. Stylistic elements include: stucco and concrete block walls, individual storefronts. Since this building lacks any historical or distinguishing features it is recommend as not eligible for listing on the NRHP.

## SL3068 – 223-229 Avenue A



**Figure 198.** North and west façades of SL3068, facing southeast (PCI May 2010).

Structure SL3068, a strip shopping complex, is located at 223-229 Avenue A (Figure 198). This Masonry Vernacular complex was constructed circa 1950. Stylistic elements include: four storefronts, stack stone veneer and wraparound cantilevered lintel. Since this building lacks any historical or distinguishing features it is recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. While several previously recorded structures are present in the APE for Alternative 1, including two that are listed on the NRHP, these are largely related to development of the city following the arrival of the FEC railroad. Restoration of passenger service to the FEC rail line should not constitute an adverse effect to these resources, since such service was a part of their original historical settings. The noise from rail traffic in the vicinity of the potentially eligible or eligible resources will represent an increase in the frequency of noise episodes but not an increase in volume, and as such should also not be considered an adverse effect. No further investigation is recommended for the proposed Fort Pierce Station Alternative 1.

# RESULTS FOR FORT PIERCE STATION ALTERNATIVE 2, ORANGE AVENUE, WEST OF FEC



Figure 199. Aerial map of the cultural resources in the vicinity of Alternative 2.

## Archaeological Investigations

The project area was surveyed on April 30 through May 6, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. However, close surface inspection was conducted. No previously recorded archaeological artifacts or sites were located within the

project area, nor were any previously unrecorded archaeological resources identified during the investigation

### ***Architectural Investigations***

Twenty-nine previously recorded resources, including one linear resource, two historic districts and 26 historic structures, were found to be within the Area of Potential Effect for Station Alternative 2. Linear resource SL3014, the FEC Railroad, has been determined by the SHPO to be eligible for listing on the NRHP. SL289, the Old Fort Pierce City Hall and SL799, the Sunrise Theatre, were both listed on the NRHP in December of 2001. Three of the previously recorded structures were found to have been demolished. The following table details these previously recorded resources.

**Table 44.** Previously Recorded Resources within the APE for Fort Pierce Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
SL0289	Old Fort Pierce City Hall	315 Avenue A	1925	Structure	NRHP-listed	NRHP-listed
SL0781	East Coast Lumber Company	308 Avenue A	1902	Structure	Not Evaluated	Ineligible for NRHP
SL0785	211 North 2nd Street	211 N 2nd Street	1905	Structure	Not Evaluated	Ineligible for NRHP
SL0786	215 North 2nd Street	215 N 2nd Street	1924	Structure	Not Evaluated	Ineligible for NRHP
SL0787	219 North 2nd Street	219 N 2nd Street	1905	Structure	Not Evaluated	Ineligible for NRHP
SL0788	223 North 2nd Street	223 N 2nd Street	1900	Structure	Not Evaluated	Ineligible for NRHP
SL0795	Center Custom Framing	106 S Depot Drive	1925	Structure	Not Evaluated	Ineligible for NRHP
SL0799	Sunrise Theatre	117 S 2nd Street	1923	Structure	NRHP-listed	NRHP-listed
SL0802	FDLE	208 S Depot Drive	1905	Structure	Not Evaluated	Ineligible for NRHP
SL0803	210 South Depot Drive	210 S Depot Drive	1924	Structure	Not Evaluated	Ineligible for NRHP
SL0806	Governor's House	111 Boston Ave	1905	Structure	Not Evaluated	Destroyed
SL0809	A.M. Sample House	326-328 S 2nd Street	1900	Structure	Not Evaluated	Destroyed
SL0825	601 South 2nd Street	601 S 2nd Street	1935	Structure	Not Evaluated	Ineligible for NRHP
SL0826	Frank Tyler House	519 S 2nd Street	1924	Structure	Potentially NRHP Eligible	Potentially Eligible
SL0827	517 South 2nd Street	517 S 2nd Street	c1900	Structure	Not Evaluated	Destroyed

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
SL0833	307 South 3rd Street	303 Boston Ave	c1935	Structure	Not Evaluated	Ineligible for NRHP
SL0834	Meltra Trailers	305 S 3rd Street	c1910	Structure	Not Evaluated	Ineligible for NRHP
SL0852	Bbe's Billiard's	307 Orange Avenue	1925	Structure	Not Evaluated	Ineligible for NRHP
SL1941	224-226 Orange Avenue	224-226 Orange Avenue	1953	Structure	Not Evaluated	Ineligible for NRHP
SL1942	211 Avenue A	211 Avenue A	1938	Structure	Not Evaluated	Ineligible for NRHP
SL1944	208 Avenue A	208 Avenue A	1926	Structure	Not Evaluated	Ineligible for NRHP
SL1945	221 Avenue A	221 Avenue A	1938	Structure	Not Evaluated	Ineligible for NRHP
SL1946	225 Orange Avenue	225 Orange Avenue	1925	Structure	Not Evaluated	Ineligible for NRHP
SL2613	223 Orange Avenue	223 Orange Avenue	1938	Structure	Not Evaluated	Ineligible for NRHP
SL2614	301 Orange Avenue	301 Orange Avenue	1950	Structure	Not Evaluated	Ineligible for NRHP
SL2782	108 North Depot Drive	108 N Depot Drive	1946	Structure	Not Evaluated	Ineligible for NRHP
SL2799	Downtown Historic District	N/A	1892-1957	Historic District	Not Evaluated	Ineligible for NRHP
SL2802	River's Edge Historic District	N/A	1900-1957	Historic District	Not Evaluated	Ineligible for NRHP
SL3014	Florida East Coast Railroad	N/A	19th and 20th Century American	Linear Resource	Eligible	Eligible

## SL826 – Frank Tyler House



**Figure 200.** East façade, facing west (PCI May 2010).

Located at 519 2<sup>nd</sup> Street South, the Frank Tyler House is a Mediterranean style residence which was constructed circa 1924. Stylistic elements include a square plan, stucco exterior, casement windows, parapet, lancet arches, Corinthian columns, window hoods and recessed panels. This structure was originally recorded in 1992 and reevaluated in 2007. It was recommended as potentially eligible for listing on the NRHP individually under criteria C, for being a highly intact example of a Mediterranean style structure from the early 1920s. The SHPO determined that it was potentially eligible for listing on the NRHP.

Four structures were newly recorded in the APE for Station Alternative 2. All of these were recommended as ineligible for listing on the NRHP. The following table details the newly recorded resources located along Fort Pierce Station Alternative 2. A description of the newly recorded structure not already presented within the discussion of Station Alternative 1 follows.

**Table 45.** Newly Recorded Resources within the APE for Fort Pierce Station Alternative 2.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
SL3065	110 US Hwy 1 South	110 US Hwy 1 South	1926	Structure	Ineligible for NRHP
SL3066	317 Orange Avenue	317 Orange Avenue	1964	Structure	Ineligible for NRHP
SL3067	140-150 North Depot Drive	140-150 N Depot Drive	c1950	Structure	Ineligible for NRHP
SL3068	223-229 Avenue A	223-229 Avenue A	c1950	Structure	Ineligible for NRHP

## SL3066 – 317 Orange Avenue



**Figure 201.** North and west façades of SL3066, facing southeast (PCI May 2010).

Structure SL3066 is located at 317 Orange Avenue and currently houses St. Lucie Battery & Tire (Figure 201). This Mission with Neo-Classical details style commercial building was constructed circa 1964 with alterations made in 1975. Stylistic elements include: rectangular plan, corner lot, recessed entry storefront, display windows, pilasters, cornice, parapet, clay tile, and flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 2 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not adversely affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing. While several previously recorded structures are present in the APE for Alternative 1 Option 1, including two that are listed on the NRHP, these are largely related to development of the city following the arrival of the FEC railroad. Restoration of passenger service to the FEC rail line should not constitute an adverse effect to these resources, since such service was a part of their original historical settings. No further investigation is recommended for the proposed Fort Pierce Station Alternative 1 Option 2.

## **EVALUATION OF FORT PIERCE STATION ALTERNATIVES**

Two alternative and overlapping station locations have been proposed for the Fort Pierce area. Alternatives 1 and 2 have no significant cultural resources issues and, from this perspective, are equally suitable for selection as the preferred station location. Each alternative station location requires the consideration of visual and noise impacts to a number of cultural resources, primarily in the form resources post-dating the development of the FEC rail line. Visual impacts are minimal and typically represent a restoration of original historical conditions expected from a rail-station oriented area. The noise from rail traffic in the vicinity of

potentially eligible or eligible resources will represent an increase in the frequency of noise episodes but not an increase in volume, and as such should also not be considered an adverse effect. Both alternative station locations and their sidings are equally acceptable in terms of their lack of potential impacts to cultural resources.

# STUART STATION ALTERNATIVES

## ***ENVIRONMENTAL SETTING***

### ***Physiography***

The Stuart project area (Alternatives 1, 2, and 3) lies in southeast Florida within Martin County. It is situated in the Central or Mid-Peninsular Zone of Florida, along the eastern edge of the Atlantic Coastal Ridge (White 1970: Map 1-B). The Atlantic Coastal Ridge is a narrow ridge, 1.6 to 3.2 kilometers (1 to 2 miles) wide, that extends along the east coast of the Florida peninsula from the south shore of St. Mary's River at the Georgia state line to southwest of Miami in Dade County. The Atlantic Coastal Ridge is composed of a series of relict beach ridges and bars parallel to the Atlantic Ocean that formed by wind and wave action along the shore (White 1970:85). The topography within the project area is relatively flat with elevations averaging 4.6 meters amsl (15 feet).

### ***Hydrology***

Martin County has three main sources of waters: surface water bodies, a shallow aquifer, and the Florida Aquifer. The surface water sources, such as Indian River and St. Lucie River, are either too salty/brackish or too small to be useful for municipal, industrial or agricultural use (McCollum and Cruz 1981:3-4). The Shallow Aquifer is a non-artesian source and is the major source of freshwater for municipalities in the county. Its water quality is generally superior to that of the deeper artesian Floridan Aquifer. The Floridan aquifer is one of the main sources of water for irrigation and livestock watering.

### ***Soils***

A single soil association is mapped for the project area: Paola-St. Lucie. This association consists of "Nearly level to moderately steep, excessively drained soils that are sandy to a depth of 80 inches (203 centimeters) or more" (McCollum and Cruz 1981:General Soil Map). These soils occupy nearly level to gently sloping ridges and sloping to moderately steep hillsides and may be found on the high coastal ridge on the mainland that extends north-south across the county and the lower ridges and knolls adjacent to the St. Lucie River. Natural vegetation is sand pine, scrub oak, rosemary, running oak, saw palmetto, and pineland threeawn (McCollum and Cruz 1981:9).

## ***LOCAL HISTORY***

By the time of initial European contact, the Indian River area was inhabited by the Ais Indians (Milanich 1994). Perhaps the earliest contact with the Ais in the Indian River area occurred in 1565 when the Frenchman Jean Ribault rescued two sailors who had been captives of

the Ais for fourteen years. Attack from the north by invading Englishmen and Indians literally drove the Ais into extinction. By 1760, the only residents of the Indian River region were several Spaniards who annually established fishing quarters along the coast and a few Indians (Rouse 1951).

In the first half of the nineteenth century the Seminole Wars reached into the area. The Armed Occupation Act of 1842 enabled any man to claim 160 acres of land south of Gainesville and Palatka, under the condition that he live on the land for five years and cultivate at least five acres. This act led to the settlement of the area along the Indian River, primarily on the west side of the river near the abandoned Fort Pierce and as far south as Jupiter Inlet (Van Landingham 1988).

In 1894, Henry Flagler's East Coast Railway had made it as far south as Fort Pierce. Flagler planned to extend the railroad from the coast near Jensen Beach through Sewell's Point to the St. Lucie River. Once reaching the river he then planned to build a bridge and continue the railroad to Port Salerno and on the Palm Beach. However, Flagler ran into opposition from the Potsdam pineapple growers who refused to sell him the right of ways through their cultivated fields. After a considerable length of time L.C. Stuart was put in charge of operations until the construction of the railroad bridge was completed. Soon after completion of the railway bridge the community of Potsdam changed its name to Stuart. The station did not remain long on the north side of the St. Lucie River and was moved to the south side of the river by the turn of the century (Hutchinson 1987).

In 1905, the town of Stuart and the land north of the St. Lucie River was part of the newly formed St. Lucie County, which formerly had been the southern part of Brevard County. By 1913, Stuart had grown from a fishing and trading post into a thriving community of over 700 people. In the 1920s the rapidly growing Stuart was experiencing a growing rivalry with the city of West Palm Beach to the south. Residents of Stuart began petitioning the Governor for a new county, along with residents of Vero Beach. In 1925 Indian River and Martin Counties were carved out of the larger St. Lucie County. Stuart became the county seat for Martin County (Martin County, Florida 2010).

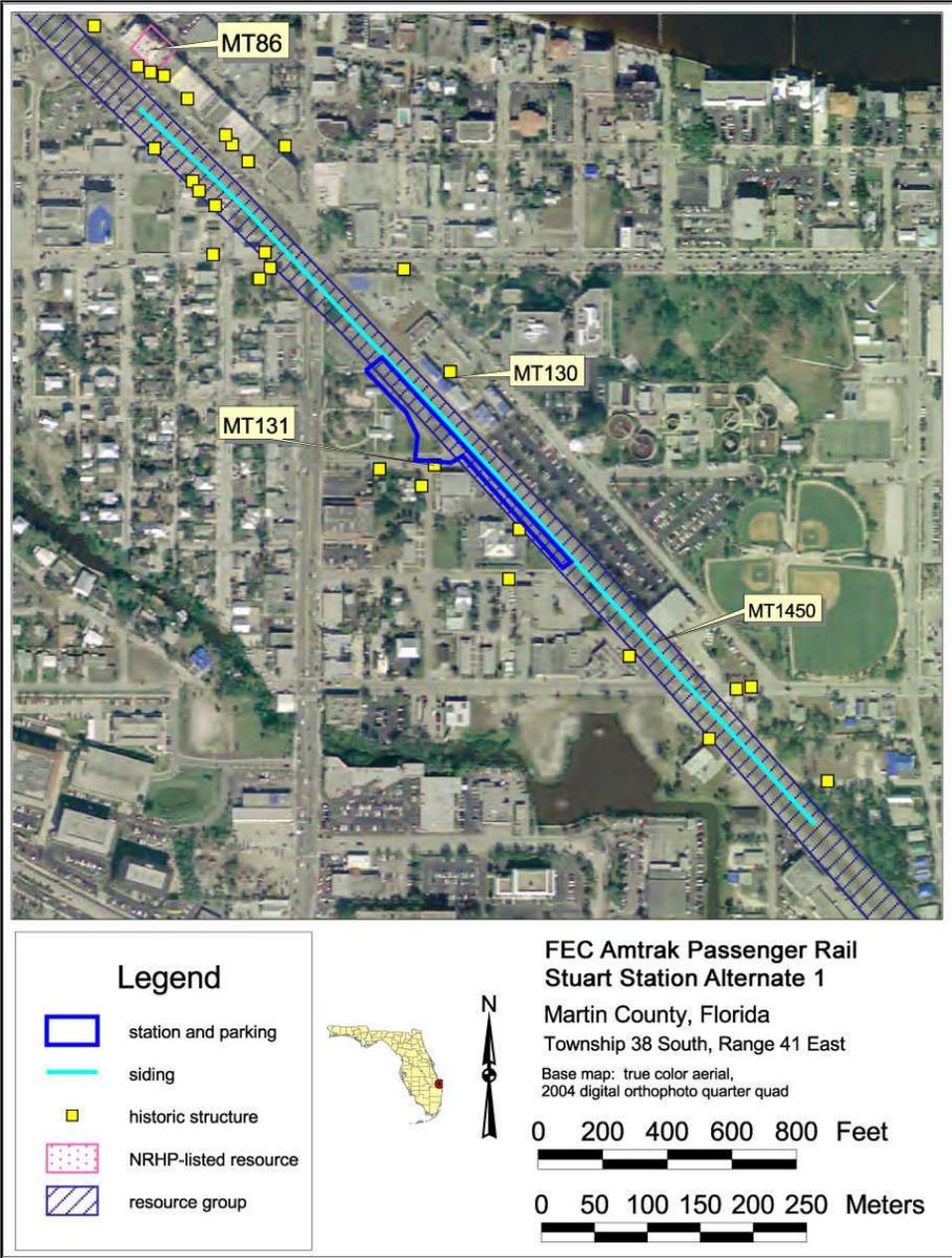
After the Florida Land Boom ended in 1929, building did not resume in the area until World War II, when the Navy established an amphibious training base at Fort Pierce. Communities arose around the base, spreading with the construction of Interstate 95. Also, the cut-flower industry began to surpass any other agricultural activities in the area, with Stuart producing chrysanthemums in lighted greenhouses in contrast to the pineapple fields of that city's founders had cultivated. Today this area continues to grow as a retirement community and tourist area with a focus on sport fishing.

## ***RESEARCH DESIGN***

The research strategy for the Stuart Station Alternatives involved background investigation, a historic document search, and the field survey for historic sites, historic structures, and archaeological occurrences. A review of the relevant archaeological literature produced a summary of previous archaeological work in the project area. The Florida Master

Site File was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. Fieldwork was performed in those areas within and directly adjacent to the alternative station location, and included assessing standing buildings, structures, and landscapes for architectural and historic significance and NRHP eligibility. Archaeological investigations were performed at the proposed alternative station locations and within ROW for sidings. In April and May 2010, PCI personnel visually inspected the study area for the proposed station locations.

**RESULTS FOR STUART STATION ALTERNATIVE 1, KIWANIS PARK, WEST OF FEC**



**Figure 202.** Aerial map of the cultural resources in the vicinity of Alternative 1.

**Archaeological Investigations**

The project area was surveyed on May 7, 11 and 12, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. Close surface inspection was conducted though. No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

## Architectural Investigations

Ten previously recorded resources, including one linear resource, and nine structures, were found to be within the Area of Potential Effect for Station Alternative 1. The SHPO has determined linear resource MT1450, the FEC Railroad, is eligible for listing on the NRHP. One of the previously recorded structures (MT180) was found to have been demolished or removed. MT86 is the Lyric Theater is NRHP-listed. Table 46 details these previously recorded resources.

**Table 46.** Previously Recorded Resources within the APE for Stuart Station Alternative 1.

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	SHPO Evaluation	Survey Recommendation
MT86	Lyric Theatre	59 SW Flagler Avenue	1926	Structure	NRHP-listed	NRHP-listed
MT87	Pipette Shoes	51 W Flagler Avenue	c1926	Structure	Not Evaluated	Ineligible for NRHP
MT88	Data Development	49 W Flagler Avenue	c1926	Structure	Not Evaluated	Ineligible for NRHP
MT130	East Coast Lumber & Supply	416 Flagler Avenue	1917	Structure	Not Evaluated	Potentially Eligible
MT131	Hobe Sound Cabinetry	500 S Dixie Highway	1925	Structure	Not Evaluated	Potentially Eligible
MT132	Lamthland Realty	34 E 5th Street	1920	Structure	Not Evaluated	Ineligible for NRHP
MT133	26 E 5th Street	26 E 5th Street	c1926	Structure	Not Evaluated	Ineligible for NRHP
MT165	Realty	243 S Dixie Highway	c1915	Structure	Not Evaluated	Ineligible for NRHP
MT180	404 Colorado Avenue	404 Colorado Avenue	c1926	Structure	Not Evaluated	Destroyed
MT1450	FEC Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Insufficient information	Potentially Eligible

## MT86 – Lyric Theater



**Figure 203.** North façade, facing southwest (PCI May 2010).

The Lyric Theater is located at 59 Southwest Flagler Avenue. It was built as a movie theater by local businessman John Hancock in 1926, and was the source for entertainment in Stuart until the 1950s. It was severely damaged during the Hurricane of 1928, but was repaired and reopened. This Mediterranean Revival style structure features a stucco exterior, decorative balconettes and window frames, blind arches and relief sculptures of bowls of fruit. It was acquired by the group Friends of the Lyric, Inc in 1999 and has undergone restoration and preservation. It was listed on the NRHP on November 12, 1993.

## MT130 – East Coast Lumber & Supply



**Figure 204.** North façade, facing south (PCI May 2010).

The East Coast Lumber & Supply building is located directly adjacent to the FEC railroad line at 416 South Flagler Avenue. This Frame Vernacular commercial structure was constructed in 1917 by the East Coast Lumber Company, a business begun in 1902 in nearby

Eau Gallie, Florida. George Paddison and family were the original owners of the East Coast Lumber Company. This structure was originally recorded in 1991 and recommended as potentially eligible for listing on the NRHP, but was never evaluated by the SHPO. It is being recommended as potentially eligible for the NRHP due to its association with the early commercial development of Stuart and the lumber industry of the east coast of Florida.

### **MT131 – Hobe Sound Cabinetry**



**Figure 205.** East and north façades, facing southwest (PCI May 2010).

The Hobe Sound Cabinetry building is located at 500 South Dixie Highway, directly adjacent to the FEC railroad line. This Masonry Vernacular commercial structure was built in 1927. It was originally constructed for use by a cabinetry manufacturing company. Its construction employed Dade County pine (now protected) columns and locally manufactured St. Lucie River sand mortar and bricks. Steel wall stabilizers extend through the trusses to brace opposite walls. It was restored in 2003 and a plaque was mounted in front of building. This structure was originally recorded in 1991 and recommended as ineligible for listing on the NRHP, but was never evaluated by the SHPO. It is being recommended as potentially eligible for listing on the NRHP due to its association with the early commercial development Stuart and its construction techniques which employed local resources in building a structure engineered to withstand hurricane force winds.

There were 19 newly recorded structures within the project area for Stuart Alternative 1. Table 47 lists these newly recorded structures. Descriptions of these resources follow below the table.

**Table 47.** Newly Recorded Resources within the APE for Stuart Station Alternative 1.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
MT1550	Creative Auto	228 SW Dixie Highway	1960	Structure	Ineligible for NRHP
MT1551	Verizon	290 SW Dixie Highway	1949	Structure	Ineligible for NRHP
MT1552	300 SW Dixie Highway	300 SW Dixie Highway	1949	Structure	Ineligible for NRHP
MT1553	The Rod Shop	101 E Ocean Boulevard	1958	Structure	Ineligible for NRHP
MT1554	Lindell Construction Co	11 W Ocean Boulevard	1949	Structure	Ineligible for NRHP
MT1555	11 SW Ocean Boulevard	11 SW Ocean Boulevard	1923	Structure	Ineligible for NRHP
MT1556	The Place for Yoga	510-526 S Dixie Highway	1955	Structure	Ineligible for NRHP
MT1557	Preferred Automotive Repair	124 SE 6th Street	1955	Structure	Ineligible for NRHP
MT1558	McNicholas & Associates	612 S Dixie Highway	1955	Structure	Ineligible for NRHP
MT1559	Doug's Repair & Service	712 S Dixie Highway	1964	Structure	Ineligible for NRHP
MT1560	328 Lake Street	328 Lake Street	c1930	Structure	Ineligible for NRHP
MT1561	304 Martin Luther King Boulevard	304 Martin Luther King Boulevard	1945	Structure	Ineligible for NRHP
MT1562	300 Martin Luther King Boulevard	300 Martin Luther King Boulevard	1945	Structure	Ineligible for NRHP
MT1563	20 E Ocean Boulevard	20 E Ocean Boulevard	1948	Structure	Ineligible for NRHP
MT1564	265 W Osceola	265 W Osceola	1949	Structure	Ineligible for NRHP
MT1565	15-21 W Flagler Avenue	15-21 W Flagler Avenue	1949	Structure	Ineligible for NRHP
MT1566	Glass N Treasures	23 W Flagler Avenue	1938	Structure	Ineligible for NRHP
MT1567	Osceola Street Café	29 W Flagler Avenue	c1940	Structure	Ineligible for NRHP
MT1568	The Pressel Building	37-47 W Flagler Avenue	1939	Structure	Ineligible for NRHP

### MT1550 – Creative Auto



Figure 206. South façade of MT1550, facing north (PCI May 2010).

Structure MT1550, Creative Auto, is located at 228 Southwest Dixie Highway. This Masonry Vernacular commercial building was originally constructed in 1960 as a gas station. Stylistic elements include a rectangular plan, two bay garage, side office space and flat roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### MT1551 – Verizon



Figure 207. West façade of MT1551, facing east (PCI May 2010).

Structure MT1551, Verizon, is located at 290 Southwest Dixie Highway. This Masonry Vernacular commercial building was constructed circa 1960. Stylistic elements include a rectangular plan with no decorative elements. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## MT1552 – 300 SW Dixie Highway



**Figure 208.** East façade of MT1552, facing west (PCI May 2010).

Structure MT1552 is located at 300 Southwest Dixie Highway. This Masonry Vernacular commercial building was constructed circa 1960. Stylistic elements include a rectangular plan, stucco walls, and a parapet. It has been heavily altered. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## MT1552 – Rod Body Shop



**Figure 209.** South and east facades of MT1553, facing northwest (PCI May 2010).

Structure MT1553, the Rod Body Shop, is located at 300 Southwest Dixie Highway. This Masonry Vernacular style commercial building was constructed in 1958. Stylistic elements include a rectangular plan, stucco walls and flat roof with few other decorative elements. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## MT1554 – Lindell Construction Company



**Figure 210.** South and east façades of MT1554, facing northwest (PCI May 2010).

Structure MT1554, Lindell Construction Company, is located at 11 West Ocean Boulevard. This Masonry Vernacular commercial building was constructed in 1949. Stylistic elements include an irregular plan with stucco walls, paired windows, mansard decorative element, garage bay, flat roof with exposed rafter tails. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## MT1555 – 11 SW Ocean Blvd



**Figure 211.** West façade of MT1555, facing east (PCI May 2010).

Structure MT1555 is located at 11 Southwest Ocean Boulevard. This heavily altered Masonry Vernacular style commercial building was constructed in 1923. Stylistic elements include a rectangular plan, and recessed storefront with a circa 1950s façade. Since this building

lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **MT1556 – The Place for Yoga**



**Figure 212.** East façade of MT1556, facing west (PCI May 2010).

Structure MT1556, The Place for Yoga, is located at 510-526 South Dixie Highway. This heavily altered Modern style commercial building was constructed in 1955. Stylistically it is a Modern train station- style façade over the 1955 building. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **MT1557 – Preferred Automotive Repair**



**Figure 213.** North and west facades of MT1557, facing southeast (PCI May 2010).

Structure MT1557, Preferred Automotive Repair, is located at 124 East 6<sup>th</sup> Street. This Masonry Vernacular style commercial building was constructed in 1955. Stylistic elements

include a rectangular block, stucco walls, flat roof, and few other decorative elements. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **MT1558 – McNicholas & Associates**



**Figure 214.** North and west facades of MT1558, facing southeast (PCI May 2010).

Structure MT1558, McNicholas & Associates is an office plaza and is located at 612 Southeast Dixie Highway. This Masonry Vernacular commercial building was constructed in 1955. Stylistic elements include a Modern covered walkway on the 1950s strip mall façade with a Chinese Chippendale walkway railing. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **MT1559 – Doug’s Repair and Service**



**Figure 215.** North façade of MT1559, facing southwest (PCI May 2010).

Structure MT1559, Doug’s Repair & Service, is located at 712 Southeast Dixie Highway. This Prefabricated building was erected in 1964. Stylistic elements include a rectangular block, corrugated metal siding, and a gable roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **MT1560 – 328 Lake Street**



**Figure 216.** North and east facades of MT1560, facing south (PCI May 2010).

Structure MT1560 is a residence located at 328 Lake Street. This Masonry Vernacular style residence was constructed in 1930. Stylistic elements include symmetrical fenestration, stucco walls, and a side gable roof. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### **MT1561 – 304 E Martin Luther King Blvd**



**Figure 217.** North façade of MT1561, facing south (PCI May 2010).

Structure MT1561, a residence with garage, is located at 304 East Martin Luther King Boulevard. This Masonry Vernacular style residence was constructed in 1945. Stylistic elements include symmetrical massing, stucco walls, and a side gable roof with two gable dormers. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

#### **MT1562 – 300 E Martin Luther King Blvd**



**Figure 218.** East façade of MT1562, facing west (PCI May 2010).

Structure MT1562 is a residence which is located at 300 East Martin Luther King, Jr. Boulevard. This heavily altered Masonry Vernacular style residence was constructed in 1945. Stylistic elements include an original rectangular plan, side gable roof, and an enclosed porch. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

#### **MT1563 – 20 Ocean Blvd**



**Figure 219.** East façade of MT1563, facing southwest (PCI May 2010).

Structure MT1563 is a strip shopping center which is located at 20 Ocean Blvd. This Masonry Vernacular/Mediterranean Revival style shopping center was constructed circa 1950. The original 1950s façade has been altered with modern Mediterranean Revival stylistic elements, including clay tiles. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

#### **MT1564 – 265 Osceola Blvd**



**Figure 220.** North façade of MT1564, facing southwest (PCI May 2010).

Structure MT1564 is a strip shopping center which is located at 265 Osceola Blvd. This Masonry Vernacular style commercial building was constructed in 1949. Stylistic elements include storefronts on the first story with a faux mansard roof on the second story. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## MT1565 – 15-21 W Flagler Ave



**Figure 221.** Southwest façade of MT1565, facing west (PCI May 2010).

Structure MT1565 is a shopping plaza located at 15-21 West Flagler Avenue. This Masonry Vernacular style shopping plaza was constructed in 1949. Stylistic elements include multiple storefronts and painted mural. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

## MT1566 – Glass ‘N Treasures



**Figure 222.** Southwest façade of MT1566, facing northeast (PCI May 2010).

Structure MT1566, Glass ‘N Treasures, is located at 23 West Flagler Avenue. This Masonry Vernacular style commercial building was constructed in 1938. It consists of a simple rectangular storefront with a recessed central entry flanked by two fixed display windows. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### MT1567 – Osceola Street Café



**Figure 223.** West façade of MT1567, facing northeast (PCI May 2010).

Structure MT1567, Osceola Street Café, is located at 29 West Flagler Avenue. This Masonry Vernacular style commercial building was constructed circa 1940. Stylistic elements include a simple rectangular storefront with recessed central entry flanked by two display windows. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### MT1568 – The Pressel Building



**Figure 224.** West façade of MT1568, facing northeast (PCI May 2010).

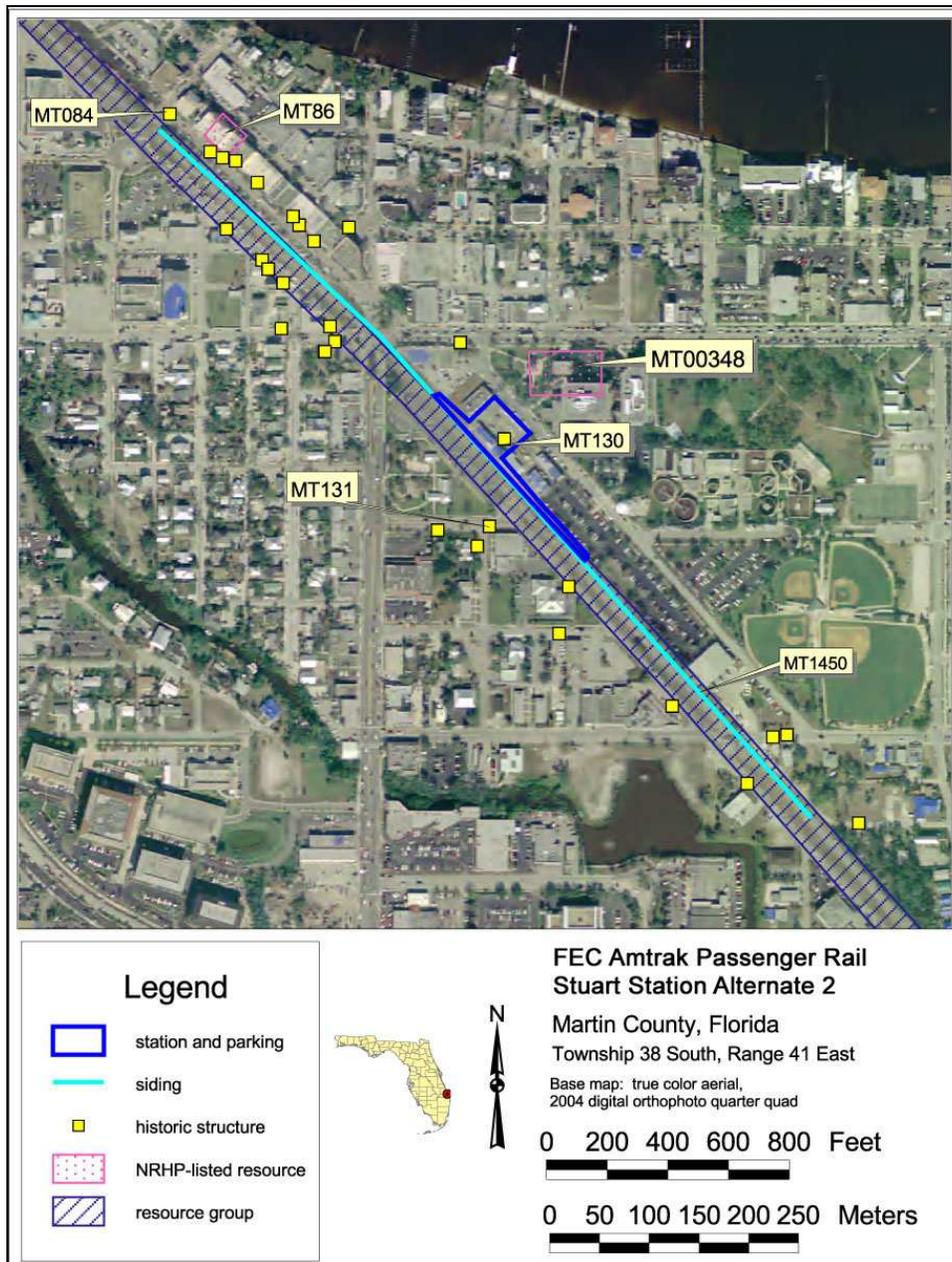
Structure MT1568, The Pressel Building, is a strip shopping plaza which is located at 37-47 West Flagler Avenue. This Masonry Vernacular style shopping plaza was constructed in 1939. It consists of a rectangular block containing three simple rectangular storefronts with

recessed central entries and display windows. Since this building lacks any historical association or distinguishing features it is being recommended as not eligible for listing on the NRHP.

### ***Alternative 1 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing, excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Stuart Station Alternative 1.

**RESULTS FOR STUART STATION ALTERNATIVE 2, EAST COAST LUMBER, EAST OF FEC**



**Figure 225.** Aerial map of the cultural resources in the vicinity of Alternative 2.

***Archaeological Investigations***

The project area was surveyed on May 7, 11 and 12, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie Gougeon, Ph.D., RPA. The project area is comprised of the adjacent areas of the proposed Stuart Station Alternative 2 location in Martin County. The project area is located in an urban setting precluding subsurface testing. However,

close surface inspection was conducted. No previously recorded archaeological sites were located within the project area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Nine previously recorded resources, including one linear resource, and eight structures, were found to be within the Area of Potential Effect for Station Alternative 2. The SHPO has determined linear resource MT1450, the FEC Railroad, is eligible for listing on the NRHP. One of the previously recorded structures (MT180) was found to have been demolished or removed. MT84 has not been evaluated by the SHPO but is being recommended as potentially eligible for listing on the NRHP. Both MT86 and MT348 are listed on the NRHP. Table 48 details these previously recorded resources.

**Table 48.** Previously Recorded Resources within the APE for Stuart Station Alternative 2.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
MT84	Feroe Building	73 W Flagler Avenue	1913	Structure	Not Evaluated	Potentially Eligible
MT86	Lyric Theatre	59 SW Flagler Avenue	1926	Structure	NRHP-listed	NRHP-listed
MT87	Pipette Shoes	51 W Flagler Avenue	c1926	Structure	Not Evaluated	Ineligible for NRHP
MT88	Data Development	49 W Flagler Avenue	c1926	Structure	Not Evaluated	Ineligible for NRHP
MT130	East Coast Lumber & Supply	416 Flagler Avenue	1917	Structure	Not Evaluated	Potentially Eligible
MT131	Hobe Sound Cabinetry	500 S Dixie Highway	1925	Structure	Not Evaluated	Potentially Eligible
MT165	Realty	243 S Dixie Highway	c1915	Structure	Not Evaluated	Ineligible for NRHP
MT180	404 Colorado Avenue	404 Colorado Avenue	c1926	Structure	Not Evaluated	Destroyed
MT348	Old Martin County Court House	80 E Ocean Boulevard	c1940	Structure	NRHP-listed	NRHP-listed
MT1450	FEC Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

## MT84 – The Feroe Building



**Figure 226.** West and south facades of MT84, facing northeast (PCI May 2010).

Structure MT84 is located at 73 West Flagler Avenue. In 1913, Henry C. Feroe had this building constructed as the Stuart Drug Store and Post Office. Stylistically this Masonry Vernacular structure consists of a two story rectangular block with reinforced concrete block walls, a cast iron storefront with altered display windows, concrete sills and lintels, a dentiled cornice and flat roof. It was originally recorded in 1991 and recommended as potentially eligible for the NRHP. This recommendation is due to it being a good example of a Masonry Vernacular commercial structure which dates to the early expansion period of the City of Stuart and once served as its post office and drug store, and was built by Henry C. Feroe, who platted out a portion of the downtown development for Stuart.

## MT348 – Old Martin County Courthouse



**Figure 227.** North façade, facing south (PCI May 2010).

The Old Martin County Courthouse, which now serves as the Court House Cultural Center, is an Art Deco style governmental structure erected in 1937. It was used until the late 1980s, when the Cultural Center became its new tenant. It was restored in 1989-1990. Stylistically it features a two story rectangular block with cast concrete block walls, flat roof, a symmetrically balanced façade, recessed pilasters, decorative horizontal band with a repeating angular motif on three sides of the building and tall, narrow windows. This building was added to the NRHP on November 7, 1997.

There were 19 newly recorded structures within the project area for Stuart Alternative 2. The table below lists these newly recorded structures. All of the descriptions for these structures appear in the previous station alternative.

**Table 49.** Newly Recorded Resources within the APE for Stuart Station Alternative 2.

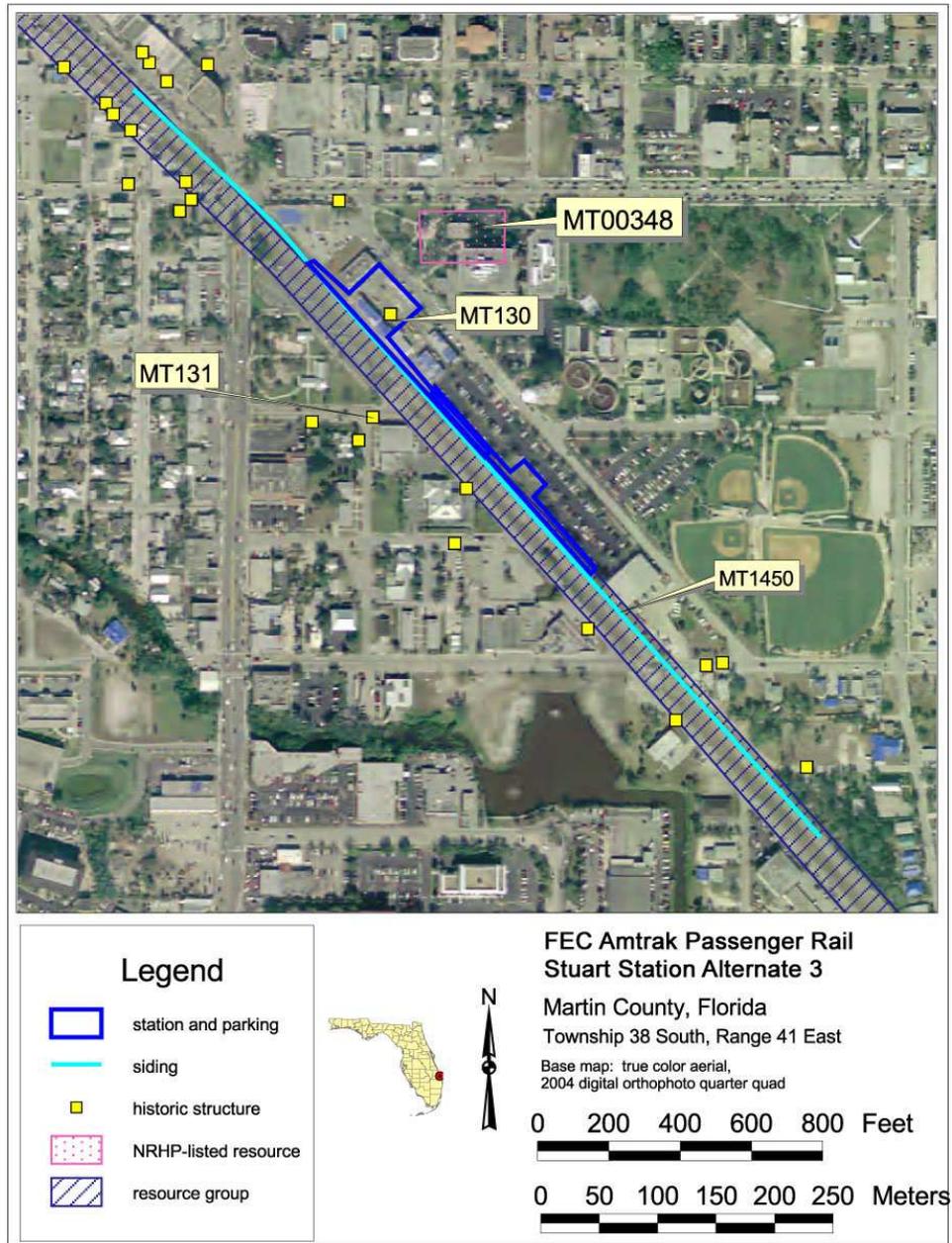
<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
MT1550	Creative Auto	228 SW Dixie Highway	1960	Structure	Ineligible for NRHP
MT1551	Verizon	290 SW Dixie Highway	1949	Structure	Ineligible for NRHP
MT1552	300 SW Dixie Highway	300 SW Dixie Highway	1949	Structure	Ineligible for NRHP
MT1553	The Rod Shop	101 W Ocean Boulevard	1925	Structure	Ineligible for NRHP
MT1554	Lindell Construction Co	11 W Ocean Boulevard	1949	Structure	Ineligible for NRHP
MT1555	11 SW Ocean Boulevard	11 SW Ocean Boulevard	1923	Structure	Ineligible for NRHP
MT1556	The Place for Yoga	510-526 S Dixie Highway	1955	Structure	Ineligible for NRHP
MT1557	Preferred Automotive Repair	124 E 6th Street	1955	Structure	Ineligible for NRHP
MT1558	McNicholas & Associates	612 S Dixie Highway	1955	Structure	Ineligible for NRHP
MT1559	Doug's Repair & Service	712 S Dixie Highway	1964	Structure	Ineligible for NRHP
MT1560	328 Lake Street	328 Lake Street	c1930	Structure	Ineligible for NRHP
MT1561	304 Martin Luther King Boulevard	300 Martin Luther King Boulevard	1945	Structure	Ineligible for NRHP
MT1562	300 Martin Luther King Boulevard	300 Martin Luther King Boulevard	1945	Structure	Ineligible for NRHP
MT1563	20 E Ocean Boulevard	20 E Ocean Boulevard	1948	Structure	Ineligible for NRHP
MT1564	265 W Osceola	265 W Osceola	1949	Structure	Ineligible for NRHP
MT1565	15-21 W Flagler Avenue	15-21 W Flagler Avenue	1949	Structure	Ineligible for NRHP
MT1566	Glass N Treasures	23 W Flagler Avenue	1938	Structure	Ineligible for NRHP
MT1567	Osceola Street Café	29 W Flagler Avenue	c1940	Structure	Ineligible for NRHP

FMSF #	Resource Name	Address	Date / Time Period	Resource Type	Survey Recommendation
MT1568	The Pressel Building	37-47 W Flagler Avenue	1939	Structure	Ineligible for NRHP

### ***Alternative 2 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing, excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Stuart Station Alternative 2.

**RESULTS FOR STUART STATION ALTERNATIVE 3, STYPMANN BLVD, EAST OF FEC**



**Figure 228.** Aerial map of the cultural resources in the vicinity of Alternative 3.

***Archaeological Investigations***

The project area was surveyed on May 7, 11 and 12, 2010 by Jorge Provenzali and Bradley Mueller under the supervision of Ramie A. Gougeon, Ph.D., RPA. The project area is located on an urban setting precluding subsurface testing. Close surface inspection was conducted though. No previously recorded archaeological sites were located within the project

area, nor were any previously unrecorded archaeological resources identified during the investigation.

### ***Architectural Investigations***

Six previously recorded resources, including one linear resource, and five structures, were found to be within the Area of Potential Effect for Station Alternative 3. The SHPO has determined linear resource MT1450, the FEC Railroad, is eligible for listing on the NRHP. One of the previously recorded structures (MT180) was found to have been demolished or removed. MT348 is listed on the NRHP, and both MT130 and MT131 are recommended as potentially eligible for listing on the NRHP. Table 50 details these previously recorded resources.

**Table 50.** Previously Recorded Resources within the APE for Stuart Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>SHPO Evaluation</b>	<b>Survey Recommendation</b>
MT130	East Coast Lumber & Supply	416 Flagler Avenue	1917	Structure	Not Evaluated	Potentially Eligible
MT131	Hobe Sound Cabinetry	500 S Dixie Highway	1925	Structure	Not Evaluated	Potentially Eligible
MT165	Realty	243 S Dixie Highway	c1915	Structure	Not Evaluated	Ineligible for NRHP
MT180	404 Colorado Avenue	404 Colorado Avenue	c1926	Structure	Not Evaluated	Destroyed
MT348	Old Martin County Court House	80 E Ocean Boulevard	c1940	Structure	NRHP-listed	NRHP-listed
MT1450	FEC Railroad	N/A	19 <sup>th</sup> and 20 <sup>th</sup> Century	Linear Resource	Eligible	Eligible

There were 18 newly recorded structures within the project area for Stuart Alternative 3. The table below lists these newly recorded structures. All of these structures were described above in the results section for Stuart Station Alternative 1.

**Table 51.** Newly Recorded Resources within the APE for Stuart Station Alternative 3.

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
MT1551	Verizon	290 SW Dixie Highway	1949	Structure	Ineligible for NRHP
MT1552	300 SW Dixie Highway	300 SW Dixie Highway	1949	Structure	Ineligible for NRHP
MT1553	The Rod Shop	101 W Ocean Boulevard	1925	Structure	Ineligible for NRHP
MT1554	Lindell Construction Co	11 W Ocean Boulevard	1949	Structure	Ineligible for NRHP

<b>FMSF #</b>	<b>Resource Name</b>	<b>Address</b>	<b>Date / Time Period</b>	<b>Resource Type</b>	<b>Survey Recommendation</b>
MT1555	11 SW Ocean Boulevard	11 SW Ocean Boulevard	1923	Structure	Ineligible for NRHP
MT1556	The Place for Yoga	510-526 S Dixie Highway	1955	Structure	Ineligible for NRHP
MT1557	Preferred Automotive Repair	124 E 6th Street	1955	Structure	Ineligible for NRHP
MT1558	McNicholas & Associates	612 S Dixie Highway	1955	Structure	Ineligible for NRHP
MT1559	Doug's Repair & Service	712 S Dixie Highway	1964	Structure	Ineligible for NRHP
MT1560	328 Lake Street	328 Lake Street	c1930	Structure	Ineligible for NRHP
MT1561	304 Martin Luther King Boulevard	300 Martin Luther King Boulevard	1945	Structure	Ineligible for NRHP
MT1562	300 Martin Luther King Boulevard	300 Martin Luther King Boulevard	1945	Structure	Ineligible for NRHP
MT1563	20 E Ocean Boulevard	20 E Ocean Boulevard	1948	Structure	Ineligible for NRHP
MT1564	265 W Osceola	265 W Osceola	1949	Structure	Ineligible for NRHP
MT1565	15-21 W Flagler Avenue	15-21 W Flagler Avenue	1949	Structure	Ineligible for NRHP
MT1566	Glass N Treasures	23 W Flagler Avenue	1938	Structure	Ineligible for NRHP
MT1567	Osceola Street Café	29 W Flagler Avenue	c1940	Structure	Ineligible for NRHP
MT1568	The Pressel Building	37-47 W Flagler Avenue	1939	Structure	Ineligible for NRHP

### ***Alternative 3 Investigations Conclusion***

Based on the results of this field investigation, it is the opinion of PCI that development of the project area will not affect any sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for NRHP listing, excepting the FEC rail line itself. Based on preliminary consultation with DHR, returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway (Appendix A). No further investigation is recommended for the proposed Stuart Station Alternative 3.

### ***EVALUATION OF STUART STATION ALTERNATIVES***

Three alternative and overlapping station locations have been proposed for the Stuart area. Alternatives 1, 2 and 3 have no significant cultural resources issues and, from this perspective, are equally suitable for selection as the preferred station location. Each alternative station location requires the consideration of visual and noise impacts to a number of cultural

resources, primarily in the form of commercial resources recommended eligible or potentially eligible for listing on the NRHP. However, as these specific resources all post-date the development FEC rail, these visual and noise effects should not be considered adverse. All three alternative station locations and their sidings are equally acceptable in terms of their lack of potential impacts to cultural resources.

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