



City of New Smyrna Beach

Historic New Smyrna Beach Preservation Commission

Ronald Sayyah Nancy Ryan Greg Mercurio

Allene Teague Lillian Wilson Virginia Schow

GOALS:

Public Awareness/Education > Promotion of Historic Resources

February 28, 2011

THIS IS YOUR OFFICIAL NOTIFICATION of the regular meeting of the Historic New Smyrna Beach Preservation Commission to be held on Wednesday, May 11, 2011 at 5:30 p.m. at 210 Sams Avenue, New Smyrna Beach, Florida, for consideration of the following agenda:

1. **Roll Call**
2. **Election of Officers**
3. **Approval of Minutes** from March 9, 2011
4. **Public Participation** – In accordance with the City Commission Resolution #11-89, a three-minute limitation is in effect unless otherwise granted by the HPC
5. **Historic Structure Survey**
6. **Comments from Commission Members and City Staff**
7. **Adjournment**

Respectfully Submitted,

Ron Sayyah, Chairperson
Historic New Smyrna Beach Preservation Commission

1 **HISTORIC NEW SMYRNA BEACH**
2 **PRESERVATION COMMISSION (HPC)**
3 **MINUTES**
4 **MARCH 9, 2011**
5 **COMMISSION CHAMBERS**
6 **210 SAMS AVENUE, NEW SMYRNA BEACH, FLORIDA**

7
8 Chair Ronald Sayyah called the March 9, 2011 meeting to order at 5:31 p.m.

9
10 Answering to roll call:
11 Ronald Sayyah - Chair
12 Nancy Ryan
13 Jean Mayo

14
15 Allene Teague and Greg Mercurio were absent.

16
17 Kathy Ruding and Lillian Wilson had submitted letters of resignation to the City Clerk and
18 the Board acknowledged.

19
20 Also present were staff members Gail Henrikson, Planning Manager and Recording
21 Secretary Debbie Jenkins.

22
23
24 **APPROVAL OF MINUTES**

25
26 **Regular Meeting February 9, 2011.**

27
28 **Ms. Mayo made a motion to approve the minutes as written; seconded by Ms. Ryan.**
29 **Motion passed unanimously on roll call vote 3-0.**

30
31
32 The Board members discussed whether to table the election of officials until the April
33 meeting.

34
35 **Ms. Ryan made a motion to continue the election of officials until the May meeting;**
36 **seconded by Ms. Mayo. Motion passed unanimously on roll call vote 3-0.**

37
38 There was discussion concerning the replacement of the two open positions and it was noted
39 that for the past two meetings the attendance was low.

40
41 **PUBLIC PARTICIPATION**

42
43 In accordance with the City Commission Resolution #11-89, a three-minute limitation is in
44 effect unless otherwise granted by the HPC.

45
46 Mike Logan, currently residing in Edgewater but visiting New Smyrna Beach, stated that he
47 had worked for Howard County, Maryland on their Historic Conservation Committee and
48 gave a brief background regarding his experience. He stated that he was seeking to get
49 involved with the Community and would be interested in applying to the board.

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Ms. Henrikson stated that according to the bylaws, a board member either had to work or reside within the city limits to serve on a board. She stated that due to low attendance, the board may want to look into the revising the bylaws to address that issue.

HBOD – 532 NORTH RIVERSIDE DRIVE

Ms. Henrikson gave her report on the Historic Building Overlay for 532 North Riverside Drive. She stated that the Historic Building Overlay for 532 North Riverside Drive was heard at the last Planning and Zoning Board Meeting and that the Board had recommended approval to the City Commission.

Ms. Ryan said she had spoken with applicant and that she favored the proposed project.

Ms. Mayo agreed.

Mr. Sayyah stated that he had visited the property and gave a brief description of his tour.

Ms. Henrikson stated the house was all up to code and no improvements would be necessary.

Mr. Sayyah commented that another benefit to the proposed project would be less people coming and going on a regular basis.

Ms. Ryan made a motion to approve with the four conditions made by staff; seconded by Ms. Mayo. Motion passed unanimously on roll call vote 3-0 with the following conditions:

- 1. No signage allowed on building.**
- 2. Restriction on size of signage as follows:
Maximum total size of allowable signage is 32 square feet with a maximum width of 8 feet and a maximum height of 7 feet.**
- 3. The sign must be installed within 6 months.**
- 4. The property owner's must obtain a Business Tax Receipt for the Assisted Living Facility within six months.**

COMMENTS FROM COMMISSION MEMBERS AND CITY STAFF

Ms. Henrikson stated that the demolition for 217 Esther Street was approved by the City Commission and that the demolition would need to be completed within 120 days from January 13th. She stated the design for the replacement building would need to come back before the HPC for approval.

94 Ms. Henrikson stated that a new Planner has been hired and he will be trained for working
95 with the Historic Preservation Commission.

96

97 Ms. Henrikson commented on the workshop held at the Atlantic Center For the Arts
98 regarding Historic and Art Overlay Districts. She stated she would include a copy of the
99 material with next month's packet.

100

101

102 ADJOURNMENT

103

104 Being no further business, the meeting adjourned at 5:46 p.m.

105

106

1 INTEROFFICE MEMORANDUM
2 CITY OF NEW SMYRNA BEACH
3

4 To: Historic New Smyrna Beach Preservation Commission
5 From: Kevin Jameson, Planner
6 Subject: Recommendations of the Historic Structure Survey and Assessment
7 Date: May 11, 2011

8 In 2007, the City attained grant funding through the Florida Bureau of
9 Historic Preservation which was matched with City funds and in-kind
10 services, to have an historic survey performed within the City. The purpose
11 of the survey was to update previous surveys that had been completed in the
12 late 1980s and early 1990s. These previous surveys had been used to create
13 the Mainland National Register Historic District and the Coronado National
14 Register Historic District.

15 The survey and report have been finalized and submitted to the Florida
16 Master Site File (FMSF) office for recording.

17 The report was originally presented to the HPC in February 2010. Copies of
18 the final report are included in the Board member packets. The report makes
19 several recommendations (Section V of the report). Staff is looking to the
20 Historic Preservation Commission for direction as to which recommendations
21 to pursue and what is the preferential order of the recommendations. These
22 recommendations are summarized below.

- 23 1) **Maintain the FMSF forms at the New Smyrna Beach City Hall.** Staff
24 currently has copies of the FMSF forms from the original historic
25 surveys conducted in the 1980s and 1990s. However, these forms need
26 to be digitized and made accessible through the City's website.
27 2) **Education.** Property owners, residents, elected officials, and City staff
28 should be made more aware of the importance of historic preservation,
29 the aesthetic and financial benefits of historic preservation, and the
30 preservation process. This could be partially achieved by digitizing
31 the FMSF forms.
32 3) **Education.** The City, New Smyrna Museum of History and the
33 Southeast Volusia Historical Society should continue public education
34 through programs such as meetings, news articles, guidebooks and
35 pamphlets.

- 1 4) **National Register Historic District.** The City should promote the
- 2 listing of individual properties on the National Register of Historic
- 3 Places (NRHP) and rehabilitation of historic buildings.
- 4 5) Expansion of the New Smyrna Beach Historic District. **Attachment A**
- 5 6) Expansion of the Coronado Beach Historic District. **Attachment B**
- 6 7) Creation of the Westside Community Historic District. **Attachment C**
- 7 8) Creation of local historic district with the same boundaries as the New
- 8 Smyrna Beach (Mainland) National Register District
- 9 9) Creation of a local historic district with the same boundaries as the
- 10 Coronado Beach National Register District
- 11 10) Creation of a local Westside Community Historic District

12

13 On March 9, 2011, the City Commission held a workshop at the Atlantic
14 Center for the Arts. The topic of the workshop was neighborhood
15 stabilization strategies. One of the strategies identified by the Commission
16 was the use of historic districts to stabilize neighborhoods and increase
17 property values. This could be accomplished through either expansion or
18 creation of National Register Historic Districts. Additionally, local historic
19 districts could also be created. Local historic districts would provide
20 residents and the City with more options to guide what is built in historic
21 neighborhoods and ensure that new development is compatible with existing
22 development. These types of protections are not available under the National
23 Register Historic Districts.

24

25 **Recommendation**

26 Staff is requesting the following actions by the HPC:

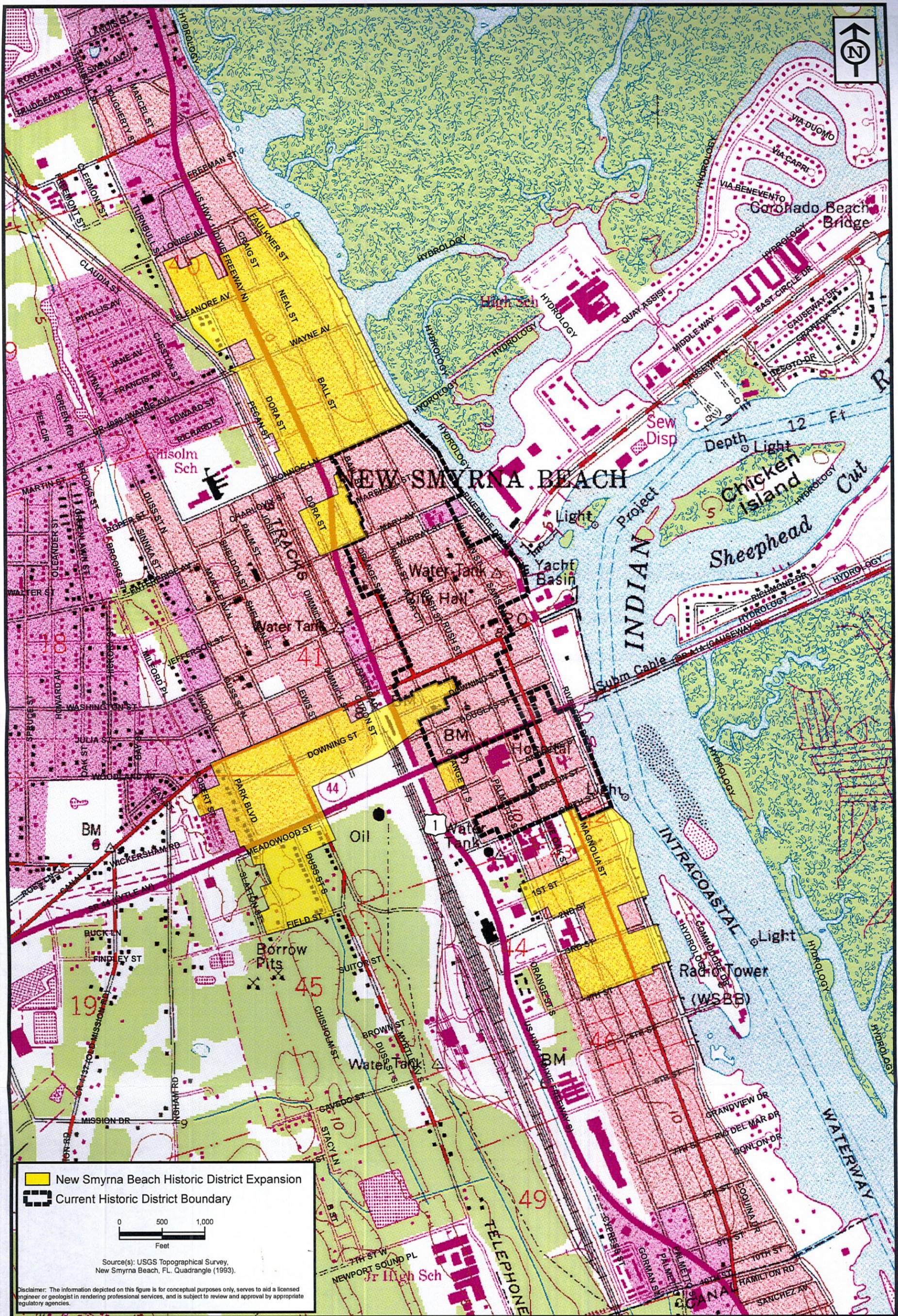
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- 28 1. Identify which, if any of the 10 recommendations listed above should be
- 29 pursued by the City.
- 30 2. Identify any other recommendations that should be pursued by the City.
- 31 3. Prioritize all recommendations that the HPC wishes to recommend to the
- 32 City Commission.

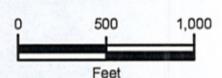
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34 Once the recommendations have been identified and ranked by the HPC, staff
35 will present the list to the City Commission for final approval.

36



New Smyrna Beach Historic District Expansion
 Current Historic District Boundary



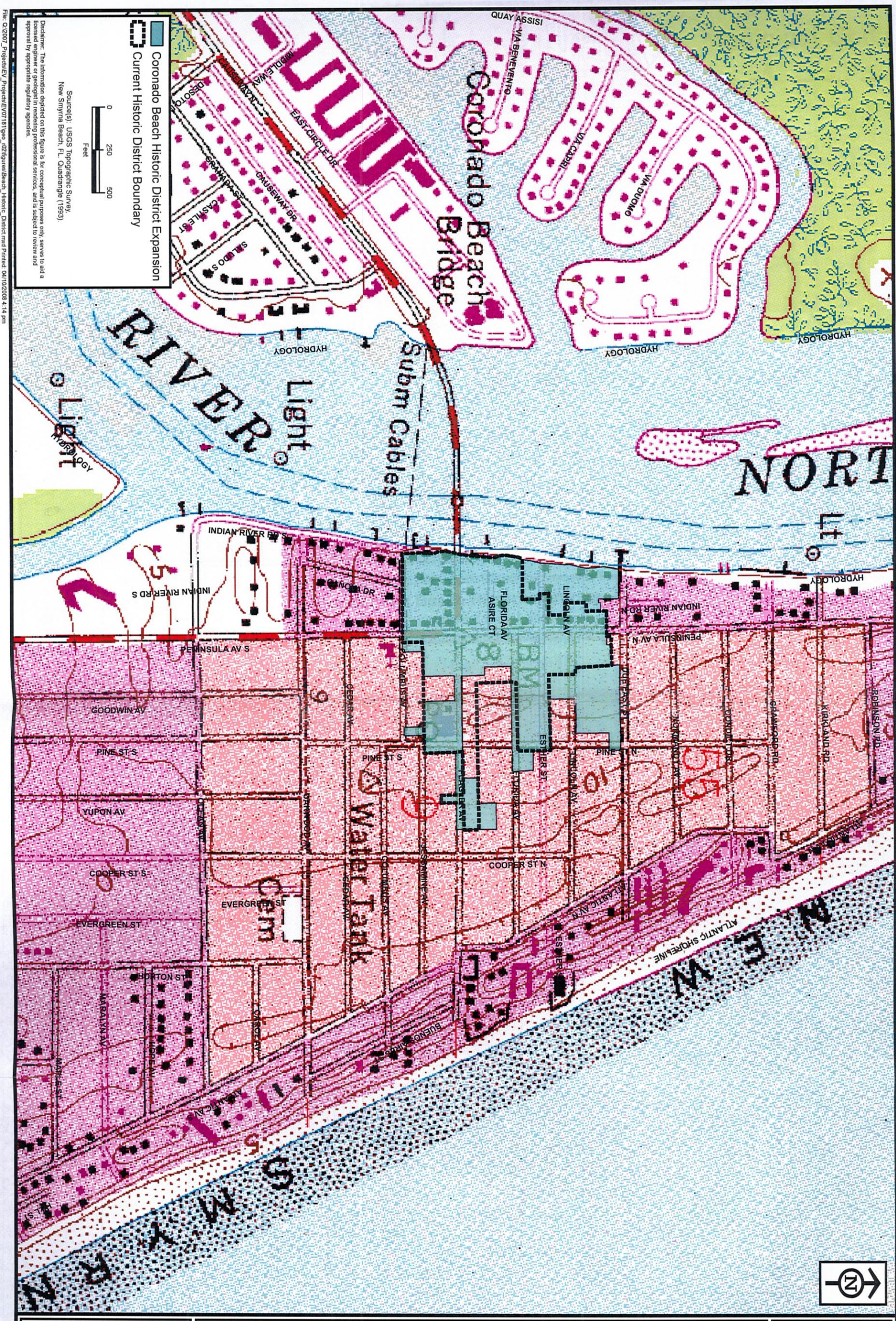
Source(s): USGS Topographical Survey, New Smyrna Beach, FL. Quadrange (1993).

Disclaimer: The information depicted on this figure is for conceptual purposes only, serves to aid a licensed engineer or geologist in rendering professional services, and is subject to review and approval by appropriate regulatory agencies.


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New Smyrna Beach Historic District Recommend Boundaries
New Smyrna Beach Historic Structure Survey
 Volusia County, Florida

Project:	EV07181.00
Date:	Apr. 2008
Drwn/Chkd:	JVM/CEC
Figure:	49

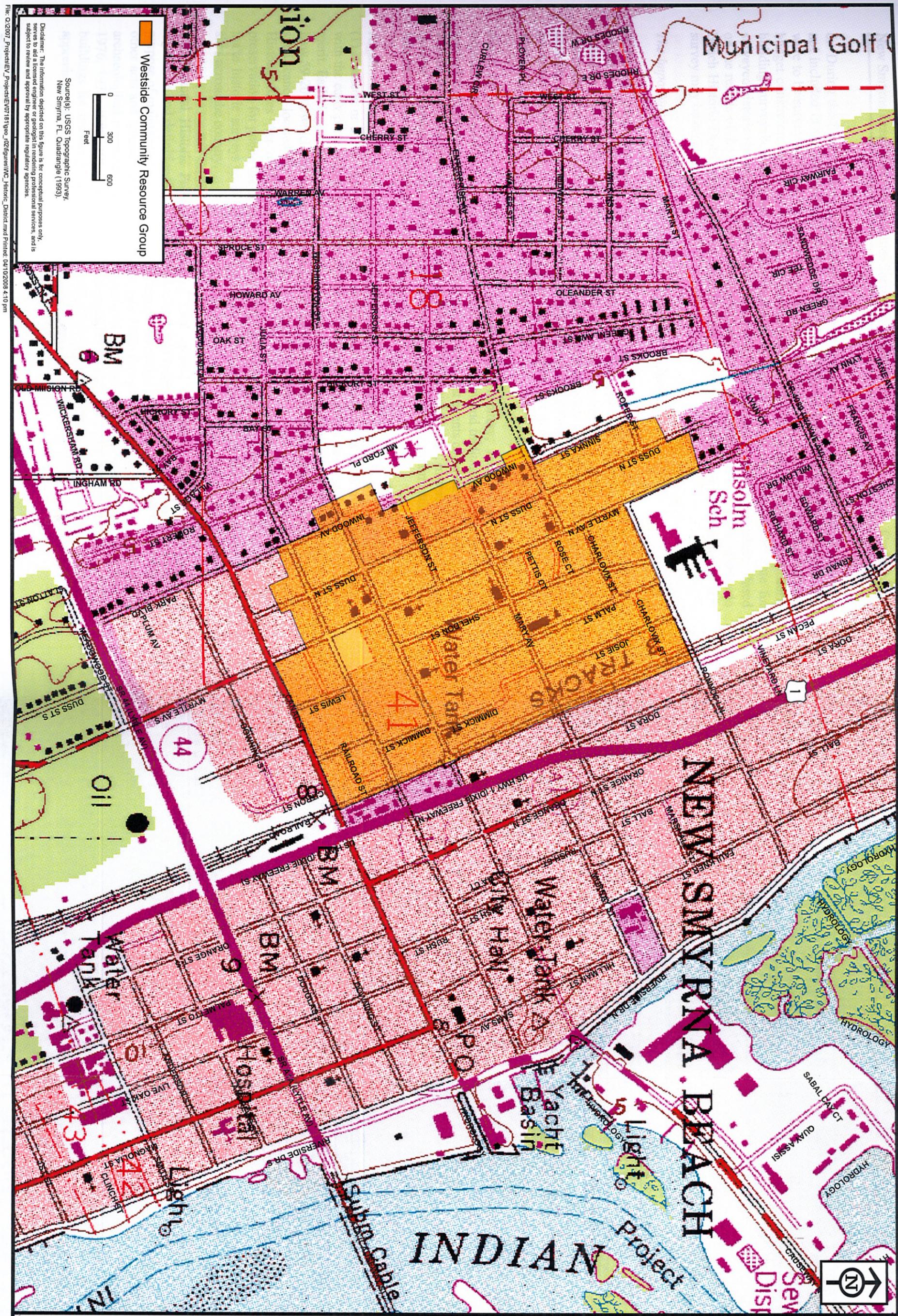


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Potential Expansion of the Coronado Beach Historic District
New Smyrna Beach Historic Structure Survey
 Volusia County, Florida

Project:	EV07181.00
Date:	Apr. 2008
Drwn/Chkd:	JVM/CEC
Figure:	50



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 Westside Community Resource Group
 Source(s): USGS Topographic Survey
 New Smyrna, FL, Quadrangle (1993).
 Disclaimer: The information depicted on this figure is for conceptual purposes only, and is not intended to be used for any legal or regulatory purposes. It is subject to review and approval by appropriate regulatory agencies.




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Westside Community Historic District Recommended Boundaries
New Smyrna Beach Historic Structure Survey
 Volusia County, Florida

Project:	EV07181.00
Date:	Apr. 2008
Drwn/Chkd:	JVM/CEC
Figure:	51

**CITY OF NEW SMYRNA BEACH HISTORIC STRUCTURE
SURVEY AND ASSESSMENT, NEW SMYRNA BEACH
VOLUSIA COUNTY, FLORIDA**

By

**Jennifer L. F. Nash
Marissa Condosta Gordon
And Brent M. Handley**

For

City of New Smyrna Beach

ESI Report of Investigations No. 1221

EV07181.00

December 2009



**ENVIRONMENTAL SERVICES, INC.
1148 Pelican Bay Drive
Daytona Beach, Florida 32119**

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PROJECT STAFF

Project Administrator: Brent M. Handley, RPA

Project Coordinators: Brent M. Handley, Marissa Condosta Gordon and Jennifer L. F. Nash

Historical and Architectural Reports: Jennifer L. F. Nash, M.A.

Field Survey: Jennifer L. F. Nash, Marissa Condosta Gordon, and Brian S. Marks, Ph.D.

Florida Master Site File Form Preparation: Marissa Condosta Gordon

Photography and Graphics: Jennifer Nash, Marissa Condosta Gordon, Rusty Newman, Jared Sellers, and Brian S. Marks, Ph.D.

Computer & GIS Applications: Rusty Newman, Jared Sellers, and Brian S. Marks, Ph.D.

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

City of New Smyrna Beach

Florida Department of State, Division of Historical Resources

ACKNOWLEDGMENTS

A successful survey of historic properties requires community assistance and cooperation. Among other responsibilities, help is needed to assemble maps, locate sources for local history, and identify old buildings. Inevitably, the survey team accumulates debts that deserve more than our humble acknowledgements. Still, we offer these in a spirit of gratitude.

Without the financial and administrative support provided by the City of New Smyrna Beach the survey would not have occurred. We are also grateful for the administrative support of the City's Project Coordinator Marissa Moore, for helping to arrange public meetings and supplying a base map for the survey. Dedicated residents, business owners, and property owners have worked closely with the City of New Smyrna Beach to obtain a state matching grant from the Florida Department of State, Bureau of Historic Preservation. This project has been financed in part with historic grant assistance provided by the National Park Service, U.S. Department of the Interior, administered through the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, and assisted by the Florida Historical Commission. We are indebted to the City Commission and residents and property owners of the City of New Smyrna Beach for funding and promoting the project.

A number of citizens devoted time to public meetings and helping document the historic resources recorded during the survey. Despite our best efforts, some names were illegible and we regret any misspellings. Invariably, whenever a list of names is produced at a public meeting some names are not collected and we also regret those omissions. At the risk of offending important sources of information, we take time to extend our gracious thanks again to the members of the City staff who faithfully provided information and attended those meetings, and to members of the Southeast Volusia Historical Society, the New Smyrna Museum of History, the New Smyrna Beach branch of the Volusia County Public Library system, the staff at Hall Machine Works, to Marissa Moore of the City of New Smyrna Beach, Mary Harrell of the New Smyrna Beach Black Heritage Museum, and local residents Shelly Broussard, Worin Bell, Jack Cole, Richard Crunkilton, Diane DeVry, Flare Elliott, Bob Finta, Mr. Fussel, Mike Farmer, Dee and John Green, Gail Henrikson, Eileen Kilday, Howard and Maggie Loveless, Sally Mackay, Frank Marshall III, Shawn Mathews, the Midler family, Dot Moore, Jerry Moore, Teresa O'Connor, Lynne Plaskett, Kay Shepard, Ellwood Sides, Deborah and Jessie Strahman, Diana Varrasso, and Joan Zetta, for the valuable information they provided. We hope the survey will serve its intended role in the preservation of the cultural legacy of the City of New Smyrna Beach.

We thank the Bureau of Historic Preservation, especially Fred Gaske, State Historic Preservation Officer and his staff who provided technical assistance and administrative support throughout the project. The historic preservation community in Florida is indebted to Fred Gaske and to Kurt S. Browning, Florida's Secretary of State, for their leadership in maintaining Florida at the forefront of historic preservation in the United States. The Florida Historical Commission (FHC), professionals in archaeology, architecture, history, and other fields in cultural resources appointed by the Secretary of State and Florida's Governor Charlie Crist, provides assistance to the Bureau of Historic Preservation by reviewing grant applications and making recommendations. The citizen volunteers who serve on the FHC collectively devote thousands of hours annually to their tasks. The residents and property owners within the New Smyrna Beach area owe the City a vote of thanks for its support.

Finally, we issue a note of thanks to the many residents and property owners of New Smyrna Beach who patiently answered our questions, and accommodated our site inspections and the photographs which we took. We hope the survey will serve its intended role in the preservation of the cultural legacy of the City of New Smyrna Beach.

I. INTRODUCTION

In 2007, 2008, and 2009, the City of New Smyrna Beach, hereafter referred to as “the City”, contracted with Environmental Services, Inc. to conduct an architectural and historical survey of the New Smyrna Beach in Volusia County, Florida. This report has been prepared in accordance with the standards and guidelines promulgated by the Florida Department of State and cited in Chapter 1A-46 of the Florida Administrative Code Statutes. As a result they are also in alignment with federal requirements cited in Chapter 36 of the Code of Federal Regulations.

The project area is located in Sections 9, 15, 16, 18, 19, 22, 40, 41, 42, 43, 44, and 55 of Township 17 South, Range 34 East on the New Smyrna Beach (1956, rev. 1993) USGS Quadrangle map in the City of New Smyrna Beach, Volusia County, Florida (Figure 1). The Indian River North and the Atlantic Ocean are the largest water sources adjacent to the City and are located to the east. The Indian River bisects the mainland from the area historically known as Coronado Beach. The City is bordered by Port Orange to the northwest, unincorporated Volusia County to the north, Atlantic Ocean to the east, Samsula-Spruce Creek to the west, and the City of Edgewater, Bethune Beach, and the Cape Canaveral National Seashore to the south. In 2007 the population of Volusia County was 500,413 and in 2006, the population of New Smyrna Beach was estimated at 22,732 residents (US Census Bureau 2007). The primary corridors consist of State Road 44, which functions at the main east/west route and US 1 (Dixie Freeway), which serves as the primary north/south route. Both roads (SR 44 and US 1) converge in downtown New Smyrna Beach. The State Road 44 (North Causeway) and SR A1A cross the Indian River North and provide access from the mainland to the barrier island and the Atlantic Ocean. Other important roads in New Smyrna Beach include Canal Street, Flagler Avenue, Ronnoc Lane, Myrtle Avenue, Riverside Drive, Washington Street, and Magnolia Street. The Florida East Coast Railway extends through the City from north to south.

The Scope of Work for the project as outlined by the City included background research, the development of a chronology of historical events, completion of fieldwork necessary to carry out an inventory of historic structures in the area, preparation of Florida Master Site Files for historic buildings and updates for previously recorded buildings, preparation of a survey map of the project area, and preparation of a final report containing all of this information and meeting the standards of the grant agency.

Historic preservation, the process of protecting and maintaining buildings, structures, objects, and archaeological materials of historical significance, can be separated into three phases: (1) identification; (2) evaluation; and (3) protection. This survey represents an important step in the preservation of historical resources in the City of New Smyrna Beach. Documents produced in conjunction with the survey, including the Florida Site File forms and the report, provide information that The City Commission members, property owners, residents, County and City staffs and other municipal officials can utilize to make informed decisions and judgments about resources that have value to individuals and to the community at large. During the course of this survey, 977 structures were inventoried, eight new resource groups were developed and expansions to the New Smyrna Beach Historic District and Coronado Beach Historic District were recommended along with the development of a Westside Historic District.

Figure 1

The historical development of the City of New Smyrna Beach centers around an early emphasis on distinctive community development coupled with entrepreneurial activities that resulted in the development of a dynamic city. The development of the railroad industry within New Smyrna Beach helped the City emerge as a railroad center in the twentieth century. The business community developed along Canal Street and US Hwy 1 within the mainland area and along Flagler Avenue in the Coronado Beach area. The Westside neighborhood, a predominately African American community within the City, experienced growth in the late 19th and early 20th century around Ronnoc Lane and Canal Street. It is anticipated that the completion of the inventory and this report outlining the historical context of the area will lead to a higher level of preservation in the City, as well as a greater degree of understanding of the value of these resources among local residents.

Future endeavors by the City could include the publication of books or pamphlets on local architecture or history, the installation of State Historic Markers, or the nomination of structures or districts to the *National Register of Historic Places*. This report contains suggestions regarding the possible nomination of twenty three historic structures as individually eligible for the NRHP, the creations of the Westside historic district, as well as the expansion of the New Smyrna Beach Historic District and the Coronado Beach Historic District as detailed in the recommendations section of this report.

In order to preserve and protect the historical legacy of the community it is important that the City and all of the citizenry utilize all possible means to achieve their goal. The Final Survey Report and FMSF forms will be held in perpetuity and available to the public at the FMSF in Tallahassee. Voluntary, financial, and legal techniques are available and are discussed in detail in this report.

II. CRITERIA

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

Criteria for Evaluation

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

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

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

- A) a religious property deriving primary significance from architectural or artistic distinction or historical importance;
- B) a building or structure moved from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- C) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life;
- D) a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G) a property achieving significance within the past fifty years if it is of exceptional importance.

Florida Master Site File (FMSF)

The Bureau of Historic Preservation employs the same criteria in a less restrictive manner for selecting properties to be placed in the Florida Master Site File (FMSF), a repository located at the R. A. Gray Building in Tallahassee. The FMSF is administered by the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State. It should be pointed out that the FMSF is not a state historic register, but an archive that holds thousands of documents intended for use as a planning tool and a central repository containing data on the physical remains of Florida's history. A system of paper and computer files, the FMSF contains thousands of files on archaeological sites, historic-period bridges, cemeteries, and standing structures and hundreds of reports associated with field surveys. The form on which a building is recorded is the FMSF Historic Structure form. Other forms are available for bridges, cemeteries, and archaeological sites. Recording a resource on a FMSF form does not mean that it is historically significant, but that it meets a particular standard for recording. A building, structure, or site should be fifty years old or more before it is recorded and entered into the FMSF. Lastly, and perhaps most importantly, relatively few buildings or sites included in the FMSF are listed in the NRHP, the accepted criterion for a "historic resource." Each FMSF form represents a permanent record of a resource.

During the course of the survey, 977 resources were recorded or revisited in the City of New Smyrna Beach. Of those, 291 structures were previously recorded at the Florida Master Site File. Of the 291 structures previously recorded, many were listings by individuals and others were inventoried during 1988 and 1995 surveys. However, 64 of those that were previously recorded are gone either from being demolished or having been moved. The remaining 686 resources were newly recorded during this survey. In addition, eight resource groups were also recorded bring the total number of resources surveyed to 984. At the request of the City of New Smyrna Beach, the year 1960 was selected as the cut-off date to fulfill the fifty-year criteria used by the NRHP for assessing historic resources, and as a planning tool for the City's staff. The resulting files and reports will offer a comprehensive collection of documents for assessing the historic architecture within the New Smyrna Beach area. Building age was estimated using various sources, including the dates of subdivision platting and recording; Sanborn™ Fire Insurance maps, data provided by the Volusia County Property Appraiser's office; informant interviews, and architectural evidence, which is based on comparisons between documented examples of resources of similar size and design.

The inclusion of buildings in the survey was based on criteria established by the U. S. Department of the Interior for listing buildings and properties in the NRHP. Extensive additions and modifications, the use of incompatible exterior sidings and windows, and porch removal or

enclosure are typical alterations that cause a building to lose its historic character. The term “historic building,” or “historic resource,” means any historic district, site, building, structure, or object included in or determined eligible for inclusion on the NRHP. An ordinance of local government may also define historic properties or historic resources under criteria contained in that ordinance. The identification of historic resources begins with their documentation through a survey conducted under uniform criteria established by federal and state historic preservation offices. Survey is a gathering of detailed information on the buildings and structures that have potential architectural or historical significance. The information provides the basis for making judgments about the relative value of the resources. Not all resources identified or documented in this survey process may ultimately be judged “historic.” Still, all resources should be subjected to a process of evaluation that results in a determination of those which should be characterized as historic under either federal or local criteria.

The survey process also includes evaluating the condition of each building, which was evaluated according to standards established by the U. S. Department of the Interior. An objective evaluation, the condition of each building is assessed based upon a visual inspection of the structural integrity, roof profile and surfacing, the integrity of the exterior wall fabric, porches, window treatments, foundation, and the general appearance of the building. Not permitted on private property, the surveyors inspected each building in the New Smyrna Beach area from the rights-of-way, unless invited onto property by the property owner. No attempt was made to examine the interior of buildings, or closely inspect the foundation or wall systems for the extent of integrity, or deterioration, or insect infestation. Consequently, some buildings evaluated as “good” may upon further inspection be found in a “fair,” or even “deteriorated” condition. In like manner, some buildings labeled as fair may indeed possess substantial integrity of wall framing with only inconsequential exterior fabric deterioration.

Methodology

Cultural resource management involves a series of activities carried out in succession. The first activity is survey, which is a systematic examination of historic properties. Survey is undertaken to determine the nature, extent, and character of historic properties, which includes buildings, structures, objects, sites, or districts significant in national, state, or local history. Survey should be clearly distinguished from registration and protection of historic buildings, which is provided through listings in the NRHP, and, just as importantly, by enacting local historic preservation ordinances.

There are several methodologies for survey. One approach is the thematic survey, which identifies all historic properties of a specific type, such as a survey of African-American schools, courthouses, or lighthouses. A more common survey, and the type utilized for this survey, is the geographic approach that generates a comprehensive recording of all significant themes and associated properties within established geographic boundaries, such as a subdivision, neighborhood, or a municipal limit. Although the goal for this survey was to identify and evaluate the significance of the historic standing structures in the City of New Smyrna Beach up to 716 buildings, during the course of the survey 977 historic resources in the New Smyrna Beach area were recorded as requested by the City. The planning office of New Smyrna Beach provided ESI with a list of structures located in Coronado Beach, mainland New Smyrna Beach and the

Westside Community that were to be surveyed. The database file sent by the City contained 777 resources and of those, 486 were newly recorded and 291 were previously recorded. Of those resources, 713 are still standing and 64 have been demolished. In addition, eight resource groups brought the total up to 785 resources. In 2009 the City contracted with ESI to survey an additional 200 historic structures within the existing historic districts and the recommended historic district expansions. These structures were identified during the 2007-2008 survey and all were newly recorded structures. The FMSF numbers and addresses of all the resources are presented in Appendix A. Two resources prior to this survey have been listed on the NRHP and include the New Smyrna Beach Women's Club (NRHP 1983) and the St. Rita's Colored Mission Church (NRHP 2007). Outside the survey area stands the El Rio Retiro (NRHP 1987). Despite the historic preservation efforts undertaken by New Smyrna Beach, fires, neglect, and relocation have damaged or destroyed many of New Smyrna Beach's historic buildings. Consequently, the survey should be followed with measures to further protect the City's large and diverse collection of resources.

The survey began after meeting with representatives of the City to discuss the scope of work and project objectives and goals. A base map and shape files provided by the City and Volusia County Property Appraiser was used to determine the locations of historic buildings. The survey route began in the northwestern quadrant of the Coronado Township and followed a geographical pattern south and then east along the Atlantic Ocean. After the peninsula was complete, the survey was initiated on the mainland and began in the southeastern most portion of the survey area at 5th Street and moved north along Riverside Drive until ending at Louise Avenue and west until running into US Hwy 1. The final phase of the survey concentrated on the neighborhoods of Southwest and Westside moving from the south at Field Street to the north at North Duss Street. Each street in the survey area was either walked along or driven along to ensure a comprehensive coverage of the region. Historic structures were assigned site numbers and were plotted onto aerial maps prior to the field survey. Newly recorded structures were shown in red and previously recorded structures were depicted in blue on a 2007 aerial photographic map. A date and photograph number was assigned to each structure and recorded both on the map and in a spreadsheet to ensure accuracy. Architectural data was recorded in the field and a digital image was taken of each resource.

The integrity of each resource was evaluated on the basis of guidelines established by the NRHP and the FMSF. The survey team respected private property rights and recorded the resources from the rights-of-way. Many residents expressed considerable interest in the project and provided the survey team with historical data about their homes or buildings.

Following the field survey, FMSF forms were prepared using a SMARTFORM template. The properties previously surveyed were updated. In addition to architectural data, each building was assigned a style, address, legal description, and present use. The condition of each building, a subjective evaluation, was assessed based upon visual inspection from the rights-of-way of structural integrity, roof surfacing, exterior wall fabric, porches, window treatments, foundation, and the general appearance of the building. With few exceptions, the surveyors were not permitted on private property; therefore, each building was inspected from the rights-of-way, making no attempt to closely inspect foundation or the wall systems for structural integrity.

Analysis of the properties was then conducted by architectural style, condition, date of construction, and subdivision development trends. Collection of research followed and included the examination of a guidebook entitled *Images of America: New Smyrna Beach*; a 2004 Cultural Resource Assessment Study; history books published by Gary Luther, L. M. Kress, Fannie Minson Hudson, and E. P. Panagopoulos; New Smyrna Beach area plat and Sanborn fire insurance maps housed at the New Smyrna Museum of History; and historic-period maps. Additional historical research was conducted at Volusia County Courthouse, public library in New Smyrna Beach, and Southeast Volusia Historical Society archives. As part of the process, a public meeting was held with interested residents to collect historical information. Residents and property owners in New Smyrna Beach who attended these meetings and contributed to the project, include Marissa Moore of the City of New Smyrna Beach, and local residents Flare Elliott, Dee and John Green, Gail Henrikson, Eileen Kilderz, Sally Mackay, Frank Marshall III, Dot Moore, Teresa O'Connor, Lynne Plaskett, and Deborah and Jessie Strahman.

Information was also obtained through informant interviews and site visits with staff at Hall Machine Works, the Smyrna Yacht Club, the Southeast Volusia Historical Society, and with Mary Harrell of the New Smyrna Beach Black Heritage Museum, archaeologist Dot Moore, with residents Worin Bell, Janet Bergman, Jack Cole, Richard Crunkilton, Diane DeVry, Bob Finta, Mr. Fussel, Mike Farmer, Howard and Maggie Loveless, Frank Marshall III, Shawn Mathews, the Midler family, Shelly Broussard, Jerry Moore, Kay Shepard, Ellwood Sides, Diana Varrasso, Joan Zetta.

Following the analysis and evaluation, a report was composed, compiled, and organized by historic and architectural significance using themes and periods of significance. Narratives supported by figures and tables were developed for the historical and architectural reports. A recommendations section was composed pertaining to National Register Nominations, historic preservation ordinances, and other assistance, economic, protective, and educational measures associated with historic preservation.

III. Historical Context of New Smyrna Beach

Colonial Periods, 1516-1821

Between the sixteenth century and the 1760s, the Spanish Crown experienced significant difficulties developing Florida into more than a military outpost at St. Augustine. It encouraged settlers to develop farmsteads outside of the town, but attacks by Native Americans and Colonial southerners to the north hampered growth. In 1702, the Spanish erected a series of fortifications to protect St. Augustine. Later, additional forts were installed to broaden the line of defense. Several of those included Fort Matanzas, Fort Picolata, and Fort San Diego. Work on those fortifications began in the late-seventeenth century, and improvements were made during the eighteenth century (Adams Bell Weaver 1985:17, 20).

Farmers and ranchers cleared land for cattle and citrus. However, the growth of English colonies to the north and forays by those settlers and militia into Florida destabilized the nascent agricultural economy and mission system. In 1702, Governor John Moore of South Carolina attacked St. Augustine and burned the city. Later, in 1740, James Oglethorpe led his Georgia troops into Florida. Oglethorpe captured Fort San Diego and Fort Picolata, using the former to the south of the as his Florida headquarters. In 1743, he again invaded Florida and burned Fort San Diego upon his departure. Although Oglethorpe's troops destroyed Fort Picolata in 1739, the Spanish rebuilt it in 1755, this time with coquina. The incursions by the English dampened further expansion of the land grant system and the nascent economy based on cattle ranching and citrus languished (Adams Bell Weaver 1985:18, 22; Sastre 1995:26-29, 32, 35).

In 1763, the Spanish Crown, for its part in backing the defeated French in the Seven Year's War, agreed to surrender Florida to England. The British Crown appointed James Grant as governor of East Florida with a dividing line established between East Florida and West Florida at the Apalachicola River. St. Augustine became the provincial capital of East Florida. In 1765, Indian leaders and Crown officials met at Picolata, where they agreed to limit English expansion to the northeastern part of the province. The British invalidated the earlier Spanish land grants, and implemented a liberal land grant system. British accounts, including those of William Bartram, indicated that huge citrus groves sprinkled the banks of the St. Johns River and near St. Augustine. Within several years, Grant's Villa, the governor's plantation, became a model plantation producing indigo and functioning like a modern agricultural experiment station (Gannon 1993:20-23; Harper 1958:118; Schafer 1982:49-50; Rogers 1976:479; Siebert 1929 1:68; Mowat 1943:21-26, 53-55, 61).

The British found Florida with few remaining European settlers, for more than 3,000 people left with the evacuating Spanish. Without colonists, the English government realized its plans for developing the province were threatened. Consequently, Grant and the British Crown launched a vigorous public relations and land grant program designed to encourage settlers and development. The program enjoyed some success, for between 1764 and 1770 approximately 3,000,000 acres of grants were issued by the Crown in East Florida alone. But, only sixteen grants were settled by English grantees by the outbreak of the American Revolution (Rogers 1976:479; Siebert 1929 1:68; Mowat 1943:21-26, 53-55, 61; Schafer 1995:1-11).

The largest colonization experiment of Florida's British period and one of the largest in American history occurred at New Smyrna Beach. Conceived by Andrew Turnbull, a Scottish physician, the New Smyrna Colony consisted of 1,255 colonists who arrived by ship at New Smyrna in 1768. The physician named the East Florida colony after his wife's home in Smyrna, Asia Minor. On 2 July 1768, Governor Grant wrote to Count Shelburne in London that "This, my Lord, I believe is the largest importation of white inhabitants that ever was brought into America at a time." Turnbull served as a primary investor and manager of properties granted by the English Crown to members of the East Florida Society of London, a private club comprised of members of parliament, dukes and earls, merchants, and physicians. After arriving in Florida, Turnbull gained favor with Governor Grant and was appointed secretary of the East Florida Council in 1767. Certified in January 1767, his grant at Mosquito Inlet amounted to 20,000 acres and coupled with another 20,000-acre grant to William Duncan and properties from other investors brought the New Smyrna Colony to approximately 100,000 acres. Among other prominent investors of the colony was Lord George Grenville, a former prime minister of England. In all, members of the East Florida Society of London held approximately 600,000 acres of East Florida properties, most of which were undeveloped in 1764 and many of which remained part of the province's unbroken wilderness at the close of the British period (Bailyn 1986:451-454; Rogers 1976:479-496).

For the colony, Turnbull had arranged for 500 African-American slaves to precede his Mediterranean settlers to East Florida, where they would cut into and drain the unbroken frontier wilderness. The ship sank in route with a tragic loss of all hands and bondsmen, a severe setback for Turnbull, his investors, and especially the settlers. The Corsican, Greek, Italian, and Minorcan settlers who arrived at New Smyrna, most of whom had been indentured for a period of six to ten years, had become intrigued with Turnbull's sonorous prospects of a life of eventual freedom, security, and peace in the sunny land of orange groves, religious toleration, and gentle breezes. The plans and promises far outran the reality. Instead, Turnbull and his settlers found excessive heat, mosquitoes, and a jungle-like climate and landscape, none of which had been cleared. He purchased forty bondsmen and hired two overseers in February 1767 who began clearing operations. Of 1,403 original colonists, only 1,255 survived the passage and by 1770 over one-half were dead from sickness, exposure, and cruelty from Turnbull and his overseers. In January 1778, approximately six months after the settlers abandoned the colony for St. Augustine; only 419 colonists remained alive in the Ancient City with 128 of those children who had been born in New Smyrna (Panagopoulos 1978:10-11, 45, 57-58, 174; Rogers 1976:479-496; Andrew Turnbull to William Duncan, 1 February 1767 [Floridahistoryonline](#)).

A variety of maps and surveys from the British period document the New Smyrna region, but none depicts the canal system as developed by Turnbull and the settlers. A portion of the canal was covered by sidewalk in 1924 to Myrtle Avenue (Figure 2). Most of the earliest surveys and maps were prepared by William Gerard DeBrahm. A native of Germany trained as an engineer; DeBrahm immigrated to America in the 1740s, arrived in Georgia in 1751 and published his first map of the colony in 1752. DeBrahm's skill as a cartographer soon extended beyond Georgia and England's surveyor general called upon the engineer to develop plans for defenses and coastal maps. He was appointed surveyor general for the southern district of North America in 1764 and relocated to St. Augustine in 1765 to serve as East Florida's surveyor general of lands. But friction developed between Governor Grant and DeBrahm, who was ordered to London in 1771 to answer charges of malpractice in his official capacity. In 1773, while in London awaiting his hearing,

DeBrahm published a lengthy textual report replete with maps of the coasts of South Carolina, Georgia, and East Florida. In 1774, he was reinstated as East Florida's provincial surveyor, all the while retaining the title of surveyor general of the southern district of North America (DeVorse 1971:6-8, 33-35, 46-47).



Figure 2. Turnbull Main Canal, c. 1770s (picture was taken c. 1920, courtesy New Smyrna Museum of History)

In addition to financial compensation, DeBrahm received various land grants in Georgia and Florida for his loyalty and services to the British Crown. DeBrahm acquired substantial landholdings in Georgia in the 1750s, but he became disenchanted with his lands near Savannah and sold most of those holdings. By 1757, he had based his operations at “Anaugusta” near Ebenezer, where he remained until 1760, when he built a home in Savannah (DeVorse 1971:27-29, 34). Despite his superior ability at mapping, DeBrahm “was not a great planter and did not understand how to use slavery and land to gain riches.” (Gallay 1989:98; DeVorse 1971:44).

DeBrahm played an important role in charting Florida’s coast and interior, marking the locations of grants, an important contribution to the cartographic history of Florida’s brief English period (1764-1783). Despite DeBrahm’s substantial engineer skills, he assigned names to a number of lakes that later were changed, including Lake Beresford and Lake Grant, which were later renamed Lake Jesup and Lake George, respectively. To further complicate matters, a smaller unnamed lake on DeBrahm’s 1769 map was later named Lake Beresford. In addition, Woodcutter’s Creek was later designated Moultrie Creek, all historical circumstances that caused later historians to doubt DeBrahm’s cartographic skills. (DeBrahm 1769).

DeBrahm published several maps of the New Smyrna region, in part, because of interest and the need for land title documentation and boundaries in the new colony. A map prepared from surveys conducted in 1765 and 1767 by DeBrahm shows “Mukoso Inlet & Environs” (Figure 3). In addition to creeks, meadows, rivers, and the inlet radiating across the landscape, DeBrahm noted the “Place intended to the Town of Smyrna” and the location of Captain Bisset’s House, perhaps the first structure built by a European at New Smyrna. Another survey conducted by John Funk under DeBrahm’s direction in January 1767 (Figures 4, 5, and 6) depicts the boundaries and some features associated with Turnbull’s 20,000-acre grant, but provides no locational information or associated buildings and structures for the proposed colony. Published after the settlers arrived in New Smyrna and began clearing land and constructing buildings, the survey illustrates how the grants awarded to Duncan, Townshend, Turnbull, and Upton were interrelated at New Smyrna and indicates the location of “the Settlement of the Grecian, Italian, and Minorcans,” but did not specify the site of canals and other structures associated with the colony. Cautioned to examine lands along the Altamaha River, Savannah River, and St. Marys River instead of in East Florida, Turnbull was accompanied by two deputy surveyors and two knowledgeable St. Augustine residents on his tour of the newly acquired province. Disregarding the advice of Henry Laurens of Charleston to avoid East Florida lands, Turnbull helped select the site at New Smyrna (DeBrahm 1769; DeVorse 1971:206; Rogers 1976:479; Siebert 1929 1: 68; Mowat 1943:21-26, 53-55, 61; Schafer 1995:1-11; Andrew Turnbull to James Grant, 24 January 1767 [Floridahistoryonline](#)).

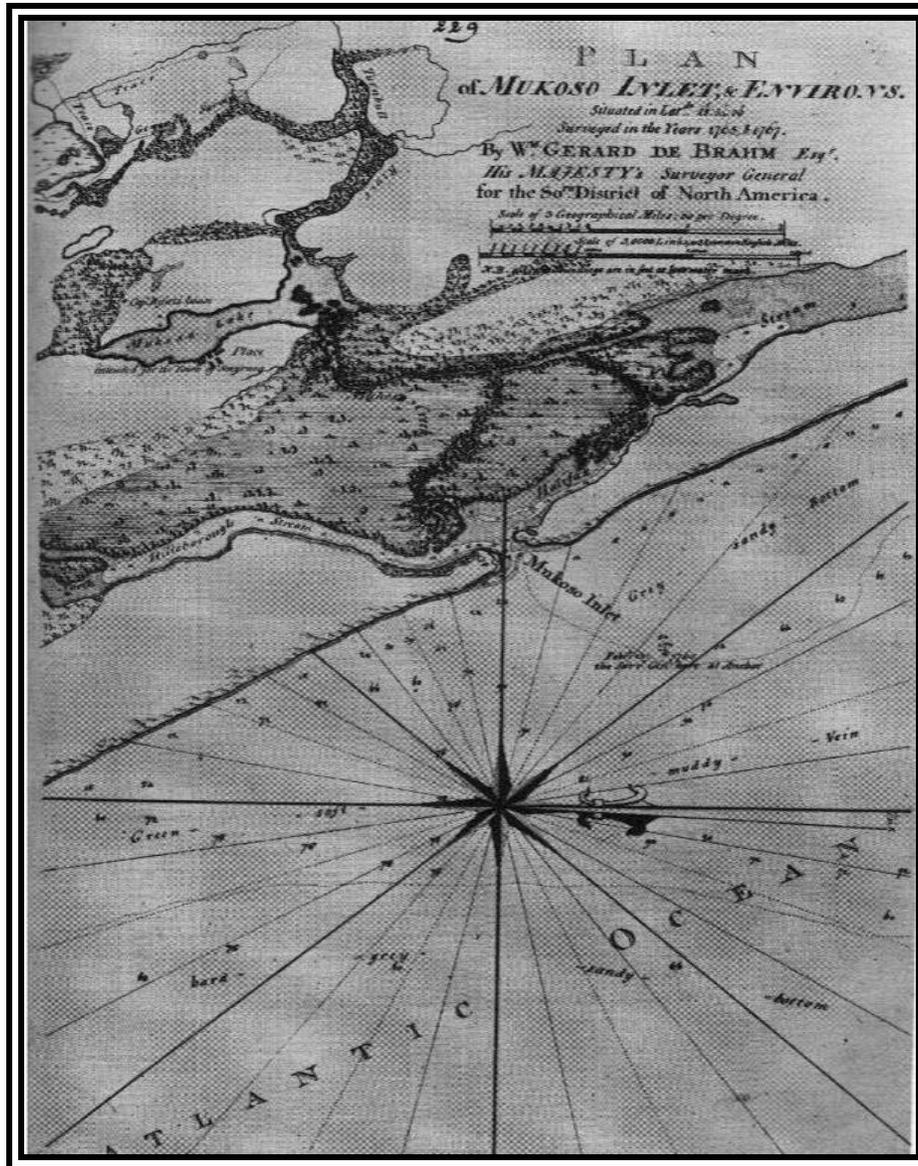


Figure 3: Plan of Muskoso Inlet & Environs, 1765-1767 (Devorsey 1971)

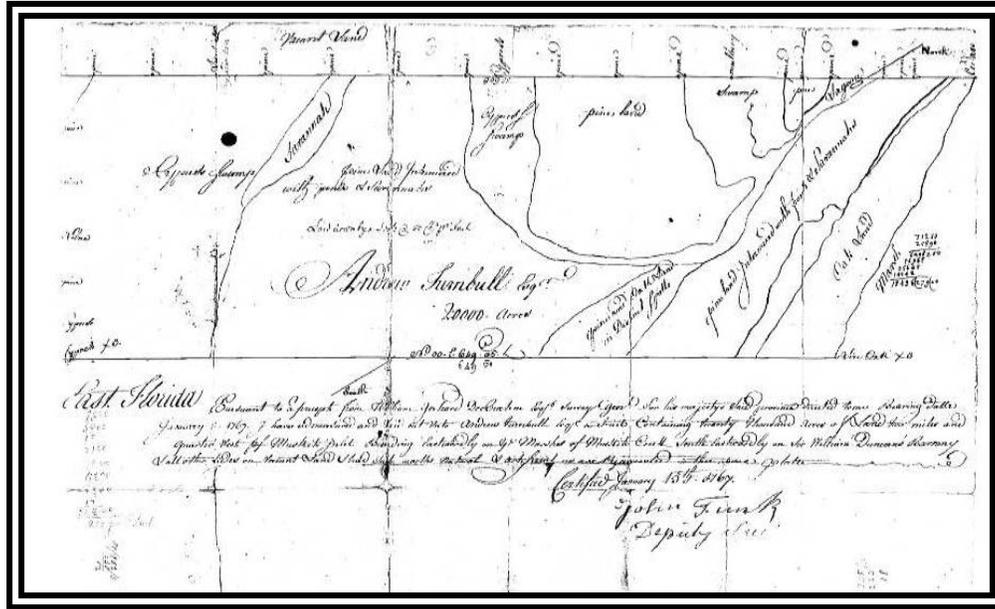


Figure 4. Andrew Turnbull Grant, 1767 (Funk 1767)

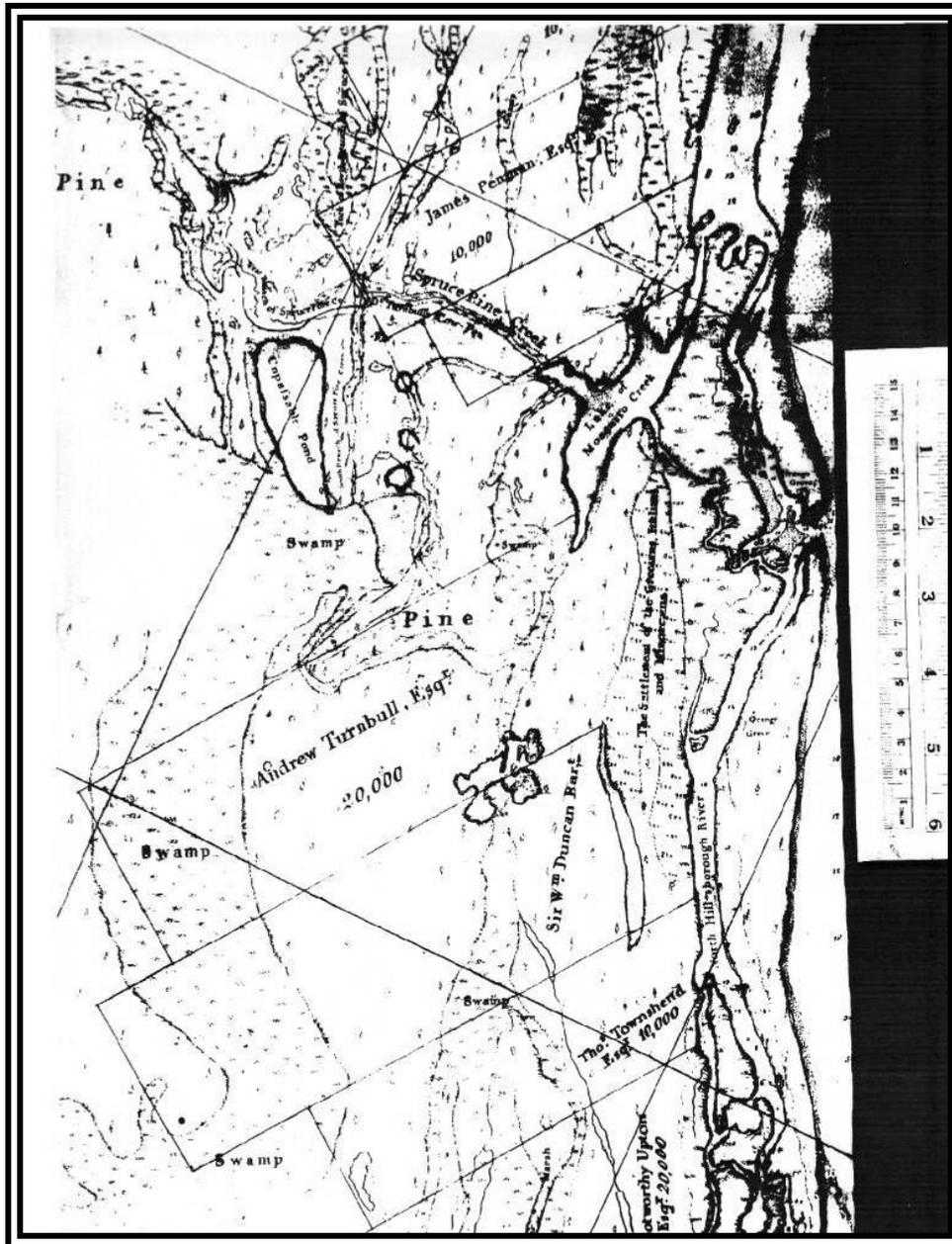


Figure 5. New Smyrna, 1767 (DeBrahm 1769)

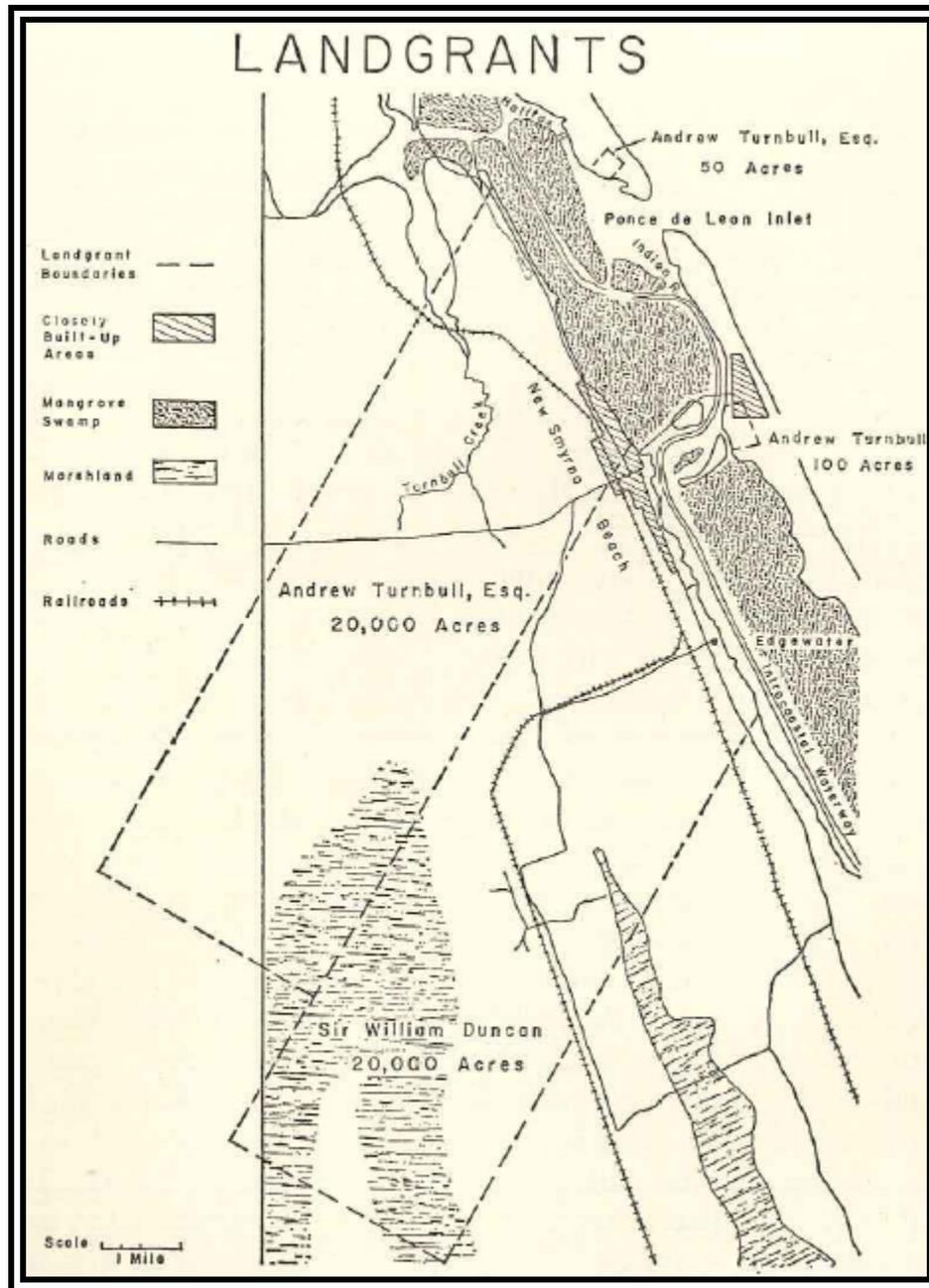


Figure 6. New Smyrna, 20th Century Map created by Mr. Nate Meleen from 1767 Platt

DeBrahm's surveys and maps appeared in the early years of the New Smyrna Colony. In 1769, Cuban fishermen reported the existence of three brick buildings a church, a priest's house, and Turnbull's residence. As late as September 1770, Governor Grant revealed that most settlers continued to reside in "small huts put up in a hurry to shelter them from the weather upon their first arrival." Permanent dwellings of wood frame construction eventually replaced temporary shacks. In 1777, William Watson, a carpenter who supervised much of the construction in the colony, reported that 145 houses were completed. Each cost £35 to construct. Turnbull's house, the location and materials of which were not indicated, was a larger edifice, costing £270 to construct.

Watson also reported the existence of a number of additional buildings and structures: two stores costing £500; an indigo house built for £100; a windmill appraised at £300; four cedar bridges each constructed for £30; and twenty-two double sets of indigo vats originally valued at £50 each, a value nearly twice the amount of the settlers' permanent homes (Griffin and Steinbach 1990:30; Panagopoulos 1978:71, 83, 106-107, 174; Griffin 1991:38, 44-45, 81-82, 88-89; Doggett 205).

By September 1769, the settlers had established farms along the west bank of the Indian River. Each farm had an exposure of 210 feet along the riverfront and extended several acres into the interior. Amounting to approximately 200, these farms extended for approximately eight miles along the river bank. The settlers also dug what historian Panagopoulos has described as “an amazing irrigation system.” In October 1774, only three years before the collapse of the colony, Turnbull described the system to Shelburne as “the Egyptians’ mode of watering. This is new to American planters and is talked of as Chimerical; but as I have seen the utility of such modes of culture, and am convinced of the necessity of them in this Climate, I go on, being certain of succeeding.” After enduring droughts in 1774 and 1775, Turnbull ordered the colonists to expand the canal system to introduce irrigation into its original drainage purpose. Further describing the aesthetics of the settlement to Shelburne, Turnbull compared the colony to “an Eastern or Chinese plantation,” in part, because of the “nearness of the Hutts to one another...” Eventually, the canal system provided water in times of drought and drained excess water into the river. Oral tradition asserts that the main canals were cut into the underlying coquina, a natural rock comprised of fragments of marine shells and coral, and where necessary the sides were faced with the stone. Indicative of the well built drainage and irrigation system, between 1771 and 1777 the colony exported to England 42,283 pounds of indigo, the primary cash crop produced at New Smyrna. Despite the cash crops, the settlers struggled for food and only after September 1770 did food supplies become more dependable. Still, hominy grits remained the staple and “starvation was endemic in New Smyrna...and gripped the memories of the survivors.” Hardly able to provide sufficient food for their survival, it is amazing that the settlers were able to clear any fields or dig any canals. Turnbull revealed the size and extent of the colony through a “ground plan,” that is, a bird’s eye view from the ocean, that located New Smyrna’s buildings and canals along the riverfront, but did not depict improvements farther west (Panagopoulos 1978:71, 76-77, 83, 85, 106-107, 174; Griffin 1990:44, 90; Floridahistoryonline).

One of the best narrative descriptions of the colony came from an American planter. Writing from New Bern, North Carolina in November 1773, Archibald Neilson, the secretary to North Carolina’s last colonial governor, revealed that “The soil in [New Smyrna] Florida, as in general in the lower parts of North America, consists of marle, salt & fresh Hammoc, Savannahs, pine Barren & Swamp. Of the first (salt marsh) there is a large tract on the front of the Settlement, of some thousand acres; which, if drained, would it be probable, afford rich pasturage for cattle; tho’ as it has not been as yet tried, I will not speak certainly; at present, the grass on it is cut as feed for the horses.” He reported to an investor and fellow planter, George Ramsay that the New Smyrna settlement was

“upwards of seven miles” along the riverfront and “about half a mile wide; being 1600 acres—nearly all of which is in cultivation. Indigo and corn is produced from this land in moderate quantity, but it must rest after the third year’s crop to recruit from its waste; which it does in two or three years’ fallow. Mr. Turnbull

proposes next year to turn two thirds of this hammock land into pasturage as being exhausted from culture...

Behind this Hammoc extend the Savannahs or natural meadows of the same length, and in many places, half a mile in breadth. They are divided by thickets and are in the main but one great Savannah, plain verdant, enameled with various flowers and studded with clumps of beautiful Trees and shrubs; they offer to the Eye a prospect of the most agreeable; nor are they divested of utility, affording an excellent and convenient range for the Black cattle & horses; perhaps too, they may be applied to yet a more profitable use; for there are some who pretend that, by proper culture they will produce provisions, or even Indigo; the Soil being of a good quality. Others again reject this opinion, thinking that either from the effects of the water having long stood on them, or from an inherent quality, they have a sourness, perfectly contrary to the healthy vegetation of either corn or indigo.

“From the farthermost verge of these meadows to the first swamp, at a mile and half's distance, pine barren intervenes. This swamp is intersected in its length, but put together, amounts to above six miles long and near a mile broad. It bears all the promising marks of good land, is heavily wooded, with cedar, live oak, ash & etc., growing from a strong unctuous Black mould, intermixed with marle, lying upon a clay bottom, at a considerable depth from the surface. To all appearance this is as rich soil as in America, and by a presumption, strengthened by experiment this last year, it will produce corn and indigo in great luxuriance. Indeed many seem to judge that the fortune of the province depends on the swamps and on the event of the culture.

“Of this swamp, Mr. Turnbull has already seventy or eighty acres in culture, and next year expects to have five hundred; which with what he plants of the hammoc will be his cultivation.

“To the North West, across two miles of barren, lies another Tract of Swamp, three and a half miles long, and one mile broad, of which seventeen hundred acres taken up this summer.

“More to the South West, at three miles from the first swamp, a pine barren interjacent, is situated, the second, or great swamp, seven miles in extent, lying nearly in the direction of the front hammock, North West & South East and two miles wide, with as good land in it as that in the first; but not so much in proportion caused by the interspersion of unfertile spots and small marshes & ponds difficult to be drained. It has been supposed that one-half of it may be good plantable land. This swamp bounds the mosquito tracts to the North West.

“The Grant on the St. Johns River, at not many miles back from the last mentioned, contains some excellent land: it is yet uncleared. But in the like

soil, in its neighborhood, lying in a similar manner, on the banks of St. Johns, I have seen by much the finest crop of corn and indigo that I have met with in Florida: the plantable land is not however in proportion to that on the former two tracts.

“The other grants to this association on Nassau & St. Marys, are equal in quality if not superior to those of others in the same districts of the province: and, from the fresh marshes contained in them promise, at a convenient period, good returns from the cultivation of rice.

“Mr. Turnbull conjectures that of the last mentioned property, one fourth is plantable land. Where land is in a state of nature, a mistake may be readily made on any side. I have heard others say they did not apprehend there was one half of that quantity plantable.

“I return to the Inhabited country – a good Cart Road runs from one end to the other of the cultivated Hammoc at Smirnea North West. It passes thro' the village, and from it several other lead to the different Indigo vats. Along the North East side are the Houses of the country labourers, many of palmetto but thirty-seven of Tabby, fifty more of the last will be built this winter, materials being already provided. One house lodges two Families, and comfortably, each having one pretty large Room on the ground, and another on the upper floor. The corporals and overseers have each a House for their Families.

“In the Town, or Village, is an excellent Windmill, and thirty-one Houses and Stores all framed and plastered. These Houses are occupied by the Superintendents, clerks and Tradesmen.”

“In the country, at convenient distances, are found four double setts of vatts and Indigo Houses of the size as in the draught accompanying this, and twenty sets of single vatts, twenty more are provided and ready to set up as wanted. There is also a church or chapel.

“The people are divided into nine corporalships or regular gangs of field labourers, besides clerks Tradesmen and Negroes, and amount in total as particularly specified, in a separate note sent with this, to Seven hundred Twenty four Souls.

“They are fed and cloathed in the most parsimonious manner; it costs but a trifle more for each person than is used by Negroes, and yet from being managed with Humanity Method and propriety they seem hale and contented. In 1772 the increase by Births was Thirty, and Deaths in all twelve; from the 1st Janry to 1st July this year Twenty Children have been born, four adults have died.

“By the accounts, the people still stand indebted to the contracting associates in Seventeen thousand, seven hundred and seventy nine pound 3/ Sterling.

“The annual expences of such provisions for the people as are not raised at Smirnea, is eight hundred pounds, as much goes for cloathing; for clerks overseers and trades mens' wages four hundred pounds must be allotted; and for contingent expences, at least one hundred and fifty pounds. The goods in the stores are sufficient to last them for many months.

“The Live Stock consists of two hundred and sixty black cattle, thirty seven horses, and sixty hogs; Poultry each family raises for itself and to spare. With regard to the accounts, each person is debited with the value of what he gets, and credited for his share of the produce, which is proportioned to him. This mode properly adhered to: the Balances at due times sent home, with Inventories and copies of Invoices etc. regularly transmitted, all which Mr. Turnbull proposes doing. I flatter myself there can be no difficulty in auditing the accounts with you.

“I should not proceed to describe the cultivation and manufacture of Indigo, but that I beg leave to append in a paper by itself.

“There are mulberry and olive trees which seem to thrive but at present are not worth mentioning; any more than the vines (Archibald Neilson to George Ramsay, 15 November 1773 [Floridahistoryonline](#)).

In November 1770, Turnbull wrote to his partner, William Duncan, that “I have cut a canal thro’ the Ridge on the river side, you see it in the ground plan almost a mile from this Town. This is to drain the meadows, and the lowest part of the Hummock. My intentions are to put this front of sixteen hundred acres into a state of plowing as soon as possible, that I may then remove half of our People to the east side of the Swamp, about a mile and a half to the west southerly from this hummock... The Drain in the Swamp, which must be wide enough for boats of ten ton’s burden, will cut it lengthways, and be a boundary between the two lines of Farms. The other great Swamp two miles behind that, and westward from it, may be settled with Farms on the same plan.” I have taken much pains lately in examining the swamps nearest us, and find it a most promising soil, when I can get a traverse survey of it taken, I shall be better able to tell you what proportion the high lands must bear to the lower” (Andrew Turnbull to Sir William Duncan, 12 November 1770 [Floridahistoryonline](#)). It took several years for Turnbull to move his farms beyond the riverfront. In the process, he used the term “drain” more than “canal” to describe the below-grade structures that radiated across New Smyrna’s landscape.

Claiming that “every possible obstacle” had been thrown into his path at New Smyrna, Turnbull asserted that after completing the “great drain” system, he “...would erect the buildings and set all the machinery going without laying out a farthing except for the boilers and iron work...wheels, rollers, etc... Through all the low lands I plan to cut small drains at 100 feet to drain off sour water from new lands and to serve as reservoirs afterwards to water our lands and secure crops in dry months. I [expect to plant] between 800 and 1000 acres in Indigo next

year...” Turnbull indicated that self sufficiency could not be accomplished immediately (Andrew Turnbull to George Ramsay, 28 August 1774 [Floridahistoryonline](#)).

In 1783, six years after the settlers abandoned the colony, visitors to the area reported the existence of approximately 100 wood-framed buildings standing in the forsaken settlement. The colonists only wished to escape their arduous existence at New Smyrna. Father Pedro Camps, the priest at New Smyrna, was among the last of the settlers to flee to St. Augustine in November 1777. Writing in the 1970s, historian Panagopoulos discussed Camps’ spiritual and physical tribulations and those of the settlers, turning to letters and recorded hearings in St. Augustine maintained in manuscript collections. ([Floridahistoryonline](#); Panagopoulos 1978:76, 105).

Beyond the New Smyrna Colony, Governor Grant encouraged settlement in East Florida by improving existing roads, such as the alignment between St. Augustine and Picolata, and establishing new roads. By December 1767, the route for a road had been surveyed between St. Augustine and Mosquito Inlet and New Smyrna to the south. Completed from the provincial capital to the Matanzas swamp by 1772, the road was opened to Mosquito Inlet in late-1774 and into south Georgia by 1775. The road followed a relatively long, circuitous inland route through the higher pine forests to avoid a shorter, but more expensive alignment through extensive creeks, marshes, and rivers closer to Florida’s coastline. The Reverend John Forbes praised the effort, stating that “the road really may with propriety be called the King’s Highway: it forms a wide beautiful avenue, not a stump or tree to be found.” Later called by historians “Florida’s First Highway,” the King’s Road encouraged some British investors and settlers to organize plantations near its alignment (Coombs 1975:37-74; Adams Schafer Steinbach Weaver 1997:1-2).

The end of the New Smyrna Colony coincided with the unrest of the American Revolution. Throughout the Revolutionary War, the royal province of East Florida remained conspicuously loyal to the Crown. East Floridians realized that the amount of money expended in the province by the British government greatly exceeded the taxes they paid. They also needed the protection of the Crown. Residents of the sparsely settled region could not afford to protect themselves from Indians. In addition, African-American inhabitants outnumbered whites two-to-one, and an exposed coastline, vulnerable to French and Spanish warships, also demanded security measures. The presence of the British Army irritated colonists in heavily populated areas in England’s older colonies, but in Florida their presence gave residents a sense of well being. In 1782, many Loyalists from Charleston and Savannah fled to Florida during the conflict to avoid persecution by patriots. The population of East Florida increased from 3,000 in 1776 to nearly 17,000 by 1784. In 1776, after Patriots invaded East Florida and plundered several plantations along the St. Johns River, Governor Tonyn ordered the destruction of any remaining plantations west and north of the river to prevent Patriots from obtaining further supplies from planters and settlers. In the 1780s, the British government awarded some recently arrived Loyalists grants along the St. Marys River, St. Johns River, and elsewhere, and a few sizeable investments were made. The process was complicated by the large grants made to absentee owners in the 1760s and early 1770s, most of which had not been settled or developed, but the owners still held title. Consequently, a few owners of large tracts divided their properties for resale and some planters sold out to new owners. It does not appear that Duncan or Turnbull divided or sold any of their properties associated with New Smyrna to new planters or investors. Any prosperity anticipated by the recently arrived Loyalists in the early 1780s was cut short by the close of the conflict. Most colonists had

abandoned the colony by 1784, when the British Crown returned Florida to Spain as part of its agreement outlined in the Treaty of Paris to end the American Revolution. By 1785, only 450 whites and 200 blacks remained in East Florida. Within several years, much of the progress made under British rule had unraveled, and Florida's economy stagnated as the province returned to the status of an obscure Spanish outpost (Murdoch 1951:3; Proctor 1978:1-7; Schafer 2001:213-215).

Development in East Florida slowed following the transfer of Florida to Spain in 1784. To promote settlement, the Spanish Crown emulated British policy by improving roads and awarding large land grants. In 1790, the Crown issued a royal order that opened East Florida to all English speaking settlers professing the Roman Catholic faith. Among the few requirements for land ownership leading to the establishment of a farm or plantation included evidence of financial resources and the swearing of an oath of allegiance to Spain. Contrary to official policy elsewhere in the Spanish empire, the Crown permitted non-Catholics to settle and receive land grants in Florida. Yet, by permitting settlers from Georgia, the Carolinas, and other states in the newly formed United States of America to establish farms and plantations in East Florida, Spanish authorities helped set the stage for unrest and rebellion in the province. Military conflict became endemic in the colony in the 1790s, in part, because of Spain's restrictive business and trade climate imposed upon its citizens, and, in part, because of the economic and social unrest prevailing throughout Europe associated with the French Revolution and the Napoleonic Wars. In addition, Jay's Treaty of 1795, a low water mark in the administration of President Washington, failed to curb the British Navy's impressments of American merchantmen into its service and did not compensate American planters for slaves kidnapped or liberated during the Revolutionary War. Dissent against Washington and the Federalist Party was especially sharp in the South. American settlers in East Florida took a dim view of foreign interference in America's domestic affairs and increasingly perceived Spain as ineffectual in its governing of East Florida (Tanner 1963:13-36; Miller 1974:1-10; Murdoch 1951:5-6).

In 1801, an Episcopal Rector named Ambrose Hull left the northeast to plant crops in Florida. He received twenty-six hundred acres in areas named "Turnbull's Eastern Hammock" and "Turnbull's Western Swamp". The eastern hammock was divided by the Martin grant that would later form part of the historic African American Westside Community. Hull constructed his homestead at the location of modern day Old Fort Park and based his operation near the old stone wharf. He developed a large plantation in 1803 with the help of settlers from the Bahamas (Johnston 2000).

Late in the second Spanish period, headright and service grants accounted for a large number of acres furnished to settlers and loyal subjects of Spain. Between 1815 and 1818, the Crown awarded seventy-eight headright grants, amounting to 47,496 acres, or twenty-two percent of all grants later confirmed by the U. S. Board of Land Commissioners. In contrast, service grants to veterans during the same four years amounted to 322,884 acres, which accounted for more property than all the headright grants awarded during the entire second Spanish period. The service grants were most often associated with military service or government duty. Eighteen individuals received most of the service grants awarded by the Spanish Crown, and eleven received more than 10,000 acres each during those four years (Hoffman 2002:269-271).

The Spanish Crown granted many tracts in the region that became east Volusia County. Most grants radiated out from the proximity of St. Augustine, but others sprinkled the Atlantic coast and

the banks of the St. Johns River. In 1812, the United States government contributed to what historian James Cusick has aptly named the “Other War of 1812.” The previous year, President James Madison appointed General George Matthews, a former governor of Georgia, as a commissioner to confer with Spanish authorities about their temporary cession of Florida to the United States. Madison authorized the support of federal troops, should the need arise. Matthews exceeded his authority and launched a campaign of “armed diplomacy” using frontiersmen and adventurers in his patriot army. In March 1812, with the support of federal gunboats, Matthews attacked Fernandina, invaded Amelia Island, and then moved into the interior. Led by Lieutenant Colonel Thomas Adams Smith, 276 federal soldiers landed on the island on March 1812 and by July 1812 established bivouacs at Davis Creek, Fernandina, Hollingsworth's Plantation near Cowford on the St. Johns River, Pass Navarro near St. Augustine, and Picolata. During the passage along the province's rivers and roads patriots burned and looted numerous plantations, including several along the Halifax and Indian Rivers. Demands associated with the War of 1812 and political pressures at the national level forced a recall of the federal troops, who retreated from their outposts and evacuated Amelia Island in May 1813. Following the evacuation of the federal troops, Matthews's irregular forces retreated (Alexander 1978:283, 285, 295-296; Davis 1930:1; Cusick 2003).

The survey and subsequent sale of properties in the New Smyrna area occurred during an era of unrest that culminated in the transfer of East and West Florida from Spain to the United States in 1821. For decades, the Floridas had presented the United States government with several challenges. First, the area provided a haven for runaway slaves and Seminoles involved in armed conflicts with settlers residing in Georgia and Alabama. East Florida, in particular, provided a setting for contraband trade and slave smuggling, both of which contravened American policy and law. The vast, largely undeveloped area tempted the expansionist government, and private land speculators lobbied in Washington for its acquisition. Finally, due to its strategic geographic location, some political leaders believed that Spanish Florida threatened the nation's security. The area could serve as a base for attacking the United States if acquired by a foreign power, particularly England. When Andrew Jackson invaded Florida in 1818 as part of the first Seminole War, it became clear that Spain no longer could control Florida. In 1819, mounting pressure from the United States forced the signing of the Adams-Onis Treaty. Diplomatic delays postponed transfer of power until 1821. As part of the treaty, the United States relinquished all claims to Texas, transferred much of Spain's claims in the Pacific Northwest to the United States, and assumed the unpaid damage claims of Florida's citizens, which amounted to approximately \$5,000,000 (Dovell 1952 1:169-170).

Territorial and Statehood Periods, 1821-1860

In 1821, the United States government created the Territory of Florida and named Andrew Jackson military governor. Jackson initiated the Americanization of Florida, naming Tallahassee the seat of the territorial government and providing for county courts and trials by jury. St. Augustine lost its political influence as capital of the province of East Florida, and instead became the seat of government for St. Johns County. Using the Suwannee River as the dividing line, Jackson created Escambia County out of the former West Florida province and St. Johns County out of the former East Florida province. In 1822, responding to political and practical needs, the Territorial Legislature began reducing the size of the two counties. That year, the body created Duval County,

a relatively large political jurisdiction that initially extended from the Atlantic Ocean, Gulf of Mexico, St. Marys River, and Suwannee River. The creation of Alachua County and Mosquito County in 1824 significantly reduced the sizes of the older county jurisdictions. A large geographic region that extended from south of Lake Okeechobee and Charlotte Harbor to just south of St. Augustine, Mosquito County was organized in 1824. Between the 1820s and 1840s, Mosquito County served as the governing jurisdiction for New Smyrna (Figure 7). Possessing a name destined to keep settlers at bay, Mosquito County was legislated out of existence in 1845, when the newly-organized Florida Legislature created Orange County. Orange County maintained jurisdiction over New Smyrna until December 1854, when the legislature created Volusia County, Florida's thirtieth county (WPA 1936).

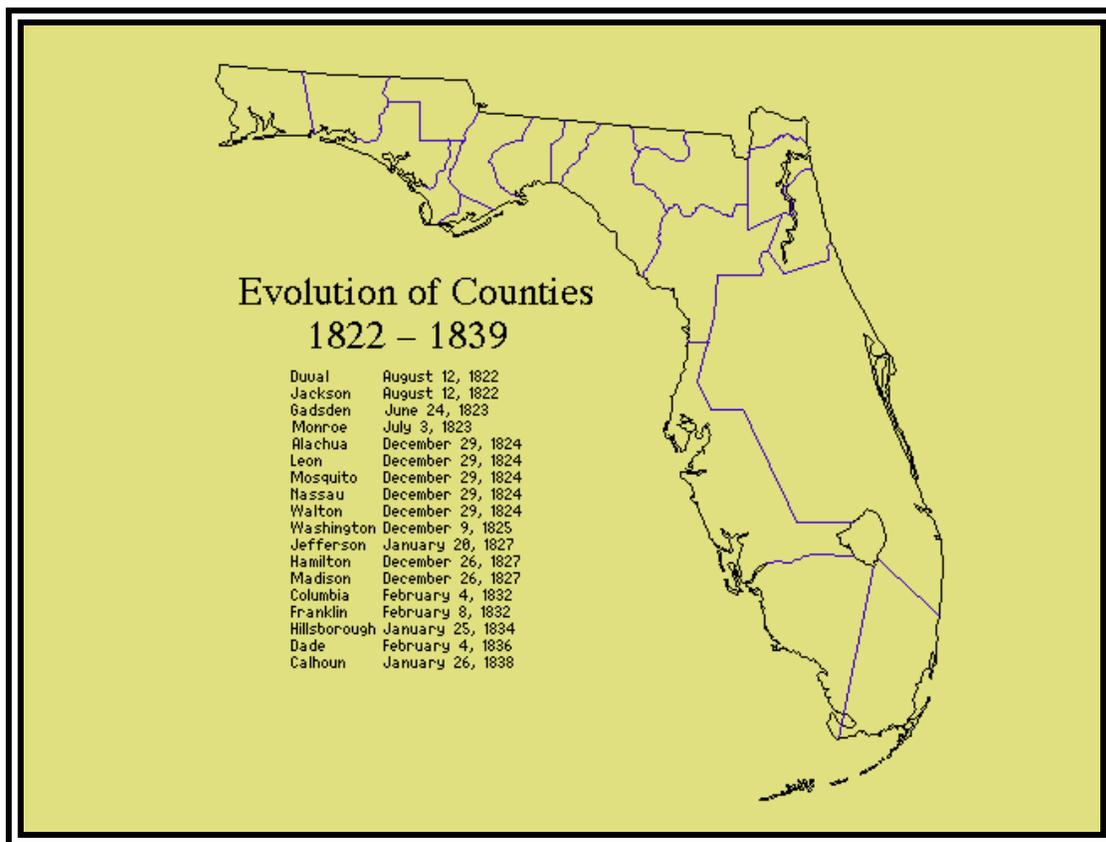


Figure 7: Florida Counties from 1822-1839
<http://www.luddist.com/coevo2.GIF>

In 1822, the Congress appointed a board of land commissioners, who reviewed and either confirmed or rejected private claims in Florida. A process that often included translating Spanish documents, obtaining old surveys from archives, and deposing witnesses, the reviewing of claims slowed the public survey and land sales by the state and federal governments. Still, by the end of 1825, the East Florida commissioners had confirmed 325 claims and rejected sixty-one others. The Congress furnished final adjudication for eighty-eight other claims that consisted of 3,000 or more acres. Several large grants were adjudicated in the courts during the 1830s (FSA N4 Confirmed; WPA1939 4:137-138; Tebeau 1971:123-124).

In the 1820s, the federal government initiated the process of surveying the public lands and reviewing private claims throughout Florida. Surveying began in Tallahassee in 1824, and public land offices initiated sales at the territorial capital in 1825 and from St. Augustine in 1826. Surveyors laid out the parallel basis, range and township lines, then subdivided those areas with sections and private claims associated with Spanish land grants. Surveyed in 1835 and 1850, the township associated with the project area presented typical challenges including widely distributed hammocks and wetlands often encountered by deputy surveyors and chainmen (Butler 1835; Putnam 1850).

Between 1821 and 1845, Florida was the scene of numerous hostilities between transplanted Creek Indians (Seminoles) and white settlers. To the south, the rich pasture lands around East Lake Tohopekaliga were used by Spanish ranchers and Seminole Indians during the 19th century (Federal Writers Project 1939:364, quoted in Williams and Almy 1977). The First Seminole War erupted in 1817 when Andrew Jackson ordered Major David E. Twiggs to attack the village of Fowltown and remove the Seminoles from American territory. Neamathla of the Red Stick led the villagers to Lake Miccosukee, where they regrouped and ambushed a boat under the command of Lieutenant Robert W. Scott on the Appalachicola River (Covington 1993:41-42). This conflict ended with the occupation of Pensacola by the forces of General Andrew Jackson in 1821.

The 1823 Treaty of Moultrie Creek confined the Seminoles to an approximately 4 million acre tract in the center of the state (Mahon 1967:50). Over the next decade, two more treaties were forced upon the Seminoles in an attempt to remove the Seminole population to Oklahoma. The terms of the treaties were considered unfair by the Seminoles, and their signing led to the Second Seminole War in 1835 (Mahon 1967:75-83). The Second Seminole War broke out in 1835 due to border tensions, Georgian aggressions against free blacks among the Seminoles, United States Indian agent mismanagement, and the terms of the Treaty of Moultrie Creek (Fairbanks 1978:185-186).

The conflict altered the culture and landscape of northeast Florida, causing panic and alarm, terrorizing settlers and residents, and resulting in the destruction of numerous plantations. Seminoles attacked New Smyrna on Christmas Day, 1835, burning several outlying plantations and dwellings in the town. In contrast, the war also brought new roads and bridges, an increase of steamboat traffic, and the establishment of forts. New Smyrna, Palatka, Picolata, and St. Augustine served as important supply depots and staging areas during the conflict. Ships sailed through Mosquito Inlet transporting troops and supplies. The King's Road was a critical artery between New Smyrna, the "Ancient City," and interior forts and posts. Following the destruction of New Smyrna, the Battle of Dunlawton occurred in January 1836, a Seminole engagement that resulted in the burning of an important plantation north of the port town. A setback for the militia, planters, and white settlers of East Florida, the destruction and battle opened the country south of St. Augustine to Seminole depredations. Writing in February 1836, one correspondent for *Niles Weekly Register* reported that "The whole of the country south of St. Augustine has been laid waste during the past week, and not a building of any value left standing. There is not a single house now remaining between this City and Cape Florida, a distance of 250 miles, *all, all have been burnt to the ground.*" Joseph M. Hernandez and two other major planters—John J. Bulow and Orlando Rees—bore the brunt of the destruction with their plantation and personal losses amounting to

\$300,000. One estimate assessed the losses throughout the region attributed to Seminole incursions in early 1836 to \$2,500,000 (Knetsch 2003:83; Schene 1976:37-49).

The conflict extended between 1835 and 1842, and raged throughout much of the territory, but was particularly brutal in Florida's peninsula. Bloody engagements took place from Jacksonville to the Suwannee River, and deep into the Everglades. Frontier settlements were especially vulnerable to Indian raids. Many plantations were abandoned as settlers withdrew to fortified areas and established communities. A few established towns provided staging points for federal troops and safe havens for planters and settlers compelled to abandon their lands. Many of America's highest ranking military officers were outfought by Seminoles, who engaged in guerilla style warfare. Still, by January 1838, federal troops had broken the Seminoles organized resistance, but, amid continued sporadic violence, the war sputtered to a fitful and bloody end four years later. Peace of sorts came in 1842, when most of the remaining Seminoles were shipped west to Oklahoma Territory, and a few of the tribe moved south into the Everglades. Accelerated in the 1830s during the presidency of Andrew Jackson, the United States' Indian removal policy met some of its fiercest resistance from Florida's Seminoles. The Second Seminole War proved to be one of America's longest and costliest Indian wars, amounting to approximately \$40,000,000 with the additional effect of destroying much of the incipient plantation growth and plunging the territory's economy into a recession (Mahon 1967:150-151, 326; Dovell 1952 1:418; Knetsch 2003:83; Mahon 1967:150-151, 326; Dovell 1952 1:418).

With the end of the Second Seminole War, the Armed Occupation Act was approved in 1842 to encourage settlement of Florida. As a result, any family head or male over the age of 18 was eligible to receive 160 acres provided they agreed to cultivate at least five acres, build a dwelling, and reside there for at least five years (Tebeau 1980:149). In December of 1855, the Third Seminole War started as a backlash to increased population pressure and pressure by the government on the few remaining Native Americans in Florida to emigrate west. The Third Seminole War was over by May of 1858 after the U.S. government resorted to monetary persuasion to induce the remaining Seminole to move west.

In March 1845, Florida gained statehood, entering the Union as a slave state, paired against Iowa to maintain a balance of representation between free and slave states in the U.S. Senate. New Smyrna languished as a port town with property owners and planters struggling to rebuild after the Seminole onslaught. More activities seem to have occurred in northeast Florida, where the Florida Railroad constructed tracks between Fernandina and Cedar Keys. Completed in March 1861, the railroad was Florida's first cross-state railroad and one of the few southern railways to serve two port communities. Most southern antebellum railroads were relatively short plantation-to-market spur lines. Few were built to connect port towns, or with an eye to military purposes. In the 1850s, most military leaders viewed railroads as a civilian exercise with little military merit and instead focused their attention on static fortifications on the coastal perimeter with little regard to interior lines of transportation and the strategic utility of railroads (Prince 1969:73; Pettengill 1952:21; Johnson 1969:292-294; White 1907 5:96; Johannes 2000:30).

In addition to railroads, steamships were introduced into Florida during the antebellum period, although again their presence primarily affected the St. Johns River rather than coastal rivers, lagoons, and settlements. Although New Smyrna enjoyed some shipping, the lighthouse built by

the federal government in 1835 toppled into the ocean the following year and would not be replaced until the 1880s, making navigation through Mosquito Inlet hazardous. Navigating a treacherous bar at the mouth of the St. Johns River, the first steamboats entered the state's primary river in 1829 and reached Picolata in 1833. The presence of steamboats briefly expanded during the Seminole conflict, but regular service upriver of Volusia was forestalled, in part, because of bars at Lake George and Lake Monroe. As the war shifted southward to Lake Okeechobee in the late 1830s, the need for military steamers on the St. Johns River diminished and conditions remained too unsettled to encourage commercial steamboat ventures. In the 1850s, steamboat service began on the upper St. Johns River, specifically to service passengers between Jacksonville and a landing built by Jacob Brock at Enterprise. A native of Vermont, Brock settled at Enterprise in the 1850s to develop a hotel and a wharf on the St. Johns River. In 1852, Brock acquired the *Darlington*, a side-wheel western-style steamer, and initiated river transportation between Jacksonville and Enterprise. Some steamers stopped at nascent settlements at Green Cove Springs and Magnolia Springs. In 1855, approximately 300 people resided in newly organized Volusia County and 102 acres were assessed as prime arable lands. Only Jacob Brock's property in Enterprise contained improved structures with most other buildings in the County dilapidated and possessing little value (Buker 1992:39-46; Sastre 1995:46; Schene 1976:59).

Civil War, Reconstruction, and Late Nineteenth Century, 1861-1903

Florida saw very little military action during the American Civil War. The Civil War curtailed economic growth of plantations and the nascent tourist trade initiated by steamboats during the 1850s. The third state to secede from the Union, Florida joined the Confederate States of America in January 1861. Within months of that action, the Confederate government requested that Florida supply 5,000 troops. Many male residents abandoned their farms to join the army, leaving the rural economy with only half of its work force. Federal steamships patrolled the coastline and gunboats sailed into ports at Jacksonville and St. Augustine in 1862 to accept the surrender of those cities by civilian authorities. Union troops made little effort to extend their control beyond the limits of those towns initially, in part, because the region east of the St. Johns River, including the project tract, and north of Matanzas Inlet became known as "Lincoln's congressional district in East Florida." Union gunboats sailed the length of the St. Johns River in 1862, in part, to destroy blockade runners and prevent Confederate troops from crossing to the east bank of the river (Buker 1986:3-9, 18).

The U. S. Navy instituted the South Atlantic Blockading Squadron and East Gulf Blockading Squadron to forestall Confederate troop movements along the coasts and major rivers and prevent southern businesses from importing and exporting goods and products. Some riverboat owners holding strong southern sympathies ran the Union blockade with their steamers. The first documented case of a rebel ship running the Union blockade was Brock's *Darlington*, which delivered supplies into Jacksonville. The crew of the steamer *Caroline* unloaded arms and ammunition at New Smyrna in 1862. Union gunboats soon patrolled Mosquito Inlet, including the *U. S. S. Penguin* and *U. S. S. Wyandotte*. Union troops also conducted an expedition against New Smyrna and the surrounding region. In March 1862, they destroyed a salt works at Oak Hill, but were ambushed by Confederates as they returned to their ship at New Smyrna. In March 1863, the *U. S. S. Arizona* captured the Confederate sloop *Aurelia* near Mosquito Inlet. The rebel activities prompted the federal commanders to destroy the small settlement. In July 1863, Union gunboats *U. S. S. Beauregard* and *U. S. S. Oleander* shelled New Smyrna with the first cannon blasts falling

on a forty room hotel that had been built by the Sheldons in 1861. The Union sailors and troops eventually burned the entire village. Without storage facilities, buildings, and Confederate sympathizers, New Smyrna lost its usefulness for blockade running. Still, the Union Navy maintained a presence at the inlet for most of the war. The *U.S.S. Columbine*, *U.S.S. Darlington*, *U.S.S. E.B. Hale*, *U. S.S. George Mangham*, *U.S.S. Norfolk Packet*, *U.S.S. Ottawa*, *U.S.S. Pawnee*, and other gunboats regularly sailed Florida's Atlantic Coast and patrolled Mosquito Inlet. Maps prepared by Federal cartographers during the conflict depict the Florida landscape. The maps show the King's Road extending through the region and identify New Smyrna and a sugar mill farther north (Figure 8) (Cowles 1891-1895:plate 146; Schene 1976:70-71; Buker 1992:52, 55-56, 66; ORN Series 2 Volume 1 1921:72).

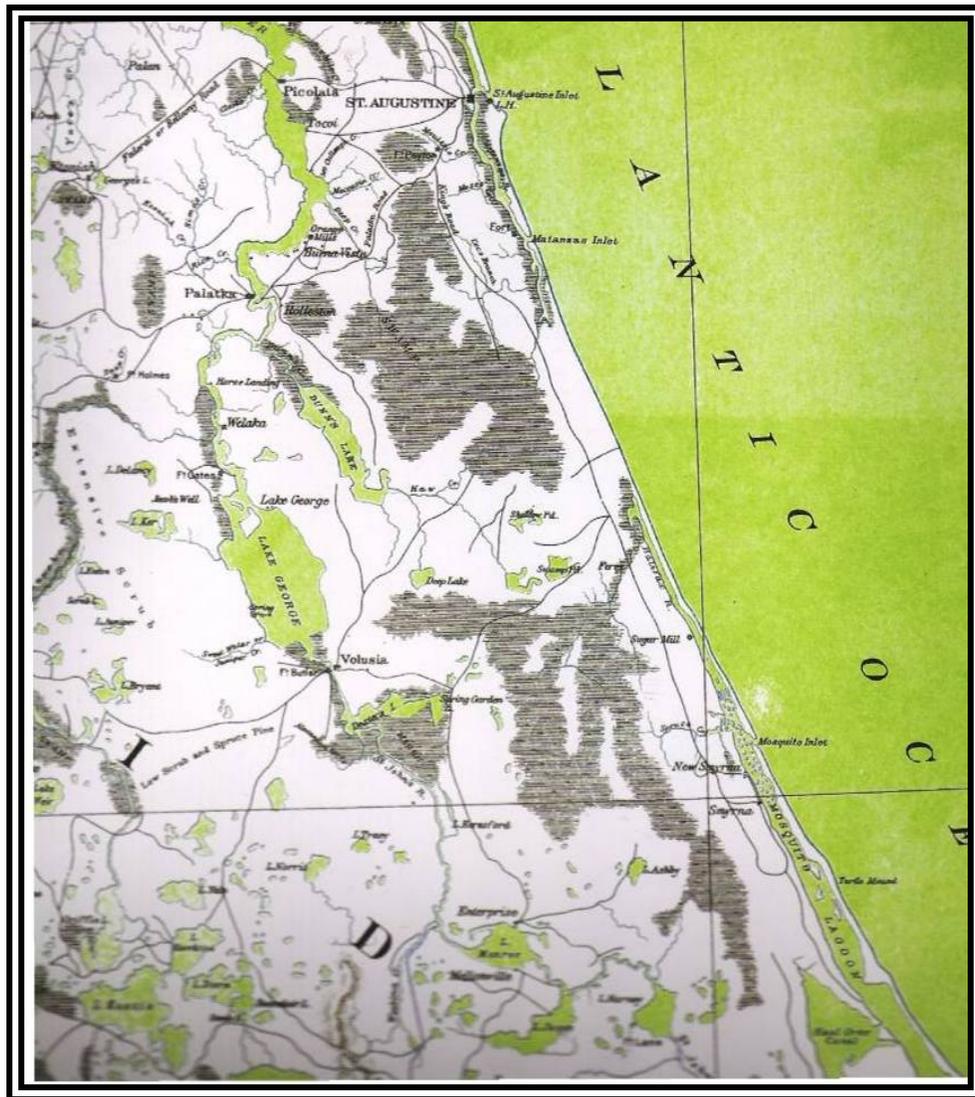


Figure 8. New Smyrna during the Civil War, 1864 (Coweles 1891-1895)

In the decade following Lee's surrender at Appomattox, Florida and the rest of the South endured a turbulent period of Federal Reconstruction. Although the state did not suffer the extensive destruction that occurred in other areas of the South, most of its cities had been occupied by Federal troops and some interior settlements were abandoned. Floridians faced the daunting task of rebuilding their society. The war decimated the state's economy and compelled Floridians to develop a labor system that did not depend on bondsmen for labor. Throughout the state property values plummeted, and agricultural and industrial production declined. The state's financial institutions collapsed. Punctuated by violence, lawlessness, and unscrupulous politics, Reconstruction proved in some ways as difficult as the war (Donald et al 2001; Shofner 1974:17-18, 154-155).

Despite those hardships, Florida entered its golden age of steamboating following the Civil War. The first steamboat navigated the St. Johns River bar and inlet in 1829, and regular service was initiated in 1831, when the *George Washington* made trips between Savannah, Jacksonville, and Picolata. By 1851, the *Gaston*, *Magnolia*, *Ocmulgee*, *St. Matthews*, and *Welaka* plied the waters between the port cities, and smaller destinations along the St. Johns River. In 1860, the schooner *J. B. Bleeker* had navigated the river to Toco, where it delivered railroad tracks, spikes, and rolling stock for the nascent St. Johns Railway. Picolata enjoyed a brief existence as a resort village with steamboats delivering passengers to the Picolata Hotel. In 1866, Hubbard Hart initiated his Hart Lines Company, and the *Kate* and *Dictator* operated between Palatka and Charleston. The King's Road continued to serve as an important transportation corridor. Late in the Reconstruction era, Volusia County's leaders adopted several actions to rationalize its road system. In 1874, the council discontinued and abolished all of its public roads with the exception of the "...road leading from Enterprise to Sand Point; the road leading from Enterprise to New Smyrna and Port Orange; the road leading from Enterprise and running by the house of S. J. Cook to Volusia." Then, councilors began receiving petitions from residents for public roads in their neighborhoods, generating discussion and debate about the extent, nature, and costs of maintaining public roads (Sastre 1995:46; Buker 1992:46; Wood 1989:327; Shofner 1974:119; Schene 1976:82; Minutes, 6 January, 3 February 1873, 5 January, 2 February 1874, 8 January 1878, 1 May 1882, 5 May 1887, 3 September 1895 Volusia County Council).

Until the advent of railroads, steamboats and roads remained the primary modes of transportation. During the nineteenth century, steamboat travel along the Atlantic Coast and especially through the treacherous, shifting inlets that opened into the inland rivers and lagoons was less certain and safe than along the St. Johns River. Navigators considered Mosquito Inlet, a name that persisted until 1927 when it was renamed Ponce DeLeon Inlet, the seventh most dangerous inlet along the nation's Atlantic Coast. More than seventy shipwrecks had occurred off the inlet by the early twentieth century, including the *Commodore*, a steamship returning from a filibustering expedition to Cuba in 1898 and made famous by Stephen Crane's short story "The Open Boat." A lighthouse built in 1835 on the south side of the inlet had never been illuminated. Within a year of its completion, it was undermined by the shifting tide and then toppled into the sea. The Seminole conflict and Civil War delayed the replacement of the initial aid to navigation. Then, in 1887, the Lighthouse Board completed a magnificent new lighthouse, the second tallest on the Atlantic Coast. The new lighthouse improved ocean going travel along the coast between St. Augustine and Cape Canaveral, and helped open the Halifax River and Indian River to travel by investors, settlers, and visitors. Despite its relative isolation, nineteenth-century Florida attracted vacationing northerners, some

seeking investment opportunities and prompting a flurry of Florida guidebooks. Philadelphia physician and medical journal editor Daniel Brinton published one of the first in 1869, *A Guide-Book of Florida and the South for Tourists, Invalids and Emigrants*. He recommended that persons wishing to visit Florida's east coast to camp and hunt hire an open boat, guide, and tent at Jacksonville, and sail to Enterprise by the St. Johns River on a steamer. Brinton advised travelers to St. Augustine to stop at Picolata. His map of the state differed little from the 1864 map prepared by military cartographers, depicting the King's Road and little else at New Smyrna (Brinton 1869:61-62, 71-75; Taylor 2001:47-52).

Within two decades of Brinton's and Lanier's treatises, Chicago newspaper journalist George Barbour had published two Florida guidebooks, derived, in part, from his observations while on tour in 1879 with former President Ulysses Grant, and, in part, from a subsequent tour with state commissioner of immigration Seth French. Barbour traveled many of the state's rivers and in his *Florida for Tourists, Invalids, and Settlers* commented on the Halifax River. He revealed that "The hamlets and towns of Holly Hill, New Britain, Daytona, Halifax City, Port Orange, Blake Post-Office, and New Smyrna, on the margin of the river, are desirably located, principally on rich, high hammock-lands of palmetto, oak, and other forest-trees. The inhabitants are from all sections of the Union, generally prosperous and anxiously awaiting the opening of the canal [ed. Intracoastal Waterway], and the consequent impetus to the general industries of the country." His advice in 1882 to reach the Halifax and Indian River regions consisted of boarding a steamer to "...DeLand or Blue Springs Landing, on the St. John's, then *via* carriages across to the coast; or go to St. Augustine and then *via* sail-boats down, a day's sail." A map included in his 1882 volume depicted many of the place names along the Indian River, including New Smyrna (Barbour 1882:178, 307).

Similarly, in 1885 compiler Wanton Webb of New York and Jacksonville published a historical guide to the state. Along the east coast, he noted many river and inland settlements, towns, and villages. Webb commented that New Smyrna was "...in one of the most famous orange growing districts in the world." He noted the village contained 200 residents and W. S. Abbott and M. Lewis were the largest citrus growers (Webb 1885:109). The publication of these guidebooks and gazetteers coincided with the U. S. Coast and Geodetic Survey issuing maps of Florida's northeast coast. Published in 1882 with corrections in 1906, the map depicted the towns of Daytona, New Smyrna, and Ormond with their collection of buildings, but did not extend sufficiently inland to cover the project tract. Primarily a coastal navigation chart, the chart depicted soundings in the Halifax and Indian Rivers, points on the mainland jutting into the river, and bridges spanning the waterway. New Smyrna and Port Orange were shown with well developed fields and farmsteads to the north and south of the respective villages (USCGS 1882-1906).

In August 1883, coinciding with the publication of the guidebooks and chart, Charles Dougherty, a prominent attorney and politician, divided the Napier grant into a series of larger square blocks and lots. Dougherty's father, William Dougherty of Georgia, had acquired the grant from Mary G. A. Hunter in November 1870. In turn, Hunter's father, Joseph Hunter, had earlier acquired the property from the Napier heirs. In 1868, after Mary Hunter inherited the property, she secured a mortgage against it from Margaret Abbott. After clearing the title, Dougherty hired civil engineer J. W. Douglas to create his subdivision. A native of Athens, Georgia, Dougherty became known as the "Tall Cypress of the Halifax." He initially made his base of operations at Dunlawton in Port Orange, where he managed his father's estate, but moved to New Smyrna in the 1880s. Educated at the

University of Virginia, Dougherty arrived in Volusia County in 1871 to supervise his father's landholdings. He inherited his father's estate in 1873 and over the following decades acquired still more tracts in coastal Volusia County, most of which he subdivided. Dougherty eventually owned homes in Daytona Beach and Port Orange, as well as a residence on the west bank of the Indian River in New Smyrna (*New Smyrna News*, October 15, 1915; Deed Book A, p. 197, Deed Book M, p. 187, Deed Book O, p. 25, Deed Book Y, p. 416, Miscellaneous Book B, p. 588 Clerk of Court Volusia County Courthouse; Schene 1976:143; Fitzgerald 1937:173-174).

He began his land division and sales in New Smyrna in the 1880s. In 1883, he subdivided his holdings in the Hull grant north of the downtown into twelve blocks. One of New Smyrna's largest nineteenth century plats, the subdivision furnished a plan for development along the riverfront north of the nascent downtown. The plat offered sites intended for homesteads, farms, and groves, rather than suburban development. Neatly dividing the subdivision in half, Mary Avenue led to Enterprise Road, which made the former a significant artery west of town by the time Dougherty opened his first New Smyrna subdivision. Flush with success from his downtown subdivision, Dougherty next turned to the Napier grant. There he created tracts for farmsteads and homesteads. His surveyor, J. W. Douglas, provided a system of roads or streets running in an orthogonal grid and recorded a canal extending the north-south length of the plat and an old road at the southeast corner, but no other manmade features. Surveyor J. W. Barrs subdivided the middle one-third of the Ambrose Hull grant south of Dougherty's Napier grant in 1890, marking a system of canals, ditches, and Turnbull Road that radiated across the landscape (Hawks 1887:81; Deed Book L, p. 538, Deed Book M, p. 688, Deed Book Y, p. 200-203, Plat Book 1, p. 141 Clerk of Court Volusia County Courthouse).

Although Dougherty enjoyed brisk land sales in his subdivision north of New Smyrna's downtown, they languished at the Napier grant. In 1885, he and several adjacent property owners conveyed rights-of-way to the Blue Spring, Orange City, and Atlantic Railroad (BSOC&A), which "is about to construct its line of railroad from Blue Spring to New Smyrna." Dougherty agreed to convey the right-of-way, stipulating that "...said road shall be completed within one year from date of this instrument." Dougherty had reason for concern about the railroad being built. The company had been chartered in 1878, and construction began at Blue Spring in 1883. The company completed the tracks in 1886, and the following year the railroad was reorganized as the Atlantic and Western Railroad.

In 1883, Washington Everett Connor purchased a large tract from Charles Dougherty. He helped finance the construction of the bridge that connected the mainland and peninsula, which opened in 1893 (Johnston 2000). He also financed the construction and maintenance of the city library and purchased the site of today's Fort Park in order to preserve the stone ruins (Figure 9). He purchased three thousand acres and developed the area into fruit groves and vineyards. At Ronnoc Grove, a 450 acre tract, he developed the area with its picturesque landscape into a tourist attraction. Ronnoc Lane, which is Connor spelled backwards, extends from the river westward and ends in the Westside Community. The Connor Library was donated to the City in 1924. The Connor Library was renovated and moved to Riverside Park in 1992 (Figure 10).

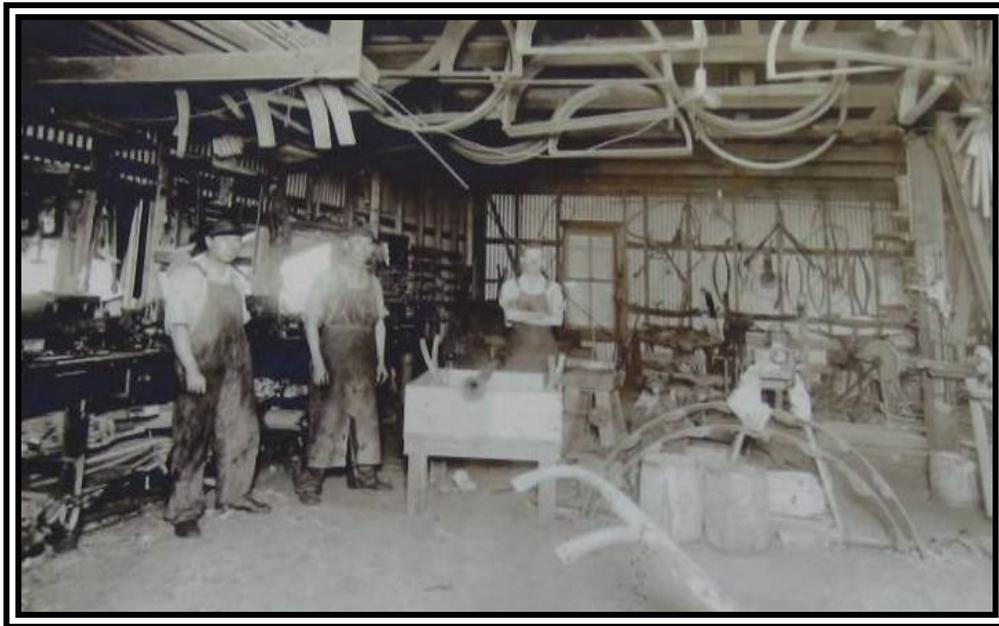


Figure 9. Historic Tabby Ruins at Riverside Park (8VO00105)



Figure 10. Historic Connor Library, Julia Street, 8VO8866, 1901

During the 1880s, the first school, first church, and first newspaper were established in New Smyrna (Sweet 1940). The first school in New Smyrna was also the first school in Volusia County as was located near the future site of the New Smyrna Museum of History at 120 Sams Avenue. Delia Stowe became Volusia County's first teacher at the school. The second school was built on the corner of Canal and Live Oak streets in 1885. The Mary Avenue School opened in 1901 and included the high school grades in 1912 (Luther 2002). Hall Machine Works (8VO8610) resource group (8VO8638, 8VO08656, and 8VO08647) is located on Downing Street between Orange Street and US Hwy 1. The structures have changed many hands over the years and were originally owned by Andrews in 1895. Subsequently, he sold the shop in 1896 to Douglass, who in turn sold the shop to Bouchelle in 1902. The shop was bought by Annie Newell and Prucilla Laws in 1903 and was bought out by Newell in 1905. The shop was known as Sanbo Stephen's Trim Shop in 1912. The shop was known as the Colee Blacksmith shop in 1915 (Figure 11). Phillips and Hull bought the shop in 1922 and converted it into a trim shop in 1950. A machine shop was added in 1936. The current owners bought the three structures in 1980 and still run the property as Hall Machine Works. The name Stephen's Trim Shop is still present on the center structure (Figure 12).



**Figure 11. Colee's Blacksmith Shop, c. 1920s
(courtesy the New Smyrna Museum of History)**



Figure 12. Hall Machine Works, 8VO08648, c. 1895

New Smyrna Beach's original downtown was not located along Canal Street, as it is today. Instead, commercial activities were centered near the Blue Spring, Orange City, and Atlantic Railway. As depicted in Figure 13, in 1888, the entire city block bounded by Lytle Avenue and Live Oak, Andrews and Palmetto Streets was reserved as a "Central Square" for municipal buildings. Until the late 1930s, City Hall, the police department, fire department, jail, and zoo were located in the Central Square. Today, Bert Fish Medical Center occupies this area. The BSOCA railway ran down Lytle Avenue to a steamboat wharf north of Riverside Apartments at 408 South Riverside Drive. Situated along Riverside Drive (originally Front Street), this first business district prospered until the construction of the Florida East Coast Railway (FEC) in 1892 (Luther 2002). Commercial properties were being developed on Canal Street by 1900.

In 1896, the FEC acquired the twenty-six mile railroad, providing the larger company with access to the St. Johns River in Volusia County. The arrival of the BSOCA in 1886 linked New Smyrna with the St. Johns River and the villages of Lake Helen and Orange City in west Volusia County. The railroad initiated a new era in New Smyrna Beach's growth, encouraging settlement and bringing winter visitors to take advantage of New Smyrna Beach's ocean breezes and vistas. In 1887, the population of New Smyrna reached 150 and the following year the town boasted nearly eighty buildings, including forty-one dwellings, three general stores, and two churches. The cultivation of oranges, commercial fishing, and tourism were principal economic activities. Residents incorporated the Town of New Smyrna in 1887 and in 1890 the population reached 287 (Deed Book 5, p. 517, 537 Clerk of Court Volusia County Courthouse; DaCosta Printing and Publishing House 1888:22-24; WPA 1939:87; Bureau of the Census 1913:310; Bramson 1984:25-26).

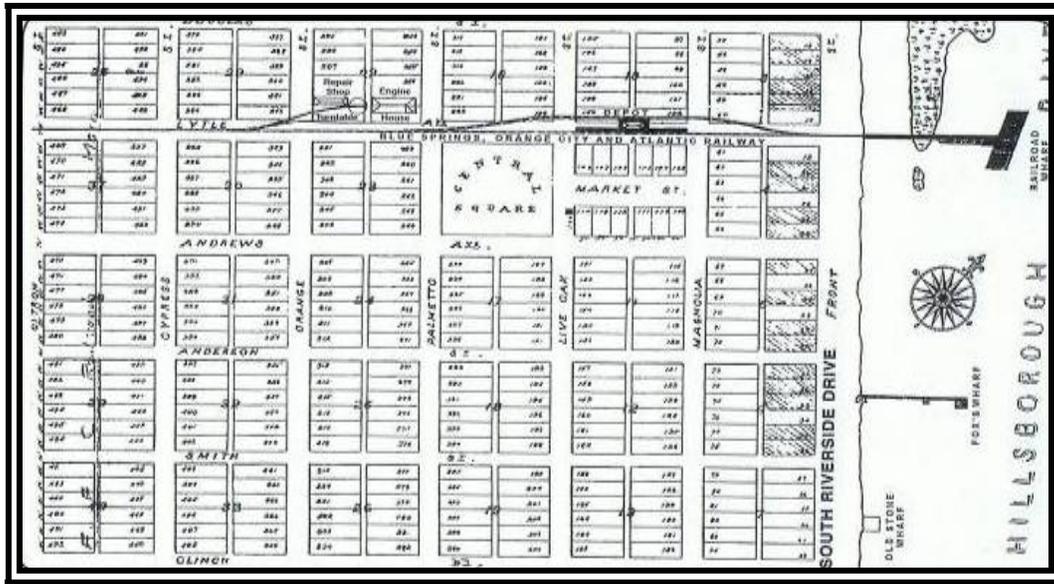


Figure 13. R. Snowden Andrews Subdivision, 1888 Survey (Luther 2002)

Economic activities important to the area include the fish and shrimp industries, agriculture, cattle, and turpentine. Agricultural pursuits include strawberries, potatoes, bell peppers, and bulb and flower farms. Honey, poultry, dairy farms, and cattle are important industries. Cattle have been raised in New Smyrna since the 1850s, when beef was supplied to the Army and hides were shipped to tanneries. The famous Indian River citrus belt begins at the Turnbull Hammock and follows the river south down the coast. According to William Bartram, miles of wild orange trees were growing in the area in 1763 (Sweet 1940; Quinby n.d).

In 1894, hard freezes destroyed the livelihood and crops of many Florida farmers. In the early morning of 29 December 1894, temperatures dipped throughout Florida, reaching 17°F in DeLand and 19°F in Rockledge. The cold defoliated many citrus trees and caused fruit to drop and ruined winter vegetables. A warm interval followed which promoted the flow of tree sap and encouraged farmers. But, on 8 February 1895, temperatures again dropped well below freezing with a light frost reported in Key West. The cold blast split and killed thousands of citrus trees across the peninsula and destroyed the remaining vegetable plants. The relatively warm waters of the Atlantic Ocean and Halifax and Indian Rivers mitigated some of the worst effects of the cold, but most citrus trees in east Volusia County were killed or badly damaged. Reports along the north end of the Indian River indicated severe damage to citrus trees, even those planted near the coast. Statewide before the freeze Florida's orange trees had numbered approximately 3,000,000 and yielded annual harvests of 2,500,000 boxes of fruit. In 1896, the numbers had fallen to 90,000 trees that produced 150,000 boxes. The freezes and more attractive properties closer to New Smyrna account for lethargic land sales experienced by Dougherty at the Napier grant and Rolfe farther north (Rerick 1902 1:355-356; Attaway 1997:29-37).

Westside Community

The Westside Community began to take form in the 1800s out of two large subdivisions, Dougherty's New Smyrna and Lewis's Homestead. In 1883, Dougherty subdivided his holdings in the Hull grant into blocks. Within the Westside community, the blocks measured 2,000 feet by 300 feet, a design for homesteads, farms, and groves, rather than urban development. Dougherty eventually sold five acres to Gustavus Spleis and in 1920 his heirs opened Spleiss's Subdivision (Johnston 2000).

The Blue Spring, Orange City & Atlantic Railroad drew African American settlers, looking for opportunities to work and to begin to build a community. Some settled in the larger region known as New Smyrna's Cotton Shed Hammock in which Westside Community would emerge. By 1885, about ten African American families resided in the town. The Florida East Coast Railroad brought further development of the area in 1892. The community lay on both sides of the railroad tracks, however, the largest part lay west of the line. The Mt. Calvary Baptist Church was constructed on Washington Street in 1886. By 1894, a second church, St. Paul's M.E. Church, was constructed at 519 Washington Street and established Washington Street as an early important social and religious center of the Westside Community (Johnston 2000; Hudson 2006).

By the turn of the 20th Century, approximately eighty dwellings were present in the community and 300 people lived there. Many of the buildings were constructed by Westside carpenters Edward Davis, William Goodwin, David Livingston, and Birch Stover. Houses were concentrated along Julia Street, Washington Avenue, Palm Street and Sheldon Street. A public school and the Mt. Olive Primitive Baptist Church were constructed on Washington Avenue. By WWI, general stores, social halls, dwellings and churches were present on the streets of the community and many of the residents worked for the railroad (Hudson 2006). Due to the railroad industry, the population rose within New Smyrna and subsequently, the Westside Community experienced significant development. New subdivisions opened up and vacant lots were filled as a result, but little large scale development was occurring (Johnston 2000).

The Sacred Heart Catholic Church on Faulkner Street was constructed in 1899 and consisted of a primarily white congregation. In 1941, the Catholics organized a Christian social center to provide assistance to the Westside community. The sanctuary was moved from Faulkner Street to 314 Duss Street in the Westside community. The building was renamed the St. Rita's Colored Catholic Mission and symbolizes the unity between the white and black communities in New Smyrna Beach (Figure 14). The church currently serves as the St. Rita's Black History Museum, which sponsors an annual Black Heritage festival. In 1999, a renovation of the church was completed on its 100th anniversary of the founding of the Mission.

Many of the buildings in the Westside community have been destroyed in the last half of the twentieth century. The hardest impacted areas appear to be located along Canal Street and US Hwy 1. Many have been lost not only to new development, but also to fire and deterioration. Many of the significant historic homes have been lost with little regard to their individual historic significance or the overall loss to the neighborhood.



Figure 14. St. Rita's Colored Catholic Mission, 314 Duss Street, 8VO07672, b. 1899, NRHP 2007

Florida East Coast Railroad

The Florida East Coast Railroad (8VO08606) arrived in New Smyrna in 1892 and established New Smyrna Beach as a railroad town. The route allowed tremendous growth in timber and turpentine production, especially in New Smyrna. Citrus and tourism grew in importance as rail transportation provided access to markets to the north. By 1896, the FEC reached Biscayne Bay in Miami. The stock market crash of 1929 forced the FEC into receivership by 1931. Further decline of the line was exacerbated as bus service began to substitute commuter train service. The Florida East Coast Railway continues to operate from its headquarters in St. Augustine. The route has stayed relatively intact with the exception of the Moultrie Cutoff, which was built in 1925 to shorten the distance south of St. Augustine. Passenger service was discontinued in 1968 after labor unrest and today the company provided only freight service (Kress 1989; Luther 2002).

A depot station was originally located on the east side of the tracks, but was subsequently moved to the west side of the tracks in 1906. A maintenance and repair facility was opened in 1925 and created great economic stimulus for the City (Figure 15). The facility housed nine pits, turntable, and roundhouse and employed around 250 workers. The FEC railroad was the largest employer in the City in the 1920s, employing over one thousand residents. In 1963, the workers decided to strike and included, clerical workers, car inspectors, brakemen, engineers, firemen, conductors, and others. The strike so angered the president of the FEC railroad, that he ordered all the shops shut down and eventually demolished the administrative offices, engine round house, depot waiting station with its unique gingerbread trim, a restaurant, and waiting rooms. The strike changed the face of the town and affected all of the City's businesses (Kress 1989; Luther 2002; Sweett 2007). Today, the railroad provides freight service to New Smyrna Beach and some administrative offices and an inspection station have since been rebuilt by the railroad (Figure 16).

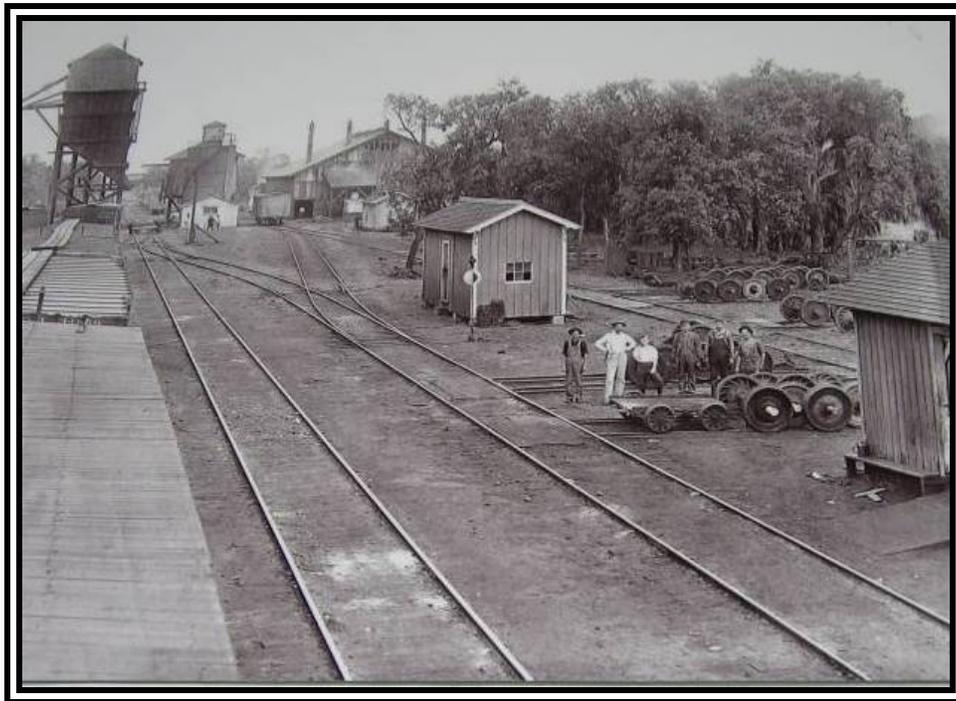


Figure 15. FEC Railroad Yard, c. 1926
(courtesy of the New Smyrna Museum of History)



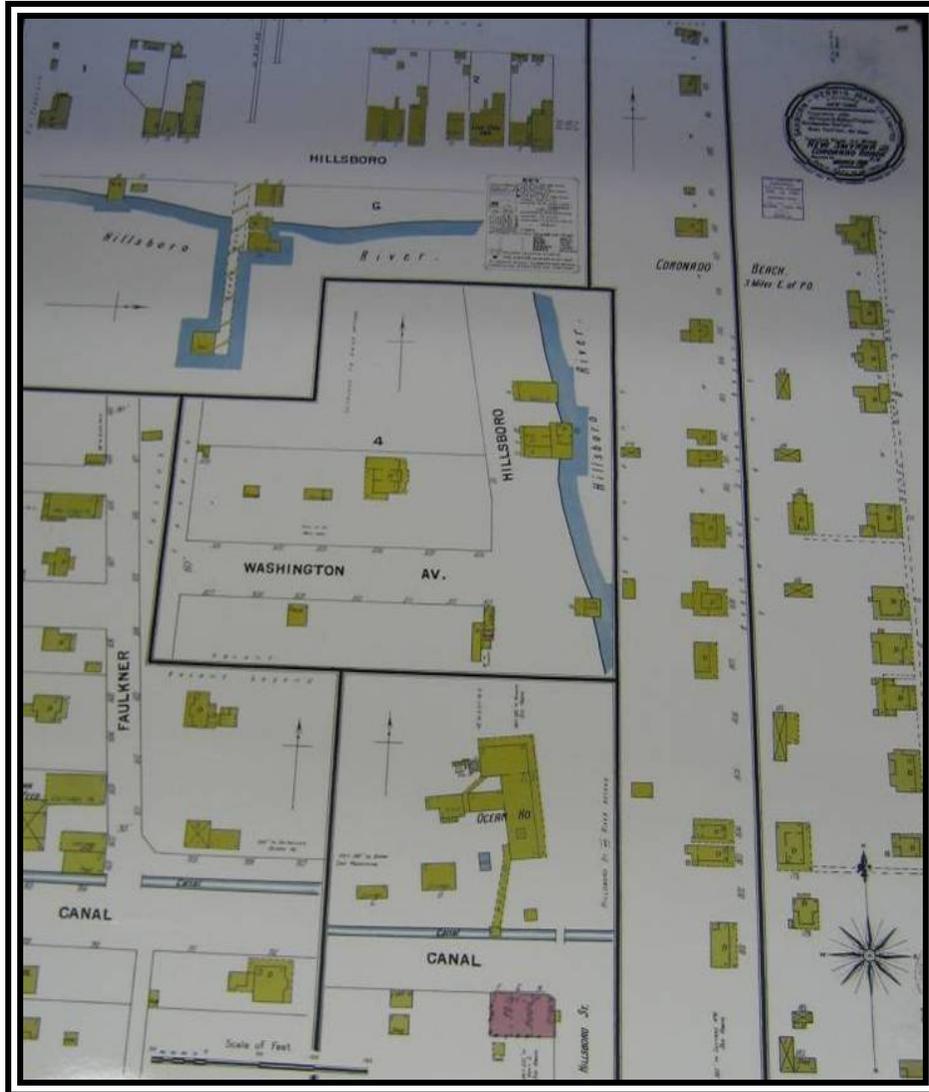
Figure 16. FEC Railroad, 8VO08606, View South (Picture by Gary Haddle)

Twentieth Century

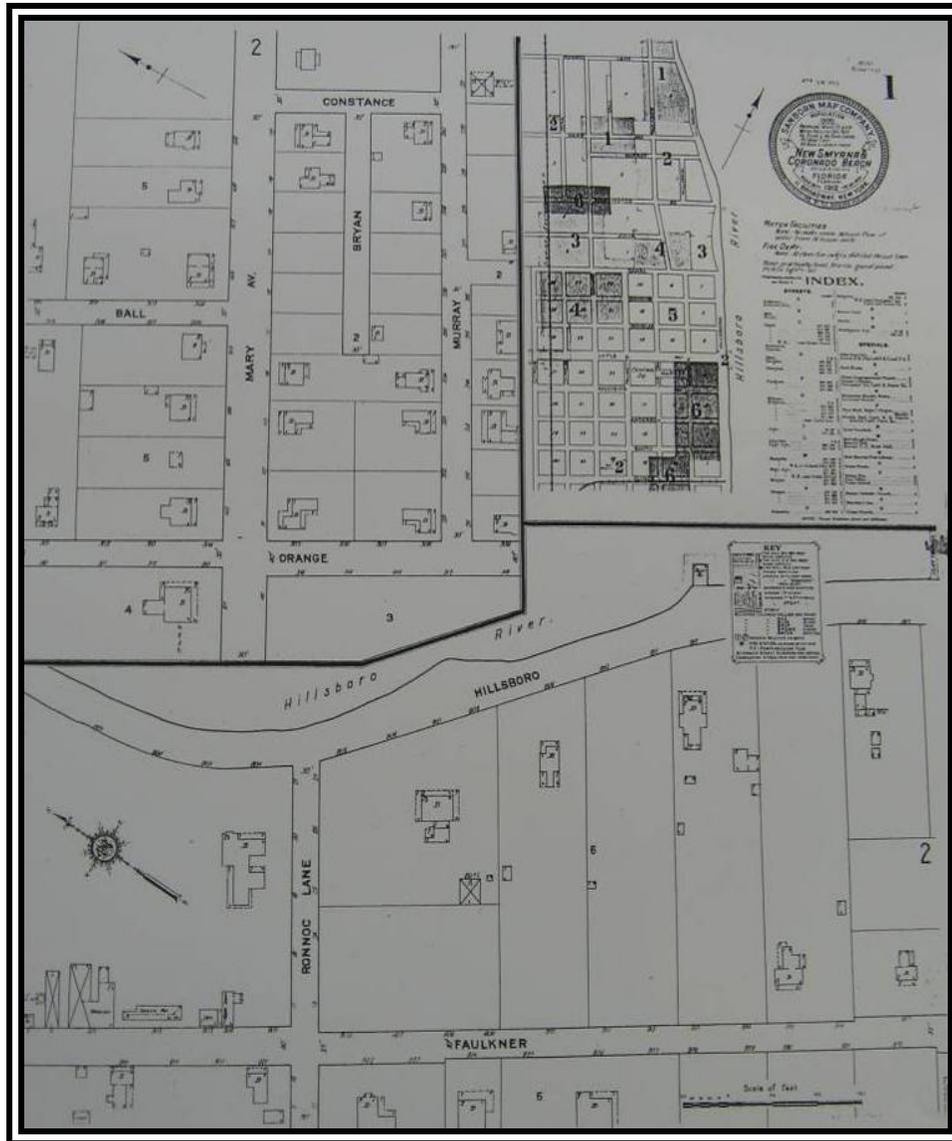
By the start of the 20th century the City of New Smyrna Beach had a thriving downtown, paved streets, city water, telephones and electric lights (Figures 17 and 18). The County of Volusia saw the development of new towns spawned by the railroad expansion. Citrus and lumber encouraged the arrival of investors and speculators to the area and the railroad brought tourists which stimulated the development of a tourism economy.

L. B. Bouchelle was one of New Smyrna Beach's prominent developers of the early twentieth century. A native of Georgia, Bouchelle graduated from Emory University and opened his medical practice in Haynesville, Alabama. In 1892, he moved to Jasper, Florida and then to New Smyrna Beach in 1894. In addition to his medical practice, Bouchelle opened a drug store and then began purchasing and developing real estate. He helped organize the New Smyrna Investment & Loan Association and New Smyrna State Bank about 1912. He served on the Volusia County Council for several terms and by the 1920s owned a "splendid orange grove at Turnbull Hammock."

During the Florida land boom of the 1920s, New Smyrna Beach experienced substantial growth whereby upscale real estate developments became more common. The boom led to a population increase in New Smyrna Beach and a period of increased construction. Bolstered by the influx of people looking for "cheap land" and a tropical paradise, new construction of roads, bridges, railroads, and airports began in earnest, and by 1929 the state had created 2,000 miles of highway and 17 miles of bridges.



**Figure 17. 1901 Sanborn Fire Insurance Map
(Courtesy of the Southeast Volusia Historical Society)**



**Figure 18. 1916 Sanborn Fire Insurance Map
(Courtesy of the Southeast Volusia Historical Society)**

However, over exuberant land speculation led to a land “bust” by the mid 1920s. The area received further economic hits when two hurricanes hit south Florida in 1926 and 1928 coupled by a devastating infestation of the Mediterranean fruit fly in the Orange industry. The Canal Street business district and many homes were flooded in 1924 during a 24 hour period of rain from a storm (Figure 19). During this time, the major architectural influences within the City included Mediterranean Revival, Greek Revival, and Arts and Crafts. Although the primary style found in many parts of the City is Vernacular, many structures exhibit influence in design from Craftsman/Bungalow style. The Bungalow emerged as a popular residential design in Florida during the first three decades of the twentieth century, but has its roots in the Far East, including India and the Orient.



Figure 19. Canal Street Flood of 1924

In 1928, 36 families of New Smyrna Beach formed a yacht club (Figure 20). The clubhouse was built with Moorish Revival styling at the request of F.D. Bristley by architect Harry M. Griffin and built by Alex W. Hermanson (Figures 21 and 22). Bristley served as the Vice president of the national baking powder company and also influenced the building of the Chamber of Commerce on Canal Street in the same style. Russ J. Cristy served as the first commodore and helped to build the facilities. The clubhouse was built on a spoil island from sand pumped from the intracoastal riverbed and was leased from the City for one dollar a year (Kress 1989). The club sponsored international regattas and the first race may have attracted more than 20,000 fans.

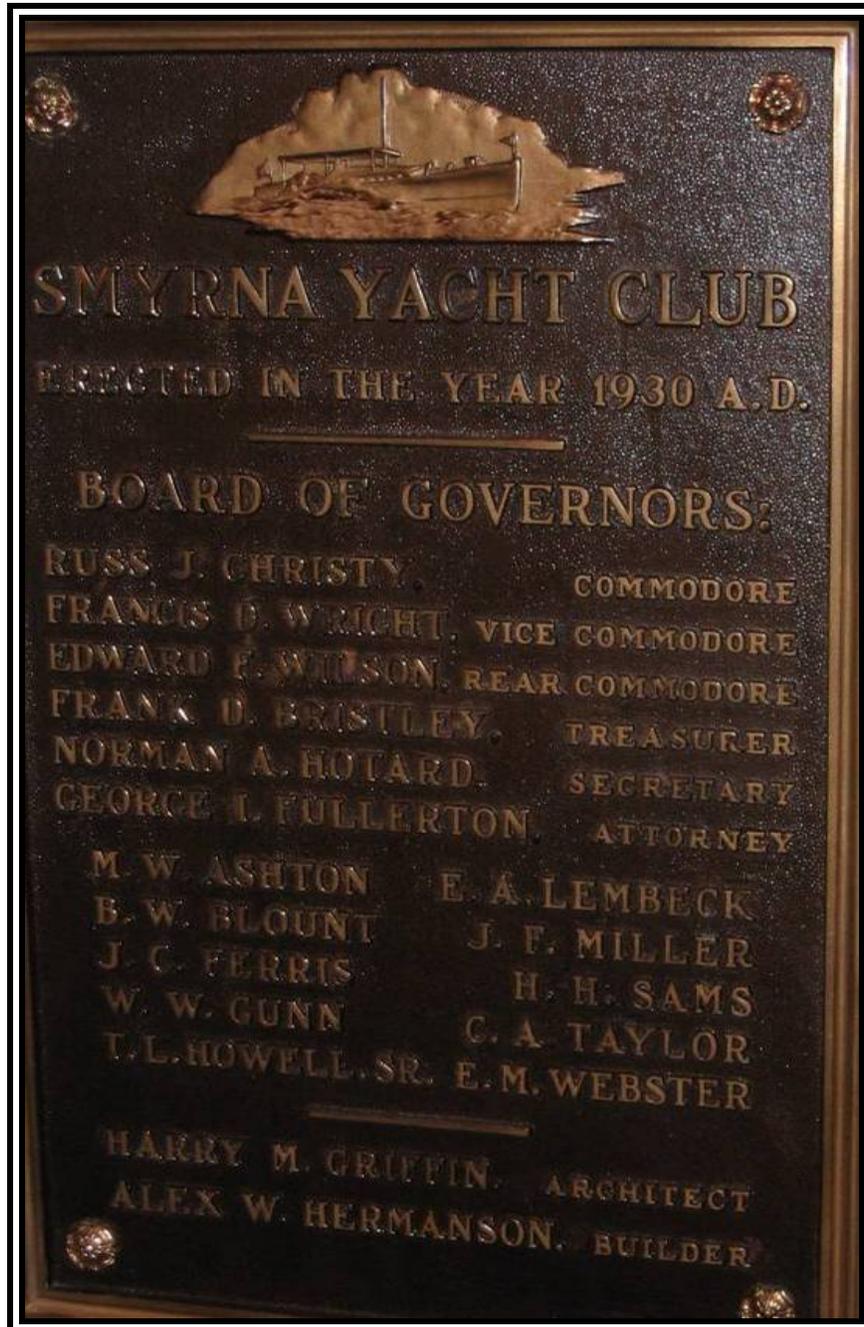


Figure 20. Smyrna Yacht Club Plaque, 1930



Figure 21. Moorish Revival Style, Smyrna Yacht Club, 8VO08428, 1201 South Riverside Drive, constructed c. 1930



Figure 22. Smyrna Yacht Club Interior, photograph c. 1930s

The stock market crash of 1929 and the onset of the Great Depression led to stagnant growth. Initiated in the mid 1930s, Franklin D. Roosevelt's New Deal program aimed at pulling the nation out of the Great Depression. In the 1930s, New Deal era projects improved the infrastructure of countless cities and towns, and provided jobs to millions of Americans. In New Smyrna Beach, the Works Progress Administration (WPA) funded the construction of 11,350 linear feet of ditches to drain the truck farming section. Authorized in September 1938, the project employed thirty-six workers for ten months. Since the Turnbull era, drainage and irrigation had plagued farmers, investors, residents, and settlers alike (*Jacksonville Florida Times Union*, 29 September 1938; Minutes 7 April 1938 Volusia County Council; *New Smyrna News*, October 15, 1915, 29 June 1917, 19 December 1919, 10 June 1921, 13 February, 17 April 1925, 13 November, 21 December 1926).

New Smyrna Beach's City Hall was constructed through the WPA work program as a cultural center to house the overflow of the old Connor library and to house City offices (Kress 1989) (Figure 23). The building was constructed from blocks that were formed from a mixture of coquina stone and cement, which gave the building a unique look with local materials. The architectural plans for the building did not have restroom facilities until the oversight was detected and corrected. The City flag was also designed and made by W.P.A. workers during this time. A detailed description of the flag can be found in L. M. Kress's work (1989:55). Through programs set up to employ large numbers of workers, the nation was recovering from the effects of the Depression by 1940. The programs were instrumental in the construction of roads, bridges, parks, buildings, and infrastructure.



Figure 23. Mixed Style, City Hall, 210 Sams Avenue, 8VO01490, ca. 1930

The St. Johns River Bridge was created as a transportation link between Seminole and Volusia Counties, and was completed in 1934. It is the oldest electronically operated thru-truss swinging bridge in the state, and the only known bridge in Florida to have been built by the Ingalls Iron Works Company of Birmingham, Alabama (Greiner 1988:6). In 1937, the citizens of New Smyrna changed the name to New Smyrna Beach.

During World War II, the US Government took over the area to the north and west of US Hwy 1, which at that time was a golf course, and turned the area into a U.S. Navy airfield. Riverfront Park on South Riverside Drive was leased from the City by the government to house navy personnel and serve as a base of operations. After the war, the area was released to the City and Riverfront Park was reinstated as a park (Kress 1989).

Following World War II, Florida experienced a population boom. Citrus farms, fishing, cattle ranches, and "turpentine" were the dominant early 20th century economic activities in the vicinity, although today it is tourism that draws people to New Smyrna Beach and its beaches each year.

Aerials published by the U. S. Department of Agriculture in 1943 confirm the development of the mainland and peninsula (Figure 24). A 1944 topographic map (Figure 25), a 1945 topographic map (Figure 26) and a 1956 aerial (Figure 27) confirm that State Road 44 was constructed through the area in the mid-1950s, bringing with it change in the form of new buildings, subdivisions, and streets that sprinkled the landscape (USGS 1944; USGS 1956; USDA 1942; USDA 1956).



Figure 24. 1943 Historic Aerial

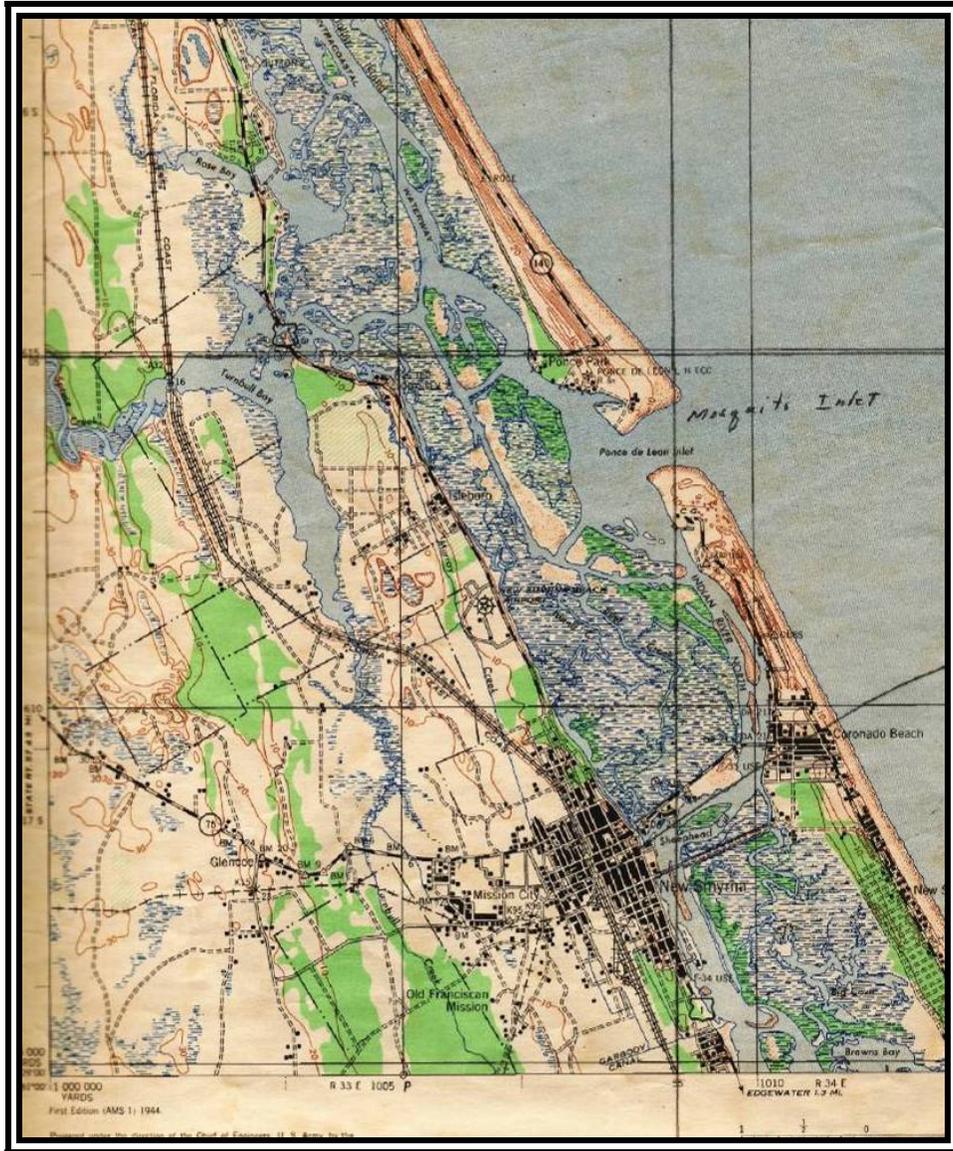


Figure 25. 1944 USGS Topographic Map

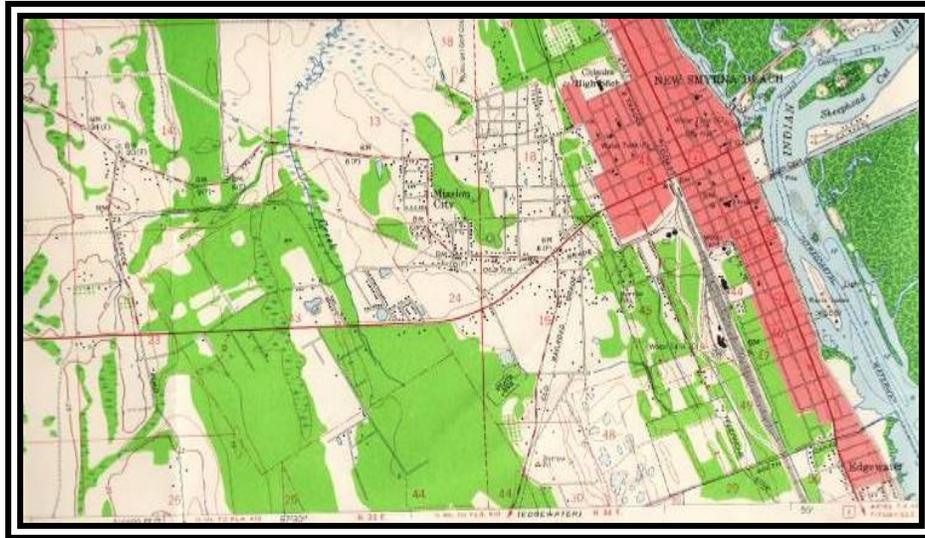


Figure 26. 1945 USGS Topographic Map



Figure 27. 1956 Historic Aerial (LABINS 2008)

History of Coronado Beach

The name “Coronado” appears in 1885 and is attributed to homesteader Foster Austin a native of California who was from a town with the same name. The development of Coronado Beach began as a string of cottages on the beach at Hill Street about one mile south of Flagler Avenue. The only access to Coronado was by ferry and down a path through a hammock. This path would become, Esther Street, the first street in Coronado Beach (Figure 28). The resources along Esther Street serve are some of the earliest construction in the area for the Coronado Beach community in the late 1800s. The original fruit packing shed is located at 105 Esther Street and the original seawall is still present although the ferry landing and docks are not (Figure 29). The ferry brought tourists and supplies from the mainland to Coronado Beach. The peninsula was purchased in 1885 by Elisha S. Babcock, Jr. and Hampton L. Story.

The Riverview Hotel was built in 1885 by Captain S. H. Barber as a two-story fishing and hunting lodge. In 1904, Barber had the hotel raised and built a new lobby and dining room underneath the first two stories. The three story building was originally named the “Barber house”, but was changed after the renovations to the “River View Hotel” in 1924. Fred Tryon purchased the hotel in 1936 and made further changes to the hotel with a west wing addition and the addition of individual bathrooms and steam heat. Upon his death, his heirs received the hotel and in the 1970s with declining hotel occupancy, the hotel was used as a youth hostel. The hotel was closed in 1980 due to its deterioration; however, John Spang bought the property and renovated the hotel. The property was purchased in 1990 and the owners made further renovations (Luther 2001) (Figures 30 and 31).

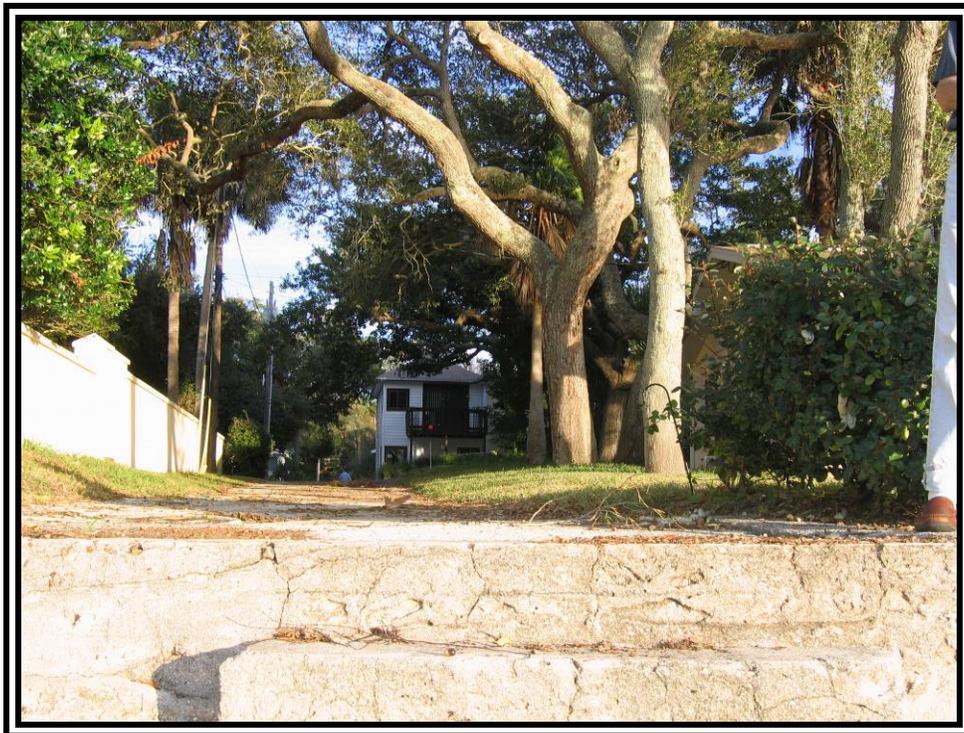


Figure 28. View East from Seawall down Esther Street to Packing House



Figure 29. Coronado Seawall

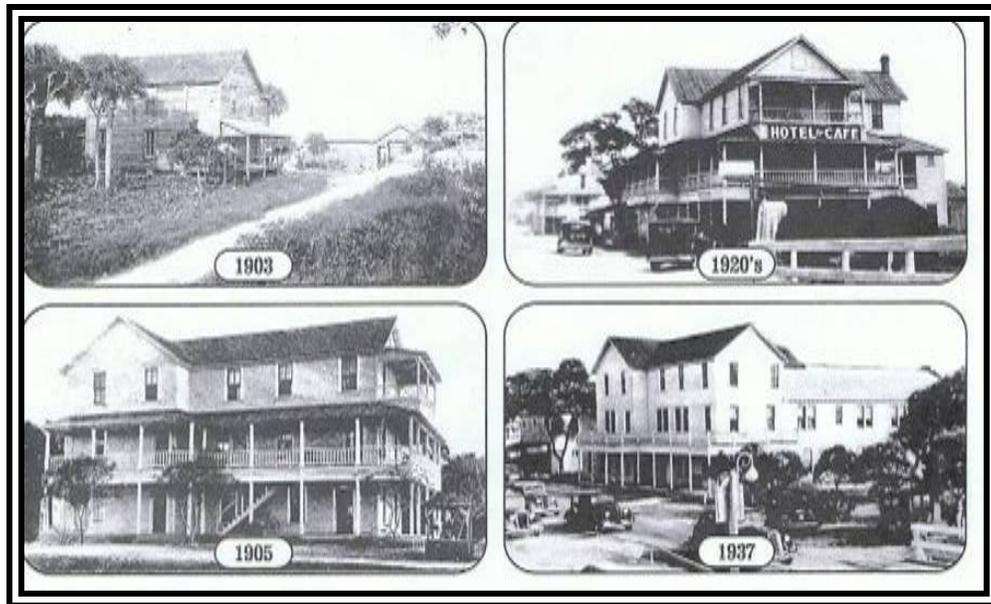


Figure 30. Architectural Evolution of the Riverview Hotel, 101 Flagler Avenue, 8VO00261 (Luther 2001)



Figure 31. Riverview Hotel, 101 Flagler Avenue, 8VO00261, 1885

Coronado Beach's first bridge was constructed in 1891, but was destroyed during a hurricane in 1893. Rebuilt a year later, the bridge provided easier access to the peninsula and the town was incorporated in 1924. By 1894, there were approximately 25 buildings located in Coronado Beach. Economic pursuits included citrus, honey, and guava. The Intracoastal Waterway was completed to New Smyrna Beach by 1901 (Southeast Volusia Historical Society 2008).

Between 1901 and WWI, houses exhibiting distinctive characteristics appeared in Coronado and included such styles as Craftsman, or Bungalow, and Mediterranean Revival. The first oceanfront hotel was called the Atlantic House and it became a popular community center. It was destroyed in 1916 by a fire. The first school on Coronado Beach was built in 1901. The school is still present at the location and is now used as the kitchen of the Cormeth Beach Club. The Cormeth Beach Club, originally named the Coronado Beach Club, was established in 1916 and provided community activities such as bridge, five hundred, dominos and singing. It is located at 201 Flagler Avenue and is a Craftsman style building constructed in 1917 (Figure 32).



Figure 32. CorMeth Beach Club, 201 Flagler Avenue, 8VO01230, Craftsman or Bungalow Style, c. 1917

The Coronado Beach area experienced the same land boom and bust as the rest of Florida. By 1924, the area had nearly 300 permanent residents and by 1930, the number declined to 214. Between 1924 and 1926, six subdivisions were opened. The heaviest area of development occurred along Peninsula and Flagler avenues. The Coronado Beach Shuffleboard Club was built in the 1930s as a community center. The first building and 8 shuffleboard courts were built at 225 Flagler Avenue (Figure 33) and an assembly hall was built c. 1945. According to local informants, the Assembly hall was enlarged and covered with asbestos shingles between 1950 and 1951. The courts, bleachers, cue house, and building were built by the early members of the club. Early activities included weekly dances, Bingo, parties, raising money for charities, and shuffleboard.



Figure 33. Coronado Beach Shuffleboard Club, 225 Flagler Avenue, 8VO08429, c. 1930

Coronado Beach had no water supply and its water was piped in from New Smyrna Beach. In 1945, citizens voted to merge Coronado Beach and New Smyrna in a referendum. The vote passed and the two areas merged officially in 1946. The merge allowed Coronado Beach to benefit from such improvements as police protection, garage pickup, fire protection, infrastructure improvements such as street paving and extension of sewer and water lines. New Smyrna Beach benefited from the access to beaches. In October of 1947, a storm caused damage to oceanfront properties and eroded the beach line. Many historic homes were lost and due to the loss of beach area, special permits are now needed to build on oceanfront properties (Kress 1989).

IV Description and Analysis of the Historic Architectural Resources of New Smyrna Beach, Volusia County, Florida

Analysis of Survey Findings

The scope of the New Smyrna Beach project was to survey and record a total of 716 historic resources that included 436 unrecorded and 280 previously recorded historic resources chosen by the City of New Smyrna Beach (Figures 34A, B, C, and D). The geographic quadrants were based upon the historic axes formed by US Highway 1 and Canal Street, which converge in the center of the area. During the course of the survey 977 historic resources in the New Smyrna Beach area were recorded as requested by the City (Figure 1). Of those, 686 were newly recorded and 291 were previously recorded, of which 64 are demolished and 913 are still standing. In addition, eight resource groups, were surveyed and recorded.

The historic architectural resources of the New Smyrna Beach area are representative of national and statewide trends in architecture during the late nineteenth and first half of the twentieth centuries. Based on survey criteria, 977 buildings were surveyed and eight new resource groups were developed. In addition, 64 buildings that were previously recorded have been demolished or moved.

The majority of the buildings in the New Smyrna Beach area were constructed as dwellings. Most exhibit no formal architectural style or even the influence of a style, and consequently are termed “vernacular.” Beyond residential, other original functions recorded during the survey include church, business, school, depot and firehouse. Some change in use has occurred over the decades, primarily the conversion of some former residences to serve a commercial function. Still, many of the historic buildings in the New Smyrna Beach area still serve the functions for which they were originally intended.

The following analysis includes a statistical review of the survey findings. The narrative discusses the architectural styles documented and illustrated with representative models of each style attributed to the resources. A list of addresses, styles, and dates of construction is located in a comprehensive inventory at the end of the report (Appendix A).

Historic Development Patterns, Periods of Construction, and Subdivisions

The development of historic buildings in the New Smyrna Beach area, as depicted in Table 1, is grouped into four periods of development, extending between c. 1880 and 1957, which include: Late 19th Century & Progressive Era, (1880-1919); the Florida Land Boom (1920-1928), Great Depression (1929-1941), and World War II and Post-War Development (1942-1957). This organization of resources into periods associated by development is more meaningful than simply classifying buildings by decade. Conceptualized using events that effected the development of the City, the periodization strategy associates buildings within broader national and statewide historic contexts and provide a useful context for assessing historic architectural resources.

Figure 34

Table 1: Construction by Historic Period in New Smyrna Beach		
Period of Development	Number	Percentage
Late 19 th Century & Progressive Era, 1880-1919	183	20
Florida Land Boom, 1920-1928	300	33
Great Depression, 1929-1941	223	24
World War II & Post War Development, 1942-1957	207	23
Total	913	100

The first period extends between the 1880s and World War I. During the era, residents organized a municipal government, farmers planted citrus groves, and railroads established a presence in the city. During the survey 183 buildings, or approximately 20 percent of the resources inventoried, were documented from this period.

A significant amount of construction occurred during the relatively brief Florida Land Boom of the 1920s, when 300 resources, or 33 percent of the total, were built. New Smyrna Beach and Volusia County experienced some of the same explosive growth patterns evident elsewhere in Florida during the land boom. New subdivisions were carved out of existing plats and undivided tracts and developers and property owners constructed new buildings. The collapse of the boom resulted in Florida entering a period of economic decline several years before the rest of the nation.

The Depression/New Deal era of development extends between 1929 and the America's entrance into World War II. Development was slow during the first part of this era, but gained strength in the late-1930s with construction of new housing and commercial architecture. Implemented by the administration of President Franklin D. Roosevelt, New Deal "alphabet programs" assisted the various cities with construction project. The Federal Housing Administration (FHA) assisted property owners with new home construction and the Works Progress Administration (WPA) and the Public Works Administration (PWA) helped build infrastructure across the United States. New Smyrna Beach's City Hall was an important project initiated by the W.P.A. During this period, 223 resources, or 24 percent of the total, were built.

The fourth period of development between 1942 and 1957 saw the construction of 207 resources or 23 percent of the total. During WWII, the development of the New Smyrna Air Field and related auxiliary military facilities promoted development in Volusia County. In the aftermath of the war, housing starts and commercial development increased and then accelerated in the 1950s.

Functions and Condition of Resources

As depicted in Tables 2 and 3, 633 properties, or 89 percent of the resources included in the survey, were originally constructed for residential purposes. At present, that number has dropped to 616 or

86 percent of the total, most likely due to the repurposing of homes into commercial buildings. Buildings that initially served a commercial function totaled 48 or six percent. At present, the percentage of buildings utilized for commercial purposes has increased to 71 buildings or ten percent of the total. The collection of commercial buildings includes diverse subtypes, including the CorMeth Beach Club and railroad tracks, as well as typical businesses and stores. Institutional buildings initially comprised 1% (n=6) resources and included resources such as the City Hall and the New Smyrna Beach Women's Club. This figure has remained steady with only a slight increase to eight buildings. Eight historic-period churches, comprising 1% of the total surveyed structures, were located within the study area, but currently only six still serve their original church function. St. Rita's Catholic Mission Black Church is an example of a church repurposed as an African American Museum. Recreational buildings consist of six buildings or one percent of the total and include shuffleboard courts on the mainland and on Coronado Beach as well as other unique recreational facilities that take advantage of New Smyrna Beach's location on the coast. These resources contribute to a distinctive presence, historic ambiance, and a unique sense of place to the New Smyrna Beach area.

Table 2: Original Functions of Historic Period Resources in New Smyrna Beach

Functions	Number	Percentage
Residential	814	89
Commerce	60	7
Churches	11	1
Institutional	8	1
Recreational	8	1
Other/Unknown	12	1
Total	913	100

Table 3: Present Functions of Historic Period Resources in New Smyrna Beach

Functions	Number	Percentage
Residential	789	86
Commerce	89	10
Churches	8	1
Institutional	10	1
Recreational	9	1
Other/Unknown	8	1

Table 3: Present Functions of Historic Period Resources in New Smyrna Beach

Total	913	100
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Integrity of function is an important consideration for determining the significance of a historic property. A resource that retains its original function is more likely to meet the requirements for listing in the NRHP than one that has been altered for a use that differs from its originally intended function. A comparison of present use with original use data in Tables 2 and 3 indicates that there has been relatively little change over time to the functions of the structures in New Smyrna Beach.

Table 4 depicts the consultant's evaluation of the condition of the historic-period resources in the New Smyrna Beach. A resource that is in good or fair condition is more apt to be given consideration for listing in the NRHP than a resource evaluated as either deteriorated or ruinous. Condition is a objective evaluation based on visual inspection from the street or right-of-way. The consultant observed all private property laws. No attempt was made to leave rights-of-way, examine the interior of buildings, conduct tests of structural integrity, or closely inspect the roof, wall, or foundation systems. Consequently, some buildings evaluated as good may upon further inspection be found in a fair or even deteriorated condition and some of those labeled as fair may indeed possess substantial integrity of wall framing with only inconsequential exterior fabric deterioration.

As revealed in Table 4, the historic resources in New Smyrna Beach appear to possess a high degree of integrity. Of the resources surveyed, sixty four or seven percent of the total were recorded as being in excellent condition. However, the majority of the standing resources, 674 or 69% of the total, were recorded as being in good or fair condition. Another 158 resources, totaling 16% of the total, were listed in deteriorated condition. Seventeen resources or 1% were assessed as ruinous and 64 or 7% were destroyed.

Table 4: Condition of Historic Period Resources in New Smyrna Beach

Condition	Number	Percentage
Excellent	64	7
Good	282	29
Fair	392	40
Deteriorated	158	16
Destroyed	64	7
Ruinous	17	1
Total	977	100

The scope of the New Smyrna Beach project was to survey and record a total of 716 historic resource that included 436 previously unrecorded and 280 previously recorded historic resources chosen by the City of New Smyrna Beach (Figures 34 and 35). The geographic quadrants were

based upon the historic axes formed by US Highway 1 and Canal Street, which converge in the center of the area. During the course of the survey 977 historic resources in the City of New Smyrna Beach were recorded as requested by the City (Figures 17 and 18). Of those, 686 were newly recorded and 291 were previously recorded, of which 64 are demolished and 913 are still standing. In addition, eight resource groups were identified and evaluated.

Resource Groups

Eight resource groups were identified during the New Smyrna Beach historic survey. All were newly recorded and include one linear resource, one designated historic landscape and six FMSF building complexes. Six of these resource groups have sufficient integrity to be considered eligible for listing on the NRHP. The designation “NC” following certain site numbers in the following paragraphs indicate noncontributing resources that are historic, but have been too altered to contribute to the resource group.

The Coronado Beach Shuffleboard Club resource group (8VO08429) consists of two buildings (8VO05361 and 8VO08864) and 16 shuffleboard courts in the historic Coronado Beach and Flagler Avenue downtown area. The contributing structures consist of a frame vernacular cue house (8VO05361) at 225 Flagler Avenue constructed in the 1930s, and a frame vernacular Assembly hall at Flagler Avenue constructed c. 1945 (8VO08864). According to local informants, the Assembly Hall was enlarged and covered with asbestos shingles between 1950 and 1951. The courts, bleachers, cue house, and building were built by the early members of the club. Early activities included weekly dances, Bingo, parties, raising money for charities, and shuffleboard. Although the structures themselves are not individually eligible for the NRHP, the Coronado Beach Shuffleboard Club as a resource group is potentially eligible for the NRHP.

The Esther Street resource group (8VO08515) is also in the Coronado Beach area and consists of six historic orange grove worker houses (8VO01203, 8VO01205, 8VO01206, 8VO02481, 8VO02482, and 8VO05377). Esther Street was the first street in Coronado Beach and the resources along Esther Street are some of the earliest construction in the area for the Coronado Beach community and a good representation of early agricultural pursuits in the area. The Esther Street resource group is potentially eligible for the NRHP.

The Coronado Beach Business District (8VO08535) is a resource group consisting of eighteen resources that comprise the historic commercial center for the community during the 1930s, 40s and 50s. The highest density of buildings is located along the north and south sides of Flagler Avenue between the Indian River and Cooper Street. The buildings that contribute are: 8VO00261; 8VO01226; 8VO01227; 8VO01228; 8VO01229; 8VO01230; 8VO01231; 8VO01232; 8VO01234; 8VO01238; 8VO01239; 8VO01240; 8VO05361; 8VO05362; and 8VO08864. Four previously recorded historic structures (8VO01233; 8VO01235; 8VO01236, and 8VO016763) have been destroyed and three buildings (8VO05360, 8VO05359, and 8VO08404) are noncontributing resources. The resources consist of storefronts and homes that have either been converted into businesses or were a combination of home and commercial enterprise. The buildings include a diversity of commercial enterprises such as a bar, clothing stores, artisan store, shuffleboard club, candy company, florist, spa, architectural firm, real estate office, and restaurant. Many of the structures exhibit Frame Vernacular architecture, but there

were examples of Bungalow, Craftsman and Victorian architecture present. The Riverview Hotel, 8VO00261, is one of the examples of Victorian architecture found in this area. The Cormeth Beach Club (8VO01230) is a Craftsman style building that housed the first school on Coronado Beach in 1901. This area is already part of the Coronado Beach Historic District and should not become a separate historic district.

The Florida East Coast Railroad (8VO08606) resource group is a linear resource and is potentially eligible for the NRHP. New Smyrna Beach emerged as a railroad center in the early twentieth century due to the presence of the Florida East Coast Railroad. New construction included a roundhouse, shops, turntable, and a new branch line, most of which is no longer present in the area. The FEC railroad was the largest employer in the City in the 1920s, employing over one thousand residents.

Hall Machine Works (8VO8610) resource group consists of three historic structures (8VO8638, 8VO08656, and 8VO08647) located on Downing Street between Orange Street and US Hwy 1. The structures have changed hands many times over the years and were originally owned by Andrews in 1895. Subsequently, he sold the shop in 1896 to Douglass, who in turn sold the shop to Bouchelle in 1902. The shop was bought by Annie Newell and Prucilla Laws in 1903 and was bought out by Newell in 1905. The shop was known as Stephen's Trim Shop in 1912. The shop was known as the Colee Blacksmith shop in 1915 and also housed the fire department. Phillips and Hull bought the shop in 1922 and a machine shop was added in 1936. The structure was converted into a trim shop in 1950. The current owners bought the three structures in 1980 and still run the property as Hall Machine Works. Due to the age and history of the structures as a collective, this resource group is potentially eligible for the NRHP.

Dunn Lumber Company (8VO08652) is located northwest of the intersection of US Hwy 1 and Canal Street and south of Julia Street. The lumber company is currently abandoned, but once supplied lumber to be shipped on the Florida East Coast Railroad, which abuts the property to the west. The property currently consists of two buildings (8VO08698 and 8VO08867), an office, and a loading area. The structures are in a dilapidated condition and will likely soon completely deteriorate. The structures are not eligible for the NRHP.

The Flagler house tract resource group (8VO08831) is comprised of six houses within close proximity that were built by Henry Flagler in the early 1900s. These structures were constructed to house railroad workers. The six structures are situated in the Southwest neighborhood south of Downing Street, north of Lytle Avenue, and along the east and west sides of Myrtle Avenue. The contributing structures include 8VO08458, 8VO08461, 8VO08465, 8VO08469, 8VO08472, and 8VO08483. This resource group is potentially eligible for the NRHP.

The Westside neighborhood is a historically African American community that was recorded as Resource Group (8VO08538) and consists of 153 resources in which 116 are contributing resources. The community is bound by Wayne Avenue to the north, the FEC Railroad line to the east, Canal Street to the south, Milford Place and Oleander Street to the west. The buildings that constitute this resource group are listed in Appendix B. The resources consist predominately of houses but the area also includes a diversity of commercial enterprises such as a barber shop, churches, a grocery store, museum, and bar. Most of the structures exhibit Frame or Masonry

Vernacular architecture. The structures exhibit sufficient quantity and quality to be eligible for the NRHP as a resource group.

Historic Architectural Styles

As depicted in Table 5, the resources surveyed in the New Smyrna Beach area exhibit a modest range of forms and architectural styles. Those resources were primarily designed and constructed by lay builders who drew upon traditional building techniques and contemporary stylistic preferences for their inspiration. Primary consideration was given to providing functional spaces for the owners; decorative features were generally of secondary importance.

The styles found in New Smyrna Beach were popular throughout the United States during the late nineteenth and early twentieth centuries. After the Civil War architectural pattern books promoting various residential designs were made available to a wide audience. That trend, combined with the mass production of architectural building components and improved means for their transportation, made it possible for a builder in Maine to construct nearly the same house as a builder in California.

Of the 913 standing resources, 683 or 75% were categorized as vernacular: 517 as Frame Vernacular, 156 as Masonry Vernacular, and 10 as Industrial Vernacular. The bungalow style accounted for 106 or 12% of the resources, Mediterranean Revival accounted for 35 structures or 4%, structures exhibiting mixed architectural styles represent 31 or 3%, and Victorian and Georgian styles accounted for 25 and 10 structures respectively, which would account for 3% and 1% of the total structure count. Ranch architecture accounted for 5 structures or .5% of the total structure count. Dutch Colonial/Colonial Revival account for 5 structures or .5% and Neoclassical Revival accounted for 4 structures or .2% of the structure count and Greek Revival accounted for 3 structures or .2%. The styles that accounted for the fewest structures were Art Deco, Art Moderne, Shotgun and Moorish Revival with one example apiece, totaling less than 1% of the structures. Some of those styles are represented by landmark buildings, others with restrained influences of the style.

Style	Number	Percentage
Frame Vernacular	517	57
Masonry Vernacular	156	17
Bungalow/Craftsman (Arts and Crafts)	106	12
Mediterranean Revival	35	4
Mixed	31	3
Victorian	25	3
Georgian	10	1

Table 5: Historic Architectural Styles of Resources in New Smyrna Beach		
Industrial Vernacular	10	1
Ranch	5	.5
Dutch Colonial/Colonial Revival	5	.5
Neoclassical Revival	4	.2
Greek Revival	3	.2
Federal	2	.2
Moderne/Art Deco	2	.2
Moorish Revival	1	.1
Shotgun	1	.1
Total	913	100

The stylistic descriptions that appear below are derived from a variety of sources, including John Baker, *American House Styles* (1994); John Jakle, Robert Bastian, and Douglas Meyer, *Common Houses in America's Small Towns* (1989); Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (1994); Cyril Harris, *American Architecture: An Illustrated Encyclopedia* (1998); Jeffrey Howe, *The Houses We Live In: An Identification Guide to the History and Style of American Domestic Architecture* (2002); Anthony King, *Buildings and Society: Essays on the Social Development of the Built Environment* (1980); Richard Longstreth, *The Buildings of Main Street: A Guide to Commercial Architecture* (1987); Diane Maddex, *Built in the U.S.A.: American Buildings from Airports to Zoos* (1985); Lee and Virginia McAlester *A Field Guide to American Houses* (1986); John Poppeliers, S. Allen Chambers, and Nancy Schwartz, *What Style Is It?: A Guide to American Architecture* (1983); John Henry Parker, *A Concise Glossary of Architectural Terms* (1994); Carole Rifkind, *A Field Guide to American Architecture* (1980); Lester Walker, *American Homes: An Illustrated Encyclopedia of Domestic Architecture* (1996); and Marcus Whiffen and Frederick Koeper, *American Architecture, 1607-1976* (1981).

Vernacular Architecture

The majority of the standing historic resources exhibit so-called “vernacular” influences derived from common cultural traditions in architecture. The term vernacular does not, however, imply inferior or mundane architecture. Buildings characterized as vernacular lend themselves to categorization by building form associated with a particular era, function, or region of the country, rather than classification within a particular genre of formal architecture. The Oxford English Dictionary defines vernacular architecture as “...native or peculiar to a particular country or

locality...concerned with ordinary domestic and functional buildings rather than the essentially monumental.”

Vernacular buildings display little of the popular, formal architectural influences available to architects and builders during the period in which those resources were constructed. Rather than conveying a particular style of architecture, vernacular buildings are often best categorized in terms of building forms. For wood frame vernacular dwellings, architectural historians commonly employ various nomenclature, such as composite, double-pile, single-pile, dog-trot, I-house, irregularly massed, saddlebag, and several other terms. Associating buildings with a particular stylistic influence or form is largely a subjective process, and often buildings are a blending of forms rather than attributed to one specific pattern or type.

Frame Vernacular

The term, Frame Vernacular, a prevalent style of residential architecture in Florida, refers to the common wood frame construction technique employed by lay or self-taught builders. The term does not imply inferior or mundane architecture. Buildings characterized as vernacular lend themselves to categorization by building form associated with a particular era, function, or region of the country, rather than classification within a particular genre of formal architecture. Most often associated with houses, vernacular building forms changed with the Industrial Revolution, which brought about the standardization of construction parts and materials, and exerted a pervasive influence over vernacular house design. Popular magazines helped to disseminate information about architectural trends throughout the country. The railroad provided affordable and efficient transportation for manufactured building materials. Ultimately, individual builders had access to a myriad of finished architectural products from which to create their own designs.

In New Smyrna Beach, like many other areas of Florida, Frame Vernacular dwellings are typically one or two stories in height, with a balloon or platform frame structural system constructed of pine or cypress. They display a variety of footprints and forms including double- or single piles, I-house, irregularly massed, and saddlebag. The double-pile classification defines dwellings two rooms deep, and single-pile smaller houses only one room in depth. Part of double-pile conventions, an I-house plan is based on a central hall and staircase dividing the living spaces. Irregularly massed houses typically display either a composite, cross plan, L-plan, T-plan, or upright-and-wing form. Displaying a front-facing gable roof with living spaces two or three rooms deep with a side hall extending the length of the dwelling, the Shotgun house often defines dwellings in African-American neighborhoods in the South.

Most plans of Frame Vernacular dwellings maximize cross-ventilation. Early versions of the style have gable roofs steeply-pitched to accommodate an attic. Horizontal clapboards, drop siding, or weatherboard, or wood shingles are common exterior wall fabrics. Those exterior wall products are often found in combination, such as wood shingles of various configurations, clapboards, drop siding, and weatherboards, especially on large well-executed examples. Often employed as original roof surfacing materials, crimped metal panels, or wood or decorative pressed metal shingles have nearly always been replaced by composition shingles. The facade is often placed on the gable end, making the height of the facade greater than its width. Porches are also a common feature and include one and two-story end porches and sometimes verandas. Fenestration in the form of

windows is often regular, but not always symmetrical. Windows are generally double-hung sash with multi-pane glazing. Decoration, generally limited to ornamental woodwork, can include a variety of patterned shingles, turned porch columns, balustrades, and spindles, brackets and purlins mounted under the eaves, and exposed rafter ends.

During the Great Depression and the post-World War II era, Frame Vernacular construction remained an important influence on the architecture of New Smyrna Beach. Those buildings, primarily dwellings, reflected a trend toward simplicity. Residences are smaller in size and scale, more restrained in detailing, and more shallow-pitched roof lines than those of the previous decades. The decrease in size of the private residence is largely a reflection of the diminishing size of the American family. Another influence on residential designs in the 1930s and 1940s was derived from the proliferation of the automobile, which resulted in the design of garages, carports, and *porte cocheres*, open overhangs that a car can be driven through.

Frame Vernacular construction accounts for 57% (n=517 structures) of the resources surveyed in the New Smyrna Beach area. One of the most unchanged examples is at 120 Faulkner Street, (8VO01212, Figure 35). Built in 1900 by Rudds, who started the newspaper in New Smyrna Beach, the dwelling displays a traditional central hallway form with a two story side-facing gable roof surfaced in composition shingles. A brick chimney is located on the south exterior of the structure. The windows are two-over-two light double hung sash original wooden windows. A shed porch that extends the length of the structure and a small gable dormer is located over the central entrance. A central entrance opening and drop siding comprise the facade. A hip dormer with two casement windows pierces the roofline. A system of concrete block piers supports the dwelling. A shed covering a cistern is located to the rear of the structure.



Figure 35. Historic Rudds House, Frame Vernacular Style, 120 Faulkner Street, 8VO01212, Built c. 1900

Masonry Vernacular

One-hundred and fifty-six buildings of Masonry Vernacular construction, including both residences and commercial buildings, account for 17 percent of the resources surveyed in the City. The term, Masonry Vernacular, is defined as the common masonry construction techniques of lay or self taught builders. The term applies to buildings with brick, concrete block, concrete brick, poured concrete, or ceramic hollow tile wall systems and display no formal style of architecture. In the eighteenth century, vernacular designs were local in nature, transmitted by word of mouth or by demonstration, and relying heavily upon native building materials. In the early nineteenth century, masonry vernacular commercial buildings emerged as a distinct building type, due largely to the rapid growth of commerce and manufacturing associated with the Industrial Revolution. During this period, mass manufacturers exerted a pervasive influence over vernacular building design. Trade and architectural journals and popular magazines, which featured standardized manufactured building components, flooded building and consumer markets and helped to make construction trends universal throughout the country. The railroad aided the process by providing cheap and efficient transportation for manufactured building materials. Ultimately, the individual builder had access to a myriad of finished architectural products from which to create his own designs.

Masonry Vernacular is more commonly associated with commercial buildings than with residential architecture where wood frame dwellings dominate. With regard to commercial buildings, the name applies to a large range of resources from relatively small one-story stores and shops to four-story

buildings that contain a variety of uses, including apartments and public meeting halls in the upper stories. Elaborate late-nineteenth century models often displayed heavily accented cornices, window hoods, and iron-framed storefronts. Oriels or bays protruded from corners or wall surfaces. Some examples featured the rough-faced cast concrete block popularized by Henry Hobson Richardson in his Romanesque buildings of the late nineteenth century. In Florida, many early twentieth century models were brick, and typically exhibited a symmetrical facade, brick corbeled cornice, stylized panels, belt courses, and storefronts with paneled wood doors, wood kick panels, plate glass, and transoms. Simple enframed blocks with little embellishment were common between the 1920s and 1940s. Nevertheless, some commercial vernacular designs of the 1920s were influenced by Spanish or Art Deco designs of the period, and hollow tile became commonly used in structural systems.

During the 1930s, the International, Modernistic, and Streamline styles influenced masonry vernacular designs, and reinforced concrete construction techniques became more frequently used to produce a variety of forms. Following World War II, concrete block construction became a popular masonry building material. In New Smyrna Beach many of the Masonry Vernacular buildings are dwellings. Assembled with concrete block, concrete brick, or ceramic hollow tiles, the dwellings display gable or hip roofs, block, brick, or stucco exterior wall fabrics, and generally are devoid of ornamentation. Windows are often metal casements, some with picture windows or metal awning or sash treatments.

Completed in 1929, the Southeast Bank building, which is now the Utilities Building for the City, at 200 Canal Street is a good example of the style applied to a commercial building (8VO1131, Figure 36). It displays a flat roof; large paladian and metal awning windows; and brick walls. Built about 1932, the house at 1105 Magnolia Avenue (8VO08409, Figure 37) is typical of dwellings executed in the Masonry Vernacular genre. It displays a hip roof with a front projecting gable-roof extension, composition shingle roof surfacing, large concrete block walls, and metal awning windows with brick coursework accenting the window fenestration on the front façade.



Figure 36. Masonry Vernacular Style, Utilities Building, 200 Canal Street, 8VO01131, Built 1929



Figure 37. Masonry Vernacular Style, 1105 Magnolia Street, 8VO08409, Built 1932

Craftsman or Bungalow

The Bungalow emerged as a popular residential design in Florida during the first three decades of the twentieth century. The name was derived from the Bengalese “bangle” or “banggolo,” an indigenous peasant hut that was later developed for use by the British in India during the eighteenth and nineteenth centuries. The name and general characteristics of the style derives its origins from the Far East, including India and the Orient, which had a profound influence on the style. Japanese construction techniques exhibited at the California Mid-Winter Exposition of 1894 emphasized the interplay of angles and planes and extensive display of structural members that became integral components of the style.

The earliest American dwellings consciously labeled as “Bungalow” appeared in California and New England in the 1890s. They generally were large residences designed by architects, and those buildings were often referred to as “Craftsman” designs. By 1910, publications like *Bungalow Magazine* and *The Craftsman* flooded the building market with plans for relatively inexpensive models. Articles appeared in these magazines about economical use of space, interior decoration, and landscaping. About 1911, modest versions of the style were adapted for ready-to-assemble house kits, which were offered by mail order companies, such as Sears, Roebuck and Company and Alladin Homes. This scaled down version of the style became pervasive throughout Florida during the early twentieth century.

The most prominent characteristic of the Bungalow is its lack of height. With rare exceptions the Bungalow is a one or one-and-one-half-story building with a shallow-pitch roof. On larger examples, monitors were employed to create more space and provide additional interior lighting. The typical Bungalow has at least two rooms across the main facade, again emphasizing horizontality at the expense of height. The porch, an integral part of a Bungalow, generally complements the main block. Often the massive masonry piers on which the porch rested were continued above the sill line and served as part of the porch balustrade. The piers were surmounted by short wood columns upon which the porch roofing members rested.

The vast majority of Bungalows were of wood frame construction. This was due to the availability of wood and the desire for cheap housing. The choice of exterior sheathing materials varied. In New England and the mid-Atlantic areas, log and wood shingles were used frequently, while in the South wood shingle, weatherboard, drop siding, and stucco were popular. Fenestration was consciously asymmetrical, with the exception of two small windows flanking the exterior chimney. Double-hung sash windows were frequently hung in groups of two or three, with the upper sash commonly divided into several vertical panes. The main entrance, invariably off-center in the facade, opened directly into the living room, which itself was a new feature. The formal parlor of the nineteenth century largely disappeared with the twentieth century introduction of a less formal lifestyle. A consistent feature of the living room was the fireplace, usually of brick or cobble with a rustic mantel shelf and flanking bookcases. Associated with the fireplace was the inglenook, with beamed ceilings, built-in furnishings, and wainscoting decorating the interior.

One-hundred and six or 12 percent of the dwellings exhibiting characteristics of the Craftsman or Bungalow style were recorded in New Smyrna Beach. A good example of the style stands at 201 Flagler Avenue (8VO01230, Figure 32) Built in 1917, the one story building has a front-facing

gable roof, a projecting gable-roof porch and a rear cross gable extension, heavily molded returns in the gable ends, paired, and single arrangements of three-over-one-light double-hung sash windows, and clapboard exterior wall fabric. The porch supports are a standout feature and a Craftsman element. The upper supports are wood and consist of four T beam cross arms that are supported by a larger brick foundation support.

Mediterranean Revival

Thirty-five Mediterranean Revival buildings, or 4 percent of the total were represented in the survey. The dwelling at 403 Lytle Avenue (8VO00437, Figure 38) exhibits the influences of the Mediterranean Revival style. Typically, Mediterranean Revival style buildings represent a significant percentage of the historic building stock in surveys of Florida cities, often ranging between five and twenty percent, depending on the geographic locale of the city in the state. South Florida communities typically will have a higher percentage of Mediterranean Revival buildings than cities in central, north, or west Florida. Thus, the frequency of the Mediterranean Revival style in New Smyrna Beach falls within established trends documented in the state.

Mediterranean Revival is an eclectic style containing architectural elements with Spanish or Mid-eastern precedents. Found in those states that have a Spanish colonial heritage, Mediterranean Revival broadly defines the Mission, Moorish, Turkish, Byzantine, and Spanish Eclectic revival styles which became popular in the Southwest and Florida. The influence of those Mediterranean styles found expression through a detailed study in 1915 of Latin American architecture made by Bertram Goodhue at the Panama-California Exposition in San Diego. That exhibit prominently featured the rich Spanish architectural variety of South America. Encouraged by the publicity afforded the exposition, other architects began to look directly to Spain and elsewhere in the Mediterranean basin, where they found still more interesting building traditions.

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



Figure 38. Mediterranean Revival Style, 403 Lytle Avenue, 8VO00439, Built 1924

Mixed

Thirty-one resources, or 3 percent exhibit a mixture of influences. These structures could not be classified into one dominant style because they retain design elements commonly attributed to more than one architectural style. The City Hall building at 210 Sams Avenue (8VO01490, Figure 23) was one of many that exhibited mixed architectural style inventoried during the survey. The City Hall exhibits both the Art Deco and Neoclassical architectural styles. The Art Deco influence is most evident in the brick coursework that parallels the entrance and was most prevalent between 1925 and 1933. The Neoclassical element is reflected in the Palladian windows, dentils under the roofline, symmetrical façade, and hip roof. Both styles are discussed in preceding paragraphs.

Victorian

The term Victorian refers to styles that were popular during the long reign of Britain's Queen Victoria that lasted from 1837 to 1901. Rapid industrialization and the growth of railroads led to dramatic changes in American house design and construction. Growing industrialization permitted complex house components such as doors, windows, siding, and decorative detailing to be mass produced in large factories and shipped throughout the country. Victorian styles reflect this through their use of intricate and elaborate detailing that was once restricted to expensive housing. Second Empires, Stick, Queen Anne, Shingle, Richardsonian Romanesque, and Folk Victorian are examples of Victorian architecture. Queen Anne structures are also referred to as "Painted Ladies" due to their decorative paint, shape, and decorative detailing. The Folk Victorian style developed in the late 1800s to the early 1900s as a style of Victorian house that exhibited ornate porch spindle work or flat, jigsaw cut trim, symmetrical facades, or cornice-

line brackets. The spread of the house type was made possible by the development of railroads. The ornate porch detailing was made at local trade centers who received their heavy woodworking machinery by train. Twenty-five buildings, or three percent of the total, exhibited the influences of the Victorian style of architecture. The Historic Ball house at 507 Ball Street (8VO02390, Figure 39) exhibits the influences of Victorian style in the use of decorative porch support brackets, one-over-one double hung sash wooden windows, and steeply pitched roofline.



Figure 39. Victorian Style, Ball House, 507 Ball Street, 8VO02390, Built c. 1900

Georgian

Ten buildings, or 1 percent of the total exhibited the influences of the Georgian style of architecture. The dwelling at 302 North Peninsula Avenue (8VO02522, Figure 40) exhibits the influences of the Georgian style and was recorded during the survey. The Georgian house is typically one or two stories with a plan that is two rooms deep. The most recognizable feature is the strict symmetry of the doors and windows. The front door is usually centered and capped by an elaborate decorative crown with usually a row of transom windows above the door. The Georgian house was the dominant style of the English colonies from 1700 to 1780. Five principle subtypes occur and include side gabled, gambrel, hipped, centered gable roofs, and the town house. Brick was the dominant building material in the south and end chimneys were common. Shapes were more divergent in the South than elsewhere and wings were sometimes present. Southern doors were sometimes accentuated by changes in the surrounding brick pattern, rather than by a surrounding of wooden pilaster and crown (McAlester and McAlester 1995). Scattered Georgian houses were built for many decades after the 1700s, but typically show some influences of newer styles of construction.



**Figure 40. Georgian Style, 302 North Peninsula Avenue, 8VO02522,
Built c. 1940**

Industrial Vernacular

The term, Industrial Vernacular, characterizes buildings constructed for explicit commercial and industrial applications that display no formal style of architecture. No single building type exists in a greater profusion of scales, styles, shapes, materials, and other variables than industrial structures. The most prevalent type of industrial building is the nonspecific factory of one or more stories. Steel framing and reinforced concrete were typically utilized, depending on resources and desired strength. Industrial buildings were designed by factory owners until the mid-nineteenth century, when architects and specialty firms began designing pre-manufactured buildings for industrial applications. Generally, by the late-nineteenth century, steel framing was used in industrial buildings because I-beams could support far more weight than traditional wood beams. Steel skeletal framing was often revealed as an architectural feature in the facade. Industrial buildings were typically designed by factory owners until the mid-nineteenth century, when architects and specialty firms emerged that designed and pre-manufactured industrial buildings. The most important specialist in concrete factory design was Albert Kahn of Detroit, whose 1905 Packard Number 10 building helped initiate a new era of industrial designs. In Florida and the South, however, steel framing was not utilized with any frequency until the turn of the century because of high transportation costs and the availability of wood. Owners increasingly turned to reinforced concrete and concrete blocks for industrial buildings after World War II.

The design of Industrial Vernacular buildings, generally simple in plan and modest in detailing, was often inspired from pragmatic, functional needs of a client. In Florida, industrial buildings served many purposes. The citrus, fertilizer, and railroad industries regularly produced, processed, repaired, or stored products within industrial buildings. The airplane industry and military began using industrial architectural forms to house and repair aircraft during World War I. Many of the same components refined for use in industrial buildings—steel curtain walls with concrete panels, wire-glass windows, and simple, functional designs—were well-suited to large repair and assembly buildings developed for the military. During the Great Depression, the Public Works Administration (PWA) helped finance the development of large airfields, including hangers built of steel skeletal frames and reinforced concrete walls, a technology used for several decades. In the 1940s, metal buildings displaying the unusual semicylindrical Quonset form became popular for industrial and military applications.

In New Smyrna Beach, 10 resources, or one percent, display Industrial Vernacular features. The Coronado Shuffleboard assembly building at Flagler Avenue is a good example of the style (8VO08865, Figure 41). The building was constructed in 1945 and has a gabled roof, rectangular plan, concrete block walls, and fixed windows. A vertical coursework of concrete blocks is present at spaced intervals on the north and south façade giving the building its industrial feel. According to local informants, the assembly hall was enlarged and covered with asbestos shingles between 1950 and 1951. The courts, bleachers, cue house, and building were built by the early members of the club. Early activities included weekly dances, Bingo, parties, raising money for charities, and shuffleboard.



Figure 41. Industrial Vernacular Style, Coronado Shuffleboard Club, Flagler Avenue, 8VO08865, Built 1945

Ranch

Five or .5 percent of dwellings in New Smyrna Beach display influences of the Ranch style. Part of the Modern movement, the Ranch style originated in California during the Great Depression and ultimately emerged as a dominant style for suburban residences between the middle of the 1940s and the 1960s. Widespread application of the style gained impetus from an increasing dependence of Americans on the automobile during the post-World War II period. Prior to the war, Americans lived in neighborhoods close to the areas in which they worked. In larger cities, these street-car suburbs consisted of subdivisions with relatively narrow building lots close to the commercial districts into which residents walked or traveled by trolleys. Following the war, suburbs expanded as the post-war economy boomed encouraging developers to open large subdivisions with wide lots that maximized the facade width of new dwellings. Ranch style homes were generally larger than those commonly built during the Great Depression and World War II. The affordability of automobiles and increased wealth enabled Americans to move away from congested cities to suburbs with the comparatively large building lots necessary to accommodate “rambling” Ranch houses.

Ranch architecture, loosely based on colonial precedents and sometimes displaying influences of the Craftsman or Prairie styles, typically displays an asymmetrical long one-story block with a low-pitched gable or hip roof with deep eaves oriented parallel to the street. Secondary gable or hip extensions are common and often contain a built-in garage. Low, broad chimneys generally pierce the roof of large models. Informal, simple entrances may be incised within the main block of the house, or protected by the eaves or even a simple porch. Few models display front porches, however. Instead, courtyards or patios often open along the rear elevation. Brick serves as a common wall construction material in early examples. Later versions of the style are often assembled with a wood frame finished with contrasting masonry and wood products. Fenestration is typically irregular and asymmetrical with ribbons of double-hung sash, sliding, or casement windows interrupted by large fixed picture windows bracketed with shutters. Adornment is sparse, sometimes including wrought-iron railings near the entrance or wood purlins mounted under the gable ends. The house at 611 Magnolia Street (8VO9006, Figure 42) displays Ranch features by its long, narrow profile running parallel to the street, gable roof, and asymmetrical fenestration.



Figure 42. Ranch Style, 611 Magnolia St 8VO9006, built 1941

Dutch Colonial/Colonial Revival

Five resources surveyed, or .5 % of the total, exhibit Dutch Colonial/Colonial Revival influences. The dwelling at 821 Live Oak Street (8VO08841, Figure 43) is a good example of the Dutch Colonial style. Colonial Revival style became popular architectural style in America after it was featured in the US Centennial Exposition in 1876. The Colonial Revival style can trace its roots to the Georgian and Federal styles and its clean lines and symmetry was in stark contrast to the more elaborate Victorian styles. Dutch Colonial is a subtype of the colonial style which is based on architectural types brought to the New World by colonists from the Netherlands. Most models are relatively small one-story dwellings with few examples of two story models. Common attributes of the style include a side-gabled or side-gambrel roof with little to no overhang, although some models display flared eaves. The gambrel roof is an attribute of Dutch Colonial architecture that can be traced back to ca. 1750. The style is most common in the northeastern United States.



Figure 43. Dutch Colonial Style, 821 Live Oak Street, 8VO08841, Built ca. 1925

Architectural Styles Represented by Three or Fewer Examples

Neoclassical Revival

The revival in the interest in classical models dates from 1893 when the World's Columbian Exposition was held in Chicago. The theme of the fair was the Classical World and the buildings at the exposition were constructed to reflect the theme. Through the media exposure of the Exposition, Americans became familiar with the style. Soon the style was appearing across the country in commercial, institutional and residential structures. The first wave of popularity from 1900 to 1920 emphasized hipped roofs and elaborate columns. The second wave from 1925 to 1950s emphasized side gabled roofs and simple slender columns. Two resources surveyed, or .2% of the total, exhibit Neoclassical Revival influences. The New Smyrna Beach Masonic Lodge No. 149 at 300 North Riverside Drive (8VO08510, Figure 44) is a good example of the style and exhibits prominent Corinthian columns and ornate detailing.



Figure 44. Neoclassical Revival Style, Masonic Lodge No. 149, 300 North Riverside Drive, 8VO08510, Built c. 1950

Greek Revival

The Greek Revival style also called the National style, was popular from about 1830 to 1850. This style is used predominately in public buildings, especially churches. The style featured gabled or hipped rooflines with a wide band of trim along the cornice line, heavily molded entablatures and pediments. Most buildings have porches supported by prominent square or rounded columns that are typically of Doric style, however, some structures exhibit Corinthian columns. The classic columns for the porch supports are a prominent feature of most Greek Revival dwellings. Windows were typically six pane glazing. The First Presbyterian Church at 509 Magnolia Street (8VO08658, Figure 45) displays a prominent gabled and pedimented portico with Corinthian column porch supports typical of Greek Revival influence.



Figure 45. Greek Revival Style, First Presbyterian Church, 509 Magnolia Street, 8VO08658, Built ca. 1960

Federal

The building at 421 Canal Street (8VO01142, Figure 46) represents one of only two examples of the style within New Smyrna Beach. The style was popular until the 1840s and was a refinement to the Georgian style. The style emphasized cornice detailing with toothlike dentils or other decorative molding and a symmetrical facade. The front door was also an identifying feature and showcased a semi circular fanlight over a paneled door. For public buildings, brick was a common building material. Architects of the time traveled to Italy and the Mediterranean where early Greek and Roman monuments influenced their designs, rather than the buildings of the Italian Renaissance.



Figure 46. Federal Style, 421 Canal Street, 8VO01142, c. 1916

Moderne

The Modernistic style, both Art Moderne and Art Deco, was built from about 1920 to 1940. Art Moderne style of architecture reached its apex during the 1930s and early 1940s and rapidly passed out of favor in the 1950s (McAlester and McAlester 1995). Art Moderne stylistic details include glass blocks often used in window or entire sections of walls, curved building corners, small round windows. Stylistic details in the Art Deco movement include smooth walls with zigzags, chevrons, and other geometric motifs. They were common in public and commercial buildings and are extremely rare in domestic architecture.

Heartstrings commercial building at 124 Canal Street (8VO08434, Figure 47), exhibits a Moderne influence which represents .2% of the total surveyed buildings. Although the structure appears to originally have exhibited Masonry Vernacular influences, the Art Moderne influence is present due to renovations and modifications completed to the original structure. The renovations include the addition of a repeated half circle geometric motif, which are typical of the Art Deco style. The Davita Dialysis building at 110 South Orange Street (8VO08407, Figure 48) exhibits an Art Moderne influence in its streamline appearance with smooth surfaces and curved corners.



Figure 47. Moderne Style, Heartstrings, 124 Canal Street, 8VO08434, Built ca. 1920



Figure 48. Moderne Style, Davita Dialysis, 110 South Orange Street, 8VO08407, c. 1941

Moorish Revival

The Moorish Revival style is a rarely used type of Exotic revival style used from 1845 to 1890. The style was a reflection of the American romantic interest in archaeology and historic styles and was adapted from Egyptian and Moorish architecture. The style is characterized by horseshoe or Moorish arches, multifoil arches and multifoil window tracery. The Smyrna Yacht Club (8VO08428, Figure 21) is a good example of the style. The Smyrna Yacht Club was built at 1201 North Riverside Drive in 1930 with Moorish Revival styling at the request of F.D. Bristley by architect Harry M. Griffin and built by Alex W. Hermanson.

Shotgun

One dwelling exhibits the characteristics derived from the Shotgun style. Between the 1870s and the 1940s, the Shotgun was a common residential vernacular form in many African American neighborhoods in the South. Part of the heritage of the American South, the Shotgun design, with its familiar slender profile, has been historically linked to the region by cultural geographers and folklorists, some of whom report its root as distant as Haiti, the West Indies, and even Africa. Displaying a linear interior room pattern, the house type appeared in larger cities, such as Charleston, Key West, New Orleans, and Savannah, in the period of Reconstruction.

Both African American residents and builders, along with white developers embraced the Shotgun form to develop subdivisions and housing in urban ethnic neighborhoods. Inexpensive to construct on narrow lots, the form gained popularity with Freedmen in villages and towns of the lower Mississippi River Valley and the Gulf Coast, and eventually, throughout the South.

The term, Shotgun, was allegedly applied to the house form by southern whites, who claimed that a person could discharge a shotgun through the dwelling without damaging the walls. The typical Shotgun house displays a slender profile with a front facing gable roof, porch that extends across the facade, and wood clapboard siding. Carved beams or wood posts often support shed roofs shading porches. The facade generally displays an offset entrance and a single or pair of double hung sash windows. Some models have a single central door. Most are built with a wood balloon frame, although a few are executed in brick or finished with stucco. Applied embellishment typically appears on the porch and includes turned posts, jigsaw-cut brackets, and spindles. Wood shingles in variegated patterns often finish the walls of the gable ends. Many dwellings are literally constructed high off the ground, with the foundation piers sometimes rising five feet in height, which lends more presence to the dwelling and helps prevent interior rooms from flooding in low lying areas. The dwelling at 205 Murray Street (8VO01345, Figure 49) is a relatively good example of the style although there has been a small modern addition to the north elevation and the open porch has been altered.



Figure 49. Shotgun Style, 205 Murray Street, 8VO01345, Built c. 1940

Summary

The majority of the buildings recorded during the New Smyrna Beach survey display vernacular design and construction features. Constituting approximately 75 percent of the resources, these vernacular forms—wood frame, industrial, and masonry—represent an important part of the City’s heritage. Many are relatively small dwellings, but others are larger homes and commercial buildings that contributed to the history of the City. Property owners and residents should consider preservation strategies to help protect the diverse and unusual collection of vernacular buildings. Furthermore, because the New Smyrna Beach area contains relatively few examples of formally executed architecture, the municipal government and property owners should also pay close attention to alteration and demolition of these buildings. The presence of resources constructed in the traditions of the Bungalow, Victorian, Folk Victorian, Georgian, Mediterranean Revival, Arts and Crafts, Ranch Dutch Colonial, Greek Revival, Neoclassical, Federal, Art Deco, Art Moderne, Moorish Revival, Queen Anne Revival, and Shotgun indicates an awareness over time by residents, architects, and builders of the significance of erecting buildings that reflect specific historical and architectural associations. Reflecting a broad range of forms and dates of construction, the vernacular buildings of the New Smyrna Beach area constitute the backbone of the City’s historic building fabric. New Smyrna Beach’s historic buildings, which are important architectural and cultural links to the heritage of Volusia County and Florida, are well worth preserving, for they are one of few visual resources linking old and new as the city enters the twenty-first century. It should be noted that many Florida cities have lost much of their historic fabric in the course of several decades. The New Smyrna Beach area is no exception, of the 291 previously recorded structures surveyed; only 227 were still present, with 64 having either been demolished or moved. Without protective measures, the City’s

historic architecture can also fall victim to further alteration, deterioration, or demolition. Important architectural links to the heritage of Volusia County, the buildings contribute to central Florida's sense of time, place, and historical development through their location, design, materials, workmanship, feeling, and association. Options available for the preservation of the City's historic architecture can be found in the recommendations section of this report.

V. CONCLUSION

Introduction

Historic preservation, the process of protecting and maintaining buildings, sites, structures, and objects of significance, can be separated into three phases: (1) identification; (2) evaluation; and (3) recommendation. This survey constitutes an important step in the preservation of the historic-period buildings in New Smyrna Beach. The documents produced by the survey include Florida Master Site File (FMSF) Historic Structure forms and this report, which are designed to provide information which property owners, residents, and municipal staff and officials need to make informed judgments about resources that have value and the means by which they can protect those resources.

Identifying Historic Resources

“Historic property” or “historic resource” means any pre-historic or historic district, site, building, structure, or object included in the NRHP, or determined eligible for listing. An ordinance of local government may also define a historic property or historic resource using a slightly less rigorous criteria than those used for listing properties in the NRHP.

The identification of historic resources begins with their documentation through a professional survey conducted under uniform criteria established by federal and state historic preservation offices. Survey is a gathering of detailed information on the buildings, sites, structures, objects, and artifacts that have potential historical significance. The information should provide the basis for making judgments about the relative value of the resources. Not all resources identified or documented in the survey process may ultimately be judged “historic,” protected by a historic preservation ordinance or even preserved. Still, all such resources should be subjected to a process of evaluation that results in a determination of those which should be characterized as historic under either federal or local criteria.

Evaluating Historic Resources

The Florida Master Site File (FMSF) is the state’s clearinghouse for information on archaeological sites, historic standing structures, and reports on field surveys. A system of paper and computer files, the FMSF is administered by the Bureau of Historic Preservation, Division of Historical Resources, and Florida Department of State. The form on which a building is recorded is the FMSF historic structure form. Recording a site or building on that form does not mean that it is historically significant, but simply that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the FMSF. Relatively few buildings or sites included in the FMSF are listed in the NRHP, the accepted criterion for a “historic resource.”

The *National Register of Historic Places* (NRHP) is an official listing of properties throughout the country that reflect the prehistoric occupation and historic development of our nation, states, and local communities. The NRHP is maintained by the U. S. Department of the Interior, National Park Service (NPS). It is used primarily as a planning tool in making decisions concerning the

development of our communities to ensure, as much as possible, the preservation of buildings, sites, structures, and objects that are significant aspects of our cultural and historic heritage. The resources listed in it are selected under criteria established by the NPS. Listing is essentially honorary and does not imply federal protection or control over private properties listed unless federal funds or activities are allocated toward them. Under current law, commercial and other income-producing properties either individually listed in the NRHP or located within a NRHP historic district are eligible for federal tax credits and other benefits if they are certified as contributing to the characteristics of the district. Buildings individually listed in the NRHP are automatically considered certified historic structures and, if income-producing, also qualify for federal tax credits and other benefits. Formats for nominating properties to the NRHP include the individual nomination; the historic district, which designates a historic area within defined and contiguous boundaries; and the Multiple Property Submission (MPS), which permits scattered resources within a defined geographic region that have common links to history, pre-history, or architecture to be included under one cover nomination. The criteria for evaluating buildings, districts, objects, sites, and structures for NRHP listing that may possess significance in American history, architecture, archaeology, engineering, and/or culture if they possess integrity of location, design, setting, materials, workmanship, feeling, and association are: A) are associated with events that have made a significant contribution to the broad patterns of our history; and/or B) are associated with the lives of persons significant in our past; and/or C) embody the distinctive characteristics of 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; and/or D) have yielded, or may be likely to yield, information important in prehistory or history.

Recommendations

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

1. Copies of the report and FMSF forms generated from the survey should be maintained at the New Smyrna Beach City Hall. Copies of the report should also be distributed to the New Smyrna Museum of History, the Southeast Volusia Historical Society, the University of Florida George F. Smathers library, and the New Smyrna Beach Branch of Volusia County Public Library.
2. Property owners, residents, elected officials, and staff of the City government should utilize the information contained within this report and FMSF forms to gain awareness of the City's historic building fabric and act to protect those historic resources of significance. Public meetings should be held about the survey to help make residents aware of the preservation process, and the aesthetic benefits and tax incentives afforded property owners of historic buildings.
3. Community awareness of local historic architecture and historic places can be handled through a continuing education program that includes public meetings, articles in local newspapers, and the publication of guidebooks and pamphlets. The City, the New Smyrna Museum of History and the Southeast Volusia Historical Society should consider publishing these works. The publications

should include a brief history, photographs of significant buildings that still stand and lost landmarks, maps, biographical sketches of people who contributed to the development of the City, and other themes that could also be briefly, but appropriately addressed in a well-designed and written pamphlet or even a coffee-table book. In addition to local sales and distribution, this type of publication should find a ready market share in Florida's heritage tourism industry, an important growth market in the state.

Heritage tourism has only begun to tap Florida's picturesque and historic buildings, districts, and landscapes, which should be emphasized by historical societies and municipal governments. Other forms of public education involve initiating a building plaque program that identifies historic buildings and the continuation of a marker program. These markers, implemented in conjunction with the Bureau of Historic Preservation, which offers grant assistance for these projects, and the Florida Department of Transportation, should identify significant historical buildings and events at specific historic sites. Appropriate sites for markers may include Canal Street, the FEC Railroad, Hall Machine Works, Esther Street resources including the seawall, Dunn Lumber, Smyrna Yacht Club, Flagler Avenue, Coronado Beach Shuffleboard Club, Riverside Hotel, First Presbyterian Church, the historic tabby wall remnants along North Riverside and also present on Ronnoc Lane, and the historic African-American Westside neighborhood. For each recommended site, additional research should be conducted to confirm the most accurate and appropriate location for the marker.

4. The City and municipal officials and staff should review the properties suggested for listing in the *National Register of Historic Places* (NRHP) outlined in a subsequent section of the recommendations. NRHP listing of significant buildings and historic districts will help strengthen the perception of the architectural and historical significance of the City and promotes rehabilitation of historic buildings through tax incentives for owners of income-producing historic properties.

5. Suggestions concerning significant buildings, resource groups, and historic districts follow. Eight resource groups were identified during the New Smyrna Beach historic survey, six of which are potentially eligible for listing on the *National Register of Historic Places*. The six resource groups include the Coronado Beach Shuffleboard Club (8VO08429), eligible under criterion C for architecture and criterion A for community planning and development, athletics, and entertainment/recreation; Esther Street resources (8VO08515), eligible under C for architecture and criterion A for agriculture, exploration/settlement, commerce, industry and local history; the FEC Railroad (8VO08606), eligible under criterion A for transportation, commerce, industry, community planning and development, agriculture and exploration/settlement; Flagler Tract Houses (8VO08831), eligible under criterion C for architecture and A for community planning and development, transportation and local history; Hall Machine Works (8VO08610), eligible under criterion A for commerce, industry, community planning and development and local history; and the historic African American Westside community (8VO08538), eligible under criterion C for architecture and A for community planning and development, African American history, commerce and local history. Twenty three individual structures are potentially eligible for listing in the NRHP (8VO00261, 8VO01131, 8VO01212, 8VO01230, 8VO01238, 8VO01322, 8VO01339, 8VO01490, 8VO01500, 8VO02391, 8VO02487, 8VO02490, 8VO05361, 8VO08382, 8VO08428, 8VO08638, 8VO08647, 8VO08656, 8VO08658, 8VO08765, 8VO08779, 8VO08863, 8VO08865).

Final recommendations also include the expansion of the current New Smyrna Beach Historic District (8VO07046) (Figure 50). There also appear to be sufficient cultural resources surrounding the current Coronado Beach Historic District (8VO03132) to justify expanding that district (Figure 51). Additionally, the Westside neighborhood appears to have sufficient cultural resources (116) that would contribute to the creation of the Westside Historic District (Figure 52).

Figure 50

Figure 51

Figure 52

6. During the field survey, a significant number of historic resources were identified that were not included in the list provided by the City of New Smyrna Beach of historic structures that were to be surveyed. These extra structures could not be included in this survey due to time and budget constraints, however, it is the recommendation of ESI that a second (phase II) historic building survey be conducted to assess these resources. The cut off construction date for surveyed historic resources should remain the same in order to keep the results consistent. Based on the results of the second survey, a further expansion of the boundaries of both the Coronado Beach Historic District and the New Smyrna Beach Historic District recommended during this survey may be necessary.

The Importance of Historic Preservation to New Smyrna Beach

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

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

Arguments on behalf of a program of historic preservation can be placed in two broad categories: (1) aesthetic or social; and (2) economic. The aesthetic argument has generally been associated with the early period of the historic preservation movement that is, preserving sites of exceptional merit. Early legislation protecting historic resources included the Antiquities Act of 1906 (Public Law 59-209), which authorized the president to designate historic and natural resources of national significance located on federally owned or controlled lands as national monuments; and the Historic Sites Act of 1935 (Public Law 74-292), which established as national policy the preservation for public use of historic resources by giving the Secretary of the Interior the power to make historic surveys to document, evaluate, acquire, and preserve archaeological and historic sites across the country.

The National Historic Preservation Act of 1966 created the NRHP and extended this early legislation and definitions to include sites or districts of local as well as national distinction for the purpose of maintaining a federal listing of historic properties by the Keeper of the NRHP. Various other acts and amendments in 1966, 1974, and 1980 strengthened the protection of historic and archaeological resources. Tax credits became available with revisions to the U. S. Tax Code in 1976, 1978, 1980, 1981, and 1986, which provided incentives for the rehabilitation of historic buildings for income-producing purposes. In this process, there was, concomitantly, a growing appreciation of the importance of districts that expressed architectural or historic value. Although

no single building in a district may be significant, together those buildings create a harmonious scene. It is often necessary to preserve the individual elements to maintain the harmony of all.

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

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

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

Historic buildings and districts attract tourists. Studies by the National Trust for Historic Preservation and *Southern Living* confirm that historic buildings rank very high in tourist appeal among Americans. Tours of historic homes sponsored by historical societies and social organizations often draw hundreds of patrons, and generate thousands of dollars in revenue, which are often used to educate the public about the history of a city and the benefits of preservation. In central Florida, annual art festivals and celebrations at Daytona Beach, Orlando, and Winter Park, and a well-developed golf industry help ensure visitation to the region. Annual festivals in New Smyrna Beach, including the Flamingo Follies, New Smyrna Beach Jazz Festival, the Seaside Fiesta, Fishstock and Riverfest present good opportunities to promote heritage and preservation.

In Florida, where tourism is the state's largest industry and cities must compete vigorously for their share of the market, the preservation of historic resources that give a city distinction cannot be ignored. Historic resources that lend New Smyrna Beach its claim to individuality and a unique sense of place, ought therefore to have a high civic priority. Millions of tourists pour into central Florida's theme parks and St. Augustine annually, but relatively few seek places outside those areas. Tourists seek out destinations that are often off the beaten track and impart special memories. Looking for places that possess originality, tourists are often lured to a historic

landscape or district, which conveys a sense of place. The continuing destruction throughout Florida of buildings and other historic and cultural resources that give cities in which they are found individuality goes largely ignored. In the process, Florida has begun to acquire a dull sameness.

Any effort at preserving the overall historic character of New Smyrna Beach will fail if elected officials and property owners do not cooperate in taking active measures to prevent the destruction of historic buildings. Federal and state officials have no authority to undertake a local historic preservation program. Federal authority is strictly limited to federal properties, or to projects requiring federal licenses or the use of federal funds. Under no circumstances can federal or state governments forbid or restrict a private owner from destroying or altering a historic property when federal or state funds are not involved. Since in Florida most zoning and code regulations of private property are vested in municipal governments, specific restrictions or controls designed to preserve significant resources are their responsibility.

It also must be noted that historic preservation does not seek to block or discourage change. Preservation does seek to reduce the impact of change on existing cultural resources and to direct changes in a way that will enhance the traditional and historic character of an area. For historic preservation efforts to succeed the efforts must promote economic development that is sympathetic to the existing built environment.

New Smyrna Beach's Preservation Past

The City of New Smyrna Beach has a historic preservation past that extends into the 1980s following a period of modernization in which many of the City's historic buildings were demolished. The City, through the help of the Southeast Volusia Historical Society and the Historic New Smyrna Beach Preservation Commission sought to place two building on the *National Register of Historic Places* in 1983 and 1987. The Women's Club of New Smyrna Beach (8VO00437) at 403 Magnolia Street and the El Real Retiro (8VO01974) at 636 North Riverside Drive and 647 Faulkner Street both exhibit the Mediterranean Revival style of architecture. The City, through the help of the City Commission in 1992 sought to renovate the Conner Library and moved the library to its current location within the historic park area. The City also established a museum and headquarters for the Southeast Volusia Historical Society. The acquisition and renovation was funded through the Division of Historic Resource grant funds for historic preservation.

The City sought to have areas surveyed for inclusion as *National Register* districts and to inventory individual historic resources. In 1988, the City commissioned a survey of historic properties in the mainland. In 1990, the City of New Smyrna Beach passed the Historic Preservation Ordinance Sec. 30-112, which included provisions to identify and protect historic resources in the City. A second historic building survey was initiated in 1995 of the Coronado Township. Historic district nominations within the City have included the New Smyrna Beach Historic District in 1990 and the Coronado Historic District in 1995. Some buildings were not recorded during the 1988 and 1995 surveys either because they may have been missed, they were not included in the survey area, or have recently reached 50 years old. The Old King's Road was surveyed in 1996 and markers erected to indicate sections of the extent road. In 2000, the City with architectural historian Sidney

Johnson, produced a historical development study of the Westside Community. During the 2000 survey, Johnston assessed sixteen resources within the community and evaluated the community's historic character and resources. However, since that survey, many buildings are gone either from being demolished or having been moved.

The Old Sacred Heart/St. Rita's Colored Mission Church (b.1899) was slated to be destroyed in 1990; at which time, the Westside community rallied to save the building. The acquisition and renovation was funded through the Federal Revenue sharing funds for historic preservation and marks the turning point in the outlook of the City towards historic preservation in the Westside Community. The Black Heritage Festival, Inc. received funding through the state to help restore the building in 1997; and, by 1999, the restoration project was completed for the 100th anniversary of the founding of the Mission. The Church (8VO07672) was placed on the National Register of Historic Places in 2007 and also houses the Black Heritage Museum.

In 2006, the City adopted a "Demolition Delay" ordinance to protect historic buildings within the two National Registered Historic Districts. The City recognized that buildings outside of these areas would not be protected under the ordinance and sought to commission an additional survey to potentially expand or create new districts; as well as survey those structures within the current historic districts that would now be considered 50 years or older or were missed during previous surveys. In June of 2008, the City of New Smyrna Beach contacted ESI regarding the resurvey and expansion of the survey scope to include both the Coronado Township and the City of New Smyrna Beach. The contract included the submittal of the draft survey report and five copies of FMSF forms to the City on 16 April 2008 and to the Division of Historical Resources on 30 April 2008. The final survey report and FMSF forms were due to the Division of Historical Resources on 31 July 2008. The contract between ESI and the City was executed on 15 January 2008.

A number of publications and pamphlets and newsletters highlight the history and architectural diversity of New Smyrna Beach. One of the earliest publications about history of the area was written by Zelia Wilson Sweett and the Reverend J.C. Marsden entitled *New Smyrna Florida, its History and Antiquities*, which was published in 1925. The book highlighted some of the early history of the area including the Turnbull Colony, the Seminole Wars and the Civil War. In 1976, Gary Luther and Zelia Wilson Sweett contributed to a pamphlet for the US Bicentennial outlining important events in the history of New Smyrna Beach. In 2001, *The History of New Smyrna, East Florida* by Gary Luther was published, highlighting the history, architecture and interesting facts about New Smyrna Beach. Recently, the Images of America series published *New Smyrna Beach* by Lawrence J. Sweett. The history of the Westside community was detailed in Fannie Minson Hudson's *History of New Smyrna Black Businesses with Current Area Businesses*. This book chronicles the evolution of the Westside neighborhood discussing business that used to employ African-Americans along with businesses owned and operated by African Americans. The Southeast Volusia Historical Society also publishes a monthly newsletter, "The Mosquito News", which frequently includes information about the history of the area.

Showcasing the architectural history of New Smyrna Beach, a walking tour was created by the New Smyrna Beach Community Redevelopment Agency for the Coronado Beach Historic District and by the New Smyrna Beach Chamber of Commerce for the New Smyrna Beach Historic District. Both walking tours highlight significant historic structures in the area and give

information about their dates of construction, previous uses and owners, and present the structures within the context of the overall history of the area. The walking tour developed for Coronado Beach also gives information about architectural styles commonly encountered in the historic district.

New Smyrna Beach has also implemented a historic plaque program that highlights various historic resources, including City Hall and St. Rita's Colored Catholic Mission. These plaques are affixed to the front of the structure and display the year of construction. Various historic markers have also been erected around New Smyrna Beach, including at the original location of Connor Library at Faulkner Street and Washington Street, a commemorative marker for Washington E. Connor at Sam Avenue and Washington Street, the Sheldon House historic marker at the city park area, and several historic markers depicting the location of the Old King's Highway

The current survey, which examined the historic resources in the Central Beach, Central Mainland, Fairgreen, Faulkner, South Mainland, Southwest and Westside neighborhoods and the historic resources in the Coronado Township within the City of New Smyrna Beach, produces another component of a comprehensive survey of the City and updates the earlier investigations of historical architectural resources. The resulting report provides a reference tool for promoting historic preservation. The recommendations presented below should neither be construed as definitive, nor as a substitute for a rational plan of community development that is sympathetic to the City's past. Below are the consultant's specific recommendations for preservation action and public policy development.

National Register of Historic Places (NRHP)

Sometimes there are misunderstandings as to what listing in the NRHP will mean for a property owner. Derived from the Bureau of Historic Preservation's website, the following is an outline of what it will do and what it will not do:

WILL DO

The NRHP provides recognition that the property is deemed by the federal and state governments to be significant in our history at the national, state, and/or local levels. Most properties are significant because of their local significance. The NRHP identifies the properties that local, state, and federal planners should carefully consider when developing projects. Projects involving federal funding, permitting, licensing, or assistance and that may result in damage or loss of the historic values of a property that is listed in the NRHP or is eligible for listing are reviewed by the State Historic Preservation Office and the federal Advisory Council on Historic Preservation. A similar review takes place under state law for state or state-assisted undertakings. A typical example of projects that are given such review is road construction or improvement. For more information, call the Compliance Review Section of the Florida Bureau of Historic Preservation at (850) 245-6333.

Listing may make a property eligible for a Federal Income Tax Credit. If a registered property that is income producing undergoes a substantial rehabilitation carried out according to the Secretary of the Interior's Standards for Rehabilitation, the owner may apply for a 20% income

tax credit. The credit amounts to 20% of the cost of the rehabilitation. Listing may make a property exempt from certain Federal Emergency Management Act (FEMA) requirements and eligible for some American Disabilities Act (ADA) and building safety code adjustments. For more information, contact the Architectural Preservation Services Section of Florida Historic Preservation at (850) 245-6333.

In 1992, the Florida Legislature passed legislation that allows counties or cities to grant ad valorem tax relief for owners of properties that are listed or eligible for listing in the National Register or in a local district. When a property is improved its value is increased and the assessment is raised accordingly. The ad valorem tax legislation provides that the increase in assessed value of the improved property will be exempted for up to 10 years from taxation for those portions of the tax bill affected by local option county or municipal exemption ordinances. This provision is available for both income and non-income producing properties. The City of New Smyrna Beach has enacted an ad valorem tax exemption program.

Listing or being determined eligible for listing is not required for receiving state preservation grants. The competition for the grants is intense, however, and this official recognition adds weight to the argument that a property is significant and should be awarded a grant. For more information, call the Grants and Education Section of the Bureau of Historic Preservation at (850) 245-6333.

WILL NOT DO

Listing in the *National Register* or being determined eligible for listing does not automatically preserve a building, and does not keep a property from being modified or even destroyed. Unless an undertaking is state or federally funded, or regulated by local ordinance, private property owners may deal with their property in any way they see fit. Architects in Historic Preservation are available to provide advice concerning the best ways to approach rehabilitation needs while maintaining the historic character of a property. For more information, call the Architectural Preservation Services Section at (850) 245-6333. Private owners are not required to open their listed property to the public for visitation. The federal and state governments will not attach restrictive covenants to a property or seek to acquire it because of its listing in the NRHP.

The City of New Smyrna Beach should encourage property owners to list their properties in the NRHP. This process can be simplified by using a Multiple Property Submission (MPS) format. A MPS is organized into three sections: historical contexts, geographical area, and property types. The document facilitates the preparation of later NRHP proposals by eliminating the need for developing historical and architectural contexts. Subsequent nomination proposals would only require specific information regarding an individual resource and not the associated historic or architectural contexts. The preparation of the MPS represents a crucial step to encourage future NRHP listings.

The Multiple Property Submission (MPS) National Register format is a flexible, creative document that extends well beyond themes, such as "...created by the same famous architect, or have singular characteristics, like log buildings, thatched roofs, or all built in 1930." Many MPSs have been written focusing primarily on buildings (historic architectural resources) within

a city. Indeed, since 1991 ESI has prepared nine (9) MPS documents of a similar type recommended for the City of New Smyrna Beach for various cities in Florida, including Bartow, DeFuniak Springs, Fellsmere, Haines City, Lake Helen, Orange City, Orange Park, Port Orange, and Winter Haven. Other citywide MPS (rather than thematic) documents in effect elsewhere in Florida include those for Daytona Beach, Downtown Jacksonville, Kissimmee, Lake City, and Lake Wales. ESI has updated and revised the Bartow MPS and Lake Wales MPS on several occasions to support the preparation of National Register Nominations for individual buildings and historic districts (and even a cemetery) with resources that were non-contributing at the time of the original MPS, but with the passage of time and possessing sufficient integrity and significance became eligible for listing. In addition, over the past decade Architectural Historians with ESI have completed MPS documents for various statewide property types in Florida, to wit:

Clubhouses of Florida's Women's Clubs MPS
Florida's Historic Black Public Schools MPS
Florida's Historic Lighthouses MPS
Florida's New Deal Resources MPS
Florida's World War II Military Resources MPS
Historic Railroad Resources of Florida MPS

Specific requirements apply to individual buildings recommended for listing in the NRHP. Those requirements include property owner consent, the preparation of site and floor plans, and exterior and interior photographs of the building. The most important of those activities is encouraging property owners to list their buildings in the NRHP. The following inventory enumerates by address buildings that appear to be eligible for individual listing in the NRHP. Upon further review and inspection, it may be found that some of the buildings are not eligible, in part, because of alterations or additions not apparent from the rights-of-way. To help start the process for NRHP listing, the City of New Smyrna Beach and municipal officials and staff should consult with property owners, hold public meetings about the process, and encourage those property owners to contact staff members at the National Register Section, Bureau of Historic Preservation in Tallahassee, Florida. Individual buildings in the New Smyrna Beach area that appear to be potentially eligible for listing in the NRHP include:

8VO00261 Riverside Hotel, a Victorian style building at 101 Flagler Avenue, 1885. The property appears significant under the National Register Criterion A for tourism, commerce, and entertainment/recreation, Criterion C for architecture.

8VO01131 The New Smyrna Beach Utilities Building at 200 Canal Street, Masonry vernacular, 1929. The property appears significant under the *National Register* Criterion A for politics/government and Criterion C for architecture.

8VO01212 The Rudds house at 120 Faulkner Street, Frame vernacular, c. 1900. The property appears significant under the *National Register* Criterion C for architecture and A for local history.

8VO01230 CorMeth Beach Club, formerly the location of the first school in Coronado built in 1901, at 201 Flagler Avenue. The property appears significant under the *National*

Register Criterion C for architecture and Criterion A for community planning and development, and history and education.

- 8VO01238** 310 Flagler Avenue, Craftsman, 1915. The property appears significant under the *National Register* Criterion C for architecture.
- 8VO01322** 504 Magnolia Street, Masonry vernacular style apartments, 1910. The property appears significant under the *National Register* Criterion C for Architecture.
- 8VO01339** 214 Mary Avenue, Arts & Crafts style, 1938 . The property appears significant under the *National Register* Criterion C for architecture.
- 8VO01490** City Hall, 210 Sams Avenue, Mixed style, c.1940. The property appears significant under the National Register Criterion C for architecture and Criterion A for politics/government.
- 8VO01500** 213 Washington Street, Queen Anne-style, c.1890s. The property appears significant under the National Register Criterion C for architecture.
- 8VO02391** Ball house at 511 Ball Street, Victorian style, c. 1898. The property appears significant under the National Register Criterion C for architecture and A for history and politics/government.
- 8VO02487** 207 Marshall Street, Bungalow style, c.1920. The property appears significant under the National Register Criterion C for architecture.
- 8VO02490** 508 North Riverside Drive, Neo-Classical Revival style, 1888. The property appears significant under the National Register Criterion C for architecture.
- 8VO05361** Coronado Shuffleboard Club, 225 Flagler Avenue, Frame vernacular style, c.1930. The property appears significant under the National Register Criterion C for architecture and Criterion A for history, tourism, and entertainment/recreation.
- 8VO08382** 1000 South Riverside Drive, Colonial Revival style, c.1918. The property appears significant under the National Register Criterion C for architecture.
- 8VO08428** New Smyrna Yacht Club, 1201 South Riverside Drive, Moorish Revival style, 1930. The property appears significant under the National Register Criterion C for architecture and Criterion A for history, entertainment/recreation, and transportation.
- 8VO08638** Hall Machine Works, 504 Downing Street, Industrial vernacular style, 1903. The property appears significant under the National Register Criterion C for architecture and Criterion A for history, commerce, and industry.

- 8VO08647** Hall Machine Works and Stephen's Trim Shop, 504-508 Downing Street, Industrial vernacular style, 1912. The property appears significant under the National Register Criterion C for architecture and A for history, commerce, and industry.
- 8VO08656** Hall Machine Works, 508 Downing Street, Industrial vernacular style, 1903. The property appears significant under the National Register Criterion C for architecture and A for history, commerce, and industry.
- 8VO08658** First Presbyterian Church, 509 Magnolia Street, Greek Revival style, 1960. The property appears significant under the National Register Criterion C for architecture and A for history and religion.
- 8VO08765** 616 South Riverside Drive, Folk Victorian style, c. 1900s. The property appears significant under the National Register Criterion C for architecture.
- 8VO08779** 630 North Riverside Drive, Mediterranean Revival style, 1925. The property appears significant under the National Register Criterion C for architecture.
- 8VO08863** 916 South Riverside Drive, Italianate style, 1910. The property appears significant under the National Register Criterion C for architecture.
- 8VO08865** Coronado Shuffleboard Club, Flagler Avenue, Frame vernacular style, c.1930. The property appears significant under the National Register Criterion C for architecture and Criterion A for history, tourism, and entertainment/recreation.

Based on the results of this survey, ESI recommends that the New Smyrna Beach historic district and the Coronado Beach Historic district should be expanded. This survey included geographic areas that were not previously surveyed, and these areas that are adjacent to the current historic district boundaries contain resources that are architecturally, temporally and thematically similar; and as such, would contribute to the historic districts. The recommended expansion to the New Smyrna Beach Historic district are mapped in Figure 50, and include properties in the South Mainland Neighborhood, the Southwest Neighborhood, the Faulkner Neighborhood, and areas north and west of the current historic district in the Central Mainland Neighborhood. The list of structures that could be potentially added to the New Smyrna Beach Historic District are listed in Appendix C. The recommended expansion to the Coronado Beach Historic district is mapped in Figure 52, and includes structures to the east of the current historic district along Flagler Ave, and to the north of the current historic district, extending to Due East Street. The structures that could potentially be added to the Coronado Historic District are listed in Appendix D. Additionally ESI recommends the creation of a new historic district in the Westside community. The boundaries of the recommended Westside Community Historic District are mapped on Figure 53, and roughly correspond with the Florida East Coast Railroad to the east, Canal Street to the south, Inwood Avenue to the west and Ronnoc Lane to the north. The structures that comprise the recommended Westside Community Historic District are listed in Appendix B. The Westside Community is potentially eligible as National Register Historic District because the resources share a unified theme and represent a group of structures that are temporally and functionally similar. This area is important to the history of New Smyrna Beach because the structures represent changes and

growth of African American businesses and homes from the 1920s until the present. The contributing structures within the recommended historic district maintain their architectural integrity and taken as a whole they impart a sense of time and place specific to the culture of the Westside community.

Local recognition and historic preservation ordinances

Although NRHP listing represents an important step in the recognition of historic resources, the most effective legal tool available for the protection of historic resources is the local historic preservation ordinance. The exercise of governmental controls over land use is essentially the prerogative of local government and, accordingly, the protection of historic resources must rely upon local municipal enforcement. In Florida, the home-rule law permits local government to exercise such authority. Through the review and permitting processes, elected officials and staff can exercise some degree of authority in the protection of historic resources. Amendments enacted in 1980 to the National Historic Preservation Act encourage local governments to strengthen their legislation for the designation and protection of historic properties.

In 1990, the City of New Smyrna Beach enacted a historic preservation ordinance which subsequently allowed it to qualify under the Certified Local Government Program (CLG) in 1997. Benefits of CLG participation include eligibility for special grants, technical assistance and training, and participation in the National Register nomination process for local properties. Minimum requirements for state certification of a local historic preservation program do not require CLGs to adopt historic preservation ordinances. However, regulations do require CLGs to survey and inventory their historic resources and to establish historic preservation commissions comprised of both laypersons and professionals (Abney 1998). The purpose of the New Smyrna Beach historic preservation ordinance “is to promote the health, morals, economic, educational, aesthetic, cultural and general welfare of the public through:

- (1) The identification, protection, enhancement, perpetuation and use of districts, sites, buildings, structures, objects and areas that are reminders of past eras, events and persons important in local, state or national history, or which provide significant examples of architectural styles of the past, or which are unique and irreplaceable assets to the City and its neighborhoods, or which provide this and future generations examples of the physical surroundings in which past generations lived;
- (2) The enhancement of property values, the stabilization of neighborhoods and business centers of the City, the increase of economic and financial benefits to the City and its inhabitants, and the promotion of local interests;
- (3) The preservation and enhancement of varied architectural styles, reflecting the City's cultural, social, economic, political and architectural history; and
- (4) The enrichment of human life in its educational and cultural dimensions in order to serve spiritual as well as material needs by fostering knowledge of the living heritage of the past.”

The ordinance included the development of the New Smyrna Historic Preservation Commission. In 2006, the City Commission adopted a “Demolition Delay” ordinance to protect historic buildings within the two National Register Historic Districts. The City recognized that many more buildings would be included within the National Register Historic Districts if designated today. Therefore, the City initiated the current survey to determine the eligibility of adjusting the district boundaries or creating new districts. This ordinance should continue to be enforced and utilized for the identification and protection of historic structures in New Smyrna Beach.

Further Historic Preservation Actions

In order to preserve the historic buildings that remain in the New Smyrna Beach area, it is critical that the City encourage and promote preservation. Without property owner and municipal support any preservation program will be hampered and delayed, or even doomed to fail. Physical changes made under the auspices of public agencies and departments, or by private property owners, should not compromise the historic integrity and physical features of buildings. In addition, a review of other physical features, including street lights, utility poles, and street signs, should be pursued to insure their compatibility with the City’s historic resources. The general rule for evaluating these types of features is that they should be as unobtrusive as possible.

Signs, commercial and public, constitute some of the most disruptive visual elements on the modern urban landscape. A commercial necessity and an aid to shoppers and visitors, signs should not be permitted to disrupt the landscape or diminish the integrity of surrounding architectural elements. Properly fabricated and installed, signs can be visually pleasing and architecturally harmonious with surrounding elements. Signage, advertising, and other promotional devices draw attention to historic buildings. They should be erected to indicate historic sites and buildings, and be periodically updated along the primary corridors through the City. This action will require the approval of the State Department of Transportation and should be advocated in concert with the local chamber of commerce.

Markers identifying historical events and historic places are another tool that contributes to historic preservation education programs. Once the City identifies and recognizes historic buildings and districts, markers should be installed to educate the public. The markers should share a common design and appearance that the public associates with a historic place. Typically, markers appear in the form of bronze or composite signs with a standardized, but distinctive shape employed by the Florida Department of State. A narrative describes a historical event that occurred in the vicinity, or calls attention to a building or other object of historical or architectural interest. At present, New Smyrna Beach has installed a historical marker concerning the original location of Connor Library at Faulkner Street and Washington Street, a commemorative marker for Washington E. Connor at Sams Avenue and Washington Street, the Sheldon House historic marker at the City’s Old Fort Park area, and several historic markers depicting the location of the Old King’s Highway. The City has enacted a Historic Plaque program and some of the buildings include City Hall and St. Rita’s Colored Catholic Mission. Appropriate sites for markers may include Canal Street, the FEC railroad, Hall Machine Works, Esther Street resources including the seawall, Dunn Lumber, New Smyrna Yacht Club, Flagler Avenue, Coronado Beach Shuffleboard Club, Riverside Hotel, First Presbyterian Church, the historic tabby wall remnants along North Riverside along Ronnoc Lane and also present on Ronnoc Lane, and the historic African-American Westside neighborhood. For

any recommended site, additional research should be conducted to confirm the most accurate and appropriate narrative and location. Matching funds from the Bureau of Historic Preservation are available for markers that identify the City's heritage and historic districts and buildings.

Similar in nature to a marker program, a building plaque program identifies dates of construction and other historical information pertaining to the City's historic buildings. The City should consider expanding and promoting their plaque program. Historic building plaques attached to the facades of dwellings and other buildings can heighten the awareness of residents and visitors about the region's heritage. Various companies offer relatively inexpensive plaques and can be found in magazines such as *Architectural Digest*, *Old-House Journal*, and the National Trust's *Preservation News*. Plaque programs offer a good device for accomplishing a program of education. In sponsoring a plaque program, the City would be well advised to establish written and well defined criteria to govern the awards. The awards should, moreover, be made by a qualified jury or awards committee associated with or derived from the historic preservation board acting upon the established criteria. In the absence of such steps, the awards will become meaningless or, worse, controversial and possibly injure the preservation effort in New Smyrna Beach.

The City may also want to consider awarding certificates of merit and achievement to the owners of historic buildings, who have met specific criteria for rehabilitation. Awards of this kind are often employed to encourage preservation by recognizing outstanding efforts by property owners, as well as to identify important sites and buildings. Effective preservation programs depend on the determination of property owners to maintain the historic character of their buildings. This can be promoted through tax credits, tax abatements, streetscape improvements to enhance civic pride, and by educating property owners about the significance and historic value of the buildings they own.

Publications are important tools for educating property owners and visitors of the history of the region and the benefits of historic preservation. Published works, such as, *Jacksonville's Architectural Heritage*, (1989, revised 1996) provides a sampling of a coffee-table book about a region's historic resources. Building upon the published works of Gary Luther, L. M. Kress, E.P. Panagopoulos, Lawrence J. Sweett, Fannie Minson Hudson and the Southeast Volusia Historical Society, materials held by long-time residents, and private collectors in New Smyrna Beach, the City, and Volusia County should consider publishing a historical and architectural guidebook of New Smyrna Beach. The publication should include a brief history, photographs of significant buildings that still stand and lost landmarks, maps, biographical sketches of people who contributed to the development of the City, and other themes that could also be briefly, but appropriately addressed in a well-designed coffee-table book. This type of publication will inform residents and visitors about the City's heritage and can take advantage of Florida's heritage tourism market, an important growth industry in the state. This market has only begun to tap Florida's picturesque and historic buildings, districts, and landscapes, which should be emphasized by historical societies and municipal governments. Another useful public education tool, a visitor's guide is a relatively small and inexpensive book or even pamphlet that describes and depicts the historic buildings and places in New Smyrna Beach. Pamphlets outlining walking tours of the New Smyrna Beach Historic District and the Coronado Beach Historic District have been developed by the City, but these brochures could be updated with the new information compiled during this survey and distributed locally to tourists. Civic organizations and municipal

governments in Daytona Beach, Lake Wales, Melbourne, Orlando, Port Orange, St. Augustine, and Sebring have benefited from guidebooks of fewer than 100 pages. Such a publication may help spark additional interest in historic preservation and revitalization of historic buildings and dwellings. Grants are available through the Florida Department of State to offset some of the costs required to publish those materials.

Current state law requires all units of local government to adopt a comprehensive plan that provides guidelines for land use decisions. Under the present law, a historic preservation and scenic element is permitted as an optional element in the comprehensive plan. The element should identify historic and cultural resources and prescribe policies for managing them. As a part of a comprehensive plan, an effective preservation element integrates plans to preserve and enhance historic resources with plans designed to improve and manage other community elements, such as housing, transportation, and utilities. The majority of decisions or actions taken by governments, developers, and residents about a city's physical character effect historic resources. If the historic fabric of a city is to be guarded, those resources must be taken into consideration in the planning process. The plan should encourage public agencies that make decisions or take actions affecting buildings, streets, and physical appurtenances such as lighting and signs to consider preservation goals and policies. A city that uses its comprehensive plan wisely can make optimal use of its land use regulation authority to protect and enhance its historic and cultural resources. The completion of this survey facilitates the updating of a historic preservation element and significantly reduces its cost. Furthermore, grants are available for this purpose through the Florida Department of State. The Florida Department of Community Affairs also issues grant funds for that purpose.

The introduction of unharmonious elements within a historic setting may destroy the integrity of a historic resource. Historic architectural controls are merely a special kind of zoning and should be considered a reasonable regulation of property applied in the interest of a city. Zoning is the most common historic preservation tool and one that presents significant dangers to historic resources if it is wrongfully applied.

The conversion of residential buildings into professional office space, or the introduction of commercial buildings into a residential neighborhood often leads to a change in the character of a neighborhood, or even its eventual demise. The harmful effects of re-zoning residential neighborhoods for office use become painfully apparent when multiple properties are leased or sold rapidly, or buildings lie vacant for indefinite periods of time. Eventually, historic buildings can become so modified that they retain little of the architectural integrity they once displayed. The adaptation of numerous dwellings into offices can eventually compromise the historic character of an entire neighborhood. Sensitive zoning restricts land use and can effectively preserve the fabric and character of historic districts and buildings.

Private and Voluntary Financial and Legal Techniques

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

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

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

Because of federal tax considerations, the charitable gift of a preservation easement is the most commonly used voluntary preservation technique. A preservation easement is a voluntary legal agreement between a property owner (“grantor”) and a preservation organization, such as a local non-profit historical society or the National Trust for Historic Preservation, or a unit of government (“holding organization” or “grantee”). The easement results in a restriction placed against the future development of a property. In use as a historic preservation instrument, the easement is usually placed with a non-profit organization that is qualified to maintain it over a period of time. Tax advantages are available for many easements. Federal law permits, for example, the donation of a facade easement for the purpose of preserving the exterior integrity of a qualified historic building. Scenic or open space easements are used to preserve archaeological sites. Easements often carry with them tax consequences that can result in the reduction of payments to a county property appraiser for the part of a building or property covered by an easement.

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

The purchase of development rights, equivalent to an easement, involves the acquisition of certain rights to a property. The value of the development right is defined as the difference between the property’s market value and its useful value. The transfer of development rights is another legal instrument employed to protect historic resources, such as archaeological sites, by permitting the right to develop a property to be transferred to another location, sparing the original property from destruction or alteration.

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

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

Federal Financial Incentives and Programs

Rehabilitation tax credits are available from the federal government for the expenses incurred in the rehabilitation of an income-producing qualified historic building. The 1986 Tax Reform Act provides for a 20% credit for certified historic structures and a 10% credit for non-contributing structures more than fifty years old.

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

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

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

Low-income housing credits, enacted in 1986, provide for special relief for investors in certain low-income housing projects of historic buildings.

The Federal Community Development Block Grant program permits the use of funds distributed as community block grants for historic preservation purposes.

State Incentives and Programs

The Florida Legislature has enacted a number of statutes designed to stimulate redevelopment in areas defined variously as blighted, slums, or enterprise zones. Since such areas are often rich in

older or historic building stock, the statutes provide a major tool for preservation and rehabilitation. State incentives encouraging revitalization of areas defined as enterprise zones include:

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

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

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

Amendment 3, enacted by Florida's voters in November 1992, permits units of municipal government to enact legislation that offers property tax abatement to property owners who rehabilitate certified historic buildings. This tool should be implemented by New Smyrna Beach to assist qualified property owners to achieve the maximum benefit from the tax abatement. The legislation offers up to a ten-year tax abatement on certified improvements made to a historic property. Property owners of historic buildings should be apprised of the benefits of the legislation, a model of which is available through the Bureau of Historic Preservation.

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

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

Private Actions

Financial incentives provide the most persuasive argument for historic preservation. Federal tax incentives for historic preservation, which provided a major impetus for rehabilitation of historic

buildings in the early-1980s, experienced changes in the Tax Reform Act of 1986. Although the credits for rehabilitation were lowered in the new law, they still offer an attractive investment incentive, particularly for owners who have depreciated their property over a number of years.

Through the Department of State, the State of Florida became increasingly active in historic preservation during the 1980s and accelerated its grants program in the closing decade of the twentieth century. Florida continues to spend more dollars on historic preservation than any other state in the nation. Through the Bureau of Historic Preservation, the Florida Department of State is responsible for dispersing state preservation dollars. It provides funding for various types of projects, including acquisition and development; education; and survey and registration. The City of New Smyrna Beach should remain on the mailing list of the Bureau of Historic Preservation and apply for grants for appropriate projects, such as National Register Nominations, ordinances and design guidelines, and publications. Any public or private organization that seeks current information on available loans, grants, and funding sources or programs for historic preservation is advised to inquire with:

Fred Gaske, Director
Division of Historical Resources
R. A. Gray Building
Tallahassee, Florida 32399

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

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

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

Among the projects for which funding may be sought are surveys of architectural and archaeological resources, preparation of NRHP nominations, preparing a historic preservation ordinance and accompanying guidelines, completion of a Historic Preservation Element to the Comprehensive Plan, acquisition of culturally significant properties, rehabilitation of historic structures, and the publication of brochures, books, and videos on local heritage and architecture. There are also a variety of programs available for community development under the auspices of the Department of Housing and Urban Development. Information on the status of the various programs and their relation to historic preservation programs should be obtained through the Florida Department of Community Affairs.

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APPENDIX A

Inventory of Newly and Previously Recorded Resources Surveyed

APPENDIX B

Inventory of Structures in the Westside Community

APPENDIX C

Inventory of Structures that contribute to the recommended expansion of the New Smyrna Historic District

APPENDIX D

Inventory of Structures that contribute to the recommended expansion of the Coronado Beach Historic District

APPENDIX E

Survey Log Sheet