



Florida Department of
TRANSPORTATION

SR 514 (Malabar Road) PD&E Study

**Cultural Resource Assessment Survey
for SR 514 (Malabar Road)
from Babcock Road to US 1
Brevard County, Florida**

Financial Management No.

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**CULTURAL RESOURCE ASSESSMENT SURVEY
FOR SR 514 (MALABAR ROAD)
FROM BABCOCK ROAD TO US 1
BREVARD COUNTY, FLORIDA**

**FINANCIAL MANAGEMENT NO. 430136-1-22-01
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PREPARED FOR

**FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 5
DELAND, FLORIDA**

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A handwritten signature in cursive script that reads "Marie E. Pokrant". The signature is written in black ink and is positioned above a horizontal line.

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EXECUTIVE SUMMARY

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the proposed widening of State Road (SR) 514 between Babcock Road and US Highway 1 (US 1) in Brevard County, Florida. The Florida Department of Transportation (FDOT), District 5, is proposing to widen the existing roadway from two to four lanes along this portion of SR 514/Malabar Road, requiring the acquisition of additional right-of-way in some areas.



The architectural survey resulted in the identification and evaluation of one previously recorded structure (8BR01925), three previously recorded linear resources (8BR01870, 8BR02697, and 8BR03045) and 45 newly recorded historic resources (8BR03078–8BR03122), including one resource group and 44 structures. No potential NRHP districts were identified. The 45 newly recorded resources (8BR03078–8BR03122) along with 8BR02697 (US 1/Dixie Highway) and 8BR03045 (Melbourne-Tillman Canal System – C-78 and C-81) are recommended ineligible for listing in the NRHP. The Florida State Historic Preservation Officer (SHPO) has previously determined that the Florida East Coast (FEC) Railroad (8BR01870) is NRHP eligible, and the portion of this resource within the SR 514/Malabar Road APE is in overall good condition and retains sufficient integrity to be a contributing segment. SEARCH also recommends the Old Malabar Elementary School (8BR01925) eligible for the NRHP. The remaining 47 historic resources identified within the SR 514/Malabar Road APE are recommended not eligible for NRHP listing.

TABLE OF CONTENTS

Executive Summary.....	iii
Table of Contents.....	v
List of Figures	vi
List of Tables	vii
Introduction	1
Project Location and Environment	4
Location and Modern Conditions	4
Paleoenvironment	4
Historic Overview.....	6
Native American Culture History	6
Post-Contact History	11
Background Research	19
Florida Master Site File Review.....	19
Historic Map and Aerial Photograph Review.....	22
Research Design.....	30
Project Goals.....	30
NRHP Criteria	30
Cultural Resource Potential	31
Survey Methods	31
Results.....	34
Archaeological Resources	34
Architectural Resources.....	40
Conclusion and Recommendations	61
References Cited.....	63
Appendix A: Field Specimen Log	
Appendix B: FMSF Resource Forms	
Appendix C: Historic Resource Evaluations	
Appendix D: FDHR Survey Log Sheet	

LIST OF FIGURES

Figure 1.	SR 514/Malabar Road project location, Brevard County, Florida	2
Figure 2.	SR 514/Malabar Road APE, Brevard County, Florida.....	3
Figure 3.	Soil drainage within the SR 514/Malabar Road APE.....	5
Figure 4.	Previously recorded resources in the vicinity of the SR 514/Malabar Road APE, Brevard County, Florida	21
Figure 5.	1845 GLO survey map showing the SR 514/Malabar Road APE in blue.....	23
Figure 6.	1936 Florida State Road Department map showing the SR 514/Malabar Road APE in orange	25
Figure 7.	1954 Florida State Road Department map showing the SR 514/Malabar Road APE in orange	26
Figure 8.	1943 USDA aerial photographs showing the SR 514/Malabar Road APE in orange ..	27
Figure 9.	1958 USDA aerial photograph showing the SR 514/Malabar Road APE in orange....	28
Figure 10.	1969 USDA aerial photograph showing the SR 514/Malabar Road APE in orange....	28
Figure 11.	1977 USGS aerial photograph showing the SR 514/Malabar Road APE in orange	29
Figure 12.	Shovel test locations in the SR 514/Malabar Road APE	35
Figure 13.	Overview photographs of 8BR00053, Malabar Site	36
Figure 14.	Amended site boundary for 8BR00053 within the SR 514/Malabar Road APE	37
Figure 15.	Soil profile of ST 74 at 8BR00053.....	38
Figure 16.	Overview of AO 1 at Fern Creek Park, view south.....	40
Figure 17.	Historic resources recorded within the SR 514/Malabar Road APE. Map 1 of 2	42
Figure 18.	Historic resources recorded within the SR 514/Malabar Road APE. Map 2 of 2	43
Figure 19.	Example of Masonry Vernacular style: Resource 8BR03118, facing north	44
Figure 20.	Example of Frame Vernacular style: Resource 8BR03098, facing northwest	45
Figure 21.	Example of Ranch style: Resource 8BR03114, facing northeast	45
Figure 22.	Example of Minimal Traditional style: Resource 8BR03096, facing northeast	46
Figure 23.	Example of a mobile home: Resource 8BR03121, facing west.....	46
Figure 24.	Example of Mission style: Resource 8BR01925, facing west.....	47
Figure 25.	Example of Shotgun style: Resource 8BR03090, facing southeast.....	48
Figure 26.	Example of Tudor Revival style: Resource 8BR03079, facing north	48
Figure 27.	Resource 8BR01925	50
Figure 28.	Resource 8BR01870	52
Figure 29.	Resource 8BR02697	53
Figure 30.	Resource 8BR03045	54
Figure 31.	Resource 8BR03122	56
Figure 32.	1939 Florida trailer park postcard	57
Figure 33.	Tin Can Tourist Camp of Gainesville, n.d.	58
Figure 34.	1942 government trailer park.....	59

LIST OF TABLES

Table 1.	Previous Cultural Resource Assessment Surveys within One Mile of the SR 514/ Malabar Road APE	20
Table 2.	Previously Recorded Cultural Resources within One Mile of the SR 514/Malabar Road APE	20
Table 3.	Positive Shovel Test Profiles from 8BR00053	36
Table 4.	Artifacts Recovered from 8BR00053	39
Table 5.	Historic Resources Recorded within the SR 514/Malabar Road APE	40
Table 6.	Major Architectural Styles within the APE.....	44

INTRODUCTION

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the proposed widening to State Road (SR) 514 between Babcock Road and US Highway 1 (US 1) in Brevard County, Florida (**Figure 1**). The Florida Department of Transportation (FDOT), District 5, is proposing to widen the existing roadway from two to four lanes along SR 514/Malabar Road beginning at Babcock Road for a distance of approximately 3.5 miles. Additional right-of-way will be acquired on both sides of existing SR 514/Malabar Road to accommodate the expanded facility.

The project Area of Potential Effect (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. The APE was defined to include the existing right-of-way and was extended to the back or side property lines of parcels adjacent to the corridor for a distance of no more than 330 feet from the SR 514/Malabar Road right-of-way line (**Figure 2**). The architectural survey included the entire APE. The archaeological APE was defined as the existing and proposed SR 514/Malabar Road right-of-way.

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's APE and assess their potential for listing in the National Register of Historic Places (NRHP). This study was conducted to comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 12, of the FDOT's Project Development and Environment (PD&E) Manual (revised January 1999) and Cultural Resource Management Handbook (revised November 2004), as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects as stipulated in the FDHR's Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716). This study also complies with Section 106 of the National Historic Preservation Act (as amended) and its implementing regulation 36 CFR Part 800 (Protection of Historic Properties).

Marie E. Pokrant, MA, RPA, served as the Principal Investigator for Archaeology; Edward G. Salo, PhD, served as Principal Investigator for Architectural History. The report was written by Ms. Pokrant and Ryan VanDyke, MA. The archaeological fieldwork was conducted by Ms. Pokrant, Ray Tubby, MA, RPA, Matthew Hanks, MA, RPA, and Joe Grinnan, MA, RPA. The architectural survey was done by Ms. VanDyke and Margaret Frisbie, MSHP. Elizabeth J. Chambless, MS, RPA, and Jason Burns, MA, RPA, conducted the quality-control reviews, and Jennifer Salo, MA, edited and produced the document.

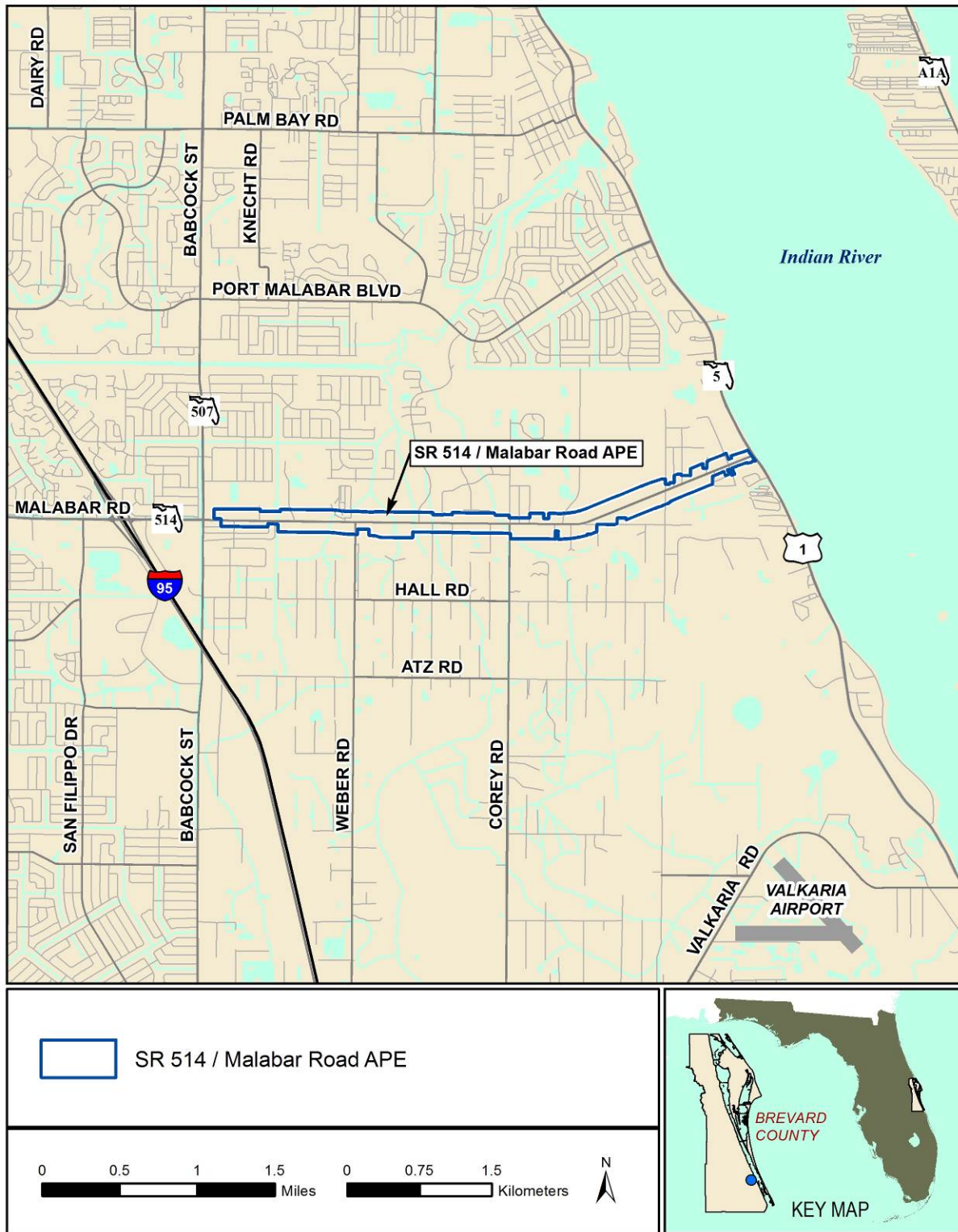


Figure 1. SR 514/Malabar Road project location, Brevard County, Florida.

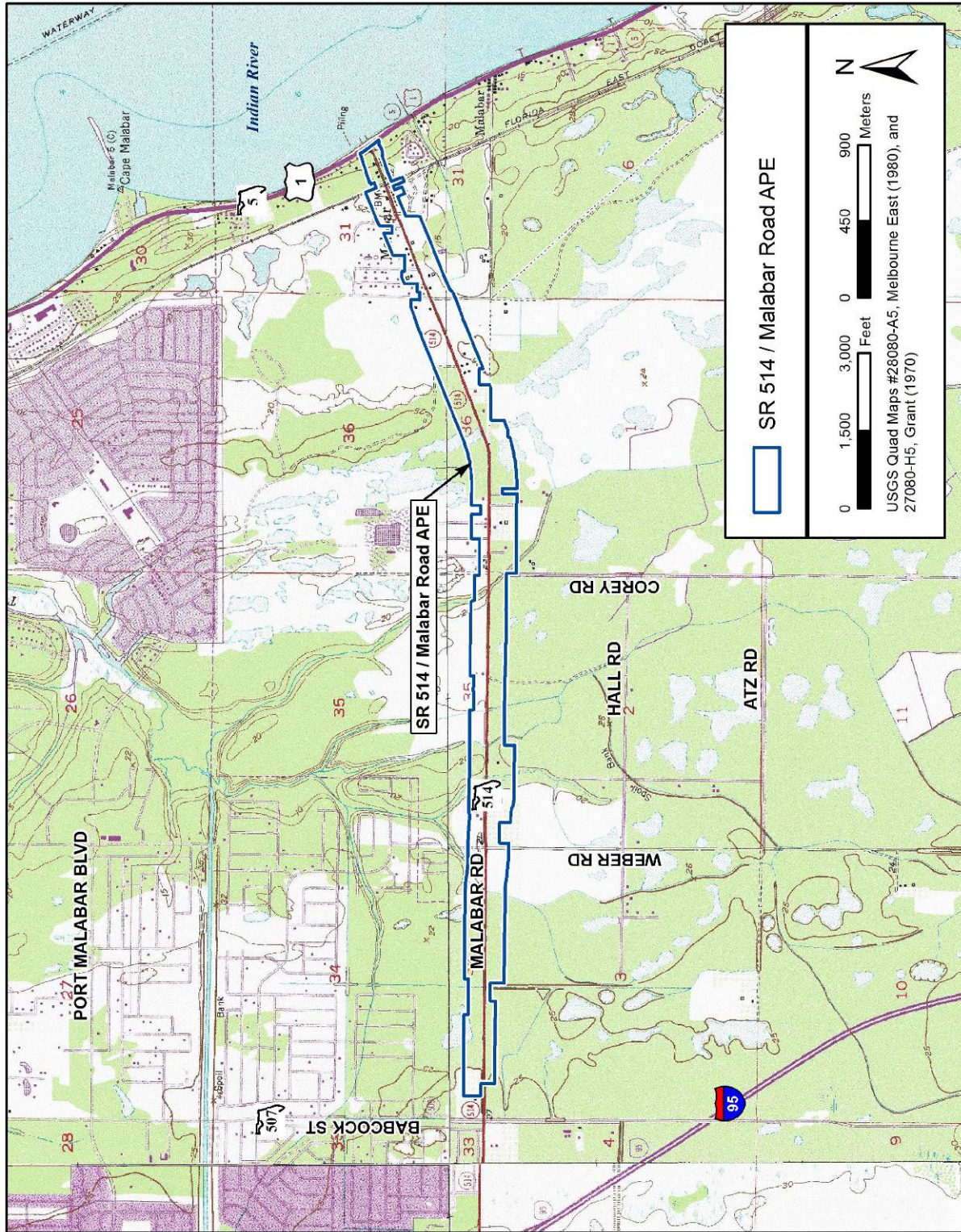


Figure 2. SR 514/Malabar Road APE, Brevard County, Florida.

PROJECT LOCATION AND ENVIRONMENT

LOCATION AND MODERN CONDITIONS

The project area is an approximately 3.5-mile-long section of SR 514/Malabar Road in southern Brevard County, Florida, within Sections 34–36 of Township 28 South, Range 37 East; Sections 1–3 of Township 29 South, Range 37 East; and Section 31 of Township 28 South, Range 38 East. Beginning just east of Babcock Road, the project corridor follows the existing SR 514/Malabar Road right-of-way eastward, terminating at US 1. Residential lots interspersed with commercial development are located along most of the corridor. The terrain crossed by the corridor is relatively flat with elevations ranging from 15 to 25 feet above mean sea level (amsl).

The project APE is located within the Eastern Flatwoods physiographic district (Brooks 1981). Flatwoods communities generally occur along level terrain, as the name implies. Soils are poorly to somewhat poorly drained sand with coarse texturing. Pine flatwoods are typically a pyric or fire-dependent community, characterized by a mixture of longleaf pine (*Pinus palustris*), typical slash pine (*Pinus elliotii* var. *elliotii*), and pond pine (*Pinus serotina*). Minor tree species include live oak (*Quercus virginiana*), water oak (*Quercus nigra*), sweet gum (*Liquidambar styraciflua*), and red maple (*Acer rubrum*). Common shrubs include saw palmetto (*Serenoa repens*), gallberry (*Ilex glabra*), dwarf huckleberry (*Gaylussacia dumosa*), and dwarf live oak (*Quercus minima*). Soils within the APE are primarily very poorly and poorly drained sands associated with unnamed tributaries of Turkey Creek, with smaller areas of moderately well-drained and excessively drained sand (**Figure 3**).

PALEOENVIRONMENT

Between 18,000 and 12,000 years before present (BP), Florida was a much cooler and drier place than it is today. Melting of the continental ice sheets led to a major global rise in sea level (summarized for long time scales by Rohling et al. 1998) that started from a low stand of -120 meters at 18,000 BP. The rise was slow while glacial conditions prevailed at high latitudes but became very rapid in the latest Pleistocene and earliest Holocene. It became warmer and wetter rather rapidly during the next three millennia. By about 9000 BP, a warmer and drier climate began to prevail. These changes were more drastic in northern Florida and southern Georgia than in southern Florida, where the “peninsular effect” and a more tropically influenced climate tempered the effects of the continental glaciers that were melting far to the north (Watts 1969, 1971, 1975, 1980). Sea levels, though higher, were still much lower than at present; surface water was limited, and extensive grasslands probably existed, which may have attracted mammoth, bison, and other large grazing mammals. By 6000–5000 BP, the climate had changed to one of increased precipitation and surface water flow. By the late Holocene, ca. 4000 BP, the climate, water levels, and plant communities of Florida attained essentially modern conditions. These have been relatively stable with only minor fluctuations over the past 4,000 years.

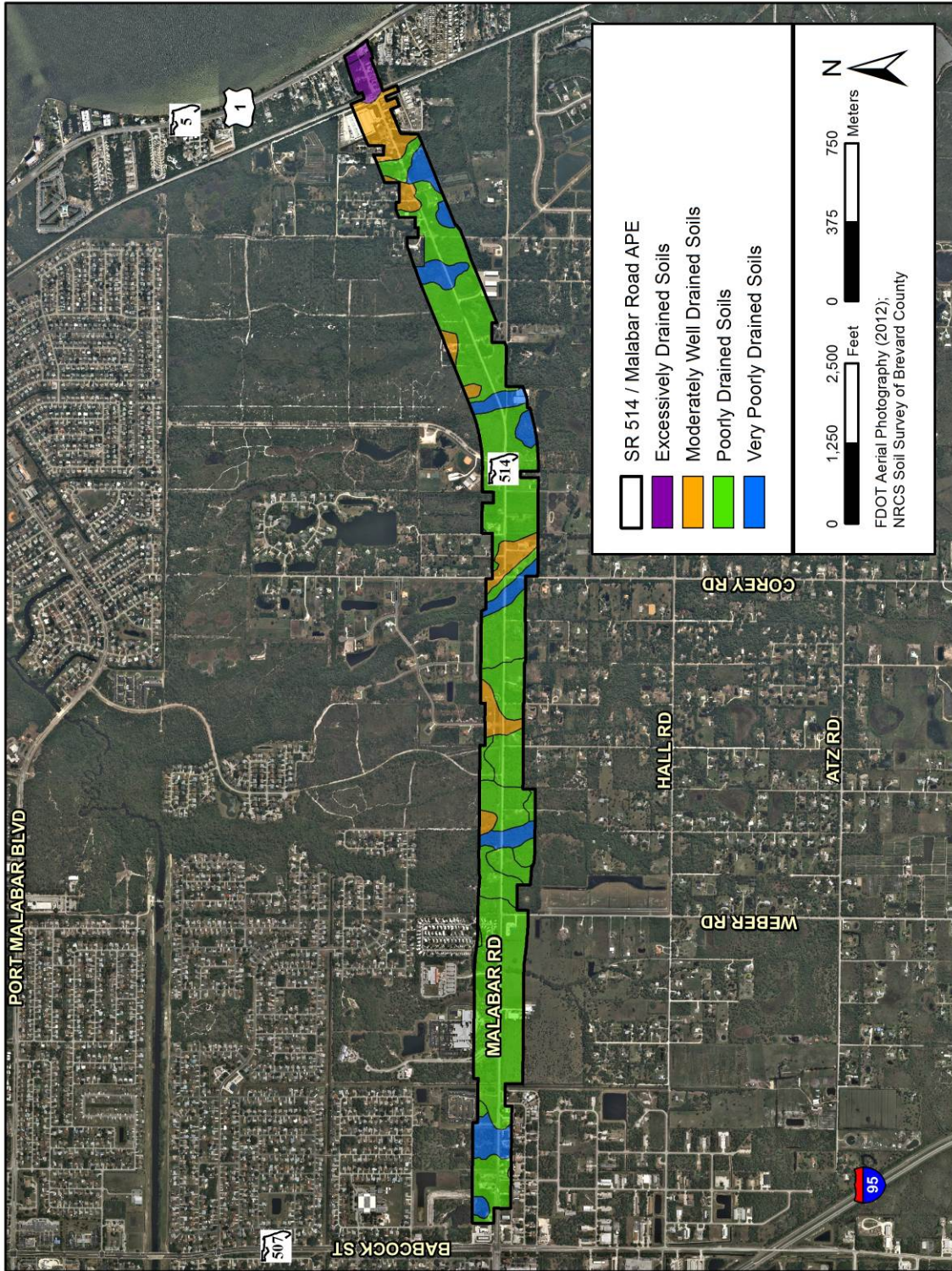


Figure 3. Soil drainage within the SR 514/Malabar Road APE.

HISTORIC OVERVIEW

NATIVE AMERICAN CULTURE HISTORY

Paleoindian Period (12,000–10,000 BP)

Prehistoric native peoples entered Florida at least 12,000 years ago. While there is abundant archaeological evidence for an early occupation of northern and central Florida (Milanich 1994), there is only limited evidence for people inhabiting southeast Florida at this early time. Discoveries of human skeletal remains near Vero Beach in 1915 and Melbourne in 1925 were presumed to be of early origin because of their inferred association with extinct Pleistocene mammals (Gidley and Loomis 1926; Sellards 1916, 1917). Analysis of the Vero Beach finds by Hrdlicka (1918, 1922) concluded that the human remains were intrusive into Pleistocene deposits. However, additional analyses of the skeletal remains (Stewart 1946) and a comparison of the geological context of those finds with similar discoveries in southwest Florida (Cockrell and Murphy 1978) indicate that the original interpretations may have been correct. Due to changes in hydrology (e.g., rising sea levels, increased rainfall, and subsequent increase in ground and artesian water), it is probable that Paleoindian-period settlement or activity areas were close to, or adjacent to, water sources that may not exist or be accessible in a modern climate (e.g., inundated sites or lands that have been altered as a result of alluvial or aeolian deposition).

Early Archaic Period (10,000–7000 BP)

The beginning of the Archaic period coincides with the onset of the Holocene at approximately 10,000 BP. This period can be divided into two horizons, based on differences in stone tool types: Side-Notched, or Bolen (10,000–9000 BP), and Stemmed, or Kirk (9000–8000 BP). Both horizons are well represented in northern and central Florida (Milanich 1994).

The earliest firm evidence for human occupation in southeast Florida dates to about 10,000–9500 BP. At the Cutler site (8DA2001) in Miami, side-notched stone projectile points, called Bolen points, were recovered in association with animal bones and a hearth feature (Carr 1986). Based on radiocarbon dates from a cultural stratum believed to be associated with the Bolen points, the Cutler site is believed to date from around 9600 BP. At this time, south Florida was just emerging from a period that was much drier than at present (Brooks 1974; Gleason et al. 1974). Lake Okeechobee and the Everglades did not exist, sea levels were much lower than at present, surface water was limited, and extensive grasslands probably existed, which may have attracted mammoth, bison, and other large grazing mammals. This landscape inhibited intensive human habitation except perhaps along the coast; however, any coastal sites are probably now inundated by higher sea levels.

By the Early Archaic period precipitation had begun to increase in frequency and duration, resulting in an increase in surface water. In addition, sea levels were rising, which inundated formerly dry land offshore. The large Pleistocene mammals died off, and native peoples in southeast Florida adapted their lifestyles to the hunting and gathering of more modern animal species.

The Kirk Horizon is not well represented on the lower east coast, although the mortuary pond at Windover (8BR00246) in Brevard County may contain a Kirk component. Radiocarbon dates at this site associated with human bone or wooden artifacts range from 8120±70 BP to 6980±80 BP (Doran 2002), placing it at the terminal end of the Kirk Horizon as it has been defined throughout the rest of the southeastern United States (Chapman 1985; Sherwood et al. 2004). Three possible Kirk Stemmed projectile points were associated with the burials.

The Windover site provides some of the best information on Early Archaic burial practices and nonlithic material culture. It is a wetland cemetery, which, when excavated, revealed the remains of 168 individuals along with numerous perishable items such as bone pins, awls, incised tubes, shell tools and beads, an antler atlatl weight, wooden stakes, cordage, mats, and fabric. The radiocarbon dates indicate that the interments were made over a long period of time and suggest that the pond was used repeatedly for interments for more than a millennium. The high degree of preservation of the bodies, and the lack of any evidence for scavenging of the remains by animals, suggests that they were placed in the cemetery within a few days or even hours after death (Dickel 2002). The interments were apparently placed in five or six discrete groups within the pond, and individual clusters may have been marked by stakes (Dickel 2002:80). The presence of marine shells at the site would seem to support the hypothesis that these people moved from the coast, which at this time was much farther away from the site than it is today, to the interior on a relatively regular basis. Analysis of archaeobotanical remains from the site indicates occupation during late summer–early fall (Newsom 2002:208; Tuross et al. 1994:297–298).

Middle Archaic Period (7000–5000 BP)

A dramatic increase in precipitation and runoff in south Florida is indicated by peat deposits in the Everglades that began to form about 6000–5000 BP (McDowell et al. 1969). This enabled native peoples to expand into formerly inhospitable locations. Sea levels reached modern levels and may have exceeded them for short periods (Dorsey 1997; Tanner 1991). Modern estuaries began to form, and exploitation of coastal resources began in earnest, particularly along the northern Atlantic coast (Ste. Claire 1990). The expansion of populations into new locations resulted in a variety of settlement and subsistence strategies, each adapted to local conditions. Sedentary settlements were established along productive rivers, such as the St. Johns, or in coastal areas in southwest and northeast Florida (e.g., Russo 1991; Ste. Claire 1990). In other areas, a more mobile lifestyle was practiced (Austin 1996, 1997).

Locally, sea level rise is indicated by the deposition of coastal marsh mud in the Indian River lagoon at approximately 6000–5000 BP (Bader and Parkinson 1990). Yet there is limited

archaeological evidence for Middle Archaic occupation of southeast Florida. Preceramic Archaic sites have been documented in the interior around Lake Okeechobee (Gleason and Stone 1994; Hale 1989:48, 55–56), and one documented Middle Archaic site has been identified at the Westridge site on Pine Island Ridge in Broward County (Carr et al. 1992). The Gauthier site in Brevard County contains a Middle Archaic cemetery (Carr and Jones 1981; Sigler-Eisenberg 1985).

This lack of Middle Archaic sites in southeast Florida may be due in part to their low archaeological visibility. The lack of any lithic raw materials for tool production in south Florida forced a greater emphasis on the use of perishable materials such as wood, bone, and shell. The highly acidic soils of the region would have destroyed these organic materials, leaving little behind for archaeologists to discover. The types of perishable materials used by Archaic peoples is reflected by the abundance of organic artifacts recovered from Windover Pond (Dickel 2002).

Late Archaic Period (5000–2500 BP)

By 5000 BP, the climate and environment of Florida had reached essentially modern conditions. This allowed further regionalization of cultures, as individual societies developed increasingly sophisticated adaptations to their local environments (Milanich 1994). During the Late Archaic period, the first pottery was made by the native peoples of Florida. In southern Florida, two separate Late Archaic cultures can be identified archaeologically: the Orange culture and, for lack of a better term, the Glades Archaic culture.

The Orange culture is known primarily from northeast Florida, including both the Atlantic coast and the St. Johns River drainage basin. The Orange peoples made a distinctive pottery tempered with fiber. Other artifacts include whelk shell (*Busycon* spp.) adzes and conch shell (*Strombus* spp.) celts. It is likely that the *Busycon* adzes found in northeast Florida at this time were of local origin, while the *Strombus* celts were traded into the area from southeastern Florida (Wheeler 1992). Site types are generally oyster and coquina shell middens along the coast and freshwater snail middens along the inland rivers and streams. Some coastal shell rings also have been observed (Newman and Weisman 1992).

Excavations in St. Lucie County provide evidence of a Late Archaic culture in this region. At the Ten Mile Creek project area, four sites (8SL00007, 8SL01180, 8SL01181, and 8SL01182) that have fiber-tempered or fiber-and-sand-tempered pottery indicative of a Late Archaic component were identified (New South Associates, Inc. 2003). In Martin County, Orange populations were present and were almost exclusively coastal (Carr et al. 1995). Only semi-fiber-and-sand-tempered sherds were recovered from the Mt. Elizabeth site (8MT00030), and Orange populations may have migrated to that area from the Indian River estuary farther north. The Joseph Reed shell ring (8MT00013) on Jupiter Island may represent something of an anomaly as it is Late Archaic in age but possesses a ceramic assemblage characterized by spiculate and sand-tempered pastes. Although the Joseph Reed site has been damaged by storm surges, it was once probably a constructed ring made up mostly of oyster shell. In this

respect, it seems quite similar to other Orange-period shell rings located farther north (Newman and Weisman 1992).

Jim Pepe (Carr et al. 1995) suggests that a separate Late Archaic culture, which he refers to as the Glades Archaic, also was present in southern Florida, and probably had only limited ties to the Orange culture. The presence of this culture is suggested by nonceramic bone middens now recognized as typical on nearly every interior tree island or former tree island and in nearly every marsh or former marsh in southern Florida (e.g., Carr and Steele 1993; Ehrenhard and Taylor 1980; Ehrenhard et al. 1978, 1979). Several of these types of sites also have been identified in the Loxahatchee Slough and Allapatah Flats of Martin and Palm Beach Counties (Carr et al. 1995). Faunal remains from these sites are mainly freshwater species, such as turtle, fish, and pond apple snail, which were plentiful in the surrounding marshes.

Post-Archaic Period (2500–500 BP)

By 2500 BP, regional adaptations had become so well established that it is possible for archaeologists to subdivide the state by geographic areas that share similar archaeological traits. The Indian River region extends from the Indian River–St. Lucie county line northward along the Atlantic coast to Merritt Island in Brevard County. The western boundary extends about 20 miles inland and to the St. Johns River drainage and tributaries. Rouse (1951) was the first to describe the archaeological cultures in the Indian River area, referring to them as Malabar, and this term is still used in some reports (e.g., Sigler-Eisenberg 1985).

Native people at this time began creating pottery with a distinctive chalky paste (Milanich 1994:257), named the St. Johns series by archaeologists. This paste was identified by the inclusion of sponge spiculate in the clay, which gives the pottery its characteristic chalky feel. First made in the Late Archaic period, native people continued to produce St. Johns pottery through the time of European contact (Milanich 1994:247).

Rouse's chronology paralleled that of the St. Johns region, with St. Johns Check Stamped pottery indicating the break between Malabar I and Malabar II. However, there also are significant amounts of sand-tempered pottery in the Indian River area, and, instead of indicating influence from adjacent culture areas, at least some of this sand-tempered pottery appears to have been made from local clays (Espenshade 1983). Cordell's (1985) analysis of pottery from several sites in Brevard County resulted in the ceramic sequence that appears to hold for other portions of the Indian River region as well (Milanich 1994:250). The dates assigned to these periods are estimates and have been extrapolated from Milanich's chronology for the entire East and Central Lakes District (Milanich 1994:247).

Cordell's (1985) chronology takes Rouse's original Malabar I period and divides it into three subperiods based on changes in ceramic frequencies. Early Period I (ca. 2500–2000 BP) is recognized by the introduction of non-fiber-tempered wares to the ceramic assemblages of local native peoples. St. Johns Plain dominates these early components, but sand-tempered plain also is present in small amounts. Middle Period I (ca. 2000–1500 BP) is distinguished by a

substantial increase of sand-tempered-plain ceramics in middens, a decrease in the proportion of St. Johns Plain, and the introduction (albeit in very small quantities) of Belle Glade Plain at some sites. Belle Glade Plain or Glades Plain pottery type is defined as undecorated wares tempered with quartz sand (Milanich 1994:250). Late Period I (ca. 1500–1250 BP) is marked by the return to dominance of St. Johns Plain and the corresponding decrease of sand-tempered-plain pottery. There also is a slight increase in the amount of Belle Glade Plain. The appearance of St. Johns Check Stamped pottery is the marker for Period II (ca. 1250–500 BP). It, along with St. Johns Plain, is the major pottery type during this period. Sand-tempered plain comprises about 10 percent of most assemblages, and Belle Glade Plain remains a minority ware.

Both interior and coastal sites are known in the Indian River region. Site types in the interior include small, special-use campsites and larger, multicomponent sites that possess extensive midden deposits and were probably used for permanent habitation. Russo's (1986, 1988) analysis of faunal remains from interior sites indicates a dependence on aquatic resources (turtle, ducks, fish, freshwater mussels). Throughout the post-Archaic period, wetland resources expanded and water sources became deeper, providing suitable habitats for more and larger fish, such as bass and pickerel. However, during the dry months of the year (winter and spring), these water sources shrank, providing habitat for fish species that favor shallow, muddy-bottomed ponds, such as bowfin and gar. Terrestrial animals (deer, raccoon, rabbit) also were exploited, but the emphasis was clearly on acquiring most of the diet from freshwater wetlands.

Coastal shell midden sites, such as the Malabar Site (8BR00053, within the current project APE), were once present in many locations along the Indian River lagoon, the adjacent uplands, and on the barrier islands. Modern development has destroyed many of these sites, but a few have been investigated and provide information on coastal adaptations. At present, it appears that the coast was utilized seasonally during the winter and spring months, when interior wetlands were less abundant. The data indicate that some sites were small, extractive sites occupied by only a few individuals, while other, larger sites served as habitation sites. Marine fish, shellfish (especially coquina), and some terrestrial animals were exploited for food (Milanich 1994:252–253). What is unknown at present is how the coastal and interior sites relate to one another. For example, it is not clear whether the same people occupied both locations during different parts of the year or whether different groups occupied each area year-round.

Contact Period

In the Indian River region, the historic period is marked by the presence of European goods in otherwise native assemblages. The St. Johns ceramic series remains the dominant native pottery. The native groups encountered by Europeans at this time on the Atlantic coast were the Ais. The Ais appear to have been an independent tribe, but large amounts of St. Johns pottery and other artifacts from late sites in the Indian River and St. Johns areas suggest that their cultural influences may have come from the north instead. During his travels through the

area, Jonathan Dickinson observed that the Jeagas were forced to hand over shipwrecked cargo to the Ais, their neighbors to the north (Andrews and Andrews 1985 [1699]).

Of course, European contact marked the beginning of the end for the native populations throughout Florida. It has been estimated that there were about 20,000 natives in southern Florida when the Spanish arrived (Milanich and Fairbanks 1980). By 1763, when the English gained control of Florida, the population had been reduced to several hundred. These tribal remnants were reported to have migrated to Cuba with the Spanish (Romans 1961 [1775]). However, it is likely that the “Spanish Indians” who raided Indian Key in 1840 were the mixed-blood descendants of the Calusas, who lived on Florida’s southwest coast, and/or refugees from the northern Florida missions that were raided by the English in the early eighteenth century (Sturtevant 1953). These Spanish Indians became part of the Seminoles, who had fled into southern Florida after the 1838 Battle of Okeechobee.

POST-CONTACT HISTORY

Early Spanish Exploration

The area that is now Brevard County served as an important stage for many early European expeditions in North America. Some historians believe that the Italian captain John Cabot sailed south along the Brevard coast during his 1498 explorations (Dovell 1952; Eriksen 1994). There is also evidence that Spanish slave traders raided the indigenous coastal villages, for when Juan Ponce de León came to Florida he found a local who understood Spanish. Ponce de León left Puerto Rico on March 3, 1513, with three ships. After sailing on a northwesterly course for 30 days, the ships landed either north of Cape Canaveral (Milanich 1995) or in the vicinity of modern-day Melbourne Beach (Eriksen 1994; Gannon 1996). Ponce called this land *La Florida* since it was sighted during the Feast of Flowers (*Pascua Florida*) (Milanich 1995). Ponce remained at this initial landing place for six days before pulling anchor and sailing toward Jupiter Inlet, where he landed to restock firewood and water for his ships. The fleet rode the counter currents of the Gulf Stream to Biscayne Bay and eventually rounded the southern tip of the peninsula (Gannon 1996; Milanich 1995). The island off the Brevard coast was named Canaveral, the Spanish term for canebrake. The Cape is found on many sixteenth-century maps and is one of the oldest place names in North America (Eriksen 1994).

The Gulf Stream located off the Brevard coast was an important shipping channel for the transportation of New World supplies to Europe. The Spanish treasure galleons would ride this warm current from Havana through the Bahama Channel. Wrecks were common in the treacherous shoals around Cape Canaveral, and the local Indian tribe, the Ais, would often recover the cargo. The Spanish crown realized the importance of this trade route, so when they heard that the French were developing a colony, Fort Caroline, on the St. Johns River near Jacksonville they decided to act. Pedro Menéndez de Avilés, a highly respected officer in the Spanish navy, was issued the task of eradicating the French influence in the area and starting a

colony in La Florida (Milanich 1995). The French colony was awaiting supplies and reinforcements coming from France under the command of Jean Ribault. Menéndez felt it was crucial to reach and destroy Fort Caroline before Ribault arrived. In August 1565, Menéndez with his fleet of 10 ships sighted Cape Canaveral (Gannon 1996; Milanich 1995). The Spanish forces searched for six weeks along the northern Florida coast before they found the French fort. A tropical storm had scattered the French defenses and left the fort an easy target for Menéndez to destroy. During the gale, a ship of French colonists had wrecked somewhere near Cape Canaveral. While Menéndez marched south along the coast to meet the wayward French force, he kept a detailed description of the area including Brevard County. The Spanish garrison Santa Lucia was constructed on the high plateau near Jupiter Inlet as a line of defense for the new colony (Eriksen 1994; Milanich 1995).

In 1605, the Spanish sent a delegation under the command of Alvaro Mexia to the Brevard area. The diplomat was charged with placating the Ais and mapping the region. His mission was a success. Mexia was named an honorary chief of the tribe, and the Indian and Banana Rivers (which the Spanish called Río de Ais and Ulumay Lagoon) were explored and recorded. His maps detail many Indian settlements along the shores of Mosquito Lagoon (at the north end of the Banana River).

On July 24, 1715, a flotilla of 11 Spanish ships, known today as the Plate Fleet, was carrying 14 million pesos in gold, silver, and jewels when it left Havana for Europe. A few days into the voyage, 10 of the 11 ships wrecked during a hurricane off the east Florida coast between St. Lucie and Matanzas. Approximately 700 sailors died, and an additional 1,500 were washed up on the coast. The Ais aided the Spaniards by providing them with supplies and instructions for gathering food. The Spanish government, desperate to recover the lost treasure, established an encampment of salvagers in the vicinity of present-day Sebastian State Park. Salvagers recovered only one-third of the lost cargo (Eriksen 1994). One of the Plate Fleet ships, *Urca de Lima* (8SL00024), became Florida's first Underwater Archaeological Preserve in 1987 (Smith 1996:96) and was listed in the NRHP in 2001.

The British Period and the Second Spanish Period

After the Seven Years' War ended in 1763, the British traded their Havana conquest to Spain for Florida. The British divided the colony along the Apalachicola River into East and West Florida. In 1765, the botanist John Bartram and his son William searched for the St. Johns River headwaters, passing through the Brevard region (Eriksen 1994; Tebeau 1971). In 1783, the Treaty of Paris restored Florida to Spain, whose control of the territory was now quite tenuous (Tebeau 1971). Zespedes, the Spanish governor, wrote to the king in 1785 that isolated groups of Americans had settled in the area (Eriksen 1994; Tebeau 1971). Immigrants from the Indian tribes north of Florida now numbered from five to six thousand in the colony. The majority of these "Seminoles" were confined west of the St. Johns River. Brevard County at this time was known as the Mosquito Coast (Eriksen 1994).

The Territorial Period

Florida became a territorial possession of the United States after President James Monroe ratified the Adams-Onís Treaty on February 22, 1821. General Andrew Jackson was appointed governor of the territory later that same year (Eriksen 1994; Tebeau 1971). Jackson partitioned Florida into two counties, Escambia to the west of the Apalachicola River and St. Johns to the east. In 1824, the area encompassing most of east-central Florida, including Brevard County, was designated as Mosquito County. Colonel James Gadsden led a survey party through the eastern portion of the county in 1825 to find a route for a road from St. Augustine to what is now Dade County (Eriksen 1994; Fernald and Purdum 1992). Close to four million acres of the interior of the state was the reservation of the Seminoles and included the southwestern corner of present-day Brevard County (Mahon 1985).

Second Seminole War

On Christmas Day 1835, the Second Seminole War began when Indian forces attacked Mosquito Lagoon plantations, followed three days later by Osceola's attack on Fort King and the near simultaneous ambush by Seminole warriors of Colonel Francis Dade's troops traveling from Fort Brooke to Fort King (Mahon 1985). Along with a severe freeze in 1835, the war decimated the Mosquito County population as they fled to safe havens outside the county (Shofner 1995:36). The military erected forts throughout the Brevard area. Six hundred mounted militiamen, under General Joseph Hernandez's command, constructed Fort Ann a mile south of present-day Haulover Canal. While void of settlers, the area around Titusville became home to military personnel. In December 1837, General Joseph Hernandez established Camp Hernandez, a temporary post near the headwaters of the Indian River (Roberts 1988:173; Schofner 1995:36). Camp Hernandez served as a cavalry camp and a base for 500 Tennessee Volunteers. The camp was abandoned shortly after its establishment. General Hernandez collected his troops at the camps on January 3, 1838, and proceeded to advance south along the eastern coast. Their path followed the high ground along the western side of the Indian River Lagoon before swinging west to meet Fort Taylor on Lake Winder and then southeast, paralleling what is now Interstate 95 (I-95). Of all the military trails created in Brevard, this is the only one historians are able to pinpoint accurately (Eriksen 1994:38–39). The war ended in 1842, and on March 14, 1844, Brevard County, then named Saint Lucie County, was created (Carter 1962:994–995; Dunn 1998:34).

Statehood and the Civil War

On March 3, 1845, Florida became the twenty-seventh state admitted to the Union (Eriksen 1994). Judge Theodore Washington Brevard settled in Tallahassee two years later. He spent 12 years as state comptroller and was honored for his work on January 6, 1855, when St. Lucie County was renamed Brevard County. This new county encompassed more than 7,000 square miles and had its seat of government in the small town of Susannah, north of Fort Pierce (Eriksen 1994; Fernald and Purdum 1992; Morris 1995).

Once the war ended, settlers began moving into the region. Enough people lived in the area to establish the Sand Point post office on November 11, 1859 (Bradbury and Hallock 1962:83). The Sand Point post office was discontinued on June 30, 1860, six months prior to Florida seceding from the Union (Bradbury and Hallock 1962:83). During the Civil War, salt became a scarce commodity throughout much of the Confederacy. In response, Sand Point entrepreneurs led the community into the forefront of wartime salt production (Shofner 1995:72). Shortly after the war's end, in 1867, Colonel Henry T. Titus, an adversary of John Brown in the Kansas Crusade of 1855–1856, moved to the region (Morris 1995:238; Norton 1892:213; Shofner 1995:86). The Florida Provision Company may have been the stimulus for this population boom when it purchased 73 acres in Sand Point to establish a cannery. The cannery never materialized, and the company deeded the land to Mary E. Titus, Henry Titus's wife, in 1868.

John P. Harvey reestablished the Sand Point post office on April 27, 1869, but closed it a few months later (Bradbury and Hallock 1962:83; Shofner 1995:86). The post office opened and closed during the next several years until Titus changed the post office name to Titusville on October 16, 1873. Titus operated the post office, a store, a guided hunting service, and a hotel (Brinton 1978 [1869]:78; "Rambler" 1964 [1875]:143). Other businesses included John Joyner and P. E. Wager's store, E. Einig's sawmill, and Andrew Gibson's barber shop and restaurant (Shofner 1995:88). The majority of other residents made a living in agriculture, especially growing citrus (Hallock 1876:109–112). Like Titus, some residents also began providing services to an increasing number of northerners traveling south for the benefits of health and climate.

The Late Nineteenth Century

With the exception of the few Spanish forays into present-day Brevard County and the scattered forts established by the US military during the Second Seminole War, Brevard County remained bereft of nonnative settlers. With the conclusion of the Third Seminole War in 1858, new settlers began to slowly trickle into the region. In 1859, John C. Houston and his wife, children, and slaves became the first settlers in present-day Melbourne, when he obtained an 80-acre homestead at the confluence of the Indian and Eau Gallie Rivers (Shofner 1995:65; Stone 1988:27–28; US Department of the Interior 1997). In 1869, William Gleason purchased 16,000 acres along the Indian River and eventually created the community of Eau Gallie (Morris 1995:75; Shofner 1995:89). Gleason worked as a special agent to the Freedmen's Bureau to determine if a freedmen's colony could be established in Florida (Bentley 1950:4; Shofner 1974:135). Gleason concluded that Florida was not conducive to a freedmen's colony, but he decided to move to Florida. In 1868, voters elected Gleason lieutenant governor of Florida. Gleason resigned two years later and focused on his landholdings in south Florida. Houston opened Eau Gallie's post office on May 15, 1871 (Bradbury and Hallock 1962:24; Shofner 1995:89). In 1874, the board of directors of a proposed state agricultural college agreed to build the college in Eau Gallie, and the state legislature also proclaimed the nascent community the seat of Brevard County (Shofner 1995:76, 89–90). By 1876, a 10-room coquina-rock building, a two-room dormitory, several outbuildings, and a six-mile road connecting the building to the Indian River and Lake Washington had been built (Shofner 1974:152–153, 1995:90). Despite

this initial start, the college did not open in Eau Gallie; instead, the board opened the college in Lake City in 1884. That same year, Gleason recorded the Eau Gallie Village Plat, and a year later, nearly 100 people resided in the community, many of whom had migrated from the northern states and Canada (Historic Properties Associates, Inc. 1991:9; Webb 1885:33).

While Gleason was busy developing Eau Gallie, three African American men—Peter Wright, Wright Brothers, and Balaam Allen—had settled in present-day Melbourne by 1877 (Shofner 1995:90; US Department of the Interior 1997). Wright Brothers, along with his wife, Mary Silas Brothers, moved from West Virginia and settled on 7.5 acres of land along the south side of Crane Creek (Cleveland 1980:21). Wright Brothers was Brevard County’s only African American public official between 1867 and 1924, serving as the county’s voter registrar in 1867 and 1868 (Brown 1998:151). Brothers’ Frame Vernacular house, constructed around 1892, still stands at 230½ Lipscomb Street (McCarthy 1995:176–177). In 1877, Richard W. Goode arrived from Chicago, and Cornthwaite Hector soon settled in the area (Goode 1980:1). Goode built a log cabin at the present-day location of Roxy Lane and Melbourne Avenue for his wife, Jessie, and their three children (Goode 1980:1). Hector purchased from Peter Wright the point at the end of present-day Front Street on the harbor and built a rooming house. The building also housed a general store and a post office that opened on June 17, 1880 (Bradbury and Hallock 1962:53; Smith 1884:328). Wright Brothers served as the community’s first mailman, delivering mail twice weekly from Titusville on his sailboat *Nely*. The community was named after Melbourne, Australia, the homeland of Cornthwaite Hector (Morris 1995:161).

Jacob Lorillard of New York City established steamer service along the Indian and Halifax Rivers during the early 1880s. The *Indian River* and the *Haulover*, both 70 feet long and 12 feet wide, serviced the area, with the *Indian River* delivering freight and passengers to Eau Gallie and Melbourne (Shofner 1995:102–103). A trip to Jacksonville cost a traveler \$14 and took approximately 11 hours (Historic Properties Associates, Inc. 1991:11; Webb 1885:35). The Atlantic Coast, St. Johns, and Indian River Railroad was chartered in 1883 and caused a real-estate rush in Titusville and Melbourne. With steamer service and the prospects of a railroad, Eau Gallie and Melbourne experienced a boom during the 1880s (Shofner 1995:102, 106). By 1886, William Camp filed the first plat of Melbourne, and the community’s population reached 70, with oranges, vegetables, and pineapples being the primary agricultural exports (Historic Properties Associates, Inc. 1991:9; Richards 1886:296). Melbourne’s community supported two hotels, one school, one general store, and an Episcopal church. Land sold for \$50 to \$300 an acre. As the community prospered, new plats were filed. John and Margaret Goode platted Harland’s subdivision west of Camp’s Melbourne plat, and the Riverview Heights subdivision was platted to the north (Historic Properties Associates, Inc. 1991:9). A year later, the steamer *Rockledge* made Melbourne its home port, and another store was built in the town (Hawks 1887:96; Shofner 1995:134–135). The prosperity continued when Guy Metcalf began publishing the *Melbourne News*, Frank Fee opened a hardware store, and the town was incorporated. Mr. Campbell was elected the first mayor, receiving 27 of the 28 votes cast (Goode 1980:1). The Indian River Steamboat Company moved its dry-dock operation from Titusville to Eau Gallie in the late 1880s (Shofner 1995:132). By 1890, 99 people resided in Melbourne and 88 lived in Eau Gallie (State of Florida 1945:83, 85).

Eau Gallie's citizens were well aware of the potential prosperity of the railroad and offered land and town lots to Henry Flagler as an inducement to build train tracks to the town (Shofner 1995:113). Flagler responded, and the arrival of the Jacksonville, St. Augustine, and Indian River Railway in Eau Gallie on June 26, 1893, fueled the continuing prosperity (McCarthy 1995:176; Pettengill 1998:105). The same year the train arrived, the Melbourne State Bank was created, with J. H. Phillips serving as president and E. P. Branch as cashier; Eau Gallie was incorporated; and the State Bank of Eau Gallie opened (Historic Properties Associates, Inc. 1991:9; Shofner 1995:132, 135–136). One year later, two hotels catered to Eau Gallie tourists, and Dr. William Fee and Dr. H. D. Brown tended to Melbourne's medical needs. John Beach operated the Indian River Nurseries, a successful operation that imported stock from the Bahamas. Pineapples, citrus, and cattle were important engines for the local economy (Shofner 1995:187–191, 193). Melbourne's population tripled between 1890 and 1895, reflecting the town's prosperity (State of Florida 1945:83).

The train, while bringing prosperity, also caused shifts in the economy. Melbourne had long served as a transfer point for steamers between the upper and lower portions of the Indian River (Shofner 1995:135–136). Businesses were developed to service the freight transfer and cater to the people who stopped over. These businesses suffered as trains replaced the steamers that plied the Indian River. Coupled with the shift in the economy, the depression of 1893 made its way to Melbourne. C. J. Hector declared bankruptcy in 1894, closing his business and selling his inventory.

Oranges had been grown in Florida since the Spanish occupation, but they were primarily grown in limited quantities in northern Florida. After the United States gained control, orange production began in earnest, and the latter half of the nineteenth century proved to be a boom time for orange growers. Between 1884 and 1886, Florida nearly doubled the number of boxes of citrus produced, from 600,000 to 1,260,000. This number grew to 2,150,000 boxes in 1890, of which 60,000 were grown in the Indian River region, and four years later 5,055,367 boxes were picked, worth an estimated \$4.5 million (Dovell 1952:629–630; Historic Properties Associates, Inc. 1991:10). During the winter of 1894–1895, the citrus industry suffered one of its most devastating setbacks ever. On December 27, 1894, Tallahassee's temperature plunged to two degrees below zero, Tampa's temperature plummeted to 14 degrees, Titusville dropped to 18 degrees, and communities around Florida recorded similar lows. Oranges were frozen on the trees in many north and central Florida citrus groves. Much of Florida's fruit was destroyed, but the trees survived. Lulled into a sense of security by rising temperatures, farmers replanted crops and prayed for new buds on their orange trees. On February 7–9, temperatures again dropped below freezing, destroying not just the new growth but also the trees themselves. These freezes wiped out much of north Florida's citrus industry and set back central Florida's for several years. In 1896, a year after the freeze, Florida growers only produced 150,000 boxes of oranges (Chapin 1914:206–210; Dovell 1952:630–631). Coupled with the depression, the freeze impacted local farmers and Melbourne businesses (Shofner 1995:135–136). Melbourne's population reflected the impacts of the depression and the freeze, dropping by 56 percent between 1895 and 1900 (State of Florida 1945:83).

Not until the end of the nineteenth century did Florida realize any concerted effort in road development. With the proliferation of railroads, farmers, merchants, and others clamored for better roads to get goods and people to and from the railroad depots. Additionally, during the 1910s and 1920s, the number of automobiles in the state and nation increased exponentially, exerting more pressure on the government to develop roads. Prior to 1924, only 748 miles of hard-surfaced road existed in the state. By 1928, this number grew to 1,588 miles, with an additional 59 miles in the process of being paved (Jackson 1992; Kendrick 1964; Tebeau 1971). Not surprisingly, as car ownership increased and roads improved, train dominance diminished.

The Twentieth Century

Brevard County was in the midst of a massive program of internal improvements during the first 20 years of the new century. Municipal governments constructed water towers, sewage lines, and new roads. The county purchased a large trenching machine in 1911 and began to drain the floodplain east of the St. Johns River to open land for new development. In 1917, Brevard achieved its modern-day dimension when the southern portions of the county became St. Lucie and Okeechobee Counties and the western portion became Osceola County (Fernald and Purdum 1992). The center of population in the county shifted from Titusville in the north to Eau Gallie, Cocoa, and Melbourne in the south. A bridge constructed from Cocoa to Merritt Island opened a link to the many small communities on the coast. Another bridge from Melbourne to Merritt Island followed four years later, and by the mid-1920s four bridges spanned the river. New towns sprouted up along the beaches as result of these bridges.

Titusville remained the county seat and continued to function as an important transportation hub. Titusville grew to 746 people by 1890, and an additional 85 people lived in the town five years later (State of Florida 1945:85–86). At the turn of the century the town's population receded to its 1890 level because of the freeze and the growth of Palm Beach and other resorts farther to the south. Despite this setback, Titusville continued to grow throughout the first three decades of the twentieth century. By 1906, Titusville had an electric light plant, a bank, an ice factory, two weekly newspapers, and several hotels (R. L. Polk and Company 1906:438–439). Residents worked as music teachers, photographers, lawyers, dressmakers, barbers, real-estate agents, bartenders, nurses, ministers, and physicians. Part of this success was due to the revival of the citrus industry. By the height of the Florida land boom in 1925, four hotels operated in Titusville along with a bank, one weekly newspaper, a theater, and a Coca-Cola bottling company (R. L. Polk and Company 1925:1049–1050). Fish and oranges constituted the area's primary exports.

Florida began paving its portion of US 1 (SR 5) during this era, and when completed it stretched from Canada to the southern tip of Florida. The road paralleled Florida's east coast, becoming a major economic artery. By 1925, nearly half a million tourists drove their cars into the Sunshine State (Federal Writers Project 1939; Frazer and Guthrie 1995; King 1992). In 1927, the State Road Department trumpeted, "The net result of the year's work is that all the gaps [in US 1] have been closed and that there is a continuous paved road between Georgia State line and

Miami” (*Florida Highways* 1928). US 1 lies at the eastern terminus of the SR 514/Malabar Road project APE.

After the stock market crash of 1929, the number of tourists visiting Brevard dramatically waned. This decline crippled the economy and bankrupted the government. The area received aid from the Civil Works Administration (CWA), which employed 800 people from December 1933 to March 1934 to repair roads, build schools, and excavate Indian mounds. In 1935, the Works Progress Administration replaced the CWA. This agency constructed the Canaveral port and the Melbourne airport and dredged the Intracoastal Waterway (ICW) from Cumberland to Miami in 1936.

The crash of the land boom and the Great Depression stopped Titusville’s growth, with only four more people living in the town in 1930 than in 1925 (*State of Florida* 1945:86). Agriculture still served as an important economic engine during this era. During the Depression, Titusville continued to serve as a shipping center for citrus products, with five packing houses open during picking season (*Federal Writers Project* 1939:307). Additionally, a barrel factory, a crabmeat packing plant, an auto-body manufacturing company, a lumber company, a machine shop, and the Coca-Cola bottling company also employed locals (*Florida State Chamber of Commerce and Florida Emergency Relief Administration* 1935:23). As with the rest of the country, World War II pulled Titusville out of the Depression. The US Navy acquired 1,750 acres of Merritt Island for a naval air station (*Shofner* 1996:72, 85–86). By 1940, the government had spent \$20,000 to acquire the property and an additional \$10 million in improvements to the Banana River Naval Air Station. The Navy employed hundreds of civilians and 1,500 military personnel at the base. With the influx of jobs and military personnel to the area, Titusville’s population fluctuated between the low and mid-2,000s throughout the war, growing to 2,604 in 1950 (*State of Florida* 1945:16).

In 1949, the US Air Force developed a long-range missile testing ground at the former Banana River air station. The base was renamed Patrick Air Force Base in 1950 and was the site of experimental launches of hybrid rockets. The National Aeronautics and Space Administration (NASA) began operations on the Cape in 1958, and in 1963 the agency received 88,000 acres on Merritt Island on which to build Kennedy Space Center. A complex of more than 50 buildings was constructed on the island, including the largest building in the world, a 52-story rocket assembly hangar. The space industry had a drastic effect on the area. Brevard County grew by 371 percent from 1950 to 1960, and the population doubled again during the 1960s (*Tebeau* 1971). Titusville has participated in the county’s prosperity. As Cape Canaveral and Patrick Air Force Base grew in the 1950s, Titusville’s population more than doubled (*Andriot* 1993:102; *Shofner* 1996:157–158). Titusville has benefited from the space industry, growing to more than 30,000 residents by 1970 (*Andriot* 1993:102).

Melbourne has also participated in the county’s prosperity with the birth of the space industry and the tremendous development of the state since the end of World War II. With the development and increasing importance of Cape Canaveral, residents from as far away as Orlando began to work in the nation’s missile and space program (*Shofner* 1996:76, 100–117).

As Cape Canaveral and Patrick Air Force Base grew, Melbourne's population nearly tripled between 1950 and 1960, and more than tripled between 1960 and 1970 (Andriot 1993:102; Shofner 1996:157–158). As part of this growth, Brevard Engineering College was founded in 1958 to serve the area's education needs, especially those of the space industry. It was eventually renamed the Florida Institute of Technology, and its Melbourne campus opened in 1961 at the intersection of University Boulevard and Babcock Street (Patterson 2000). Eau Gallie experienced a more dramatic population explosion, growing from 1,554 residents in 1950 to 12,300 residents in 1960 (Shofner 1996:152). Much of Eau Gallie's growth occurred along Sarno Road to the west and US 1 to the north, while Melbourne expanded toward Turkey Creek to the south and westward along US 192. The two communities grew so quickly in population and size that they merged in 1969 (Stone 1988:78). As a result of the Cold War, Melbourne grew to more than 56,646 by 1990 (Andriot 1993:102).

BACKGROUND RESEARCH

FLORIDA MASTER SITE FILE REVIEW

Florida Master Site File (FMSF) data from October 2013 were reviewed to identify any previously recorded cultural resources within one mile of the project APE. The FMSF review indicates that 11 previous cultural resource surveys have been conducted within one mile of the current project area (**Table 1**). Of these, the most relevant to the current project is the FDOT (1989) survey of SR 514/Malabar Road (FMSF Survey No. 2149). At the request of the Florida State Historic Preservation Officer (SHPO), FDOT conducted judgmental subsurface testing within the SR 514/Malabar Road right-of-way. No new sites were identified, and no cultural material was recovered from 8BR00053, which FDOT interpreted as having eroded into the Indian River (FDOT 1989).

The FMSF review also indicates that two historic structures, two archaeological sites, and five historic resource groups have been recorded within one mile of the project APE (**Table 2; Figure 4**). Of these, two are located within the current APE, 8BR00053 (the Malabar Site) and 8BR01925 (Old Malabar Elementary School). Both 8BR00053 and 8BR01925 are discussed in the Results section below.

Table 1. Previous Cultural Resource Assessment Surveys within One Mile of the SR 514/Malabar Road APE.

FMSF No.	Title	Year	Reference
2149	Report of Supplemental Investigation, State Project No. 70180-1505	1989	FDOT
3402	A Cultural Resource Survey of Malabar Road/I-95 Interchange in Brevard County	1992	Archaeological Consultants, Inc.
4383	Phase I Cultural Resources Investigation of the Proposed 30 IN O.D. Mainline Loop South Portion in the Florida Gas Transmission Company Phase III Expansion Project [Draft Report]	1993	R. Christopher Goodwin and Associates
6794	Cultural Resource Assessment Survey for the Interstate 95 PD&E Study from State Road 514 to State Road 50, Brevard County, Florida	2001	Janus Research
6838	Cultural Resource Assessment Survey of S.R. 507 (Babcock Street) from Valkaria Road to NASA Boulevard, Brevard County, Florida	2001	SEARCH
9251	Phase I Cultural Resource Survey of the Marie Lakes Project, Brevard County, Florida	2003	SEARCH
10833	A Cultural Resources Assessment Survey of the Proposed Stillwater Preserve Residential Development, Brevard County, Florida	2004	Thomas Penders and Associates
11766	A Cultural Resource Reconnaissance Survey of the Paladin Shores Tract, Brevard County, Florida	2005	Environmental Services, Inc.
12777	Cultural Resource Assessment Survey Report, I-95 from North of CR 512 to South of SR 514 (Babcock Street), Indian River and Brevard Counties, Florida	2006	Archaeological Consultants, Inc.
15205	A Cultural Resources Assessment Survey of the Proposed Babcock Street (SR 507) Widening Project Area, Brevard County, Florida	2008	Thomas Penders and Associates
19903	Cultural Resource Assessment Survey, SR 507 from Malabar Road to Palm Bay Road, Brevard County, Florida	2013	SEARCH

Table 2. Previously Recorded Cultural Resources within One Mile of the SR 514/Malabar Road APE.

Historic Structures				
FMSF No.	Name/Address	Year Built	Surveyor Evaluation	SHPO Evaluation
8BR01925	Old Malabar Elementary School/ 1490 Marie Street	1927	Not evaluated	Not evaluated
8BR02196	Palm Bay FPL Substation	1954	Ineligible for NRHP	Ineligible for NRHP
Archaeological Sites				
FMSF No.	Name	Time Period	Surveyor Evaluation	SHPO Evaluation
Resource Groups				
FMSF No.	Name	Period of Significance	SHPO Evaluation	
8BR02697	US Highway 1/Cocoa Blvd.	20th c. American, 1900–present	Ineligible for NRHP	
8BR01817	Melbourne-Tillman Canal	American–20th c.	Ineligible for NRHP	
8BR01868	Historic Canal	American–20th c.	Not evaluated	
8BR01870	Florida East Coast Railroad	19th c. American, 1821–1899	Eligible for NRHP	
8BR03045	Melbourne-Tillman C-76 Canal	20th c. American, 1900–present	Ineligible for NRHP	

Yellow-shaded resources are located within the project APE.

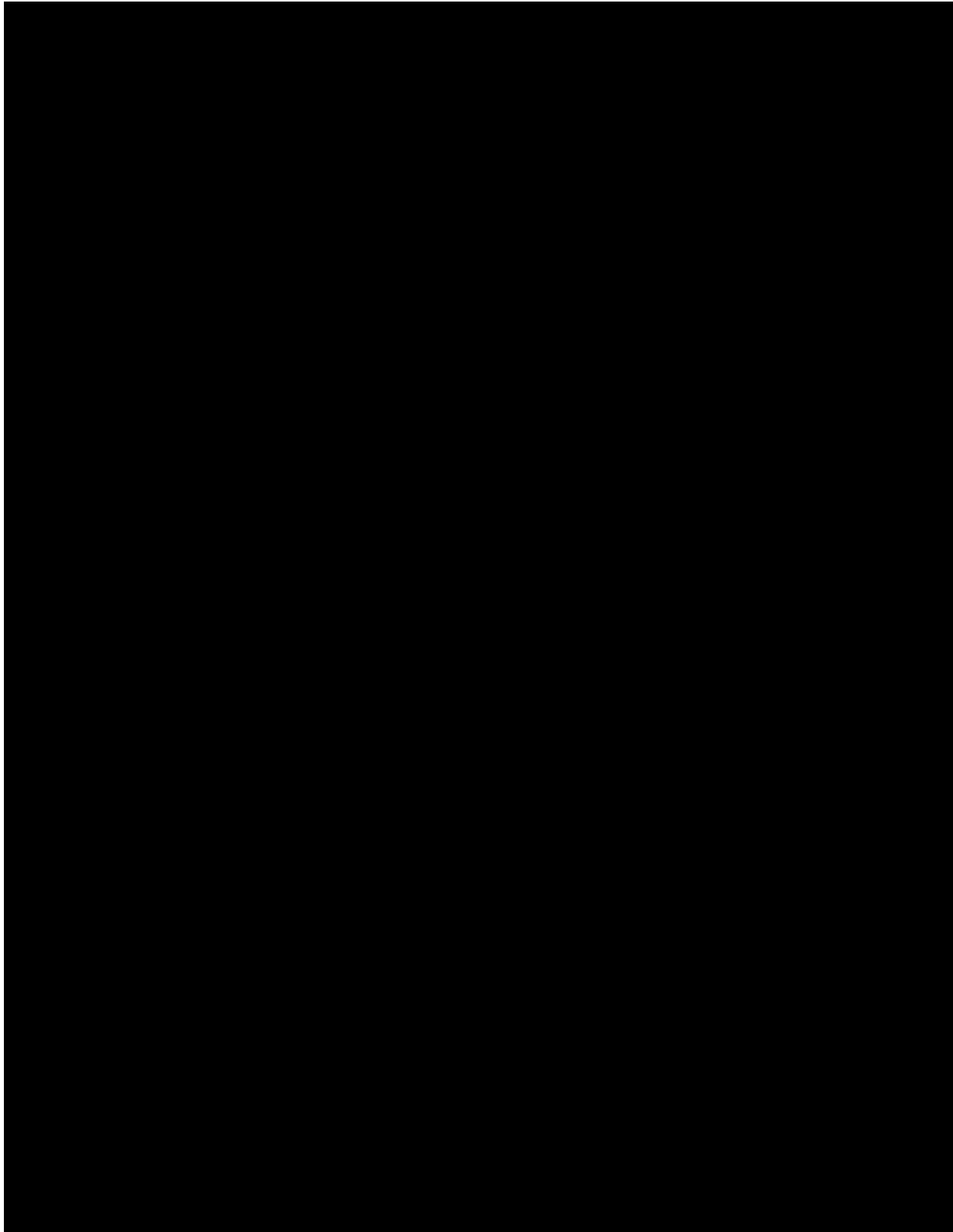


Figure 4. Previously recorded resources in the vicinity of the SR 514/Malabar Road APE, Brevard County, Florida.

HISTORIC MAP AND AERIAL PHOTOGRAPH REVIEW

Historic maps and aerial photographs were examined in order to identify past land use in the vicinity of the SR 514/Malabar Road APE. The earliest maps reviewed were the General Land Office (GLO) survey maps created by state land surveyors in the first half of the nineteenth century. These maps characteristically show landscape features such as vegetation, bodies of water, roads, and Spanish land grants. The level of detail in GLO maps varies, with some also depicting structures, Indian villages, railroads, and agricultural fields.

GLO survey maps of the area were first created in 1845 (**Figure 5**). The GLO maps have no indications of human settlement within the SR 514/Malabar Road APE (GLO 1845a, 1845b, 1845c, 1845d). A dependent resurvey was completed in 1859 and shows no changes to the project area (GLO 1859a, 1859b, 1859c). The area is depicted as scrub and is surrounded by several tributaries of the Indian River.

Nineteenth- and early twentieth-century maps provide an overview of development in the general project area within Brevard County. Prior to the establishment of Brevard County on March 14, 1844, the area was included in Mosquito County. The county was originally named St. Lucie County (also spelled St. Lucia County), but the name was changed in 1855 in honor of Theodore Washington Brevard, Florida state comptroller from 1853 to 1861. An early 1855 county map of St. Lucie County shows Cape Malabar on the county's northern boundary (Morse 1857). Cape Malabar is located on the coast, a few miles north of the project area.

By 1863, few roads or trails had been established in Brevard County. A trail originating in St. Augustine passed through New Smyrna before terminating at Fort Capron by the Indian River Inlet, about 40 miles south of the APE. The trail is slightly inland and thus likely intersects the project area en route to Fort Capron (Johnson 1863). The map depicts the area to the west of the APE as a cypress swamp.

By 1886 the region had experienced some growth, with the settlement of Malabar visible along the Indian River, about a mile south of Cape Malabar. Melbourne is located approximately six miles north of Malabar, and Mico (later spelled Micco) is about 10 miles south along the coast (Gray 1886).

The Florida East Coast (FEC) Railroad is depicted traveling along the coast and passing through Malabar in an 1889 county map (Wm. M. Bradley and Bros. 1889). Upon completion, the FEC stretched from Jacksonville to Key West (Turner 2008). The stretch of rail line traveling through Malabar was initially called the Jacksonville, St. Augustine, and Indian River Railway (Bramson 2003:28). By 1895, there were increasing stops along the coastal railway (Rand, McNally and Company 1895), and by 1898 a short rail line called the Sebastian and Cincinnatus Farms Railroad traveled inland from Sebastian to Cincinnatus Farms to the south of the APE (Cram 1898).

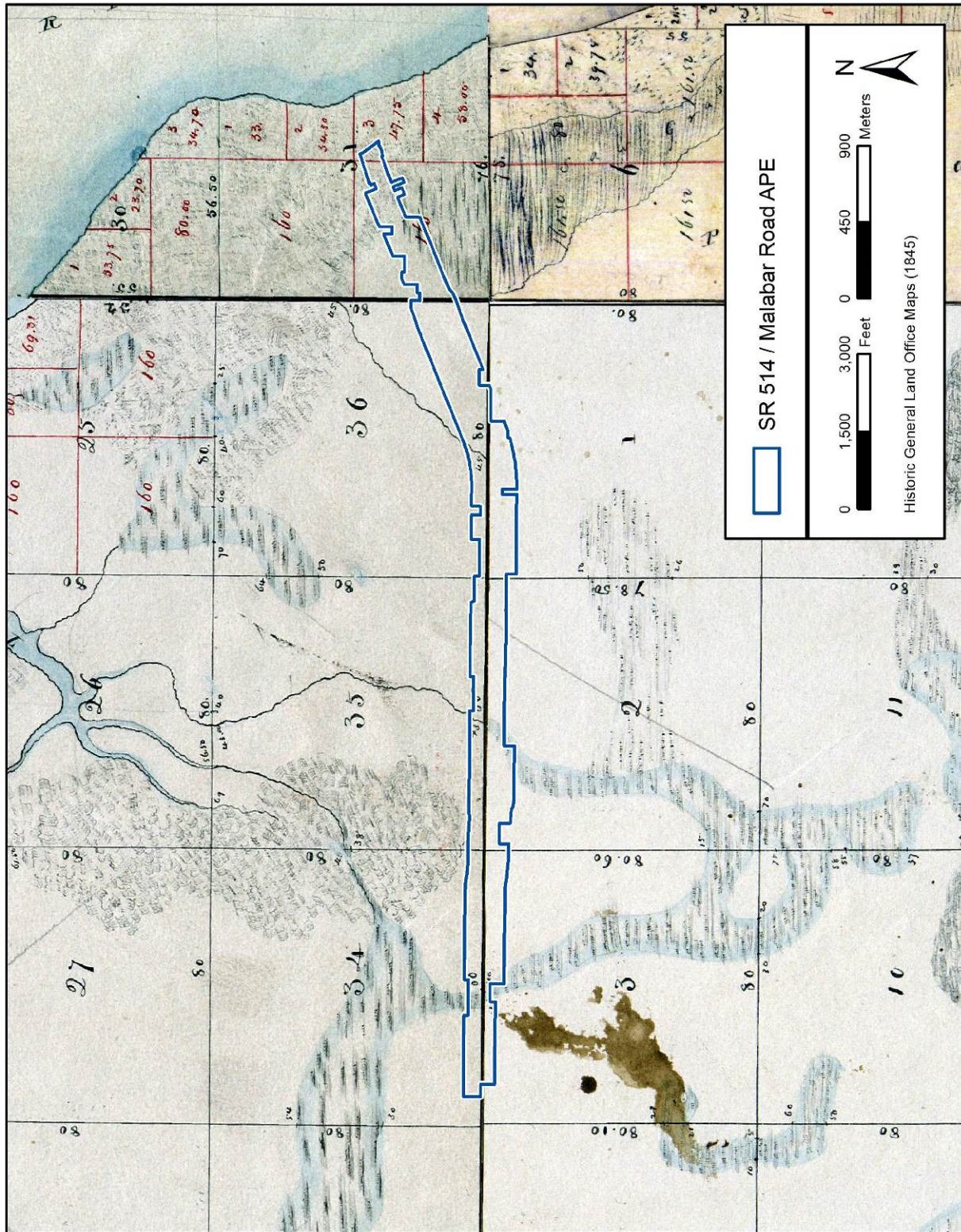


Figure 5. 1845 GLO survey map showing the SR 514/Malabar Road APE in blue.

A 1926 road map of Brevard County shows State Road No. 4 (modern US 1) running along the Indian River through the east end of the SR 514/Malabar Road APE (Associated Map Company 1926). Malabar is shown as a small community along State Road No. 4 and the FEC Railroad. An unnamed road is shown in the general vicinity of SR 514/Malabar Road through the project area, and a north-to-south road intersects it near modern Weber Road in the western portion of the APE. A 1936 Florida state highway map also shows US 1/State Highway 4 and the FEC Railroad intersecting the east end of the APE (Florida State Road Department 1936) (**Figure 6**). State Highway 191 has been constructed running east-west within the APE, along the general route of modern SR 514/Malabar Road. The slight difference in route may be due to mapping inconsistencies. There are residences, businesses, a tourist camp, and civic institutions around the intersection of State Highway 191 and US 1/State Highway 4 along the Indian River. The buildings along State Highway 191 become increasingly irregular and scattered moving westward away from the coast. There are two secondary roads that intersect State Highway 191. A 1954 Florida state highway map shows few changes within the project area. State Highway 191 is now SR 514 and continues to have few buildings on either side except around the intersection with US 1/State Highway 4 (**Figure 7**) (Florida State Road Department 1954). A railroad station is depicted to the north of the APE along the FEC Railroad.

Beginning in the 1930s the US Department of Agriculture (USDA) took aerial photographs of the state of Florida. Photographs of the project area in Brevard County were first shot in 1943 and continued to be taken in subsequent decades. In 1943, US 1/SR 5 is visible as a two-lane highway running parallel to the Indian River, and the FEC Railroad is visible to the west, paralleling US 1/SR 5 in the eastern portion of the APE (**Figure 8**). Buildings, including the FEC Railroad station, are visible along SR 514 and clustered around the intersections with US 1 and the railroad. Similar to the 1936 state highway map, the USDA photographs show the number of structures decreasing to the west along SR 514, and the area appears sparsely vegetated. The majority of surrounding land appears to have been cleared for agricultural and pasture purposes. Several sections of land appear to be planted groves, likely citrus. The Old Malabar Elementary School (8BR01925) is visible within the eastern portion of the APE. A canal, the Melbourne-Tillman Canal System – C-78 and C-81 (8BR03045), is clearly visible intersecting the western end of the SR 514/Malabar Road APE (USDA 1943).

Aerial photographs from 1958 depict a similar picture to that of 1943 (**Figure 9**). Development continues to center around the intersections of SR 514 and US 1 and the FEC Railroad. The amount of groves appears to have decreased slightly; however, the general usage of the overall project area remains agricultural (USDA 1958). By 1969, the majority of the groves have disappeared, and the area along SR 514 has become slightly more vegetated, indicating a decrease in agriculture through the area (**Figure 10**). SR 507 is visible to the west of the project area, and development in the form of planned subdivisions is shown to the northwest along SR 507. The interstate, I-95, has also been completed to the west of the APE, and US 1/SR 5 appears as a four-lane divided highway. A mobile home park (Enchanted Lakes Estates Mobile Home and Recreational Vehicle Resort, 8BR03122) is beginning development along SR 514 to the northeast of the intersection of Weber Road (USDA 1969).

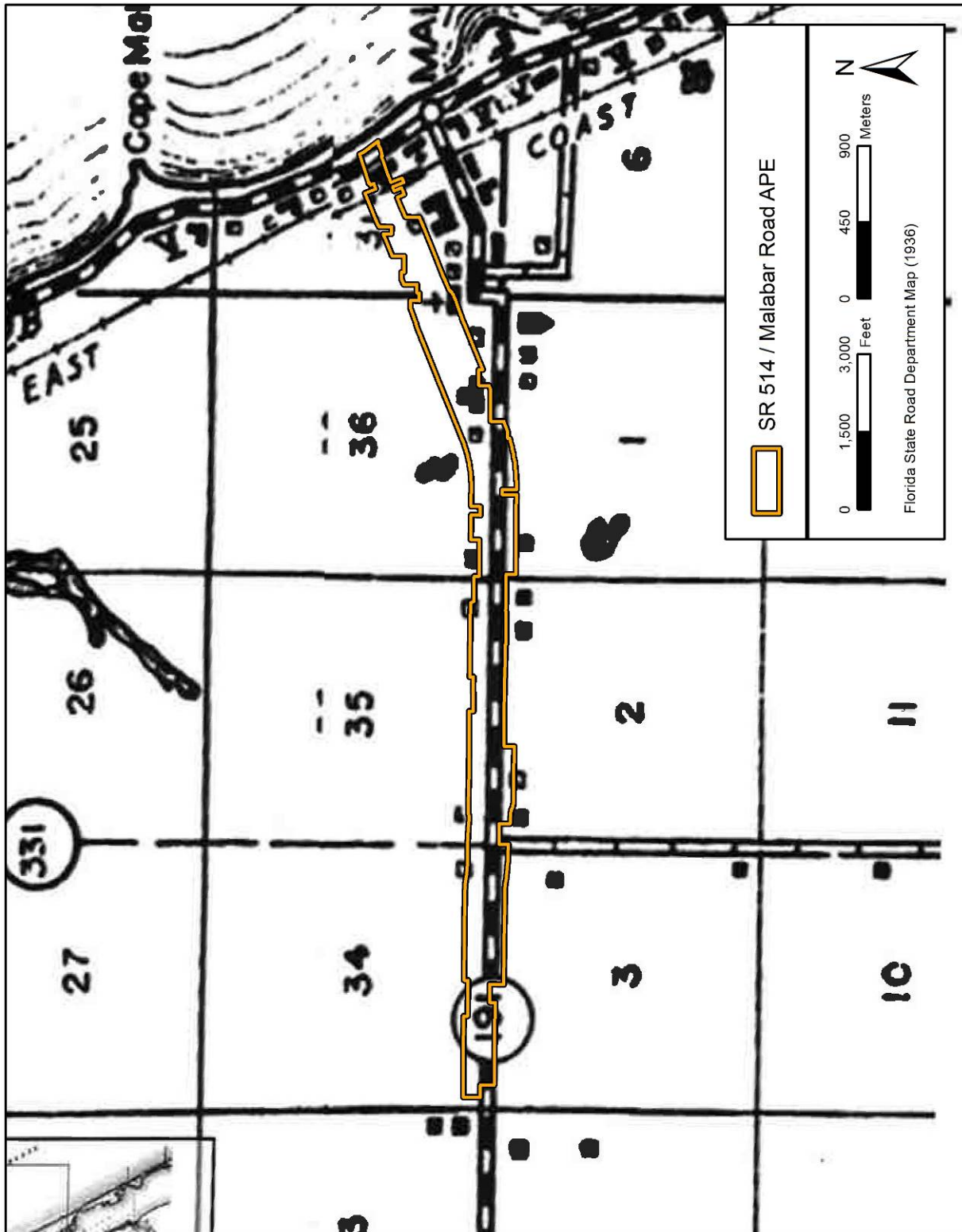


Figure 6. 1936 Florida State Road Department map showing the SR 514/Malabar Road APE in orange.

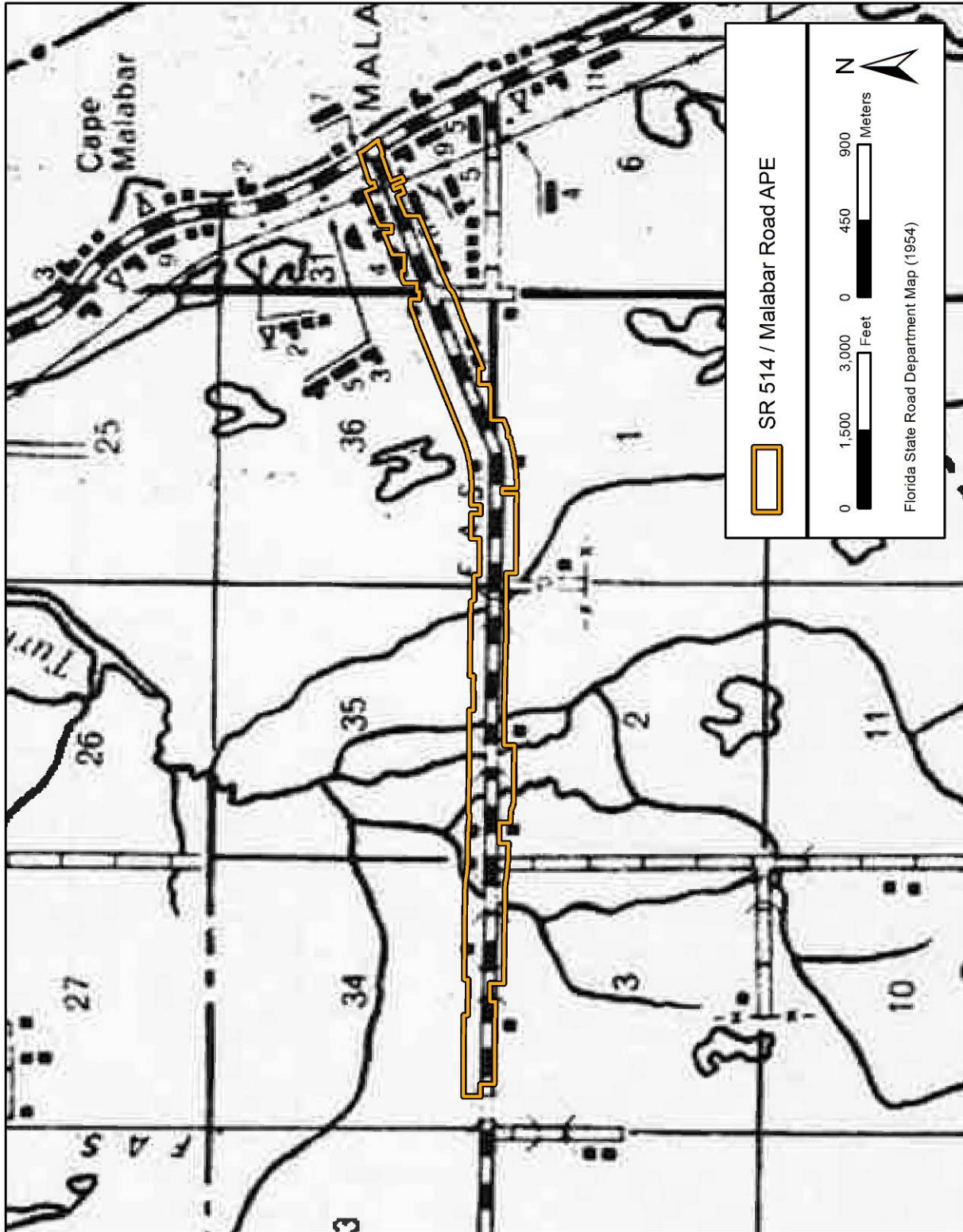


Figure 7. 1954 Florida State Road Department map showing the SR 514/Malabar Road APE in orange.

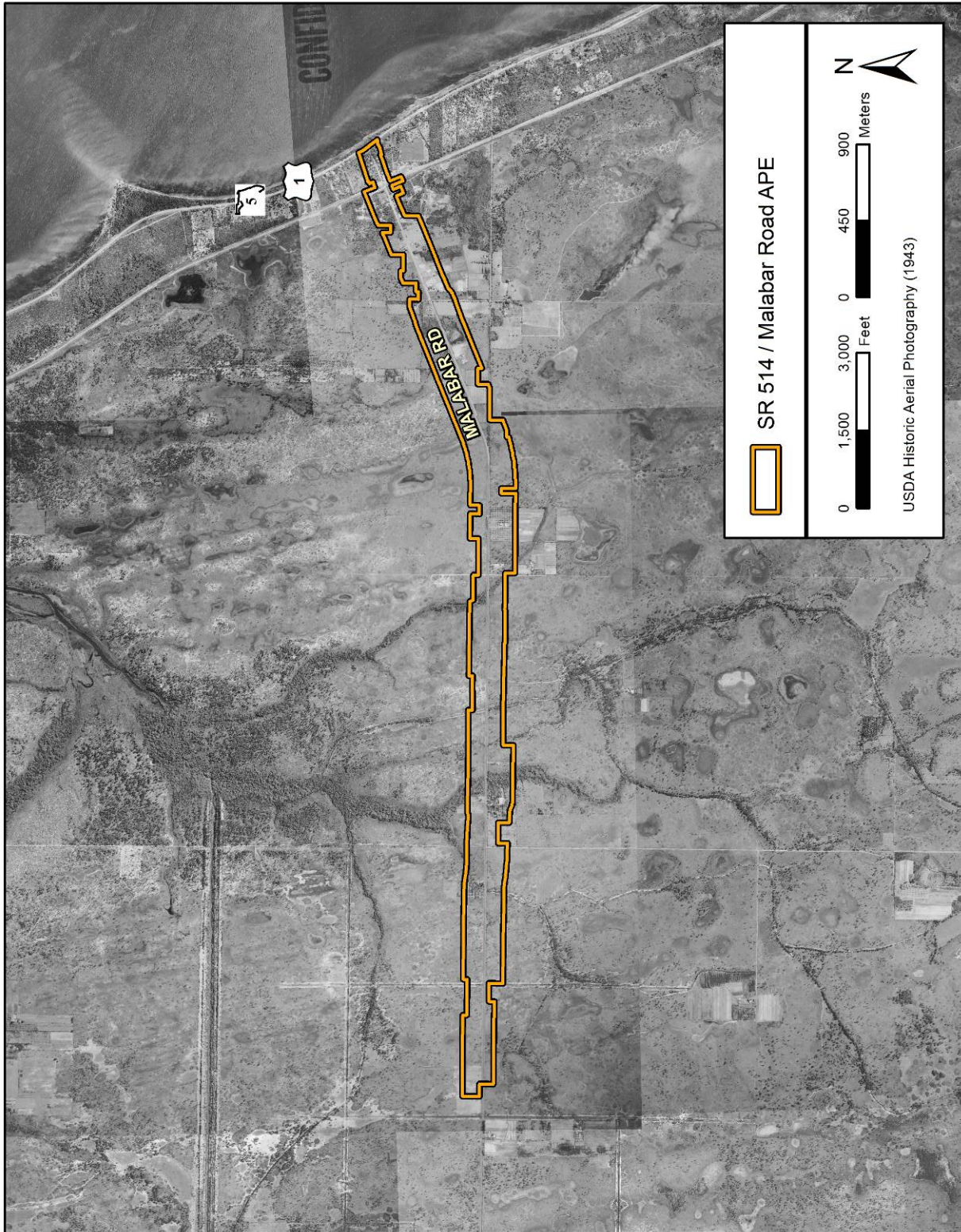


Figure 8. 1943 USDA aerial photographs showing the SR 514/Malabar Road APE in orange.



Figure 9. 1958 USDA aerial photograph showing the SR 514/Malabar Road APE in orange.

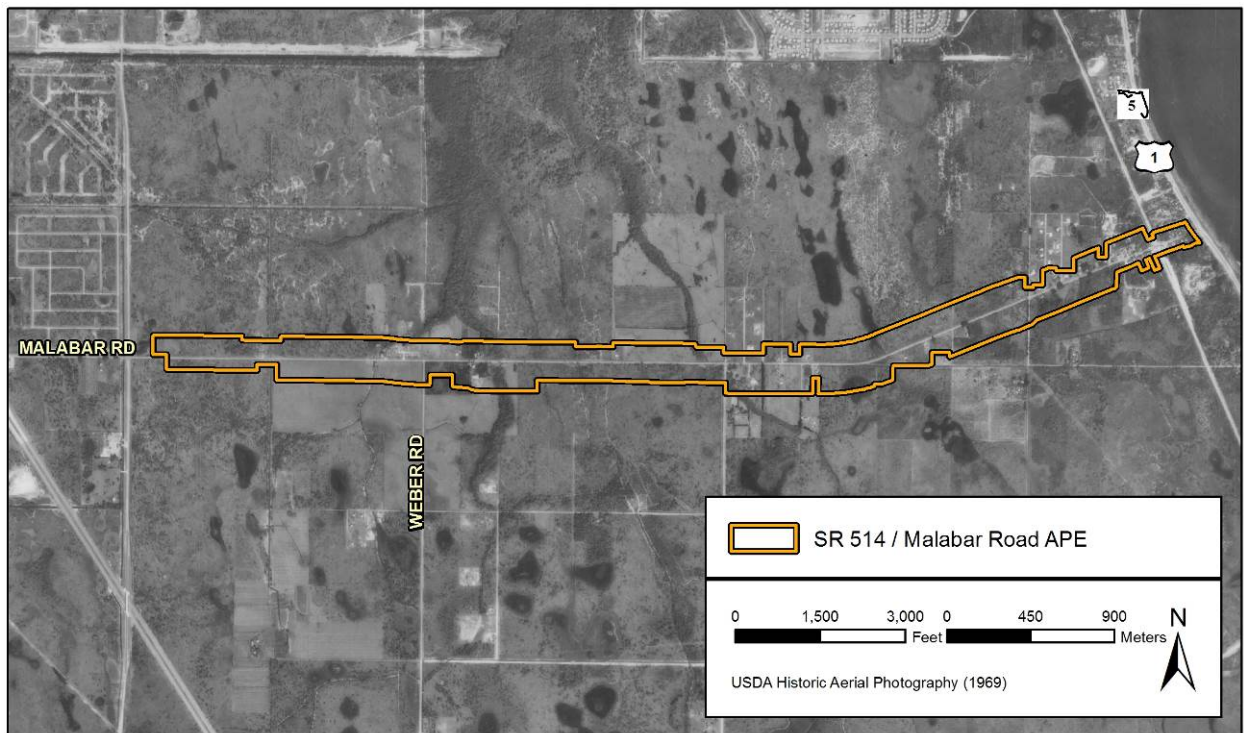


Figure 10. 1969 USDA aerial photograph showing the SR 514/Malabar Road APE in orange.

The US Geological Survey (USGS) took aerial photographs in 1977 that show the spread of residential and commercial development along SR 507, west of the APE (**Figure 11**). The planned residential community has spread to the northeast of the SR 514/Malabar Road APE, and planned streets are visible to the south in the western end of the APE. Development through the middle of the APE remains sparse, with the mobile home park increasing in size to the north and the number of scattered houses gradually increasing. The area along SR 514/Malabar Road is visible as heavily vegetated, and no groves are visible along the roadway. The APE remains rural in feeling, with development at both ends and centered around intersections with major roads, US 1/SR 5 in the east and SR 507 in the west (USGS 1977).

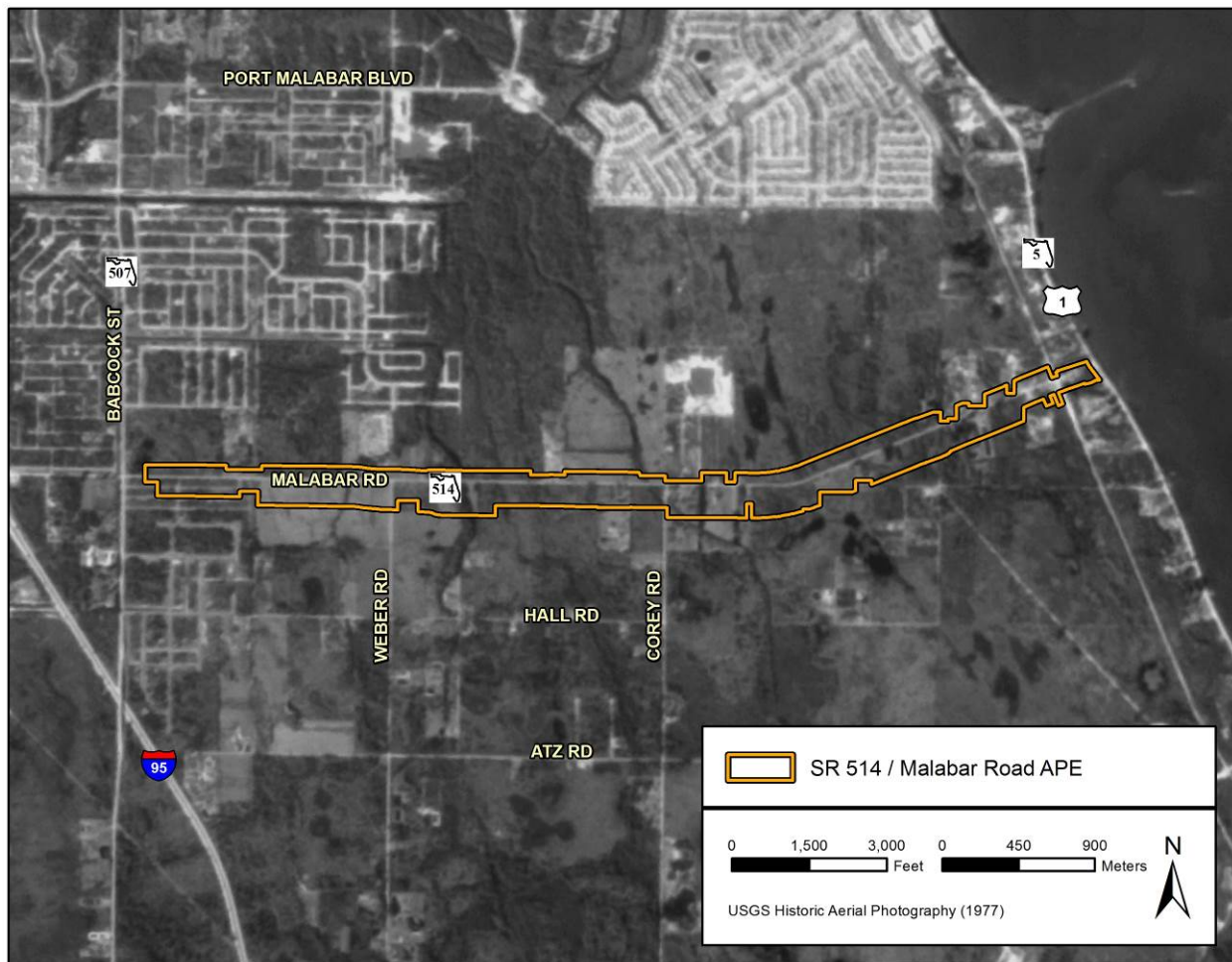


Figure 11. 1977 USGS aerial photograph showing the SR 514/Malabar Road APE in orange.

RESEARCH DESIGN

PROJECT GOALS

A research design is a plan to coordinate the cultural resource investigation from inception to the completion of the project. This plan should minimally account for three things: (1) it should make explicit the goals and intentions of the research, (2) it should define the sequence of events to be undertaken in pursuit of the research goals, and (3) it should provide a basis for evaluating the findings and conclusions drawn from the investigation.

The goal of this cultural resource survey was to locate and document evidence of historic or prehistoric occupation or use within the APE (archaeological or historic sites, historic structures, or archaeological occurrences [isolated artifact finds]), and to evaluate these for their potential eligibility for listing in the NRHP. The research strategy was composed of background investigation, a historical document search, and field survey. The background investigation involved a perusal of relevant archaeological literature, producing a summary of previous archaeological work undertaken near the project area. The FMSF was checked for previously recorded sites within the project corridor, which provided an indication of prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. These data were used in combination to develop expectations regarding the types of archaeological sites that may be present and their likely locations (site probability areas).

The historical document search involved a review of primary and secondary historic sources as well as a review of the FMSF for any previously recorded historic structures. The original township plat maps, early aerial photographs, and other relevant sources were checked for information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within the project limits.

NRHP CRITERIA

Cultural resources identified within the project APE were evaluated according to the criteria for listing in the NRHP. As defined by the National Park Service, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events or activities that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or

- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

NRHP-eligible districts must possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. NRHP-eligible districts and buildings must also possess historical significance, historical integrity, and historical context.

CULTURAL RESOURCE POTENTIAL

Based on an examination of environmental variables (soil drainage, access to wetlands and marine resources, relative elevation), as well as the results of previously conducted surveys, the potential for prehistoric archaeological sites to be present within the project APE was considered to be generally low, except for the extreme eastern terminus of the APE where SR 514/Malabar Road intersects US 1. This assessment was based on the very poorly to poorly drained nature of the soils within the right-of-way and the presence of few previously recorded archaeological sites in the vicinity of the project. The presence of previously recorded site 8BR00053 and the excessively drained sand located along the Indian River suggest a higher archaeological potential at the eastern edge of the APE. Portions of the right-of-way that had been disturbed by the installation of underground utilities or excavation of roadside drainage features were also considered to have low potential for intact prehistoric deposits. The SR 514/Malabar Road APE was judged to have a low potential for historic-period archaeological sites, due to the development of the area in the twentieth century.

SURVEY METHODS

Archaeological Field Methods

The Phase I field survey consisted of systematic subsurface shovel testing according to the potential for containing buried archaeological sites. In areas of high archaeological potential (i.e., east of the intersection of SR 514/Malabar Road and the FEC Railroad near 8BR00053), shovel tests were excavated at 25-meter intervals. SEARCH initially began shovel testing at 50-meter intervals, starting at Babcock Road and working east toward US 1. However, soil conditions showed that much of the land was formerly inundated, as indicated by the presence of hydric soils. The shovel test interval was increased to 100 meters leading up to Marie Street, with a 50-meter interval employed between Marie Street and the railroad crossing.

The entire project corridor was investigated except for areas with buried utilities. Site boundaries were established with shovel tests excavated at reduced intervals (10 meters) within the right-of-way. Shovel testing continued until two negative tests were excavated or until the boundary of the archaeological APE was reached.

Shovel tests measured approximately 50 centimeters in diameter and were excavated to a minimum depth of 100 centimeters below surface, subsurface conditions permitting. All excavated sediments were screened through 1/4-inch-mesh hardware cloth. The location of each shovel test was marked on aerial photographs and recorded with Wide Area Augmentation System (WAAS)-enabled handheld Global Positioning System (GPS) units. All artifacts were placed in zip-top plastic bags with the provenience information written on their exteriors. The cultural content, soil strata, and environmental setting of each shovel test were recorded in field notebooks.

Architectural Field Methods

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. In addition to a search of the FMSF for previously recorded historic properties within the project area, USGS quadrangle maps were reviewed for structures that were constructed prior to 1969. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the project APE. The location of each historic resource was recorded with a WAAS-enabled GPS unit and plotted on USGS quadrangle maps and on project aerials. All identified historic resources were photographed with a digital camera, and all pertinent information regarding the architectural style, distinguishing characteristics, and present condition was recorded on FMSF structure forms. Upon completion of fieldwork, forms and photographs were returned to the SEARCH offices for analysis. Date of construction, design, architectural features, condition, and integrity of the structure, as well as how the resources relate to the surrounding landscape, were carefully considered.

Laboratory Methods

All artifacts recovered during the archaeological survey were returned to the laboratory facilities at the SEARCH office in Newberry for cleaning and processing. Artifacts were washed clean of sand and dirt and allowed to air-dry. Materials were then rebagged and organized by provenience and artifact class. Field specimen (FS) numbers were assigned in the lab; the FS log is provided in **Appendix A**. All artifacts were weighed.

The most common type of artifact recovered was Native American ceramics. Native American ceramics are classified based on temper, surface treatment, and design characteristics. Sherds are examined macroscopically for these ceramic typology markers. SEARCH employs the ceramic type nomenclature system described by Willey (1949). All ceramics are identified as to formal type where possible. Unidentified (UID) decorated wares are categorized by sherds that

have a poorly defined or eroded surface treatment that cannot be definitively identified. Sherds that fall into a temper/paste category shared by a variety of wares are grouped as “Aboriginal ceramics, UID decorated,” while those sherds possessing only distinctive temper and paste criteria are given type-specific nomenclature (e.g., Deptford UID decorated).

A small amount of historic materials (glass, ceramics, metal) also was recovered. These materials were washed and allowed to air-dry. They were then identified to type, counted, and weighed.

Curation

All artifacts recovered during the survey will be returned to FDOT District 5 at the completion of the project. All field notes, maps, and laboratory data sheets are stored at the Newberry office of SEARCH.

Informant Interviews

During field investigations on November 12, 2013, Marie Pokrant, Field Director, was approached by Carl Beatty, Mayor of Malabar. Mr. Beatty asked Ms. Pokrant if she knew about the “mound” at the intersection of SR 514/Malabar Road and US 1, referring to 8BR00053. He also informed her that all of the land west of the railroad tracks was former cypress swamp that once was frequently flooded. The excavated canals in the area drain the land and make it habitable. He also shared that there is an unmarked and unrecorded African American cemetery behind the storage company facility north of SR 514/Malabar Road and west of the railroad tracks. The area associated with the possible unmarked cemetery is well north of the current project APE.

Certified Local Government Consultation

No Certified Local Government (CLG) exists for Malabar or Brevard County, and thus no CLG consultation was required for this project.

Procedures to Deal with Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should evidence of unrecorded cultural resources be discovered during construction activities, all work in that portion of the project area must stop. Evidence of cultural resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, representatives of FDOT District 5 will assist in the identification and preliminary

assessment of the materials. If such evidence is found, the FDHR will be notified within two working days.

In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. The FDOT District 5 Cultural Resources Coordinator must be contacted. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

RESULTS

ARCHAEOLOGICAL RESOURCES

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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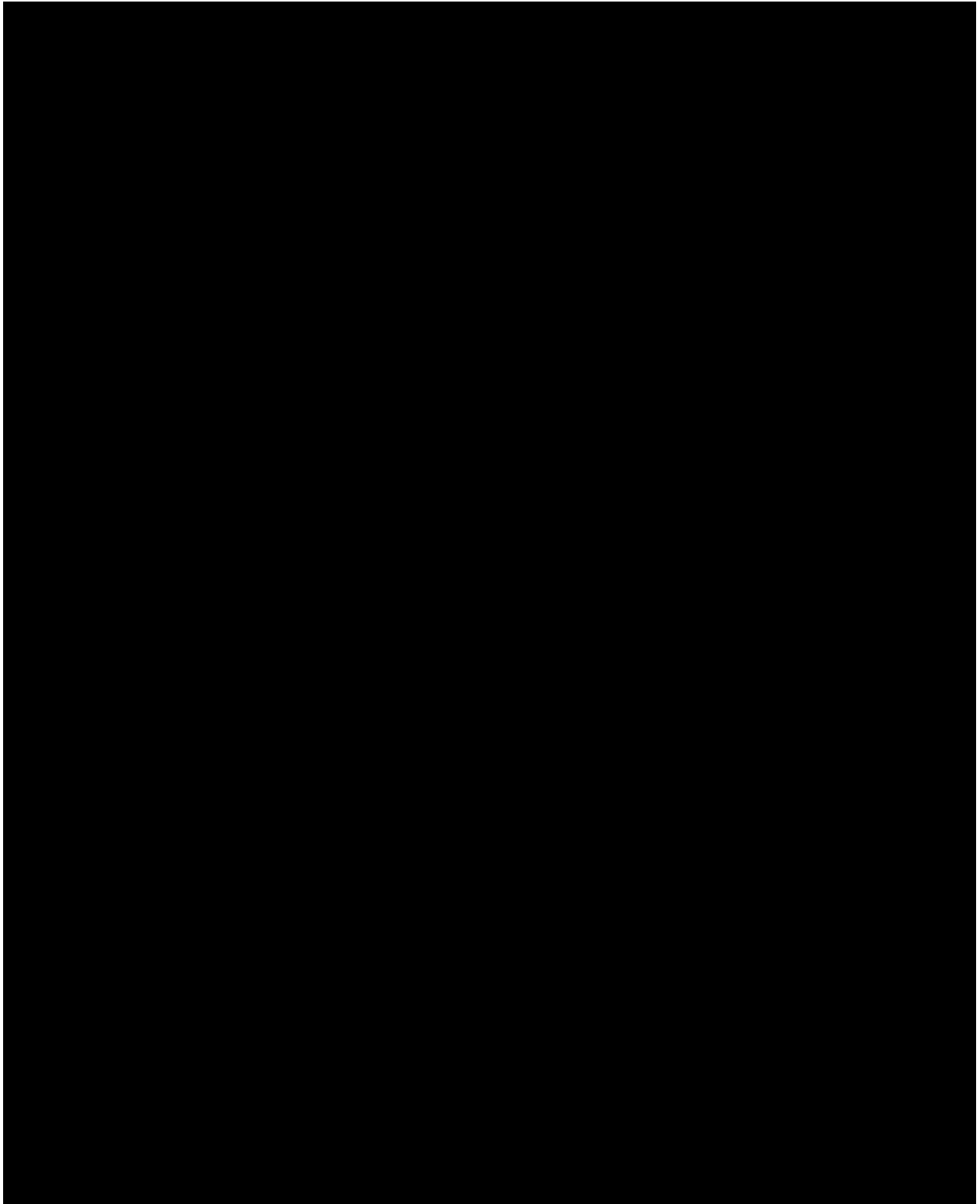
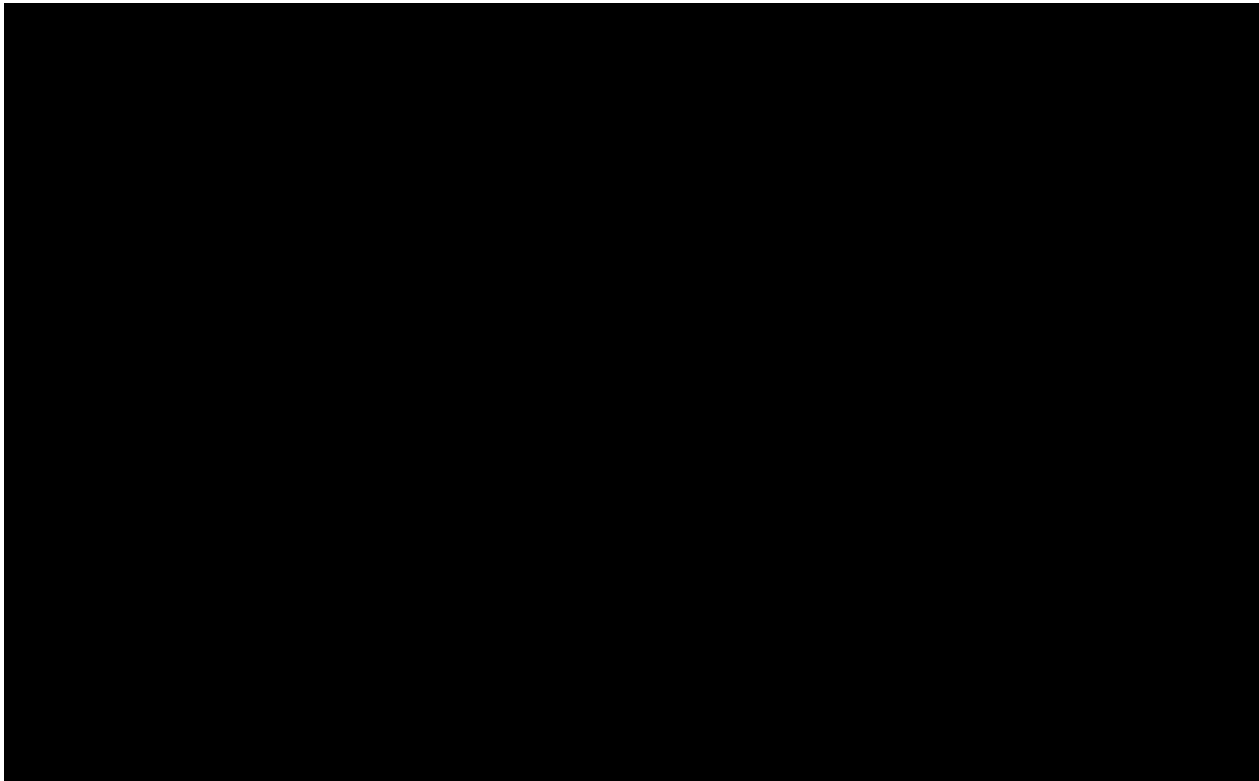
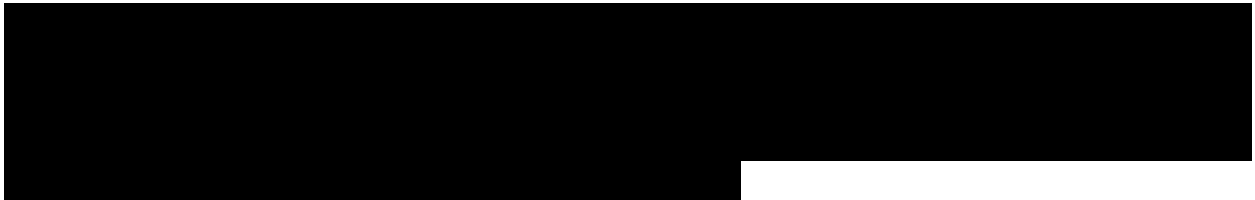
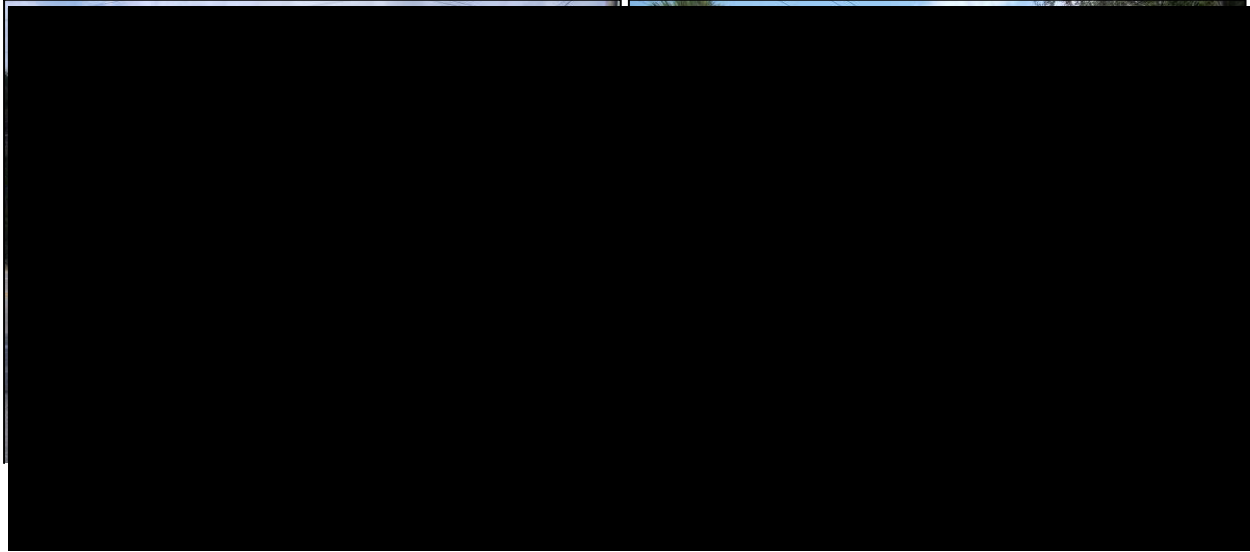


Figure 12. Shovel test locations in the SR 514/Malabar Road APE.



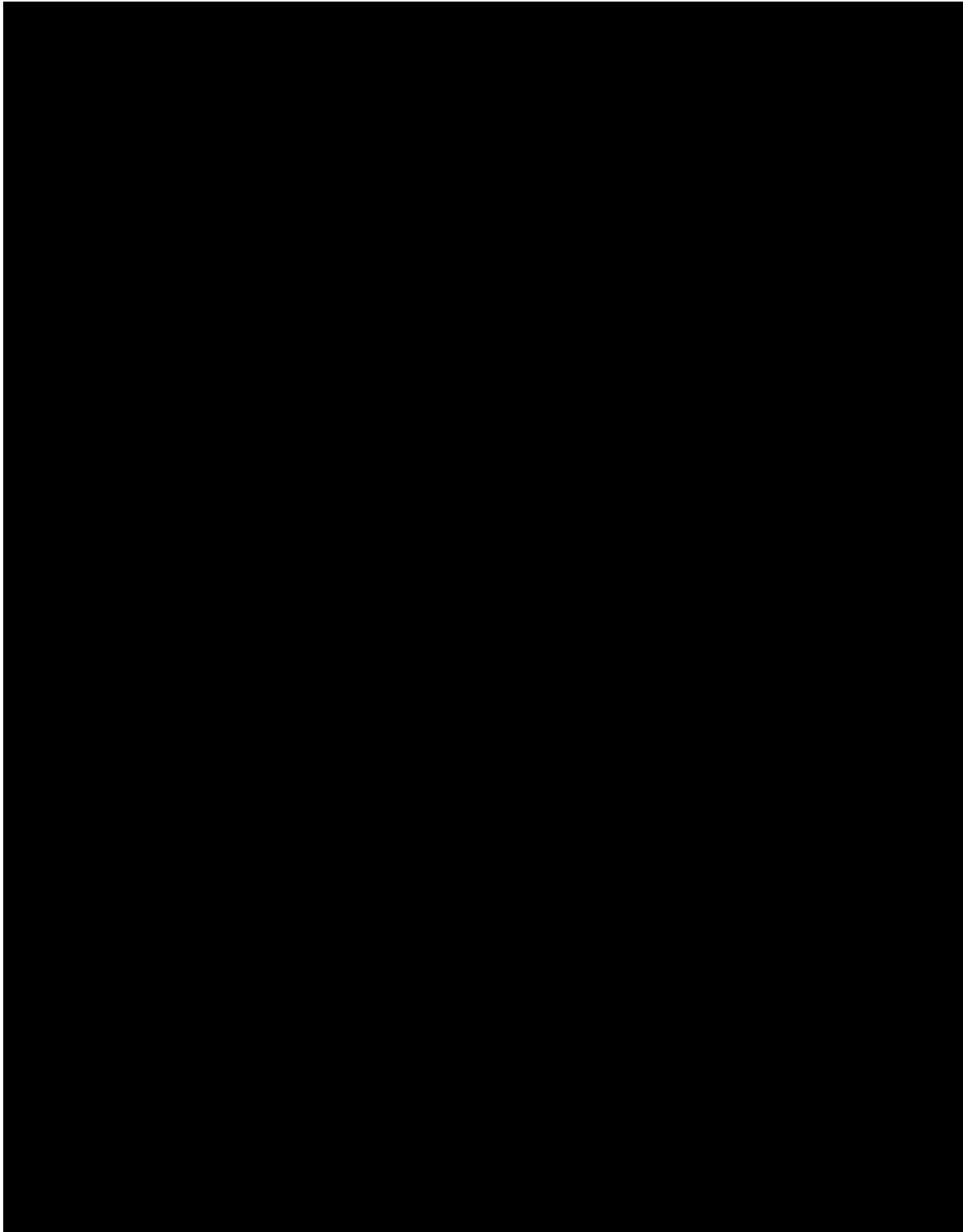
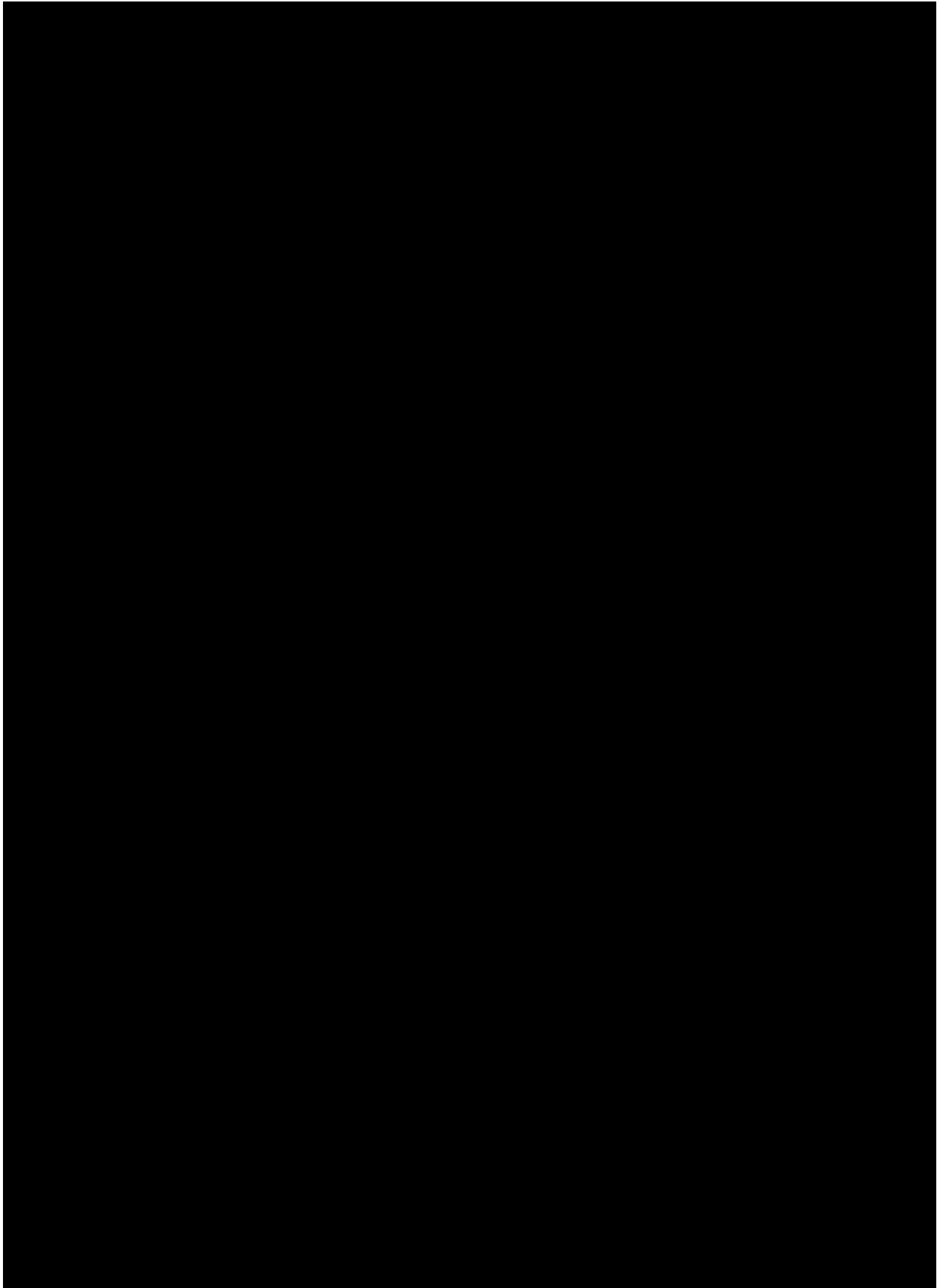
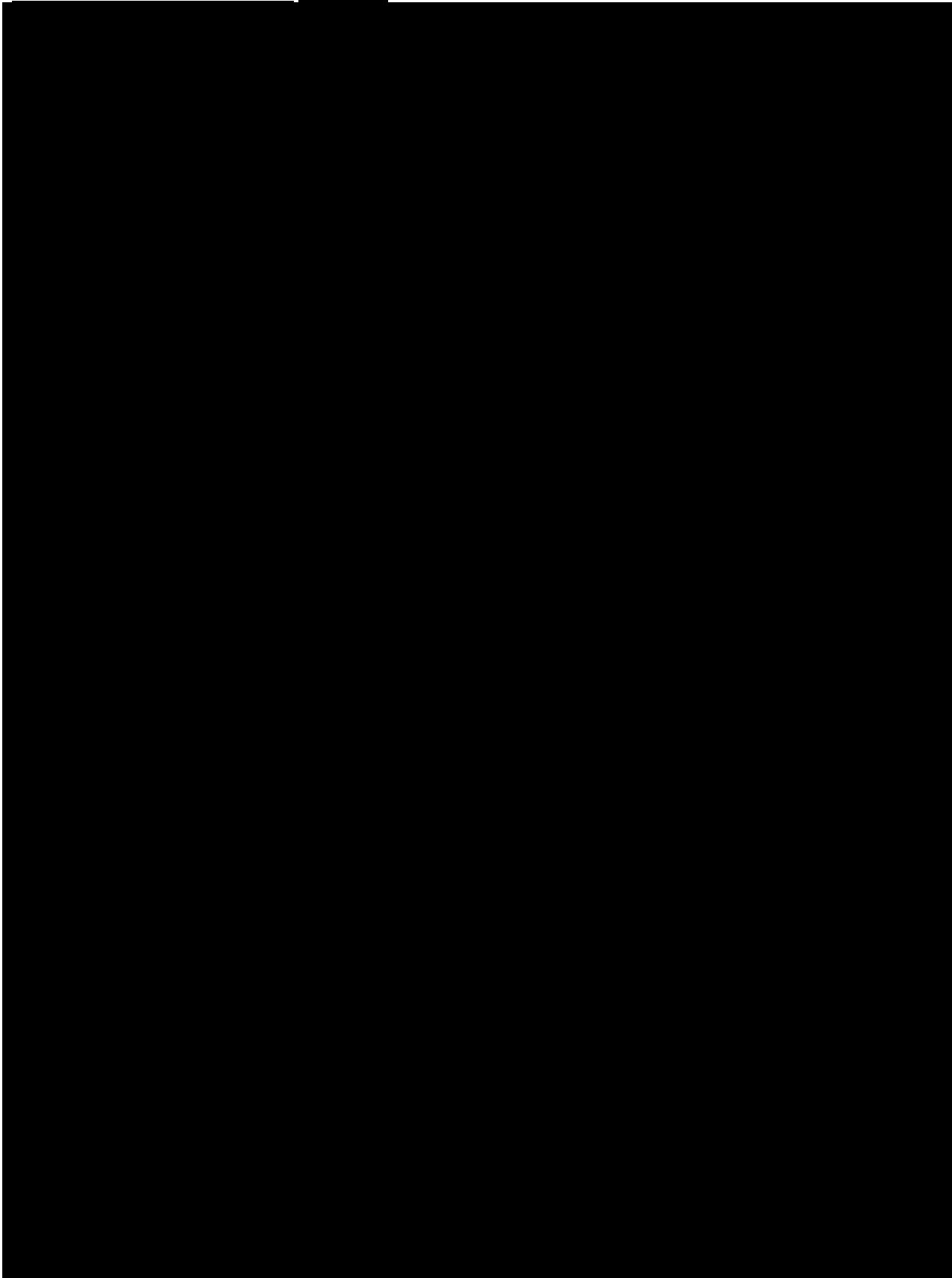
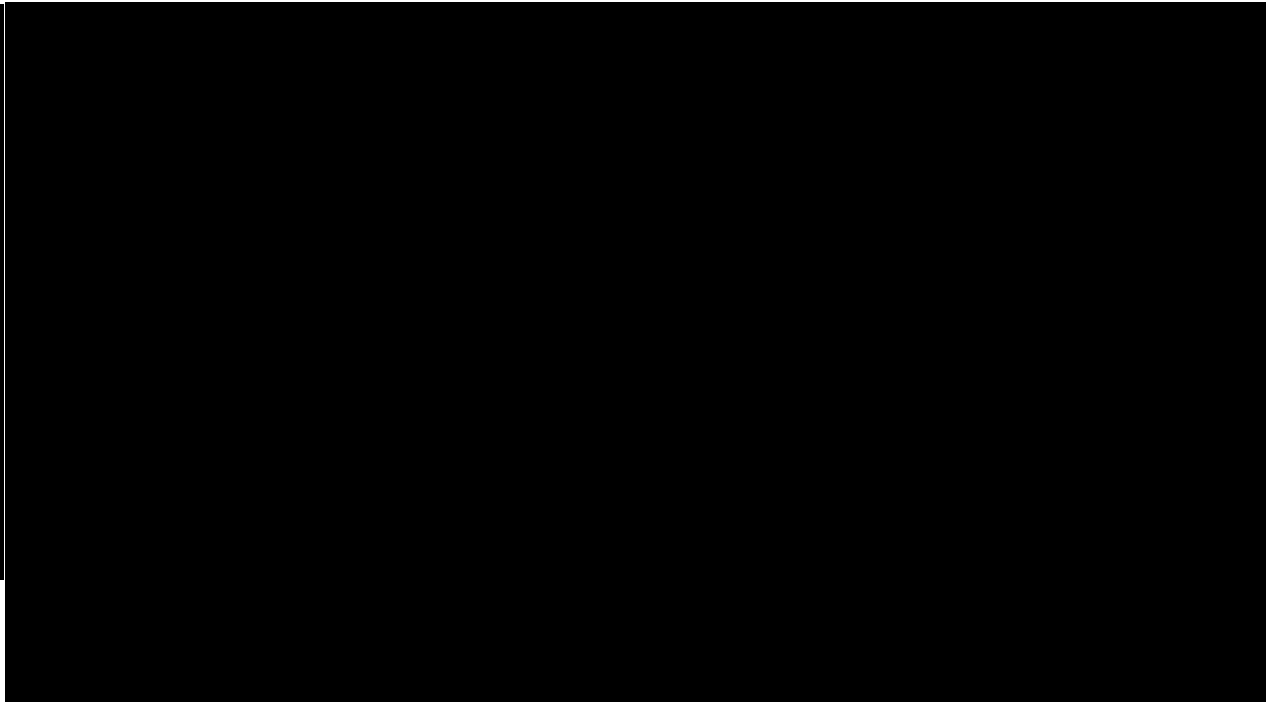


Figure 14. Amended site boundary for 8BR00053 within the SR 514/Malabar Road APE.







ARCHITECTURAL RESOURCES

The architectural survey resulted in the identification and evaluation of one previously recorded structure, three previously recorded linear resources, and 45 newly recorded historic resources, including one resource group and 44 structures (**Table 5; Figures 17 and 18**). The linear resources, the resource group, and 8BR01925 (Old Malabar Elementary School) are discussed below, as the presentation of their attributes in a table was not sufficient. FMSF forms were completed for the resources and are included in **Appendix B**. The remaining resources are described and evaluated in **Appendix C**. A survey log sheet is provided in **Appendix D**.

Historic resources were evaluated to determine their significance and potential for listing in the NRHP (see **Table 5**). The FEC Railroad (8BR01870) and the Old Malabar Elementary School (8BR01925) are recommended eligible for the NRHP. The remaining 47 resources within the SR 514/Malabar Road APE lack the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP and are recommended ineligible. No potential NRHP districts were identified.

Table 5. Historic Resources Recorded within the SR 514/Malabar Road APE.

FMSF No.	Address	Style	Date	NRHP Status
8BR01870	FEC Railroad	N/A	ca. 1893	Eligible
8BR01925	Old Malabar Elementary School (1490 Marie Street)	Mission	1927	Eligible
8BR02697	US Hwy 1	NA	ca. 1920s	Not eligible
8BR03045	Melbourne-Tillman Canal System – C-78	NA	ca. 1922	Not eligible
8BR03078	2805 Malabar Road	Frame Vernacular	ca. 1900	Not eligible

Table 5. Historic Resources Recorded within the SR 514/Malabar Road APE.

FMSF No.	Address	Style	Date	NRHP Status
8BR03079	2800 Malabar Road	Tudor Revival	ca. 1926	Not eligible
8BR03080	2785 Malabar Road	Frame Vernacular	ca. 1920	Not eligible
8BR03081	2768 Malabar Road	Masonry Vernacular	ca. 1941	Not eligible
8BR03082	2770 Malabar Road	Masonry Vernacular	ca. 1941	Not eligible
8BR03083	2760 Malabar Road	Masonry Vernacular	ca. 1941	Not eligible
8BR03084	2755 Malabar Road	Masonry Vernacular	ca. 1963	Not eligible
8BR03085	2745 Malabar Road	Frame Vernacular	ca. 1935	Not eligible
8BR03086	2735 Malabar Road	Masonry Vernacular	ca. 1958	Not eligible
8BR03087	2728 Malabar Road	Masonry Vernacular	ca. 1950	Not eligible
8BR03088	2725 Malabar Road	Masonry Vernacular	ca. 1969	Not eligible
8BR03089	2715 Malabar Road Bldg 1	Frame Vernacular	ca. 1925	Not eligible
8BR03090	2715 Malabar Road Bldg 2	Shotgun	ca. 1925	Not eligible
8BR03091	2695 Malabar Road	Frame Vernacular	ca. 1920	Not eligible
8BR03092	2655 Malabar Road	Frame Vernacular	ca. 1946	Not eligible
8BR03093	2650 Malabar Road	Plain Ranch	ca. 1965	Not eligible
8BR03094	2460 Malabar Road	Masonry Vernacular	ca. 1946	Not eligible
8BR03095	2630 Malabar Road	Masonry Vernacular	ca. 1957	Not eligible
8BR03096	2610 Malabar Road	Minimal Traditional	ca. 1945	Not eligible
8BR03097	2590 Malabar Road	Frame Vernacular	ca. 1945	Not eligible
8BR03098	2540 Malabar Road	Frame Vernacular	ca. 1935	Not eligible
8BR03099	2530 Malabar Road	Minimal Traditional	ca. 1945	Not eligible
8BR03100	2480 Malabar Road	Plain Ranch	ca. 1964	Not eligible
8BR03101	2420 Malabar Road	Plain Ranch	ca. 1957	Not eligible
8BR03102	2415 Malabar Road	Frame Vernacular	ca. 1936	Not eligible
8BR03103	2410 Malabar Road	Masonry Vernacular	ca. 1938	Not eligible
8BR03104	2215 Malabar Road	Frame Vernacular	ca. 1930	Not eligible
8BR03105	2145 Malabar Road, Bldg 1	Frame Vernacular	ca. 1950	Not eligible
8BR03106	2145 Malabar Road, Bldg 2	Frame Vernacular	ca. 1960	Not eligible
8BR03107	1820 Malabar Road	Plain Ranch	ca. 1962	Not eligible
8BR03108	1750 Shiflett Lane	Frame Vernacular	ca. 1947	Not eligible
8BR03109	1750 Malabar Road	Masonry Vernacular	ca. 1958	Not eligible
8BR03110	1741 Malabar Road	Frame Vernacular	ca. 1940	Not eligible
8BR03111	1740 Malabar Road	Plain Ranch	ca. 1958	Not eligible
8BR03112	1665 Malabar Road, Church	Masonry Vernacular	ca. 1968	Not eligible
8BR03113	1665 Malabar Road, Fellowship Hall	Masonry Vernacular	ca. 1968	Not eligible
8BR03114	1610 Malabar Road	Contemporary Ranch	ca. 1960	Not eligible
8BR03115	1300 Malabar Road	Plain Ranch	ca. 1958	Not eligible
8BR03116	970 Malabar Road	Frame Vernacular	ca. 1956	Not eligible
8BR03117	920 Malabar Road	Masonry Vernacular	ca. 1927	Not eligible
8BR03118	880 Malabar Road	Masonry Vernacular	ca. 1963	Not eligible
8BR03119	1685 Stardust Drive	Mobile Home	ca. 1968	Not eligible
8BR03120	Laundry Building at 750 Malabar Road	Masonry Vernacular	ca. 1952	Not eligible
8BR03121	1693 Stardust Drive	Mobile Home	ca. 1968	Not eligible
8BR03122	Enchanted Lakes Estates Mobile Home and RV Resort (750 Malabar Road)	NA	ca. 1960	Not eligible

Yellow shading indicates NRHP-eligible resources.

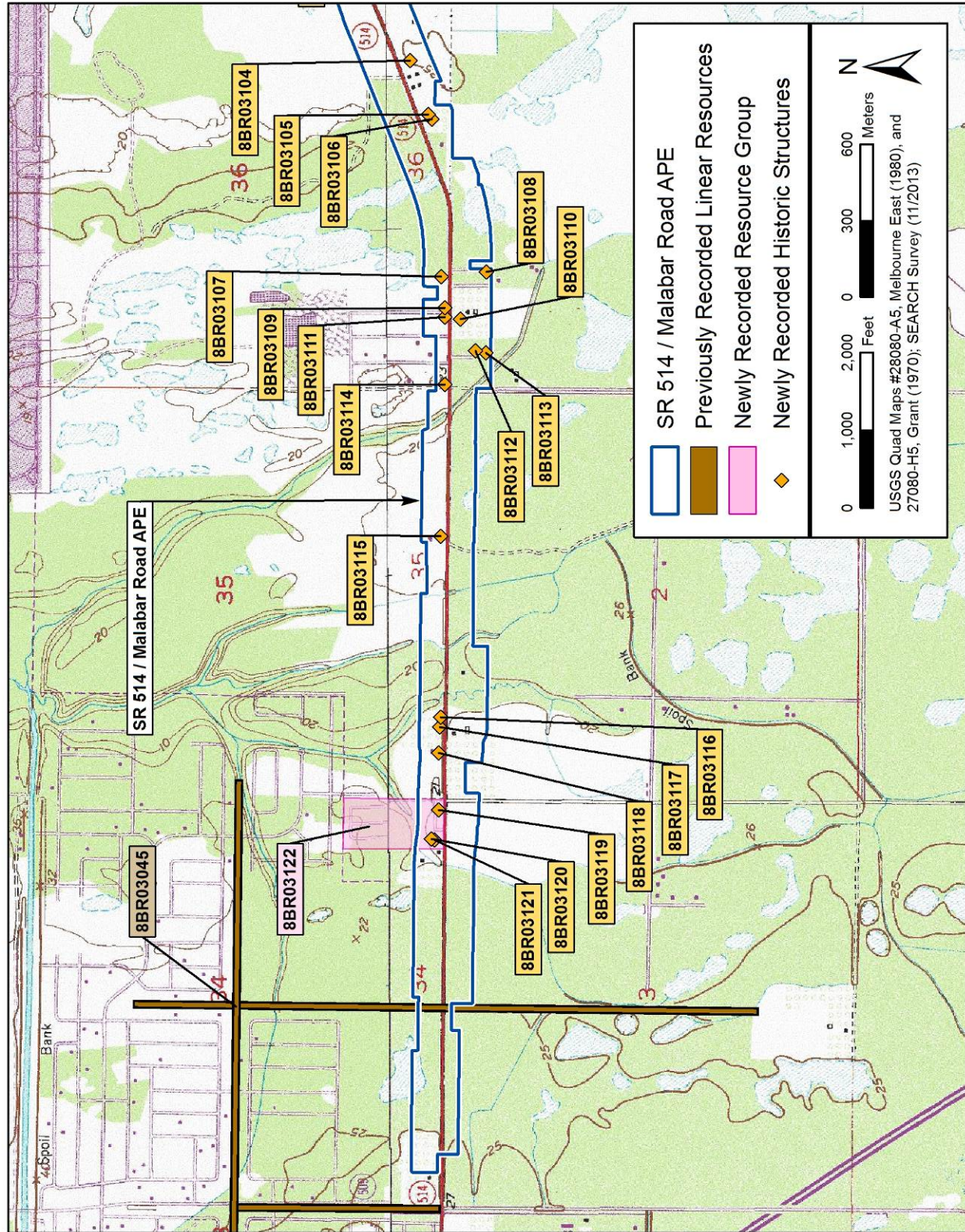


Figure 17. Historic resources recorded within the SR 514/Malabar Road APE. Map 1 of 2.

Architectural Styles Represented in the APE

The SR 514/Malabar Road APE contains several architectural styles that represent the development of architecture in America during the nineteenth and twentieth centuries. **Table 6** provides the major architectural styles in the APE along with the number and percentages of resources of each style.

Table 6. Major Architectural Styles within the APE.

Architectural Style	Number of Examples	Percentage
Masonry Vernacular	16	32.7%
Frame Vernacular	15	30.6%
Ranch	7	14.3%
Minimal Traditional	2	4.1%
Mobile Home	2	4.1%
Mission	1	2.0%
Shotgun	1	2.0%
Tudor Revival	1	2.0%
No Style	4	8.2%

Masonry Vernacular



**Figure 19. Example of Masonry Vernacular style:
Resource 8BR03118, facing north.**

There are 16 resources in the SR 514/Malabar Road APE that can be categorized as Masonry Vernacular (**Figure 19**). Masonry Vernacular style generally refers to a type of building most often constructed by lay, or self-taught, builders (McAlester 2013). Masonry Vernacular buildings typically have no predominant stylistic details and are not associated with any particular period of construction. Masonry Vernacular buildings are generally constructed of brick or concrete block and have a continuous or slab foundation. Many times these buildings incorporate elements from various architectural styles

including, but not limited to, Classical Revival, Georgian Revival, and Mediterranean Revival.

Frame Vernacular

There are 15 resources in the SR 514/Malabar Road APE that can be categorized as Frame Vernacular (**Figure 20**). Although classified as a building style, the term “Frame Vernacular” most often refers to a building constructed by a self-taught builder, utilizing local materials.

Frame Vernacular structures usually are not associated with any predominant stylistic details or any one particular period of construction. Frame Vernacular residences are of basic wood-frame construction with some type of wood siding. Most are one to two stories high, rectangular in plan, often with a gable or hip roof, and generally set about one to two feet above ground on brick or concrete-block pier foundations. Windows are typically wood double-hung sash with traditional one-over-one, two-over-two, or four-over-four panes, although some may have popular Craftsman-style four-vertical-over-one or two-vertical-over-one panes. Many of these residences have been reclad with asbestos shingle, metal, or vinyl siding. Windows are typically replaced with metal awning or single-hung sash.



**Figure 20. Example of Frame Vernacular style:
Resource 8BR03098, facing northwest.**

Ranch (1935–1975)



**Figure 21. Example of Ranch style:
Resource 8BR03114, facing northeast.**

Seven resources in the SR 514/Malabar Road APE have elements of the Ranch style (**Figure 21**). The Ranch style originated in California during the mid-1930s; by the early 1950s, its popularity had spread throughout the United States, and it eventually became the dominant domestic building style across the country during the 1960s (McAlester 2013). Even today, the Ranch style remains popular in many areas, as builders continue to construct new homes in this style. Ranch-style buildings feature a long, rambling facade and often include a built-in garage at one end. The style is rooted in the Spanish Colonial forms of the American

Southwest and heavily influenced by the modernism of the Craftsman and Prairie styles during the early twentieth century. Most Ranch-style houses have asymmetrical one-story shapes and low-pitched roofs. The most common roof form is the hip roof, followed by the cross-gabled and side-gabled versions. Wall cladding typically involves brick or wood. Five subcategories of the Ranch home exist: Plain, Contemporary, Colonial Revival, Rustic, and Spanish Colonial (New South Associates, Inc. 2010).

Minimal Traditional (1930s–1950)



**Figure 22. Example of Minimal Traditional style:
Resource 8BR03096, facing northeast.**

Two resources in the SR 514/Malabar Road APE have elements of the Minimal Traditional style (**Figure 22**). Minimal Traditional-style residences emerged throughout the United States in the mid-1930s and continued through the 1940s as a result of the economic depression and massive post-World War II construction boom. Minimal Traditional homes reflect the form of traditional Eclectic houses from the earlier twentieth century, but lack their decorative detailing. Roof pitches are now lower, and eaves and rakes are closer. Most are one story and relatively small in size. Minimal stylistic detailing

generally borrows from the Tudor Revival or Colonial Revival styles and is concentrated around the entrance door and front facing gable. The Tudor inspiration is shown in the dominant front gable of the primary elevation, which commonly features a prominent chimney.

Mobile Home

Two resources in the SR 514/Malabar Road APE can be categorized as mobile homes (**Figure 23**). Prior to World War II, the majority of trailers were utilized in a mobile fashion. Symbols of motion such as lightning or waves were popular in trailer design. Streamlined, vehicle-like bodies dominated the market. Doors usually featured a porthole or a rounded square window. Often silver with a rounded front and back, the trailers were short in length (just over 25 feet long) and usually no more than eight feet wide (Wallis 1991). The shift toward the use of trailers for permanent housing occurred during the 1950s (Wallis 1989:34–35). At this time, manufacturers began offering several upgrades including picture windows and eventually bay windows. Trailer manufacturers experimented with foldout porches, awnings, and other details for convenience on site. Trailer length and width tended to increase. In 1954, at the Florida Mobile Home Exposition in Sarasota, Elmer Frey introduced a trailer 10 feet wide



**Figure 23. Example of a mobile home:
Resource 8BR03121, facing west.**

and up to 50 feet long. It was built on a wood frame rather than a chassis (Wallis 1991). As trailers increased in length, a distinction grew between the mobile home and the house trailer. Over time, interiors of house trailers were made more house-like while the exteriors continued to appear vehicular. Nonetheless, Wallis notes in “House Trailers: Innovation and Accommodation in Vernacular Housing” that “the more sculptural shaping of the sides of the trailer for streamlining had given way to a boxier appearance better suited to the utilization of interior space” (Wallis 1989:40).

Common types of trailer homes include the single-shed development, featuring an enclosed or open self-supported structure attached along the entry side of the mobile home, and the double-shed development, consisting of the original trailer flanked on both sides by sheds (Wallis 1989:41).

Mission (1890–1920)

One resource in the SR 514/Malabar Road APE has elements of the Mission style (**Figure 24**). The Mission style, a subcategory of the Mediterranean style, began in the 1890s and was generally built throughout California and the Southwest from the 1890s to 1920. Architects’ and builders’ magazines spread the style throughout the rest of the country, but the style did not gain as widespread acceptance as in its region of origin. The style is loosely based on the adobe churches built by the Spanish during the country’s colonial era. The style is California’s counterpart to the earlier East Coast Georgian Revival style and has an emphasis on simplicity. Architectural features include low-pitched tiled roofs and semicircular or segmental arches. Most buildings have mission-shaped dormers or roof parapets. Walls are generally smooth-plastered, and the buildings usually have balconies, while larger buildings also have towers or turrets capped by domes or by pyramidal roofs. Quatrefoil windows are common. Prominent one-story porches are typically found at the entryway or along the full width of the facade. Decorative details include coping, archivolt trim, and impost molding. The style is associated with a variety of architects, including Willis Polk, A. Page Bronn, Lester S. Moore, J. P. Kremple, T. W. Parks, E. R. Swain, Arthur Benton, and Charles F. Whittlesey.



**Figure 24. Example of Mission style:
Resource 8BR01925, facing west.**

Shotgun (1830–1930)



**Figure 25. Example of Shotgun style:
Resource 8BR03090, facing southeast.**

One resource in the SR 514/Malabar Road APE has elements of the Shotgun style (**Figure 25**). The Shotgun style is typically associated with slaves from the West Indies, particularly in the New Orleans and Creole culture (Foster 2004). Due to its simplicity and narrow design plan, the style became particularly popular along urban streets with narrow lot sizes through the latter half of the twentieth century. The Shotgun-style home became common along the Gulf Coast and throughout the South, especially along rivers and railroad tracks. Typically, the house is one room wide and two to three rooms deep with the gable fronting the

street. The name is derived from the straight line of doorways, including the main exterior door and the interior doors, so that a shotgun could be fired from one end to the other without hitting anything. Characteristics include a shallow porch on the front facade, ornamentation varying from exceedingly plain to Classical details, and typically wood-frame construction, with very few masonry examples.

Tudor Revival (1890s–1940s)

One resource in the SR 514/Malabar Road APE has elements of the Tudor Revival style (**Figure 26**). The earliest examples of the Tudor Revival style appeared in the United States during the late nineteenth century and tended to be architect-designed landmark homes. During the 1920s and 1930s, the style gained popularity with the general public. The Tudor Revival style has some distinctive characteristics such as steeply pitched roofs with front and side gables or cross gables, tall narrow windows, arched doorways, asymmetrical front facades, and massive chimneys (often a significant element in the front facade). Other common details include varied eave-line heights, use of a variety of wall materials, and overhanging upper stories and gables. Construction materials include wood frame, brick, and



**Figure 26. Example of Tudor Revival style:
Resource 8BR03079, facing north.**

stucco. Contrary to its name, the elements in the Tudor Revival style are primarily loosely derived from a variety of late Medieval English prototypes rather than from early sixteenth-century Tudor English architecture.

No Style

There are four resources in the SR 514/Malabar Road APE that have no style. This term is generally applied to structures, objects, districts, bridges, roads, or cemeteries.

NRHP Evaluations

Standing Structure

8BR01925, Old Malabar Elementary School (1490 Marie Street)

The previously recorded Old Malabar Elementary School (8BR01925) is located at 1490 Marie Street in Section 36 of Township 28 South, Range 37 East, as shown on the *Melbourne East, Fla.* 1980 USGS quadrangle map (see **Figure 18**). Located on the west side of Marie Street just north of its intersection with SR 514/Malabar Road, the building is accessed via a semicircular gravel drive. Constructed in 1927, the Old Malabar Elementary School was originally a two-story, rectangular-plan Mission-style building (**Figure 27**).

The building is set atop a continuous concrete-block foundation. The flat roof is built up and has two interior brick chimneys, a central round-shaped parapet with coping, and faux towers on the southeast and northeast corners with stepped parapets. Round vents with quatrefoil surrounds pierce the east facade, and the center vent has a star-shaped surround. The exterior fabric is rough-textured stucco with decorative stucco details on both towers. Fenestration includes six-over-six double-hung wood sash windows and multi-pane fixed windows. The faux towers have a center six-over-six double-hung wood sash window with four-light sidelights and transoms. Both towers have a set of double doors accessing the first floor on the east facade, but only the northeast corner has the original double, multi-pane wood doors. Another entry is offset north on the east facade and features a single wood door with center upper multi-pane window and fixed transom. A third entry door is set to the south of the second entry on the east facade and features a single French door with multi-pane sidelights hidden by louvered shutters and a multi-pane transom. The interior of the building retains original hardwood floors and wood staircases. The first-floor rafters are accessible via the second-story floor, and the original hand-sawed beams are intact. A nonhistoric addition is attached to the south elevation, and a ca. 1950 addition has been attached to the west elevation. A flagpole has been removed from the east elevation. At the time of the field survey, an open-air deck was in the process of being replaced along the east facade.

The Old Malabar Elementary School operated as the town of Malabar's elementary school until 1935, when the students were moved to other schools in Melbourne. A single teacher, Louise Rogero, taught all the students from grades 1 through 8 from 1933 to 1935 (Cator 2013; Town



Figure 27. Resource 8BR01925: facing northwest (top left), facing west (top right), interior facing northeast (bottom left), and facing west (bottom right).

of Malabar 2011). The building only contained four classrooms, two bathrooms (one for boys in the southeast landing on the second floor and one for girls in the northeast landing on the second floor), and a large auditorium on the second floor (Cator 2013). The children were responsible for obtaining fuel from the nearby woods for the wood-burning stoves in the classrooms. Volunteers made arrangements with Huggins Store in Malabar for food, and Ms. Rogero would pick it up and make sandwiches for the children. After the school was shut down, the building was used as a restaurant and nightclub, Nan's Chateau, in the 1940s. Former Melbourne Councilwoman Pat Poole used to drive with friends to dance at Nan's Chateau during the World War II years (Town of Malabar 2011). Eli Leone opened the Malabar Millworks in the old schoolhouse in the 1970s. Later, Jim Noble opened Brevard Hardwoods in the addition to the south. In 2001, he began restoring and repairing the building, adding an Americans with Disabilities Act (ADA)-compliant ramp and restroom. Asbestos was removed and the subflooring was replaced. Hardwood flooring was replaced and added to the front room. Mr. Noble stripped the windows of lead paint. In 2004, Mr. Noble replaced the roof and added a new air-conditioning system. The property was sold in 2012 to the current owner, Thomas Murdoch, who has continued restoration by replacing the open-air deck and ramp on

the east facade. Mr. Murdoch plans to open the building to the public as a special-event center and is in the process of re-landscaping the surrounding property (personal communication, Tom Murdoch 2013).

The Old Malabar Elementary School is listed on the Brevard County Registry of Historical Places, but has not been evaluated by the Florida SHPO. The building retains the seven aspects of integrity (location, setting, design, workmanship, materials, association, and feeling). The school is recommended eligible under Criterion A for its contribution to the development of the local education system and Criterion C as an example of the pre-New Deal school. Its period of significance is 1927-1935, the years of its construction and operation as a school, and its boundaries include the original building's footprint.

Linear Resources

8BR01870, Florida East Coast Railroad Resource Group

The Florida East Coast (FEC) Railroad (8BR01870) was previously recorded in Brevard County and is located in Section 31 of Township 28 South, Range 38 East, as shown on the *Melbourne East, Fla.* USGS quadrangle map (see **Figure 18**). The railroad corridor features a single-track roadway with standard-gauge iron rails inset in poured concrete where it crosses SR 514/Malabar Road. The segments of the railroad corridor to the north and south of the intersection feature single-track, standard-gauge rails, a crushed-stone ballast rail bed, and both wood and concrete rail ties (**Figure 28**).

The FEC Railroad was constructed primarily in the last part of the nineteenth century and the first decade of the twentieth century. Created by Henry Morrison Flagler, the railroad was seen as a way to develop Florida's coast for tourism. The portion of the FEC through the current APE was completed by Flagler before January 1894 with passenger and freight service to Fort Pierce (Pettengill 1998). Flagler built the 500-room Royal Poinciana Hotel in Palm Beach and opened his railroad to Palm Beach in March 1894. The FEC Railroad was extended to Miami in 1896, and in 1912 the line finally terminated in Key West.

In order to be considered eligible for listing in the NRHP, a resource must possess both significance and integrity. According to *Florida's Historic Railroad Resources* (Johnston and Mattick 2001:F-67), railroads eligible for listing in the NRHP must have served a historic railroad function, been constructed during one of Florida's historic railroad periods, be associated with important local historic events, and/or be exceptional examples of a type of architecture or engineering. Railroads must retain their original appearance to a high degree.

Railroads are dynamic and changing, as parts of an engineering system that must be improved over time, including the replacement of rails and cross ties. Such upgrades and maintenance typically do not adversely affect the integrity of a railroad. Types of changes that could substantially affect the integrity of a linear resource such as a railroad include the following:



Figure 28. Resource 8BR01870, facing northeast (left) and facing southeast (right).

- Rerouting of the railroad corridor;
- Disruption of the railroad, such as dead-ending or removal of roadbed;
- Substantial widening or substantial loss of width;
- Concentrated number of roadways or other crossovers that prohibit travel;
- Severing of the railway from other transportation resources such as other railroads, stations, depots, rail yards, or shipyards that results in change of historic function; or
- Removal of historic ancillary structures original to the railroad's design and purpose such as roundhouses, water tanks, turntables, or siding (the loss of one feature may not be enough to substantially damage integrity, but the removal of many such features may collectively inhibit the resource's ability to convey its significance).

The segment of the FEC Railroad in the current project APE retains integrity of location in that this is the original location of the FEC Railroad. It also retains its integrity of design, materials, and workmanship through the use of materials compatible with historic railroad construction materials, including gravel ballast, metal rails, and wood cross ties. The integrity factors of setting and feeling remain, with 8BR01870 readily conveying a sense of travel from uninterrupted miles of active railroad corridor. Regarding the final aspect of integrity, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* specifies that “a property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer” (US Department of the Interior 2000:45). The segment of the FEC Railroad within the project APE retains a high level of integrity of association since 8BR01870 continues to operate in its historic role as an active railroad corridor and maintains its original location, design, materials, workmanship, setting, and feeling.

The Florida SHPO determined the overall FEC Railroad resource group eligible for listing in the NRHP on June 24, 2011. The railroad segment is in overall good condition and retains sufficient integrity to be a contributing segment to the Florida East Coast Railroad Resource Group (8BR01870). It possesses associative value under Criterion A because it was an influential

component of the state's railroad network and because it made important early connections within that network and with other modes of transportation and under Criterion B for its association with Henry Morrison Flagler.

8BR02697, US 1 (Dixie Highway)

US1/SR 5 (8BR02697) was previously recorded in Brevard County and is located in Section 31 of Township 28 South, Range 38 East, as shown on the *Melbourne East, Fla.* USGS quadrangle map (see **Figure 18**). The current section of US 1 features a four-lane divided highway with a center median and turn lanes (**Figure 29**).



Figure 29. Resource 8BR02697, view from SR 514/Malabar Road facing north.

By the mid-1920s, developments in road building in the region rendered the brick roads of northeast Florida outdated (*Bismarck Tribune* 1928; *New York Times* 1925).

The width of US 1 (then known as the Dixie Highway) was such that motorists often had to yield in order to allow oncoming cars to pass (Johnston and Jones 2005:18). In 1927, the Dixie Highway was replaced with a new asphalt road (*New York Times* 1927), which was officially named US Highway 1 (US 1). Like the old Dixie Highway, US 1 served as a key economic corridor for the state from the late 1920s until the 1960s (*Florida Highways* 1927). The roadway's importance to the state is unmistakable. The highway was an entryway for "millions of eager investors, or speculators, from the western portion of four-fifths of the United States, and not a few from the eastern states" (Kendrick 1964:65). A 1939 guide to the state of Florida described US 1 as "the longest and most heavily traveled route in the State" (Federal Writers Project 1939:297). By the post-World War II era, US 1 was widely known as the main tourist route in the state of Florida. "The greatest sight-seeing road of all [in Florida] is US 1," wrote a *New York Times* columnist (*New York Times* 1953). Plans to widen US 1 were under way in 1954 (*New York Times* 1954), but with the ascendancy of the interstate system in the late 1950s and early 1960s, US 1 lost some importance. I-95, completed in 1967, became the major artery into eastern Florida, while I-75, completed about the same time, was the main entryway into western Florida (*New York Times* 1966).

The Florida SHPO determined the overall US 1 resource group ineligible for listing in the NRHP on June 24, 2011. The section of US 1 in the APE does not retain its historical integrity and does not reflect the historical character of the roadway. The highway was expanded to four lanes in

the 1960s (Shofner 1996:196). There is no visible historic road fabric in the APE, nor is there any historic roadside fabric that would indicate this section of road contributes to the historic feeling of the roadway. The design and materials that comprise the section of the highway in the APE are not historic and do not contribute to the corridor as a historic resource. Due to the lack of historical fabric and integrity, the section of 8BR02697 that is within the APE is not eligible for NRHP listing and does not contribute to the US 1 linear resource group. It is the opinion of the Principal Investigator that there is no new evidence to change the previous determination, and the resource remains not eligible for NRHP inclusion.

8BR03045, Melbourne-Tillman Canal System – C-78 and C-81

Melbourne-Tillman Canal System – C-78 and C-81 (8BR03045) are small north-south canal branches that intersect SR 514/Malabar Road just west of Medplex Parkway in Brevard County. The Melbourne-Tillman Canals C-78 and C-81 are part of the larger Melbourne-Tillman Drainage District (MTDD) system, which was constructed in 1922 to drain large expanses of land east of the St. Johns River. Resource 8BR03045 includes two segments of the 180-mile grid composed



Figure 30. Resource 8BR03045 from SR 514/Malabar Road: facing north (top) and facing south (bottom).

of 80 canals that was constructed to divert water to Turkey Creek. The C-81 portion of 8BR03045 within the SR 514/Malabar Road APE appears in Section 31 of Township 28 South, Range 37 East, and the C-78 portion appears in Section 3 of Township 29 South, Range 37 East, as shown on the 1970 *Grant, Fla.* USGS quadrangle map (see **Figure 17**). Within the APE, the canal segments are approximately 20 feet in width with a non-navigable water depth ranging from two to four feet. To the north of SR 514/Malabar Road, the C-81 canal has concrete bags lining the east and west banks, with concrete rubble interspersed (**Figure 30**). However, to the south of SR 514/Malabar Road, both the east and west banks of the C-78 canal are covered in grass and appear to have earthen walls. No alterations to the canal segments through the project area have been noted; however, the canal system was disrupted in the 1960s with the construction of I-95 to the west of the APE. The C-51 branch of the canal to the northwest of the APE was bisected by I-95. The current C-78 branch of the canal

connects to C-51 to the north of the APE. The portions of C-81 and C-78 within the APE are no longer connected to the larger system to the west or to the north.

Canals, whether they are used for drainage, irrigation, or transportation, are common features in Florida. People have been constructing canal systems to reclaim swampland and marshland for farming in Florida since the mid-1800s. According to guidance from the FDHR, canals may be potentially eligible if they are “older canals (19th c.), transportation canals, larger regional canals dug as part of the early 20th c. reclamation activities, or canals used in industry (such as logging, cotton)” (Anderson 2005). The Melbourne-Tillman Canal System – C-81 and C-78 canals are early examples of a water management system in southeast Florida; however, they were not utilized for transportation or industry. The canals were neither the first nor the only canal system in the area (Clapp and Wilkening 1984; Shofner 1996).

The Florida SHPO determined the overall Melbourne-Tillman Canal resource group ineligible for listing in the NRHP on May 7, 2013. Resource 8BR03045 is a minor drainage canal/ditch of common design and engineering associated with Melbourne-Tillman Canal C-1, a resource that was also previously determined not eligible for listing in the NRHP. This type of canal represents a highly prevalent approach to drainage systems in Florida and the United States in general. Its engineering and design integrity have been compromised by the disruption of the C-51 branch by the construction of I-95 to the northwest of the APE. Because of its lack of historical and engineering significance, Resource 8BR03045 is considered not eligible for listing in the NRHP. It is the opinion of SEARCH that there is no new evidence to change the previous determination, and the resource remains not eligible for NRHP inclusion.

Resource Group

8BR03122, Enchanted Lakes Estates Mobile Home and RV Resort

The newly recorded Enchanted Lakes Estates Mobile Home and Recreational Vehicle (RV) Resort (8BR03122) is located at 750 Malabar Road in Section 34 of Township 28 South, Range 37 East, as shown on the 1970 *Grant, Fla.* USGS quadrangle map (see **Figure 18**). The Enchanted Lakes Estates Mobile Home and RV Resort is a post-World War II-era mobile home and RV park that developed over the latter half of the twentieth century (**Figure 31**). By the late 1960s, the streets of the Enchanted Lakes Estates Mobile Home and RV Resort were laid out to the south of the branch of Turkey Creek, and a small pond had been constructed in the creek (USDA 1969). The resort park continued to grow, and the streets to the north were laid out by the end of the 1970s (USDA 1979).

Today the Enchanted Lakes Estates Mobile Home and RV Resort includes two historic mobile homes (8BR03119 and 8BR03121), a ca. 1952 laundry building (8BR03120), and nonhistoric RVs and mobile homes located throughout the park in addition to associated circulation and landscape features. The road branches to the east and has both nonhistoric mobile homes from the 1970s and modern RVs along both sides. Mobile Home 8BR03119 is located on the south side of East Stardust Drive before it curves to the north and crosses the branch of Turkey



Figure 31. Resource 8BR03122: facing north (top left), facing east (top right), facing west (bottom left), and facing east (bottom right).

Creek. East Stardust Drive loops back west toward SR 514/Malabar Road and transitions to West Stardust Drive. A center road, Moonbeam Drive, branches south from the center of West and East Stardust Drive in the north portion of the resort park. Nonhistoric mobile homes and modern RVs line the three streets north of the Turkey Creek branch. A small RV section is located in the southwestern corner of the resort park. Another historic mobile home (8BR03121) and the laundry building (8BR03122) are located to the south of Wizard Lane, which spans between West Stardust Drive and Moonbeam Drive to the south of the Turkey Creek branch. A nonhistoric office and community center building are located to the west of the entrance into the park.

Trailer parks evolved from America's love affair with the automobile. Prior to the development of Henry Ford's Model T, vacationing was generally done by the wealthy, who could afford hotel accommodations and railway or steamship tickets (Hatton 1987:175). By the 1920s, middle-class Americans were taking automobile vacations. Beginning in 1913, Carl Fisher helped fuel the automobile vacation with the creation of the Lincoln Highway, which connected

the east coast to the west coast and then the Dixie Highway, the East Coast's first north-south highway that connected Maine to Florida.

Florida took an early lead in these parks, with 178 autocamps established throughout the state by 1925 (Hatton 1987:176) (**Figure 32**). The autocamps progressed from a place to pitch a tent to having rudimentary cabins and finally to cottage camps complete with beds and kitchenettes (Hatton 1987:177). One could still pitch a tent at the cottage camps, but they eventually grew into



Figure 32. 1939 Florida trailer park postcard.
Source: Atlas Mobile Home Directory.

motor courts as automobile tourists sought more amenities. Conversely, other autocamps branched into what became trailer parks for members of the traveling public who pulled a travel trailer on wheels behind the car (Wallis 1991:42). During the 1920s and 1930s, trailer parks ranged from small “mom-and-pop” operations with rudimentary amenities to national chain parks in Iowa, Illinois, and Florida that eventually included paved parking pads, electricity, and restrooms (Wallis 1991:42–43). For most of the 1930s and before, a trailer was considered generally mobile and used as a vacation vehicle (Wallis 1991:81).

The Tin Can Tourists were a group that organized in Tampa, Florida, in 1920. Their objective was “to unite fraternally all autocampers,” and their guiding principals were “clean camps, friendliness among campers, decent behavior, and to secure plenty of clean, wholesome entertainment for those in camp” (Bone 2006) (**Figure 33**). The Tin Can Tourists had a major impact on the physical, social, and economic development of trailer parks in Florida. The Federal Writers Project publication *Florida: A Guide to the Southernmost State* addresses the popularity of the Tin Can Tourists:

In mid-November an army of trailer-tourists rolls its homes into Florida for the winter season. These visitors live in the hundreds of camps that have been established for them throughout the State. Their most representative organization, the Tin Can Tourists of the World, which was formed in 1920 at Tampa, in 1938 had a membership of 30,000. These tourists assemble at Dade City for Thanksgiving and move to Arcadia for Christmas, where they celebrate the season with a community Christmas tree and a Santa Claus for the children. In January, the colony changes its residence for an annual convention, usually at

Sarasota; in 1939 this was held at Tampa. A spirit of comradeship, often lacking in the more expensive tourist centers of the State, is evident as the trailer folk gather in their camps and exchange tales of Nation-wide wanderings (Federal Writers Project 1939).

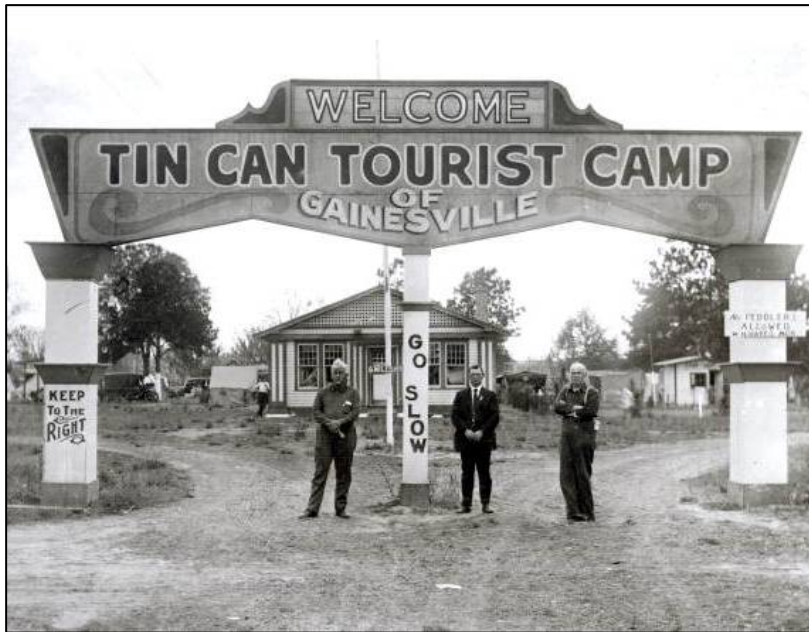


Figure 33. Tin Can Tourist Camp of Gainesville, n.d.
Source: Florida Photographic Collection.

Tin Can Tourists organized conventions, instrumental bands, holidays, dances, and games, laying the foundation for the active lifestyle of the future trailer parks in Florida. Camp members often played together, ate together, and even migrated together from one camp to another during any given year. Cities in Florida competed to host annual festivals including Homecoming, Winter Convention, and Going Home gatherings. With a membership ranging from 30,000 to 100,000, the Winter Convention was the best

attended of the meetings and brought an economic boost to the hosting city (Bone 2006). Trailer dealers began flocking to conferences to sell their latest models, and trailer parks began forming all over Florida to accommodate the tourists.

Initially trailer space was first come, first served. Little to no fee was charged for parking on undeveloped land. Sometimes the conditions were downright rural. In an issue dated January 20, 1939, *Trailer News* reports that “Upon entering the Tampa Municipal Camp, one is inclined to agree that TCT [Tin Can Tourist] folk do have some cause for dissatisfaction, for to the left several contented looking cows graze with bovine indifference.” However, as space to park one’s trailer became a premium, the parks organized their plans, setting aside areas for trailers, community life, and traffic. Land could be rented so that the trailers were less mobile and parked in one location throughout the year. The trailer owners could come and go with the seasons without having to pull the trailer along for each trip. Gradually, people began living in trailer parks for greater time spans during the year. The proximity of the trailers and the continuity of the community that returned each year inspired friendships as well as clubs, games, group activities, gatherings, etc. Social activities continued to be an essential function of the trailer-park environment.

In the late 1930s and early 1940s, the percentage of trailers utilized for year-round housing grew from 10 to 90 percent (Wallis 1991:87). As the country prepared for and during World

War II, workers were employed by the thousands. Many had to relocate to areas unaccustomed to providing housing for such great numbers, and thus more than 50 percent of relocated workers were lodged in government trailers. As one author states, “Since the severity of the housing shortage was obvious, they felt no stigma living in their trailer dwellings. Rather it was regarded as evidence of their sacrifice to help win the war” (Wallis 1991:83). Temporary trailer housing for war workers was perceived as positive because it could be removed after the war, minimizing the impact to the community (**Figure 34**). In addition, trailers were manufactured easily; their creation did not add to the burden already placed on laborers in high demand.

After the war, returning soldiers found temporary housing through the trailer industry. Nearly 70 percent of trailer dwellers surveyed in southern California were veterans. Postwar the government also made trailers available to universities with swelling enrollments of veterans (Wallis 1991:94). Thirty years later, a number of the veterans were still living in the “temporary” trailers.



Figure 34. 1942 government trailer park.
Source: Atlas Mobile Home Directory.

By 1953, approximately 50 to 75 percent of trailers utilized the 12,000 trailer parks existing at that time across the country (Wallis 1991:114). The following year, military households accounted for one-fifth of all trailers (Wallis 1991:95). Further, many young families purchased trailers as their first homes. The movement was furthered by the establishment of the interstate highway system; indeed, its workers found shelter in trailers as they transitioned between job locations with their families (Wallis 1991:95).

The concept of the more permanent modern-day mobile home was initiated in the mid-1930s when two professors of architecture, M. R. Dobberman and John W. Davis, designed the Durham House (Wallis 1991:65–67). The Durham House mobile home did not have a permanently affixed chassis or axles and was transported to its site by a flatbed truck. The building was designed to be fixed to a site and large enough for year-round living. The transportability of the building was important for bringing the house from the manufacturing plant to its “permanent” site. Year-round-living mobile homes grew to dominate the trailer market after World War II with the subsequent housing shortage (Wallis 1991:87, 133–134).

The first modern trailer-park community where people purchased lots on which to place mobile homes as part of a community with planned recreation and shared facilities was the Trailer Estates development in Bradenton, Florida (Wallis 1991:167–168). Conceptualized by Syd Adler

and Franklyn McDonald in 1955, Trailer Estates was the first mobile-home subdivision in the United States. This evolution brought the trailer park layout from a campground-like setting to a more permanent planned-community design. Trailer Estates amenities included social activities such as square dancing, potluck suppers, ballroom dancing, shuffleboard courts, a marina, a post office, a grocery store, a laundry room, and a 1,400-seat auditorium (Wallis 1991:168). Set on 40-by-60-foot parcels, the community contained 1,451 lots, including some lots bordering canals leading to Sarasota Bay.

While Trailer Estates developed the first trailer subdivision, most parks still catered to the needs of a population looking for a low-cost, low-maintenance housing option. In 1965, a study of parks was conducted for the Trailer Coach Association. Professor James Gillies, a business professor at the University of California Los Angeles, concluded:

[T]here were two kinds of parks, housing-oriented and service-oriented. In housing-oriented parks, residents have chosen to live in a mobile home primarily because of the cost of housing; whereas in service-oriented communities, residents are more concerned with ease of upkeep and amenities such as golf courses and clubhouses. These types of parks generally correspond to the two most common types of households in mobile homes: young couples with no children and retired people. Service-oriented parks appeal to the more affluent retirees who can afford a second home and the cost of a high-quality park. Some housing-oriented parks also cater exclusively to retired persons, but usually to those with fixed or limited incomes (Wallis 1991:189).

Perhaps for the reasons mentioned above, trailer parks were particularly successful in the Sunbelt states. The warmer southern states attracted young families looking for new job opportunities and saving to buy a site-built home, as well as retirees looking for a change. The 1960 census confirmed this trend, with “the greatest concentration of mobile homes . . . at the fringes of rapidly growing urban areas, particularly in the West and the South” (Wallis 1991:133).

Based on the historical context, the Enchanted Lakes Estates Mobile Home and RV Resort resource group (8BR03122) is not significant under NRHP Criterion A because it is not indicative of a particular era and is not associated with any significant period. Additionally, it is not eligible under Criterion B because it lacks association with any person(s) significant in history, and it is not eligible under Criterion C because of its lack of architectural distinction. Finally, the resource group is not significant under Criterion D because it lacks the potential to yield further information of historical importance. In conclusion, it is the opinion of the Principal Investigator that 8BR03122 does not meet the minimum criteria for listing in the NRHP.

CONCLUSION AND RECOMMENDATIONS

This report presents the findings of a Phase I CRAS conducted in support of the proposed widening of SR 514/Malabar Road between Babcock Road and US 1 in Brevard County, Florida. FDOT District 5 is proposing to widen the existing roadway from two to four lanes along this stretch of SR 514/Malabar Road.



The architectural survey resulted in the identification and evaluation of one previously recorded structure (8BR01925), three previously recorded linear resources (8BR01870, 8BR02697, and 8BR03045), and 45 newly recorded historic resources (8BR03078–8BR03122), including one resource group and 44 structures. No potential NRHP districts were identified. The 45 newly recorded resources (8BR03078–8BR03122) along with 8BR02697 (US 1/Dixie Highway) and 8BR03045 (Melbourne-Tillman Canal System – C-78 and C-81) are recommended ineligible for listing in the NRHP.

The Florida SHPO has previously determined that the Florida East Coast (FEC) Railroad (8BR01870) is NRHP eligible, and the portion of this resource within the SR 514/Malabar Road APE is in overall good condition and retains sufficient integrity to be a contributing segment. SEARCH also recommends the Old Malabar Elementary School (8BR01925) eligible for the NRHP. The remaining 47 historic resources identified within the SR 514/Malabar Road APE are recommended not eligible for NRHP listing.

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APPENDIX A.

FIELD SPECIMEN LOG

Site #	Catalog #	ST #	Depth	Description	Secondary Attribute	Count	Weight	Date Range
AO 1	1.01	42	10-20	Tile, ceramic	Probable bathroom tile	1	1.59	
8B000R53	2.01	74	15-30	Aboriginal ceramic, plain	Sand temper, mend; hard fired	2	13.49	
8B000R53	2.02	74	15-30	St Johns Plain	Sponge spiculate, burnished interior	1	3.09	
8B000R53	3.01	80	60-80	St Johns Plain	Sponge spiculate	1	2.61	
8B000R53	4.01	96	0-10	UID coarse earthenware	Green glaze	6	13.76	
8B000R53	4.02	96	0-10	Whiteware	Unknown, body	1	2.39	1820-1950
8B000R53	4.03	96	0-10	Bottle glass	Amethyst	2	1.27	1880-1917
8B000R53	4.04	96	0-10	UID clear glass	Clear	1	0.22	
8B000R53	4.05	96	0-10	UID slate		1	0.25	
8B000R53	4.06	96	0-10	Button, plastic		1	1.17	1940-
8B000R53	4.07	96	0-10	UID iron/steel		1	17.59	
8B000R53	5.01	96	60	Pocketknife, iron/steel	Bone handle, corroded	1	74.35	
8B000R53	6.01	76	20-30	St Johns Plain	Sponge spiculate	1	1.45	

APPENDIX B.

**FMSF RESOURCE FORMS
(ON ATTACHED CD)**

APPENDIX C.

HISTORIC RESOURCE EVALUATIONS

Appendix C. Architectural Resources Recorded within the Study Area.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8BR01870	Update	FEC Railroad	Melbourne East (1980)	T28S/R38E/S31	Railroad	Railroad	N/A	ca. 1893	Created by Henry Morrison Flagler, the railroad was seen as a way to develop Florida's coast for tourism. The portion of the FEC through the current APE was completed by Flagler before January 1894 with passenger and freight service to Fort Pierce. Railroad corridor features a single-track roadway with standard-gauge iron rails inset in poured concrete where it crosses Malabar Road. The segments of the railroad corridor to the north and south of the intersection feature single-track, standard-gauge rails, a crushed-stone ballast rail bed, and both wood and concrete rail ties.	Replacement rail ties.	Eligible	Criterion A for its association with the development of the Florida Railroads. Criterion B for its association with Henry Morrison Flagler.
8BR01925	Update	Old Malabar Elementary School (1490 Marie Street)	Melbourne East (1980)	T28S/R37E/S36	School	Commercial	Mission	1927	Two-story, rectangular plan Mission-style building set atop a continuous concrete block foundation. The flat roof is built-up and has two interior brick chimneys, a center round shaped parapet with coping, and faux towers on the southeast and northeast corners with stepped parapets. Round vents with quatrefoil surrounds pierce the east façade and the center vent has a star-shaped surround. The exterior fabric is rough textured stucco with decorative stucco details on both towers. Fenestration includes 6/6 DHS wood windows and multi-pane fixed windows. The faux towers have a center 6/6 DHS window with four-light sidelights and transoms. Both towers have a set of double doors accessing the first floor on the east façade, but only the northeast corner has the original double, multi-pane wood doors. Another entry is offset north on the east façade and features a single wood door with center upper multi-pane window with fixed transom. A third entry door is set to the south of the second on the east façade and features a single French door with multi-paned sidelights hidden by louvered shutters and a multi-pane transom. A nonhistoric addition is attached to the south elevation and a ca. 1950 addition has been attached to the west elevation.	Nonhistoric addition to south elevation. Ca. 1950s addition to west elevation. Nonhistoric doors on the east façade.	Eligible	Criterion A for its association with the development of the local education system. Criterion C as an example of a pre-New Deal school.
8BR02697	Update	US Hwy 1 (Dixie Highway)	Melbourne East (1980)	T28S/R38E/S31	Road	Road	NA	ca. 1920s	This section of US-1 appears to have been built over the Dixie Highway, which was constructed in the 1920s. Officially, named US Highway 1 in 1927 when it was paved with asphalt. Current portion was widened into four lanes beginning in ca.1958. The current section of US 1 features a four-lane, divided highway with a center median and turn lanes.	Widened into four lanes with center medians and turn lanes.	Not eligible	Lacks significant historical associations and architectural distinction.

Appendix C. Architectural Resources Recorded within the Study Area.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8BR03045	Update	Melbourne-Tillman Canal System – C-78	Grant (1970)	T28S/R37E/S34; T29S/R37E/S3	Canal	Canal	NA	ca. 1922	Melbourne-Tillman Canal C-78 and C-81 are part of the larger MTDD system, which was constructed in 1922 to drain large expanses of land east of the St. Johns River. Canal segments are approximately 20 feet in width with a non-navigable water depth ranging from two to four feet. To the north of Malabar Road, the C-81 canal has concrete bags lining the east and west banks with concrete rubble interspersed. To the south of Malabar Road, both the east and west banks of the C-78 canal are covered in grass and appear to have earthen walls.	Disrupted in the 1960s with construction of I-95 to the west. No longer connected to entire system.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03078	Original	2805 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Restaurant	Frame Vernacular	ca. 1900	Two-story, rectangular plan Frame Vernacular building set atop a continuous concrete block foundation. The hip roof is clad in standing seam sheet metal with a brick interior chimney piercing the north slope and a one-story vinyl clad exterior chimney attached to the east elevation. The exterior fabric is vinyl siding and stucco. Fenestration includes 6/1 and 1/1 SHS wood windows. The main entry is on the north façade sheltered beneath a two-story porch with open 2 nd story deck. The 1 st story porch is screened in and accessed on the east elevation and on the north façade. A wood deck and outside stairs accessing the 2 nd story porch deck are attached to the east elevation and a wood handicap ramp is attached to the north façade.	Nonhistoric vinyl siding. Nonhistoric porch attached to the north façade.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03079	Original	2800 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Tudor Revival	ca. 1926	Two-story, rectangular plan Tudor Revival-style residence set atop concrete block pier foundations. The intersecting-gable roof is clad in 5V sheet metal with an exterior brick chimney attached to the south façade and decorative, shaped faux rafter tails. The exterior fabric is asbestos siding and wood siding. Fenestration includes 1/1, 2/2, 4/4, and 6/6 SHS wood windows. A one-story dropped gable roof portion is located on the south façade, offset west. The main entry is incised into the southeast corner of the dropped gable portion and has its own dropped gable roof with square wood supports. The main entry features a wood door with upper multi-pane window and X-pattern on lower portion. A hip roof, one-story addition is attached to the east elevation with a screened porch section extending north. A concrete block deck clad in stucco is attached to the south façade.	Nonhistoric siding. Addition attached to the east elevation.	Not eligible	Lacks significant historical associations and architectural distinction.

Appendix C. Architectural Resources Recorded within the Study Area.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8BR03080	Original	2785 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1920	Two-story, rectangular plan Frame Vernacular building set atop a continuous concrete block foundation. The hip roof is clad in standing 5V metal with a brick interior chimney piercing the north slope. The exterior fabric is vinyl siding. Fenestration includes 6/1 SHS wood windows, 8/1 and 6/1 SHS metal windows, and an octagonal fixed window. An enclosed shed roof porch is attached to the north façade. A screened, one-story shed roof porch is attached to the west elevation. The main entry is sheltered beneath the one-story screened porch on the west elevation. A shed roof addition is attached to the south elevation. An exterior chimney appears to have been removed above the roofline on the east elevation.	Nonhistoric windows. Shed roof additions to the north, east, and south elevations.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03081	Original	2768 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Masonry Vernacular	ca. 1941	One-story, rectangular plan Masonry Vernacular residence set atop a poured concrete slab foundation. The gable roof is clad in asphalt shingles with wood siding in the gable ends and two exposed beams. The exterior fabric is stucco. Fenestration is 1/1 SHS wood windows. The main entry on the east façade features a single paneled wood door sheltered beneath a gable roof with square posts clad in brick. The entry accesses an enclosed drop gable porch attached to the south elevation. A detached garage is located to the northeast.	None observed.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03082	Original	2770 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Masonry Vernacular	ca. 1941	One-story, rectangular plan Masonry Vernacular residence set atop a poured concrete slab foundation. The side-gable roof is clad in asphalt shingles with a rectangular louvered end vent. The exterior fabric is stucco. Fenestration is 1/1 SHS metal windows with brick sills. The main entry is located on the east elevation.	Nonhistoric windows.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03083	Original	2760 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Masonry Vernacular	ca. 1941	One-story, rectangular plan Masonry Vernacular residence set atop a poured concrete slab foundation. The side-gable roof is clad in asphalt shingles with asbestos shingles in the gable ends and louvered gable end vents. The exterior fabric is concrete block and asbestos shingles. The fenestration is 1/1 SHS metal windows. The main entry on the east façade features a single paneled metal door.	Nonhistoric windows.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03084	Original	2755 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Masonry Vernacular	ca. 1963	One-story, irregular plan Masonry Vernacular residence set atop a continuous concrete block foundation. The intersecting-gable and flat roof is clad in asphalt shingles with louvered gable end vents and a parapet over the flat roof connection to the gable roof. The exterior fabric is brick, stucco, and concrete block. The fenestration includes 1/1 SHS wood, metal awning windows, and jalousie windows. The main entry on the north façade features a single paneled metal door accessing an enclosed dropped gable porch. The flat roof addition is attached to the east elevation with decorative brick surrounds and tile inlay on the north façade, along with two entry doors. A two-story detached garage is located to the south and a detached multi-car garage is located to the east of the residence.	Nonhistoric windows. Flat roof addition to east elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03085	Original	2745 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1935	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers with lattice infill. The front-gable roof is clad in asphalt shingles with louvered gable end vents and an exterior brick chimney attached to the west elevation. The exterior fabric is weatherboard, vertical wood siding, brick, and stucco. The fenestration includes 1/1 SHS metal windows, 1/1 SHS wood windows, awning windows, and fixed windows. The main entry on the north façade features a single paneled wood door accessing an enclosed dropped gable porch with brick veneer and large fixed windows flanked by 1/1 SHS metal windows. An addition clad in vertical wood siding is attached to the south elevation.	Nonhistoric siding and windows. Front porch remodeled and enclosed. Addition to south elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03086	Original	2735 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Commercial	Commercial	Masonry Vernacular	ca. 1958	One-story, rectangular plan Masonry Vernacular building set atop a poured concrete slab foundation. The hip roof is clad in asphalt shingles. The exterior fabric is stucco and brick veneer. Fenestration includes large fixed commercial windows with jalousie transoms and two-light hopper windows with fixed transoms. The main entry on the north façade features a single metal and glass door with transom light sheltered beneath an attached flat roof canopy. A small concrete block building, likely a kiln, is located to the southwest of the building.	Some of the jalousie transoms are missing.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03087	Original	2728 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Commercial	Commercial	Masonry Vernacular	ca. 1950	One-story, rectangular plan Masonry Vernacular building set atop poured concrete slab foundation. The gable roof is clad in asphalt shingles. The exterior fabric is stucco. Fenestration includes fixed windows set within fixed doors and a multi-pane fixed window on the east elevation. The main entry on the south façade of a dropped gable enclosed porch features a set of double metal doors with upper multi-pane windows. A large sign has been painted on the stucco of the south gable end.	Nonhistoric windows and entry.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03088	Original	2725 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Town Hall	Town Hall	Masonry Vernacular	ca. 1969	One-story, rectangular plan Masonry Vernacular building set atop poured concrete slab foundation. The gable roof is clad in asphalt shingles with vinyl siding in the gable ends. The exterior fabric is stucco. Fenestration includes metal awning windows. The main entry on the south façade features a set of glass and metal commercial doors sheltered beneath a dropped gable roof porch with square supports. Two additional single entry doors pierce the east elevation.	None observed.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03089	Original	2715 Malabar Road Bldg 1	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1925	Two-story, irregular plan Frame Vernacular residence set atop a continuous concrete block foundation. The gable roof is clad in 5V sheet metal. The exterior fabric is vinyl siding. Fenestration includes 1/1 and 2/2 SHS metal windows and the second story windows have clamshell metal awnings. The main entry on the north façade features a paneled door with a screen door accessing a one-story, enclosed, shed roof porch. A one-story cross gable is attached to the south elevation. A detached concrete block garage is located to the southeast of the house.	Nonhistoric siding and windows. Enclosure of front porch.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03090	Original	2715 Malabar Road Bldg 2	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Abandoned	Shotgun	ca. 1925	One-story, rectangular plan Shotgun-style residence set atop concrete block piers. The steep, pitch front-gable roof is clad in 5V sheet metal with exposed rafter tails. The gable end vents have been covered with plywood. The exterior fabric is vertical wood siding, simple drop siding, and plywood. Fenestration includes 2/2 SHS wood windows and the windows on the enclosed porch have been boarded over with plywood. The main entry on the north façade has been boarded over and originally accessed the enclosed porch with a small shed roof extension with thin metal pole supports.	Nonhistoric siding. Boarding over of windows and entry.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03091	Original	2695 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1920	One-story, irregular plan Frame Vernacular residence set atop concrete block piers. The gable roof is clad in 3V sheet metal with louvered gable end vents. The exterior fabric is simple drop siding and vertical wood siding. Fenestration includes 1/1 and 2/2 SHS wood windows. The main entry on the north façade features a paneled door with a large center light accessing the enclosed shed roof porch. A gable roof addition is attached to the south elevation and a wood ramp and stairs accesses a side entry door on the east.	Addition to south elevation. Wood stairs and ramp added to east elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03092	Original	2655 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1946	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The front-gable roof is clad in 5V sheet metal with exposed rafter tails. The exterior fabric is asphalt siding to mimic brick, plywood, and faux stone veneer. Fenestration includes jalousie windows on enclosed porch and 1/1 SHS wood windows, some of which have clamshell metal awnings. Some of the windows on the entry porch and north elevation are boarded over with plywood. The main entry features a single wood door on the west elevation of the enclosed porch, which is attached to the north elevation. A second entry is located on the west elevation, offset north.	Enclosed porch on north elevation. Nonhistoric windows on porch. Plywood covering some windows on entry porch and north elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03093	Original	2650 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Plain Ranch	ca. 1965	One-story, rectangular plan Plain Ranch-style residence set atop a poured concrete slab foundation. The gable roof is clad in standing seam sheet metal. The exterior fabric is concrete block with plywood in the carport's gable end. Fenestration includes 1/1 SHS metal windows and a large fixed window flanked by smaller 1/1 SHS metal windows. All the windows are covered with clear hurricane shutters. The main entry on the southwest façade features a paneled wood door with center light and decorative wood spindles. A front-gable carport is attached to the southeast elevation. A shed roof canopy is attached to the northwest elevation.	Canopy and carport additions.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03094	Original	2460 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Commercial	Masonry Vernacular	ca. 1946	One-story, irregular plan Masonry Vernacular residence set atop continuous concrete block foundation. The intersecting-gable roof is clad in standing seam sheet metal. The exterior fabric is stucco with quoins on the southeast corner of the building. Fenestration includes horizontal sliding windows and fixed windows. The main entry features a single wood door with multi-pane light on the south elevation of the enclosed porch, which is attached to the south elevation.	Nonhistoric quoin decoration and windows replacement.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03095	Original	2630 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Masonry Vernacular	ca. 1957	One-story, rectangular plan Masonry Vernacular residence set atop a continuous concrete block foundation. The side-gable roof is clad in asphalt shingles with louvered gable vents and boxed eaves. The exterior fabric is concrete block with asbestos shingles in the gable ends. Fenestration is 1/1 SHS metal windows. The main entry on the south façade features a paneled metal door with fanlight. An incised carport is located on the west elevation and accessed via the north.	Nonhistoric windows, entry door.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03096	Original	2610 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Minimal Traditional	ca. 1945	One-story, irregular plan Minimal Traditional-style residence set atop a poured concrete slab foundation. The steep pitch intersecting hip roof is clad in asphalt shingles. The exterior fabric is vinyl siding with a decorative vertical wood and diamond-shaped wall on south elevation of enclosed entry porch. Fenestration includes 1/1 SHS metal windows and a large fixed window. The main entry on the west elevation of the entry porch, which is attached to the south elevation, features a paneled wood door flanked by vertical wood siding. A shed roof addition is attached to the east elevation and a shed roof carport is attached to the north elevation.	Nonhistoric windows and siding. Additions to east and west elevations.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03097	Original	2590 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1945	One-story, irregular plan Frame Vernacular residence set atop a poured concrete slab foundation. The intersecting gable roof is clad in asphalt shingles with a round metal, interior chimney on the center side gable ridge, offset east. The exterior fabric is vertical wood siding. Fenestration includes 1/1 SHS metal windows and a bay window with wood brackets on the south elevation. The main entry on the south façade is sheltered within a front-gable, screened porch and features a paneled entry door. A shed roof carport clad in plywood is attached to the east elevation.	Nonhistoric windows and siding. Carport addition attached to east.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03098	Original	2540 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Commercial	Frame Vernacular	ca. 1935	One and a half-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The side-gable roof is clad in asphalt shingles with a large gable dormer on the south slope and a large shed dormer on the north slope. The exterior fabric is weatherboard. Fenestration includes 1/1 and 2/2 SHS metal windows, and 1/1 SHS wood windows. The main entry features a single metal door with a large oval etched glass insert on the south elevation and accessed via a wood ramps extending to the east and stairs extending south. An enclosed shed roof porch is attached to the north elevation and accessed via a shed roof porch with square wood posts and a concrete block stoop.	Nonhistoric windows and entry door. Wood ramp addition to the south entry.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03099	Original	2530 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Minimal Traditional	ca. 1945	One-story, irregular plan Minimal Traditional-style residence set atop a poured concrete slab foundation. The steep pitch, intersecting hip roof is clad in 5V sheet metal. The exterior fabric is stucco. Fenestration includes metal awning windows, a casement window, 1/1 SHS metal windows, and 6/1 SHS wood windows. The main entry on the south elevation of the enclosed entry porch features a jalousie and wood door. The window openings flanking the entry have been filled in and stuccoed over. On the west elevation of the entry porch, the replacement 1/1 SHS metal window is inset in a larger opening and surrounded by plywood.	Nonhistoric windows, entry door, and plywood infill on window openings.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03100	Original	2480 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Plain Ranch	ca. 1964	One-story, rectangular plan Plain Ranch-style residence set atop a poured concrete slab foundation. The side-gable roof is clad in asphalt shingles with boxed eaves. The exterior fabric is stucco. Fenestration is 1/1 SHS metal windows. The main entry on the southwest façade features a metal door with fanlight and a metal and glass storm door. A carport is incised in the south elevation, offset west. A shed roof porch is attached to the north elevation and shelters a set of sliding glass doors.	Nonhistoric windows and entry door.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03101	Original	2420 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Plain Ranch	ca. 1957	One-story, rectangular plan Plain Ranch-style residence set atop a poured concrete slab foundation. The side-gable roof is clad in asphalt shingles with flat roof additions attached to the south and north elevations. A vinyl clad brick, exterior chimney is attached to the west elevation of the south flat roof addition. The exterior fabric is vinyl siding. Fenestration includes 1/1 and 2/2 SHS metal windows, horizontally sliding windows, and fixed picture windows flanked by single horizontal sliding windows. The main entry on the east façade features a wood and glass door with a metal and glass storm door flanked by the fixed picture windows with single horizontal sliding windows. A flat roof carport is attached to the east elevation of the north flat roof addition and a gable roof addition is attached to the northwest corner of the flat roof addition. A metal clamshell awning shelters a set of 2/2 SDS metal windows on the south elevation of the flat roof addition.	Multiple additions. Nonhistoric windows and siding.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03102	Original	2415 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Private Residence	Private Residence	Frame Vernacular	ca. 1936	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The side-gable roof is clad in 5V sheet metal with a triangular gable end vents in the peak. The exterior fabric is vertical wood siding. Fenestration is 1/1 SHS wood windows. The main entry features a single door boarded over with plywood on the north elevation and sheltered beneath a small front gable roof with triangular knee braces. The entry accesses a narrow enclosed shed roof porch. A shed roof, screened porch is attached to the south elevation.	Window and entry door boarded over with plywood.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03103	Original	2410 Malabar Road	Melbourne East (1980)	T28S/R38E/S31	Commercial	Commercial	Masonry Vernacular	ca. 1938	One-story, rectangular plan Masonry Vernacular building set atop a poured concrete slab. The flat roof is built-up with a slight straight parapet and a concrete block interior chimney. The exterior fabric is concrete block. Fenestration includes 1/1 SHS metal windows and horizontally sliding windows. The main entry features a single paneled door on the south elevation flanked by plastered infill and surrounded by painted tiles. The entry is sheltered beneath a narrow, rounded, concrete flat ledge.	Nonhistoric windows. Remodel of main entry including door replacement and tile addition.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03104	Original	2215 Malabar Road	Grant (1970)	T28S/R37E/S36	Private Residence	Private Residence	Frame Vernacular	ca. 1930	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The front-gable roof is clad in 5V sheet metal. The exterior fabric is simple drop siding. Fenestration is 1/1 SHS wood windows. The main entry is located on the west elevation of an enclosed porch attached to the north façade.	None observed.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03105	Original	2145 Malabar Road, Bldg 1	Grant (1970)	T28S/R37E/S36	Private Residence	Abandoned	Frame Vernacular	ca. 1950	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The side-gable roof is clad in 5V sheet metal with louvered gable end vents and exposed rafter tails. The exterior fabric is simple drop siding. Fenestration includes jalousie windows and 1/1 SHS wood windows. The main entry features a single wood door with wood screen door on north façade. A shed roof extension is falling down on the south elevation.	Nonhistoric window replacements.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03106	Original	2145 Malabar Road, Bldg 2	Grant (1970)	T28S/R37E/S36	Private Residence	Abandoned	Frame Vernacular	ca. 1960	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The front-gable roof is clad in 5V sheet metal with a plywood-covered opening on the north facade and exposed rafter tails. The exterior fabric is simple drop siding. Fenestration is 1/1 SHS wood windows. The main entry features a single wood door with large center light on north façade. A small shed roof addition clad in aluminum siding is attached to the south elevation.	Possibly moved to current location ca. 1960. Shed roof addition attached to south.	Not eligible	Lacks significant historical associations and architectural distinction.

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8BR03107	Original	1820 Malabar Road	Grant (1970)	T28S/R37E/S36	Private Residence	Private Residence	Plain Ranch	ca. 1962	One-story, rectangular plan Plain Ranch-style residence set atop a poured concrete slab foundation. The intersecting-gable roof is clad in asphalt shingles with rectangular, louvered end vents. The exterior fabric is stucco. Fenestration is metal awning windows. The main entry on the south façade features a paneled metal door with a fanlight sheltered beneath a front-gable porch roof. The porch shelters both the main entry and the carport, which is offset west. Decorative wrought iron supports are located on the eastern end of the porch and thin metal poles support the western end. A secondary entrance of a wood and jalousie door is located within the carport.	Nonhistoric main entry door.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03108	Original	1750 Shiflett Lane	Grant (1970)	T29S/R37E/S1	Private Residence	Commercial	Frame Vernacular	ca. 1947	One-story, irregular plan Frame Vernacular building. The gable, shed, and flat roofs are clad in asphalt shingles with louvered gable end vents. The gable and enclosed flat roof porch are set atop concrete block piers with lattice infill. The shed and flat roof additions attached to the west elevation are set atop poured concrete foundations. The exterior fabric is simple drop siding and concrete block and stucco on the western additions. Fenestration includes 2/2 SHS metal windows, metal awning windows, and horizontally sliding windows. The main entry features a single door on the north façade and accesses an enclosed flat roof porch, which is attached to the east elevation. A carport is attached to the western flat roof concrete block addition. A set of nonhistoric glass and metal doors pierce the south elevation of the gable roof portion.	Nonhistoric windows and entry doors. Flat and shed roof additions to the west elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03109	Original	1750 Malabar Road	Grant (1970)	T28S/R37E/S36	Private Residence	Private Residence	Masonry Vernacular	ca. 1958	One-story, rectangular plan Masonry Vernacular residence set atop a poured concrete slab foundation. The hip roof is clad in asphalt shingles. The exterior fabric is stucco and brick. Fenestration includes jalousie windows and metal awning windows, most of which have clamshell metal awnings. Brick is set and painted white flanking the metal awning windows on the south façade to mimic shutters. The main entry features a single paneled wood door sheltered beneath a shed roof extension with square wood supports.	Window replacements.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03110	Original	1741 Malabar Road	Grant (1970)	T29S/R37E/S1	Private Residence	Private Residence	Frame Vernacular	ca. 1940	One-story, rectangular plan Frame Vernacular residence set atop concrete block piers. The side-gable roof is clad in asphalt shingles with an interior concrete block chimney on the south gable slope. The exterior fabric is asbestos shingles. Fenestration is metal awning windows. The main entry features a single wood and jalousie door sheltered beneath a flat roof porch with square wood supports set atop a concrete block deck. A second flat roof porch is attached to the south elevation.	Nonhistoric windows and siding.	Not eligible	Lacks significant historical associations and architectural distinction.

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Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8BR03111	Original	1740 Malabar Road	Grant (1970)	T28S/R37E/S36	Private Residence	Abandoned	Plain Ranch	ca. 1958	One-story, rectangular plan Plain Ranch-style residence set atop a poured concrete slab foundation. The side-gable roof is clad in asphalt shingles with louvered gable end vents. The exterior fabric is stucco and uncoursed pattern concrete veneer flanks the window openings to mimic shutters. All the fenestration has been removed. The main entry features a single metal paneled door with a fanlight on the south façade.	All windows removed. Abandoned.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03112	Original	1665 Malabar Road, Church	Grant (1970)	T29S/R37E/S1	Church	Church	Masonry Vernacular	ca. 1968	One-story, irregular plan Masonry Vernacular church set atop a poured concrete slab foundation. The intersecting-gable roof is clad in asphalt shingles. The exterior fabric is stucco with vertical wood siding in the gable ends. Fenestration includes fixed windows and metal awning windows. The two main entries are located on the west facade and both feature double glass and metal doors sheltered beneath dropped gable roof porches. The south front-gable portion appears to be the original building and the side gable additions extend north.	Nonhistoric window replacement and entry doors. Gable roof additions attached to the north elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03113	Original	1665 Malabar Road, Fellowship Hall	Grant (1970)	T29S/R37E/S1	Private Residence	Church	Masonry Vernacular	ca. 1968	One-story, rectangular plan Masonry Vernacular building set atop a poured concrete slab foundation. The front-gable roof has shed extensions to the north and south and is clad in asphalt shingles. The exterior fabric is concrete block, stucco, and vertical wood siding. Fenestration is 1/1 SHS metal windows. The main entry features a single paneled door with center light on the west facade. A wood plaque reads "FBCOM FELLOWSHIP HALL" and is attached to the west façade, offset north.	Nonhistoric window, entry, and siding. Shed roof extensions added to north and south elevations.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03114	Original	1610 Malabar Road	Grant (1970)	T28S/R37E/S36	Private Residence	Private Residence	Contemporary Ranch	ca. 1960	One-story, rectangular plan Contemporary Ranch-style residence set atop a poured concrete slab foundation. The flat roof is built up with a square exterior uncoursed pattern concrete veneer clad brick chimney. The exterior fabric is stucco and uncoursed pattern concrete veneer along the bottom half of the entire building, the carport, porch supports, and chimney. Fenestration includes 1/1 SHS metal windows, jalousie windows, and a large fixed window flanked by horizontally sliding windows. The 1/1 SHS windows are flanked by fixed ornamental rustic-style wood shutters consisting of three vertical wood slats. The main entry features a single metal paneled door sheltered beneath a drop flat roof porch, which wraps around the west elevation and connects to the built-in carport. A shed roof rear porch is attached to the north elevation with corrugated sheet metal roofing and square wood supports.	Nonhistoric window and entry door replacements.	Not eligible	Lacks significant historical associations and architectural distinction.

Appendix C. Architectural Resources Recorded within the Study Area.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8BR03115	Original	1300 Malabar Road	Grant (1970)	T28S/R37E/S35	Private Residence	Private Residence	Plain Ranch	ca. 1958	One-story, rectangular plan Plain Ranch-style residence set atop a poured concrete slab foundation. The hip roof is clad in asphalt shingles. The exterior fabric is stucco. Fenestration includes horizontally sliding windows, fixed picture windows, metal awning windows, and 1/1 SHS metal windows. The main entry is located on the north elevation and features a single door accessing a front gable roof enclosed porch with metal awning windows. Two secondary entrances access flat roof additions to the northeast and northwest corners of the house. Two sets of glass and metal sliding doors pierce the south elevation.	Nonhistoric windows and entry doors. Flat roof additions to northeast and northwest corners. Nonhistoric entry porch on north elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03116	Original	970 Malabar Road	Grant (1970)	T28S/R37E/S35	Private Residence	Private Residence	Frame Vernacular	ca. 1956	Two-story, irregular plan Frame Vernacular residence set atop a concrete block continuous foundation. The intersecting gable roof is clad in asphalt shingles. The exterior fabric is simple drop siding on the one story portions, brick veneer on the first story attached garage, and vertical wood siding on the second story addition to the garage. Fenestration includes metal awning windows on the one-story portions, and 2/2 SHS metal windows on the garage additions. The main entry is located on the south elevation and features a single door with brick veneer surround. The garage and 2 nd story addition were added post-1958.	Nonhistoric windows and siding on the additions. Two car garage with second story addition attached to the west elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03117	Original	920 Malabar Road	Grant (1970)	T28S/R37E/S35	Private Residence	Private Residence	Masonry Vernacular	ca. 1927	One-story, irregular plan Masonry Vernacular residence set atop a concrete block continuous foundation. The intersecting-gable roof is clad in asphalt shingles with boxed eaves and vertical wood siding in the gable ends. The exterior fabric is textured stucco. Fenestration includes 3/1 SHS wood windows and 1/1 and 8/8 SHS metal windows. The main entry is located on the south elevation and features a single wood door with upper multi-light fixed window and decorative broken-style pediment accessing a drop gable roof enclosed porch.	Nonhistoric window replacements.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03118	Original	880 Malabar Road	Grant (1970)	T28S/R37E/S35	Private Residence	Private Residence	Masonry Vernacular	ca. 1963	One-story, rectangular plan Masonry Vernacular residence set atop a poured concrete slab foundation. The side-gable roof is clad in asphalt shingles with boxed eaves and vertical wood siding in the gable ends. The exterior fabric is concrete block. Fenestration includes metal awning windows and 1/1 SHS metal windows. Window openings on the east elevation have been filled in with plywood. The main entry is located on the south elevation and features a single wood door with a center fanlight and metal security door sheltered beneath a clamshell metal awning.	Windows filled in with plywood. Nonhistoric entry door.	Not eligible	Lacks significant historical associations and architectural distinction.

Appendix C. Architectural Resources Recorded within the Study Area.												
FMSF Information		Resource Location			Resource Description						Resource Evaluation	
Florida Master Site File Number	Original or Updated Site File	Street Address or Name	USGS Quad map	Township Range Section	Original Use	Present Use	Architectural Style	Built Date	Physical Description	Alterations	NRHP Status	Recommendation Justification
8BR03119	Original	1685 East Stardust Drive	Grant (1970)	T28S/R37E/S34	Private Residence	Private Residence	Mobile Home	ca. 1968	One-story, rectangular plan Mobile Home set atop concrete block piers with vinyl infill. The gable roof is clad in corrugated sheet metal. The exterior fabric is aluminum siding. Fenestration includes metal awning windows and horizontally sliding windows. The main entry is accessed via a screened porch attached to the east elevation.	Nonhistoric screen porch attached to the east elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03120	Original	Laundry Building at 750 Malabar Road	Grant (1970)	T28S/R37E/S34	Laundry Building	Laundry Building	Masonry Vernacular	ca. 1952	One-story, rectangular plan Masonry Vernacular building set atop a poured concrete slab foundation. The front-gable roof is clad in asphalt shingles with vertical wood siding in the gable ends and louvered end vents. The exterior fabric is stucco. Fenestration includes metal awning windows and 1/1 SHS metal windows. The main entry is located on the north elevation and features a single paneled metal door with a metal and screen door. A secondary paneled metal door pierces the east elevation, offset south. Two metal doors pierce the west elevation.	Nonhistoric entry doors.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03121	Original	1693 West Stardust Drive	Grant (1970)	T28S/R37E/S34	Private Residence	Private Residence	Mobile Home	ca. 1968	One-story, rectangular plan Mobile Home set atop concrete block piers with vinyl infill. The flat roof is clad in standing seam sheet metal. The exterior fabric is aluminum siding. Fenestration is metal awning. The main entry is accessed via a screen and aluminum siding, flat roof porch attached to the south elevation.	Nonhistoric screen porch attached to the south elevation.	Not eligible	Lacks significant historical associations and architectural distinction.
8BR03122	Original	Enchanted Lakes Estates Mobile Home and RV Resort (750 Malabar Road)	Grant (1970)	T28S/R37E/S34	Mobile Home and RV Park	Mobile Home and RV Park	NA	ca. 1960	The Enchanted Lakes Estates Mobile Home and RV Resort is a post World War II-era mobile home and RV park that developed over the latter half of the twentieth century. By the late 1960s, the streets of the Enchanted Lakes Estates Mobile Home and RV Resort were laid out south of the branch of Turkey Creek. The park continued to grow and the streets to the north were laid out by the end of the 1970s. Includes mobile homes 8BR03119 and 8BR03121, and building 8BR03120, along with nonhistoric RVs and mobile homes located throughout the park, in addition to associated circulation and landscape features.	Additional nonhistoric mobile homes, RVs, and a pool. Replacement of east bridge crossing branch of Turkey Creek at time of survey.	Not eligible	Lacks significant historical associations and architectural distinction.

APPENDIX D.

FDHR SURVEY LOG SHEET

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Identification and Bibliographic Information

Survey Project (name and project phase) Phase I CRAS for SR 514/Malabar Road

Report Title (exactly as on title page) Cultural Resource Assessment Survey for SR 514 (Malabar Road) from Babcock Road to US 1, Brevard County, Florida

Report Authors (as on title page, last names first) 1. Chambless, Elizabeth 3. Pokrant, Marie
2. VanDyke, Ryan 4. _____

Publication Date (year) 2014 Total Number of Pages in Report (count text, figures, tables, not site forms) 76

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
on file, SEARCH, Newberry

Supervisors of Fieldwork (even if same as author) Names Chambless, Elizabeth

Affiliation of Fieldworkers: Organization Southeastern Archaeological Research City Pensacola/Newberry

Key Words/Phrases (Don't use county name, or common words like *archaeology, structure, survey, architecture, etc.*)

1. Malabar Road 3. _____ 5. _____ 7. _____
2. _____ 4. _____ 6. _____ 8. _____

Survey Sponsors (corporation, government unit, organization or person directly funding fieldwork)

Name _____ Organization Florida Dept of Transportation - District 5

Address/Phone/E-mail Deland, FL

Recorder of Log Sheet Marie Pokrant, MA, RPA Date Log Sheet Completed 1-31-2014

Is this survey or project a continuation of a previous project? No Yes: Previous survey #s (FMSF only) _____

Mapping

Counties (List each one in which field survey was done; attach additional sheet if necessary)

1. Brevard 3. _____ 5. _____
2. _____ 4. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name <u>GRANT</u>	Year <u>1970</u>	4. Name _____	Year _____
2. Name <u>MELBOURNE EAST</u>	Year <u>1980</u>	5. Name _____	Year _____
3. Name _____	Year _____	6. Name _____	Year _____

Description of Survey Area

Dates for Fieldwork: Start 11-11-2013 End 11-15-2013 Total Area Surveyed (fill in one) _____ hectares _____ acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters 330 feet Length: _____ kilometers 3.5 miles

Research and Field Methods

Types of Survey (check all that apply): archaeological architectural historical/archival underwater
damage assessment monitoring report other(describe): _____

Scope/Intensity/Procedures STPs placed at varying intervals throughout APE (100m, 50m in low prob; 25m in high prob). Recordation of structures built before 1969 on adjacent parcels.

Preliminary Methods (check as many as apply to the project as a whole)

Florida Archives (Gray Building) library research- local public local property or tax records other historic maps
Florida Photo Archives (Gray Building) library-special collection - nonlocal newspaper files soils maps or data
Site File property search Public Lands Survey (maps at DEP) literature search windshield survey
Site File survey search local informant(s) Sanborn Insurance maps aerial photography
other (describe): _____

Archaeological Methods (check as many as apply to the project as a whole)

Check here if NO archaeological methods were used.
surface collection, controlled shovel test-other screen size block excavation (at least 2x2 m)
surface collection, uncontrolled water screen soil resistivity
shovel test-1/4" screen posthole tests magnetometer
shovel test-1/8" screen auger tests side scan sonar
shovel test 1/16" screen coring pedestrian survey
shovel test-unscreened test excavation (at least 1x2 m) unknown
other (describe): _____

Historical/Architectural Methods (check as many as apply to the project as a whole)

Check here if NO historical/architectural methods were used.
building permits demolition permits neighbor interview subdivision maps
commercial permits exposed ground inspected occupant interview tax records
interior documentation local property records occupation permits unknown
other (describe): _____

Survey Results (cultural resources recorded)

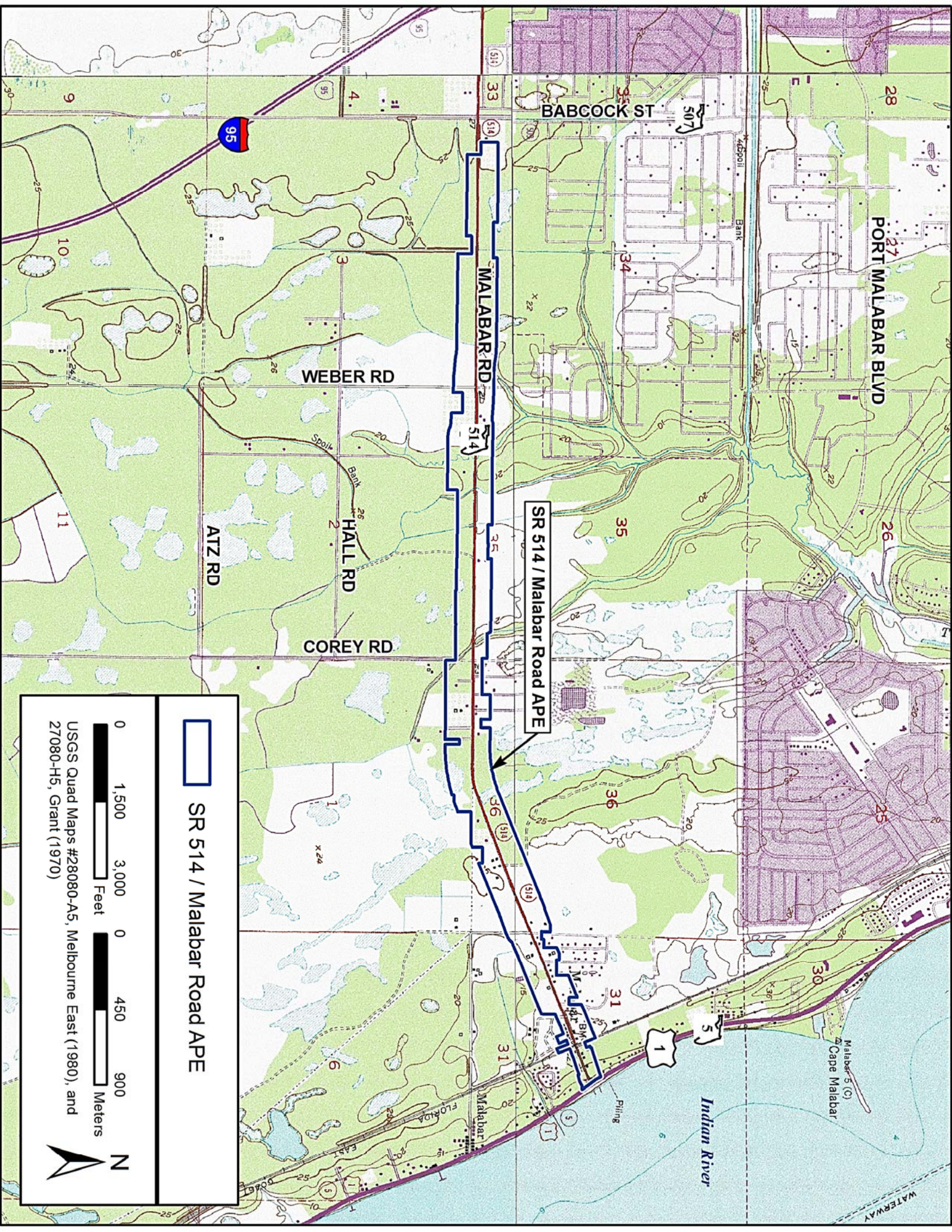
Site Significance Evaluated? Yes No
Count of Previously Recorded Sites 5 Count of Newly Recorded Sites 45
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) BR00053, BR01925, BR01870, BR02697, BR03045

Newly Recorded Site #'s (Are all originals and not updates? List site #'s without "8". Attach additional pages if necessary.) BR03078-8BR03122

Site Forms Used: Site File Paper Form Site File Electronic Recording Form

REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)

SHPO USE ONLY SHPO USE ONLY SHPO USE ONLY
Origin of Report: 872 CARL UW 1A32 # _____ Academic Contract Avocational
Grant Project # _____ Compliance Review: CRAT # _____
Type of Document: Archaeological Survey Historical/Architectural Survey Marine Survey Cell Tower CRAS Monitoring Report
Overview Excavation Report Multi-Site Excavation Report Structure Detailed Report Library, Hist. or Archival Doc
MPS MRA TG Other: _____
Document Destination: _____ Plotability: _____



SR 514 / Malabar Road APE

SR 514 / Malabar Road APE

0 1,500 3,000 0 450 900
Feet Meters

USGS Quad Maps #28080-A5, Melbourne East (1980), and 27080-H5, Grant (1970)

