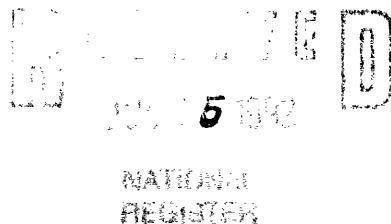


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National Park Service

National Register of Historic Places
Multiple Property Documentation Form



This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

The Architectural Resources of Rockledge, Florida

B. Associated Historic Contexts

- I. Initial Settlement and Development, 1868-1895
II. Consolidation and Pre-Boom Development, 1900-1917
III. Great Florida Land Boom Period, 1920-1926

C. Geographical Data

See continuation sheet

☒ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Suzanne P. Walker (Deputy SHPO)

Signature of certifying official

7/9/92

Date

State Historic Preservation Officer, Division of Historical Resources

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

M. J. M. [Signature]

Signature of the Keeper of the National Register

8/31/92

Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

See continuation sheet

☒ See continuation sheet

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Geographical Data

The architectural resources covered by this nomination proposal are found in three districts located in the city of Rockledge in Brevard County along, or immediately adjacent to Rockledge Drive, which parallels the west shore of the Indian River. These districts are: 1) the Rockledge Drive Residential District, 2) the Barton Avenue Residential District, and 3) the Valencia Subdivision Residential District. The Rockledge Drive district extends south two and one-half miles along a narrow two lane road from the north city limit to Park Avenue. The district includes buildings on the west side of the road, the roadway itself, the property lying between the east side of the roadway and the shoreline, and several boathouses located at the shoreline. The Barton Avenue district includes properties along the avenue beginning at a point about 300 feet west of Rockledge Drive and running west a distance of one-quarter mile. The Valencia Subdivision district begins approximately 120 feet west of Rockledge Drive and includes properties on both sides of Valencia Road running west to the intersection with Osceola Drive, a distance just over one-third of a mile. It also includes two properties on Osceola Drive and three on Orange Avenue. Despite their close proximity, each of the districts has its own identifiable qualities and developed separately from one another.

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The multiple properties of Rockledge are significant under National Register criterion A and C at the local level in the areas of settlement/exploration, architecture and community planning. The history of Rockledge is marked by several distinct periods of development. The first period encompassed the years between the late 1860s when the area received its first settlers and 1895 when a disastrous freeze devastated the local citrus industry. A second period of development occurred as the replanted groves in Rockledge began to bear fruit and new settlers arrived to build homes along Rockledge Drive and Barton Avenue. That era of expansion closed with the entry of the United States into World War I in 1917. After the War Rockledge, like many communities in Florida, experienced its most intense period of development. The Great Florida Land Boom of the mid-1920s brought many tourists, settlers, and land speculators to the city. The Mediterranean Revival style residences that distinguish the Valencia Subdivision district from the two earlier residential areas were the products of that manic period of growth. The collapse of the boom in 1926 and the ensuing Great Depression marked the end of significant historic development in Rockledge.

HISTORIC CONTEXTS

I. Initial Settlement and Development, 1868-1895

The concentrated development of Rockledge did not begin until after the Civil War. Gardner S. Hardee was the first person known to have purchased property in what became Rockledge. A Georgia native born in 1842, Gardner Hardee came to Florida with his brother in 1868 and purchased several tracts of land along the scenic Indian River. Hardee named one tract "Rock Ledge" after a prominent outcropping of stone that formed a natural seawall along the banks of the river. The property that Hardee's brother purchased was platted as "Indian River City" and ultimately became part of the present city of Cocoa. The lands that the Hardees acquired were completely undeveloped, and they set out immediately to improve a portion of their property by clearing it and planting citrus groves.

Other settlers followed the Hardee brothers into the area, and the fledgling settlement of Rockledge began to take shape. Included in that first group of newcomers was Hiram S. Williams,

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a native of Montclair, New Jersey. Born in 1833, Williams had worked as a builder in New York City before the Civil War. His sympathies for the Southern cause, however, brought him to Mobile, Alabama on the eve of hostilities, and he enlisted in the Confederate army, serving with the Fortieth Alabama Regiment until the end of the war. Afterward, Williams settled in Alabama and tried to renew his carriage building business. The economy of the state, however, was in a shambles and Williams decided move to Florida, finally settling on a thirty-five acre tract of land in the vicinity of Rockledge in 1874.

Hardee and Williams became the primary promoters of the settlement of Rockledge. Both came to hold administrative posts in the Brevard County government, and each served terms as senators in the Florida Legislature. Together with Cephas B. Magruder and A.L. Hatch--two other landowners in Rockledge--Williams and Hardee formed a committee to promote the settlement of Rockledge and published brochures advertising the attractive qualities of the area which they distributed in northern cities. Their efforts soon succeeded in attracting new settlers to the community and prompted the development of Rockledge as a winter resort for wealthy northerners. During the 1880s Rockledge gained a reputation as one of the premier resort communities on Florida's East Coast, supposedly rivaling St. Augustine. The initiation of steamboat service to nearby Lake Poinsett in 1880 provided the impetus for that further development. Visitors could board a steamboat at Jacksonville that would carry them up the St. Johns River to Sanford, and there change to another steamer that would bring them to the terminal at Lake Poinsett. The remaining five mile leg of the journey to Rockledge was made on the coach line operated by G.S. Hardee.

A significant improvement in transportation came in 1885 when railroad service was made available between Jacksonville and Titusville, a community located about ten miles north of Rockledge. A railroad wharf was constructed on the Indian River at Titusville, and passengers and freight were able to travel to Rockledge by steamboat. These new facilities had an immediate impact on the economy of Rockledge and the entire Indian River region. It allowed the rapid entry of tourists and permanent settlers to the area and expedited the export of products to northern markets. The railroad also fostered the growth of businesses and construction linked to the growth of tourism and the citrus industry.

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By 1887, the permanent population of Rockledge had grown to approximately 150 residents, a number significant enough to be considered for incorporation as a town under Florida law. H.S. Williams, serving his second year in the Florida Legislature, sponsored the bill, which made Rockledge the first incorporated municipality in Brevard County. Much of the construction that occurred during the first years of development in Rockledge centered on creating accommodations for tourists. In 1889 the settlement contained two large hotels, two restaurants, and several boarding houses. The hotels (the Tropic and Indian River) catered to hundreds of tourists that arrived each winter to hunt, fish, and enjoy the beauty of the Indian River. Along with the tourist facilities, a solid collection of residential buildings began to appear along the banks of the Indian River and some interior sections of the community. In 1889 Samuel Barton, a native of New York, purchased a ten acre tract of land along what is now Barton Avenue and platted Rockledge's first residential subdivision.

The local citrus industry also developed rapidly during the 1880s, interrupted only by a minor freeze in 1886. H.S. Williams, who owned the most extensive grove in Rockledge at the time, joined with several other growers in 1889 to form the Florida Fruit Growers Association. The Indian River orange soon became famous nationwide. In 1893 Rockledge was finally linked directly with Florida's growing railroad network. The new rail service promised a period of significant growth for Rockledge, sparking a new influx of settlers and prompting the development of more land as citrus groves, now that growers had the means of more efficiently shipping their products to market and receiving the supplies necessary to continue their operations. The financial success of many of the local growers brought to Rockledge increasing numbers of new settlers eager to start groves of their own.

This period of prosperity and optimism in Rockledge, however, ended abruptly with the "Great Freeze" that occurred during the winter of 1894-1895. The freeze devastated the groves and other crops that had been the economic life blood of the community. There had previously been other serious freezes in Florida, but this one was by far the worst. Although the Indian River region suffered less than areas farther north in Florida, the growers nonetheless lost virtually all fruit that had been waiting to be harvested. Those businesses indirectly associated with the citrus industry also suffered. Hundreds of railroad cars that stood ready to receive crates of oranges and grapefruit

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were left standing empty on their sidings. Packing houses had to close, and thousands of workers were left without employment.

In Rockledge the ruinous effect of the freeze caused the population to decline steadily for the remainder of the decade, falling from a pre-freeze high of 400 to about 272 by 1900. While some of the large growers had enough capital to overcome the disaster and recover much of what they had lost by the turn of the century, the majority of the owners of small groves were ruined and forced to leave the area. The economic recession that visited Rockledge in the wake of the freeze was compounded by a significant drop off in tourism. The Florida East Coast Railway was extended to Palm Beach in 1894 and reached Miami in 1896. These two places supplanted Rockledge as tourist destinations during the late 1890s. The prestige that Rockledge had enjoyed as being the most popular resort south of St. Augustine was lost. Local residents were forced to redouble their efforts to ensure the recovery of the citrus industry and look for other ways to replace the economic void left by slumping tourism.

II. Consolidation and Pre-Boom Development, 1900-1917

A different approach to settlement in Rockledge occurred during the first decade of the twentieth century. Houses owned by northern winter vacationers were purchased by people who chose to make Rockledge their permanent place of residence. Residential subdivisions were platted in areas that were once reserved for groves. Although the Great Freeze had been disastrous, the citrus industry began to recover, and the Indian River soon regained its reputation as the best citrus producing region in Florida. Furthermore, growers from North Florida began to relocate wholesale to the warmer central region where the impact of freezes would be less severe. By 1900, Brevard county had once again become one of the leading citrus producing areas of Florida. Much of the production and processing was centered around Rockledge.

The first decade of the century saw a significant growth in the population of Rockledge. In 1910 the number of full time residents had reached the pre-freeze level. Rockledge and Cocoa were headquarters for the Florida Citrus Exchange, part of the state cooperative packing, shipping, and marketing system. The new population increase revealed the need to restructure the local government to oversee municipal improvements and tend to the general welfare of the towns residents. In 1915 the town was reincorporated and a local government consisting of a Mayor,

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Clerk, Marshall, and six Councilman was formed. Besides establishing ordinances for "peace, good order, and morals," the council began to lay the groundwork for infrastructure improvements. A jail was erected and the free roaming of livestock banned. The paving of Rockledge Drive began, and plans were drafted for installing electric lighting along its length.

This period of civic improvements was brought to an end by the entry of the United States into World War I. Like Americans everywhere, citizens of Rockledge turned their energies from local projects toward helping the war effort. The hiatus in development lasted until the post-war period, but the actions already taken by town officials and leading citizens helped to prepare Rockledge to handle the exuberant growth that visited the community in the 1920s.

III. Boom and Depression, 1920-1926

It is difficult to exaggerate the proportions of the speculative Florida Land Boom that erupted in the early 1920s. Miami and Palm Beach are generally regarded as the scenes of most frantic activity, but few communities in the state escaped the fever to "get rich quick" by buying land for development or quick resale. A combination of post-war factors, including changing leisure patterns, improved modes of transportation, and the massive amount of publicity that the phenomena received contributed to what became known as "Florida Fever." Increased wages for workers in the era of general prosperity following the war, a shorter work week, and the availability of vacation time gave the average American greater mobility than had been enjoyed at any previous period in the nation's history. There was a mounting desire among the urban middle class to discover new perspectives and break away from the drab industrial population centers of the north.

The continued development of the nation's railroad system, the rapid expansion of paved highways, and the availability of affordable automobiles gave an unprecedented amount of freedom to the growing middle class segment of the population. Further, the promotional brochures, magazine articles, and advertisements praising the qualities of Florida and promising fortunes to be made in real estate flooded northern markets, fanning the imaginations of adventure seekers, prospective settlers, and speculators. By early 1925, the Jacksonville Chamber of Commerce reported that from 20 to 25 trains were arriving each day in the city, and that 150,000 automobiles had passed through the city

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during the height of the winter season. The previous fall, the Florida Legislature issued an open invitation to wealthy investors with approval of a constitutional amendment prohibiting either an income or inheritance tax. The resulting capital influx accelerated an already well developed surge of land purchasing.

Rockledge provides a small scale example of the frenzied development that occurred throughout the state. The population, which stood at approximately 450 in 1920, grew to over 600 by 1925. Between 1921 and 1926 the pace of subdivision development escalated dramatically, so that the boundary lines between Rockledge and the neighboring city of Cocoa were quickly obscured. To insure that new buildings erected were designed in an appropriate manner the Town Council adopted Rockledge's first building ordinance in April, 1921. The ordinance created fire limits within the city, required builders to obtain a permit for construction, and empowered the council to request that the building be constructed of fireproof materials.

The increase in population and building activity necessitated further improvements to the infrastructure of Rockledge. As a result, the number and scope of improvement projects increased markedly during the years of the land boom. Among the most pressing concerns were the widening, extension, lighting, and paving of streets to accommodate the expansion of the residential base of the community. Other projects that received the Council's attention during the first half of the 1920s were the construction of sea walls along the Indian River, the granting of a telephone franchise to the Southern Bell Telephone and Telegraph Company, the improvement of the town's fire fighting capabilities in the form of a new pump truck and the establishment of a permanent fire department, and the construction of a municipal building to house the police and fire departments and serve as Town Hall.

The year 1925 marked the zenith of the boom years in Rockledge. The increase in population, combined with the increasing demands for expansion of the city limits, caused the town to reincorporate as a city in April of that year. Visitation to the community was such that all available accommodations were full to capacity. The overflow was housed in "tent cottages" at a tourist camp located on the western fringe of the town. The old wood frame Indian River Hotel had given way to a modern Mediterranean revival style building constructed at a cost of \$300,000 in 1923.

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Transportation improvements continued to be important to the development of Rockledge during the boom years of the mid-1920s. To accommodate the increase in automobile traffic traveling along Florida's east coast the state's transportation department undertook construction of the State Road # 4, also known as the "Dixie Highway." The original route of the highway generally followed that of the Florida East Coast Railway. It reached Rockledge by 1926. As was true with the railroad, settlement and economic development followed the new highway's course. Perhaps the most significant change resulting from road construction was the addition of trucking as a means for transporting fruit and other agricultural products grown in the Indian River region.

Even Before the Dixie Highway reached Rockledge, however, there were signs that the speculative bubble which had sustained the Florida land boom was on the verge of bursting. In the middle of 1925 the Florida East Coast Railway announced an embargo on freight shipments to South Florida. Rail lines and ports in the state area were clogged with incoming shipments of building materials. Bankers and businessmen throughout the nation had begun to complain of the inordinate amount of cash that was finding its way into the Florida economy at the expense of other areas in the country. Northern periodicals were running stories suggesting fraud in Florida land sales and that the tremendous influx of visitors and settlers the state was outstripping available facilities. The final blow to the boom occurred when a devastating hurricane hit the east coast of Florida in September 1926.

In Rockledge signs of the impending collapse began to manifest themselves in 1926. Fewer advertisements for property appeared in the local newspapers. Front page bulletins on the high number of building permits issued in the area disappeared with the deceleration in construction. Applications for new subdivisions slowed to a trickle, and those that had been previously approved had to demonstrate before the City Council that they had the financial means necessary to pay for improvements. As 1926 progressed, foreclosures on property whose owners were over-extended and could not pay city taxes came with alarming frequency.

Conclusion

The collapse of the land boom sent Rockledge, along with most of the rest of Florida, into an economic depression from which it would not recover until after World War II. During the

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years of the Great Depression the city suffered serious fiscal problems and there was very little new development. Shortly after the war, all of southern Brevard County experienced a period of rapid growth, stimulated by the development of the federal space complex at Cape Canaveral. Although the population of Rockledge had grown steadily since the 1920s, its rate increased dramatically following the development of the space industry. That growth has created increased demands for essential services and has generated specific concerns about the conservation of the natural and cultural resources of Rockledge and other coastal areas of Brevard County. The historic buildings that survive in Rockledge represent a significant collection of culturally important resources. They provide a bold visual link to the community's past. The implementation of a coherent program consisting of a wide range of historic preservation activities will be necessary to ensure the protection of those resources. The listing of its most significant resources in the National Register of Historic Places is a vital first step in that preservation process.

F. Associated Property Types

I. Name of Property Type _____

II. Description

See continuation sheet

III. Significance

IV. Registration Requirements

☒ See continuation sheet

☒ See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

☒ See continuation sheet

H. Major Bibliographical References

See continuation sheet

☒ See continuation sheet

Primary location of additional documentation:

- ☒ State historic preservation office
☐ Other State agency
☐ Federal agency

- ☐ Local government
☐ University
☐ Other

Specify repository: _____

I. Form Prepared By

name/title Carl Shiver, Historic Sites Specialist
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I. Property Types: Single Family Dwellings

II. Description:

The majority of the historic buildings found in the city of Rockledge are single family dwellings gathered into three residential districts. The community does not have a historic commercial section related to any of the historic contexts described in this proposal. These residences are found mainly along Rockledge Drive, Barton Avenue, and Valencia Road and comprise the most important historic resources in the community. Scenic Rockledge Drive is a narrow two lane road, which wends south from the northern city limits for two and one-half miles along the banks of the Indian River. The historic sections of both Barton Avenue and Valencia Road are located between their intersections with Rockledge Drive and Seminole Drive. The most significant geographical feature of the Rockledge Drive district is its proximity to the Indian River, and all of the neighborhoods are marked by mature trees that line the street and well-established ornamental plantings on the house lots. The branches of moss-draped live oak, palm, and magnolia trees form a canopy over Rockledge Drive.

The residences along Rockledge Drive are oriented to face the shoreline, and the house lots vary greatly in size and shape, revealing that the district grew up organically, rather than being the product of a planned subdivision. The setbacks and spacing of the residences in the Barton Avenue are more uniform, owing to the difference in terrain and the fact that the buildings were erected in a formally platted subdivision. The residences in the Valencia Subdivision district are virtually uniform in their siting features and share a common stylistic theme, reflecting the development of local building codes that had been adopted by the municipality by the 1920s. Except for the houses in the Valencia Subdivision, all of which were constructed between 1924 and 1926, the majority of the residences in Rockledge were constructed before 1920. The architecture of the buildings embraces a variety of styles, including wood frame vernacular, Colonial Revival, Queen Anne, Mediterranean Revival, Gothic Revival, and Bungalow.

The historic residences of Rockledge were, with few exceptions, designed and constructed by lay builders who drew upon traditional building techniques and contemporary stylistic preferences for their inspiration. The primary consideration was given to providing functional and comfortable living spaces for

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the owners. Decorative features, although of secondary importance, were often applied liberally with regard to stylistic consistency. A number of residences, especially those constructed in the late nineteenth century, exhibit elaborate woodwork and intricate architectural detailing. The styles that the builders of Rockledge based their designs on were popular throughout the United States. After the Civil War architectural pattern books promoting various residential designs were widely available. That, combined with the mass production of architectural building components and improved means for their transportation, made it possible for a builder in Maine to construct nearly the same house as a builder in California.

The buildings along Rockledge Drive and Barton Avenue are similar in size, scale, setting, and use of materials. The residences are from one to two and one-half stories in height and have gable or hip roofs. The exterior plans of the buildings are generally simple, consisting mainly of a central block with a rear ell. The exterior siding is commonly weatherboard or drop siding, although there is a certain amount of wood shingle use found in the two older districts. The fenestration varies with the architectural style of the building. Those with designs based on classical precedents exhibit symmetrical window placement, while those of less formal styles have regular, but consciously asymmetrical facades. Double hung sash windows with multiple panes were the most common window types.

Porches are present on nearly all homes along Rockledge Drive and Barton Avenue. Variations include verandas, porticos, and tiered porches. Most have gable, shed, or hip roofs, which often reflect the roofline of the main block of the house. The porch roof supports may be posts or columns, depending on the architectural style of the building and the period of construction. Bungalows may have tapered columns set upon masonry piers. Balustrades, milled brackets, spindle bands and other decorative wood work is found on some nineteenth century residences. Queen Anne houses may also feature a tower or porch gazebo. Wood frame buildings mainly rest upon masonry foundations. Concrete block and brick piers were ones most commonly used. Brick chimneys with corbelled caps can be seen on nearly every building in the Rockledge Drive and Barton Street districts.

The contributing residences in the Valencia Subdivision are all Mediterranean Revival style buildings and are generally eclectic productions that mix the various plan and decorative

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elements of Spanish Colonial, Mission, Italian Villa, and Moorish visual sources. Most of the house have stuccoed exterior walls, wood or metal casement windows (if original), clay tile roofs, varying height roof lines, and other features associated with Mediterranean Revival style architecture typical of the Florida Boom period. Like the other houses in Rockledge, a large number of the residences in the Valencia Subdivision neighborhood have garages or garage apartments at the rear of the lot. The generally have stylistic features that reflect those of the primary structure.

III. Significance:

The buildings in the Rockledge Drive District span all of the periods of historic significance in the community and contain some of the most architecturally significant structures in the community. A number of these would be individually eligible for listing in the National Register under criteria A or C in the areas of exploration/settlement and architecture. Some of these buildings are further associated with the lives and careers of early pioneers of the community, who contributed in important ways to its growth and development.

IV. Registration Requirements:

For buildings to be eligible for nomination under this property type they must have been constructed during one of the context periods of detailed in Section E and they must be located along either Rockledge Drive or Barton Avenue or within the Valencia Subdivision. In addition they must meet at least one of the following criteria:

1) Individual buildings that are exceptional examples of a style or type of architecture. Buildings nominated under this area of significance must retain their original appearance to a high degree. A building that has been altered by significant additions, the application of materials inconsistent with the historic period in which they were constructed, or the removal of significant architectural details is excluded from eligibility for nomination under this criterion.

2) Individual buildings with historic associations to persons or events significant on the local level. Integrity requirements for buildings with important historic associations should be less stringent than for those nominated for their architectural significance alone. Buildings, however, that have

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been radically altered to the point where they exhibit little of their original design are excluded from nomination under this criterion.

3) Groups of buildings of a similar design or that have associations with important events within the periods of significance. Districts nominated under this criterion should possess a concentration of relatively well preserved resources. Contributing buildings must meet the basic criteria for integrity outlined in the National Register guidelines.

Associated Property Types

I. Name of Property Type: Boathouse

II. Description: The five contributing boat houses in the district represent distinctive functional vernacular designs. All are constructed on solid concrete foundations along the west bank of the Indian River. They range from one to two stories in height and have large "garage" bays designed to house boats. These structures are associated with contributing residences in the district.

III. Significance: Residences along Rockledge Drive historically had boathouses, not only for the storage of recreational watercraft, but as a means of transportation to the "peninsula" across the Indian River and to communities along the length of the intracoastal waterway. All of the necessities of day-to-day existence were provided in this way. Even after the coming of the railroad, watercraft had wide use because there were no bridges across the Indian River and roadway were still primitive. Today, such facilities are completely recreational in nature. Their association with historic residences in the district make the properties essentially outbuildings in the same fashion as a garage or other associated structure.

I. Name of Property Type: Church

II. Description: The only contributing religious structure in the three districts is St. Mary's Catholic Church constructed ca. 1920. This wood frame building has some stylistic characteristics derived from the Gothic Revival but is essentially a vernacular structure.

III. Significance: The church reflects the period of the development for the Barton Avenue Residential District in its

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style, use of materials, and association with the activities of the residents of the area.

I. Name of Property Type: Municipal Building

II. Description: The former Rockledge City Hall is a two-story, Mediterranean Revival style, masonry structure located at 11 Orange Avenue. Its Mediterranean Revival styling is expressed by its flat roof with a gable parapet and stucco exterior surfacing. The windows of the front facade are rectangular, while those on the sides are set in round arch openings. The building was designed by prominent local architect Richard Rummell and was constructed in 1924.

III. Significance: This building, located in the Rockledge Drive Residential District, reflects the last important period of local growth during the Florida Boom of the 1920s. The community had only recently reincorporated as a city and needed a municipal government building to manage new governmental activities and to stand as a symbol of the changing status of the community. The present city hall is a modern structure located outside the historic areas of Rockledge.

I. Name of Property Type: Commercial Building

II. Description: Although the historic areas of Rockledge contain no identifiable commercial center, at least one distinctly commercial block was constructed in the Rockledge Drive district. This Mediterranean Revival style building stands immediately east of the former city hall and was constructed about the same time. Notable architectural features of the building include a flat roof with parapet and stucco exterior wall fabric. A hip roof tower with recessed round arch panels and a cantilevered overhang is located on the northeast corner of the building. A pent roof with barrel tile surfacing runs the length of the north facade. The two bay store front consists of fixed plate glass display windows and two rectangular entrances.

III. Significance: This building at 1-3 Orange Street might have been the beginning of a commercial area that failed to develop because of the collapse of the Florida Boom. In any case, most of the residents of Rockledge have traditionally shopped in the commercial section of the nearby city of Cocoa. Like the former city hall, the commercial block reflects the styling and aspirations of the Florida Boom period.

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Conclusion

The historic districts of Rockledge each has its own distinctive character, but also share overlapping periods of development. The historic districts are significant under National Register criteria A and C at the local level for their association with the exploration and settlement of Rockledge and as representing stylistic trends in architecture consistent with those of small communities throughout Florida during the late 19th and early 20th centuries. Collectively, the buildings have significance for their association with the early settlement of Rockledge and its development as a tourist resort in the late 19th and early 20th centuries. Also included in the area are Rockledge's only surviving historic religious, commercial, and governmental buildings.

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Summary of Identification and Evaluation Methods

A comprehensive survey was undertaken in 1989-1990 to determine the nature and extent of historic properties in Rockledge. Using the definition of the National Park Service, historic properties are buildings, structures, objects, sites, or districts significant in national, state, or local history or pre-history. The methodology used in conducting the survey consisted of a series of progressive steps. The initial level involved research of existing historical literature to determine the periods, events, and personalities significant to the development of the city and to identify previously recorded historic buildings, other standing structures, and historic period archaeological sites.

During this phase, it was determined that all buildings constructed before 1940 would be considered for listing on the final inventory of sites surveyed. The intermediate level included field survey to locate or confirm the location of extant properties, evaluation of preliminary research, recording site data, and compilation of a basic inventory. The third level consisted of an analysis of properties by theme and period of significance, evaluation of the significance and concentration of the historic buildings, and recommendations for National Register nominations and locally recognized landmarks.

The format for recording survey data was the Florida Master Site File form for standing structures. Forms were set up on a Dbase III Plus data processing program and updated as additional information was generated. When complete, the forms were printed out as hard copy. Information about historic properties was recorded on a computer disk filing system, and an inventory of those evaluated as being significant to the history of Rockledge was provided in a final report.

In accordance with the survey criteria 186 buildings were recorded during the course of the project. The survey team field inspected each building, photographed it and recorded its location on a base map or United States Geological Survey map. The team noted its condition, integrity, and any threats to it. After the completion of field work, the team recorded the aforementioned information along with the legal description of each property and its address.

The development of a historical context for evaluating properties in Rockledge constituted a major portion of the

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survey. The consultant's team of historians conducted a preliminary literature search, focusing on the chronological development of the city and emphasizing important events, individuals, and significant themes associated with the development. They conducted research at the Cocoa Public Library; Brevard County Courthouse, Titusville; the St. Augustine Historical Society Library, St. Augustine; the Florida State Library and the Library of the Bureau of Historic Preservation, both in Tallahassee; and the Library of Florida History, University of Florida, Gainesville. The research information formed the basis for the preliminary and final historical reports and the historical information included on the Florida Master Site File forms.

Based on the visual reconnaissance, information gleaned from cartographic sources, newspapers, and other primary source materials, and discussions with informants, the survey team established a range date of construction for all standing structures, and determined an exact year for some. They included the date of construction on the Master Site File form in the appropriate place, entering either the range date or the exact date.

After the architectural and historical research was completed, a map showing concentrations of historic buildings was prepared to aid in identifying areas where historic districts might be created. Using computer generated data, a detailed analysis of building types, materials, and alterations was made to determine the integrity of the resources. The results of this analysis, along with all information gathered in the other stages of the survey, were incorporated into a final report, the individual Master Site File forms, the information supplied in this multiple property cover.

Upon completion of the survey, it was determined that the vast majority of resources eligible for listing in the National Register were located in three areas along Rockledge Drive and Barton Avenue and in the Valencia Subdivision. Further research concentrating on the development in those districts was conducted during the first two months of 1991 to aid in determining the full extent of their significance to the overall development of Rockledge. An extensive number of photos were taken and scaled maps were prepared to provide reviewers with visual aides that help convey a sense of the setting in which the varied historic resources of Rockledge are situated. In all, the districts encompass more than 120 contributing resources, comprising a

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significant percentage of the city's total historic building stock.

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