

**HISTORIC PRESERVATION SURVEY AND MASTER PLAN
MARATHON, MONROE COUNTY, FLORIDA**

For

**City of Marathon
9805 Overseas Highway
Marathon, Florida 33050**

And

**The State of Florida
Department of Economic Opportunity**



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EXECUTIVE SUMMARY

Environmental Services Inc., of Jacksonville, Florida conducted a comprehensive windshield survey of the recent past structures in Marathon, Florida from April – June 2018. Funding for this survey and subsequent reporting was provided by the Department of Economic Opportunity through a grant to the City of Marathon, Florida. The purpose of this survey was to better define architectural styles and pocket districts as well as any possible multiple property listings. Data gathered during the survey will support a better preservation plan and identify geographic areas that have retained integrity and possess significance for a potential National Register district and aid in planning for future development.

The objectives of the survey were to conduct a comprehensive windshield survey and at a minimum record 150 architectural resources for the Florida Master Site File (FMSF) utilizing the Historic Structure Form and assess their eligibility for listing in the *National Register of Historic Places (NRHP)* as well as assess their eligibility for contribution to a local district. All work was intended to comply with Section 106 of the *National Historic Preservation Act (NHPA)* of 1966 (as amended) as implemented by 36 CFR 800 (Protection of Historic Properties), Chapter 267 F.S. and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historic Resources' (FDHR) *Historic Compliance Review Program* (November 1990, final draft version). All work also conformed to the professional guidelines set forth in the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 4416). Field survey methods complied with Chapter 1A-46 *Florida Administrative Code*. The architectural survey consisted of pedestrian investigation to field verify all architectural resources within the project area constructed up to 1970. Data from the Monroe County Property Appraiser and the Florida Master Site File (FMSF) was collected and cross referenced to insure the accuracy of information and the correlation with respective buildings and developments. Research conducted at local and state repositories focused on historical context of the project area.

Approximately 8217 parcels comprise the City of Marathon. Of those parcels, roughly 1460 were constructed in 1970 or before and were observed as part of the initial research phase and windshield survey. Further analysis of those resources consequentially produced five geographical areas containing a heavy concentration historic resources to be field verified and recorded. Due to time constraints, recordation of resources focused on two geographical areas and multiple individual and themed resources. A total of 194 historic resources were recorded during the survey; of those resources, none had been previously recorded. One hundred eighty-five (185) resources are considered potentially eligible or contributing to a National Register Historic District; and approximately nine are considered to be ineligible, or non-contributing structures, within two geographical areas surveyed. An electronic copy of project GIS data layers showing all surveyed resources at least fifty (50) years of age or older and a color overlay map depicting the newly surveyed structures and previously recorded structures are on file with the City of Marathon and the Florida Department of State Division of Historical Resources.

The architectural survey resulted in the identification and evaluation of one National Register District and one individual listing to the National Register of Historic Places. Additionally, ESI recommends further investigation into three other geographical areas or themes with the potential for Local or National Register designations.

An inventory of resources can be found in Appendix A of this report; and the Survey Log Sheet can be found in Appendix B. A map of the survey area showing all associated data can be found in Appendix C.

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All survey work would not be possible without support from the local government officials and administration; to City Manager Chuck Lindsey, Mayor Michelle Coldiron, Vice Mayor, John Bartus, Councilmembers, Daniel Zieg, Steve Cook, and Mark Senmartin, thank you for their support of this project.

Furthermore, the consultant would like to thank the citizens of Marathon for their commitment to historic preservation and the desire to preserve the city and its historical resources; and for allowing us to work in your city.

I. INTRODUCTION

Environmental Services, Inc. of Jacksonville, Florida conducted an architectural survey of the historic structures in Marathon, Florida from April 2018 through June 2018. The survey was conducted under Work Authorization No. PD 01-2018, "Historic Preservation Survey and Master Plan" with the City of Marathon to fulfill requirements provided by the Community Planning Technical Assistance Grant (Grant No. P0258) from the Department of Economic Opportunity.

The scope of work outlined by the City included background research, development of a historical context based on several periods or themes, a comprehensive windshield survey, and a completion of fieldwork necessary to carry out a minimum inventory of one-hundred and fifty (150) historic structures in the area; prepare original Florida Master Site File (FMSF) forms for all historic buildings; preparation of a survey map of the project area; preparation of a Master Plan consisting of evaluation and recommendation of ways to better preserve Marathon's historic resources in the future; and preparation of a final report containing all this information and meeting the standards of the grant agency and the State of Florida Division of Historical Resources.

Historic preservation, the process of protecting and maintain buildings, structures, objects and archeological materials of historical significance. This survey represents an important step in the preservation of historical resources within the City of Marathon in Monroe County.

Documents produced in conjunction with this survey, including FMSF forms and the report, provide information that property owners and residents as well as local, state and federal officials can utilize to make informed decisions and judgments about resources that have value to individuals and to the community at large.

The City is to be commended for identifying the need for a resource inventory specifically for those buildings at risk due to sea-water rise and natural disasters, such as hurricanes. It is anticipated that the completion of the inventory and this report outlining the historical context of the area will be one step among many which the City may take or support in the future. It is hoped that these efforts will lead to a higher level of preservation in Marathon, as well as greater understanding of the value of these resources among residents.

Future endeavors by the City could include the publication of books or pamphlets on local architecture or history, the installation of State Historic Markers, or the nomination of structures or districts to the *National Register of Historic Places* or incorporation into local historic districts. To preserve and protect the historical integrity of the City of Marathon it is important that the City, elected officials and all of the citizenry utilize all possible means to that end. Voluntarily, financial and legal techniques are available and are discussed in detail in this report.

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

II. SURVEY CRITERIA

The parameters established by the City of Marathon for the survey included: a comprehensive windshield survey within the city limits identifying extant historical resources constructed before 1970, identifying periods of significance or themes that may yield information on historical resources including the Growth Period, Aqueduct Buildings and resources associated with the Tourism and Fishing industries. Consideration of these parameters was particularly helpful in narrowing the focus for the survey. This data along with criteria set forth by the National Register of Historic Places laid the foundation for the survey and subsequent Preservation Plan. The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, and association, and:

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

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

- 1. a religious property deriving primary significance from architectural or artistic distinction or historical importance;
- 2. a building or structure moved from its original location, but which is significant primarily for architectural value or which is the surviving structure, most importantly associated with historic events;
- 3. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his/her productive life;
- 4. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- 5. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- 6. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- 7. a property achieving significance within the past fifty years if it is of exceptional importance.

The Division of Historical Resources employs the same criteria in a less restrictive manner for selecting properties to be placed in the Florida Master Site File (FMSF), a repository located at the R.A. Gray Building in Tallahassee. The process allows for the recording of properties of local significance that could not be included in the NRHP. The FMSF is not a state historic register, but an archive that holds hundreds of thousands of documents intended for use as reference materials, planning tools and a central repository containing archival data on the physical remains of Florida's history. Each FMSF form represents a permanent record of a resource.

The survey team recorded a total of 189 buildings, three bridges and two canals in the City of Marathon that are at least fifty (50) years old and retained most of their original architectural features. The subdivision of Little Venice was singled out as an important development in Marathon during the 1950s. A building's year built date was verified using various sources including USGS maps published in 1971 (photo revised 1973); the dates of subdivision platting and recording; Sanborn Company maps; dates provided by the Monroe County property appraiser's office; and architectural evidence, which is based on comparisons between buildings of similar size and design and prior to the establishment of Flood Insurance Rate Maps (pre-FIRM construction).

The term "historic building," or "historic resource," means any prehistoric or historic district, site, building, structure, or object included in, or determined eligible for inclusion on the NRHP as defined in 36 CFR Part 800.16 – Protection of Historic Properties (as amended in August 2004). An ordinance of local government may also define historic property or historic resources under criteria contained in that ordinance. The identification of historic resources begins with their documentation through a survey conducted under uniform criteria established by federal and state historic preservation offices.

The FMSF is the state's clearinghouse for information on archaeological sites, historical structures, and field surveys. A system of paper and computer files, it is administered by the Division of Historical Resources, Florida Department of State. Recording a building with FMSF does not mean that it is historically significant, but that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the FMSF. Lastly, and perhaps most importantly, relatively few buildings or sites included in the FMSF are listed in the NRHP, the nationally accepted criterion for a "historic resource."

The survey process also includes evaluating the condition of each building, using assessment standards established by the U.S. Department of the Interior. A subjective evaluation, the condition of each building was evaluated based upon a visual inspection of the structural integrity, roof profile and surfacing, the integrity of the exterior wall fabric, porches, fenestration and window treatments, foundation, and the general appearance of the building. The surveyors inspected each building from the public right-of-way (ROW). No attempt was made to examine the interiors of buildings. Consequently, some buildings evaluated as "good" may upon further inspection be found in a "fair", or even "deteriorated condition. In like manner, some buildings labeled as fair may indeed possess substantial integrity of wall framing with only inconsequential exterior fabric deterioration.

III. SURVEY METHODOLOGY

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

There are several methodologies for survey. One approach is the thematic survey, which identifies all historic properties of a specific type, such as a survey of aqueduct buildings in Marathon. A more common survey is the geographic type, which results in a comprehensive recording of all significant themes and associated properties within established geographic boundaries, such as a subdivision, neighborhood, or a city limit. The goal of this survey was to identify potentially significant existing historic resources within the city limits of Marathon by way of a comprehensive windshield survey. The windshield survey was an integral step in the process of identifying geographical areas containing a substantial quantity extant resources meeting the criteria outlined for the survey; which produced five areas of concentration and multiple individual sites for evaluation.

The current survey is essential for baseline data, as no previous surveys have focused on historic resources from the recent past in the City of Marathon. As a logical consequence of this survey, those remaining significant properties identified during the windshield survey but not recorded as part of this project should be identified and recorded during a future survey.

After an initial review of secondary histories, previous surveys, and Florida Master Site Files, the additional pre-survey planning included the acquisition of a current property appraiser data, and historic-period and current USGS maps. Approximate dates of construction were obtained from the property appraiser's office. The historic-period and current USGS maps were obtained to help ascertain the nature and extent of properties throughout the project area, and changes to the built environment that have occurred over the past fifty years. All information collected was then transferred into a GIS data base in order to create working field maps with all pertinent information.

A survey plan was charted by neighborhood and resources systematically recorded in numerical order. The survey team largely adhered to this plan, occasionally deviating to record a property missed during an early phase of the field survey. Equipment and materials used in the field included a Nikon D3300 camera, field maps created from a GIS data base using ESRI software, and mobile data collection devices.

Mobile Data Collection Devices are tablets that have pre-populated data input by ESI's GIS Department, such as Property Appraiser information and FMSF information for the state. The survey team used these tablets to allow for immediate access to this data in the field, as well as cloud storage and sync technology. Sync technology allows for automated update features while in the field and constant backup in the case of accidental information loss. As historic buildings were encountered and recorded for evaluation, they were located on the device using Google Earth

Pro and GIS mapping data. Architectural data was recorded directly to the collection devices and multiple digital images were captured of each building. The integrity of each building was evaluated on the basis of guidelines established by the NRHP and the FMSF.

Following the field survey, FMSF forms were entered using the current PDF template. The field inventory of historic structures was entered into the FMSF's archive by transfer of shapefiles to the site file database. This method automates the data entry process for the recorder. The survey team facilitated the data entry of field records using an ArcGIS App with standard coded and non-coded fields. This process ensured the accuracy and consistency of the records. Also, the program's format allowed us to import the records to meet the needs of the City of Marathon, as well as the connection to ArcView's shapefile format for use by the City or County's Geographic Information System (GIS).

The data entry included parcel identification, architectural data, stylistic influence, address, and present and original use. The condition of each building, a subjective professional evaluation, was assessed based upon visual inspection of structural integrity, roof surfacing, exterior wall fabric, porches, window treatments, foundation, and the general appearance of the building. All resources were assessed from the ROW. Ghost-line inspections and visual assessments provided information on alterations and the development over time.

Architectural significance, historical themes, dates of construction, and periods of significance were assigned and then evaluated. Tables were prepared classifying buildings into periods of historical development, condition, original and present functions, and historical architectural styles. Architectural and historical narratives were composed to describe settlement patterns, important events, and the major architectural influences represented in the project area. Historical data were obtained from informants, legal instruments, newspapers, and secondary sources. Based on the evaluation, recommendations for the preservation of these resources were composed. Following the analysis, evaluation, and composition, a report was compiled and illustrated with maps and photographs to help reviewers visualize the significance of Marathon's historic architecture. During the current survey, a total of 194 resources were inventoried. Newly recorded properties are listed by street address and in Appendix A at the end of the report.

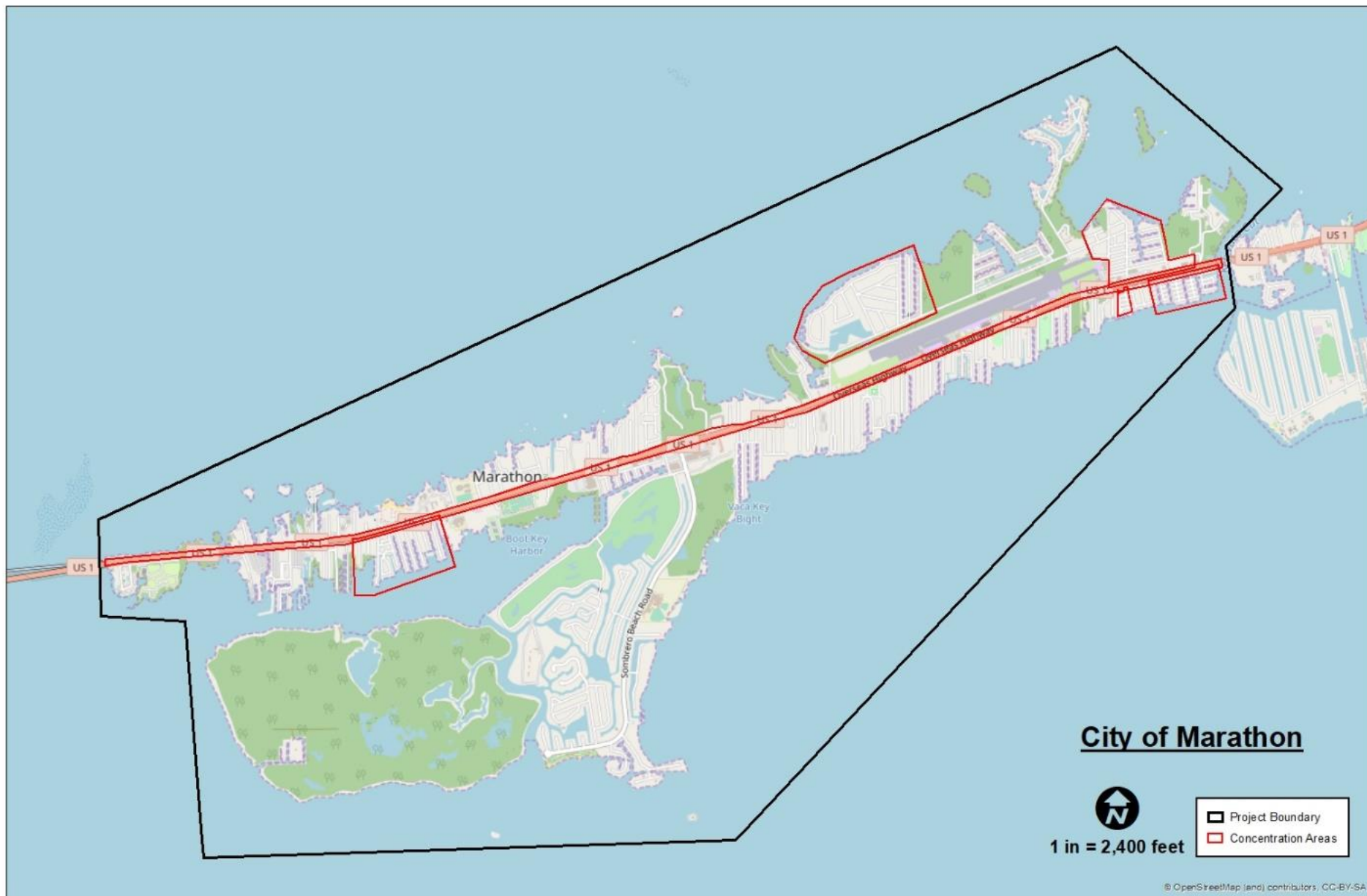


Figure 1: City of Marathon Survey Boundary, 2018.

A number of surveys have been conducted for the City of Marathon regarding the extant historic architectural resources. Each survey report holds valuable information relating to the development of Marathon, and Monroe County overall. Those reports include:

- 1980 – An Archaeological Survey of the MKJ Development, 319, T65S, R34E, Grassy Key, Monroe County, Florida by Marsha A. Chance
- 1987 – Archaeological, Historical and Architectural Survey of the Middle Keys by David Allerton, Robert S Carr, Ivan Rodriguez and Archaeological & Historical Conservancy, Inc.
- 1991 – Archaeological and Historical Survey of Crane Hammock, Marathon, Monroe County by Robert S. Carr, Jane S. Day, Patricia Fay and Florida Keys Land and Sea Trust
- 1994 – A Preliminary Resource Inventory of Curry Hammock, Monroe County Florida by Christine L. Newman and Brent R. Weisman
- 2000 – Project “San Fernando 1733” February 2000 Survey by Robert Weller and Crossed Anchors Salvage
- 2001 – Frogsott’s Salvage Team. Survey #3 May 15-31, 2001 by Robert Weller and Crossed Anchors Salvage
- 2001 – An Archaeological and Historical Survey of the Proposed Marathon Key Tower Location in Monroe County, Florida by Cynthia L. Sims and EPAC Environmental Services
- 2001 – Marathon Site Telecommunications Facility 13860 Overseas Highway, Marathon, Monroe County, FL by Erika Babineaux and Sounds of Service Radio
- 2001 – Addendum to the Section 106 Review of the Proposed Construction of the Sounds of Service Radio Inc. Grassy Key Site Telecommunications Facility: 59001 Overseas Highway, Marathon, Monroe County, Florida by Erika Babineaux and Sounds of Service Radio, Inc.
- 2001 – An Archaeological Survey of the 1100 Kennedy Drive Parcel, Crawl Key, Monroe County, Florida by John G. Beriault and Archaeological and Historical Conservancy
- 2002 – An Archaeological and Historical Survey of the Proposed Marathon Airport Tower Location in Monroe County, Florida by Meghan Ambrosino, Paul L. Jones and EPAC Environmental Services, Inc.
- 2002 – An Archaeological and Historical Assessment of the Venice Waterway Parcel, Monroe County, Florida by John G. Beriault, Robert S. Carr, and Alison Elgart-Berry and the Florida Keys Aqueduct Authority
- 2002 – A Cultural Resource Assessment Survey of US1/SR5 Corridor Turn Lanes and Intersection Improvements on Grassy Key, County: Monroe by Janus Research
- 2002 – A Cultural Resource Assessment Survey of US1/SR5 Corridor Turn Lanes and Intersection Improvements on Little Duck Key, Knight Key/Marathon, Long Key, and the City of Layton, County: Monroe by Janus Research
- 2002 – A Cultural Resource Assessment Survey of Sombrero Beach Road from Avenida Primiceria to Sombrero Boulevard, Monroe County, Florida by Janus Research
- 2003 – Historic Architectural Survey of Unincorporated Areas of Monroe County, Florida by Geoffrey B. Henry and GAI Consultants
- 2012 – Desktop Analysis and Reconnaissance Survey of the SR5/US1/Overseas Highway from Mile Marker 59.90 to Mile Marker 72.35, Monroe County, Florida by Kathleen Hoffman, Amy Streelman and Janus Research

- 2014 – Cultural Resources Desktop Analysis and Field Review of the Knight’s Key Underpass Improvements, Local Agency Program Project in Monroe County, Florida (428061-1) by Barbara Culhane and Janus Research
- 2015 – A Cultural Resource Assessment of the Grassy Key Parcel, Marathon, Monroe County, Florida by Robert S. Carr and JJ Goldasich and Associates, Inc.
- 2016 – Monroe County Cultural Resource Assessment Update, Certified Local Government Grant #F1503 by John G. Beriault, Robert S. Carr, Jane S. Day, Timothy A. Harrington and AHC Technical Report #11114
- 2018 – City of Marathon Historic Resources Survey by Environmental Services, Inc.

IV. HISTORIC CONTEXT

The methodology used in developing the historical context for Marathon consisted of researching, compiling and preparing a historical narrative associated with two hundred years of use and occupation. Research was conducted using the Monroe County Property Appraisers Office; Jacksonville Public Library; Bureau of Historic Preservation, Tallahassee; State Archives of Florida, Florida Memory; Government Documents Department, University of Florida; Map and Imagery Library, University of Florida; P.K. Yonge Library of Florida History, University of Florida; Historical Society of Monroe County, Monroe County Public Library and the Library of Congress. The research furnished contextual references that assisted in establishing an understanding of some of the historic patterns of development, land use, and ownership of Marathon.

European Contact and Colonial Period (1513-1821)

Florida is divided into different culture areas defined by anthropologist and archaeologist, Jerald T. Milanich (1994). Marathon lies within the culture area of South Florida, defined as the Okeechobee Basin, the Caloosahatchee River drainage, and the southern tip of the Florida peninsula, including the Florida Keys. Within the South Florida area, Monroe County falls within the Glades Region.

Little is known about the terminus of the Glades culture and the early period of contact between the Native Americans and the European immigrants. The later precontract Glades groups appear to have been actively trading with other cultures to the north, as evidenced by the occurrence of exotic raw materials and ceramic designs, like those seen further north.

At the time of initial contact, the area of Monroe County was inhabited by the Tequesta and the Calusa Indians (Milanich 1994). Archaeological evidence supports that centuries ago the north or bay side of Plantation Key was inhabited by pre-Columbian Native Americans and Lignumvitae Key was used as a large burial mound. Both locations are approximately 30 miles east of Marathon (Survey #08102). Early maps indicate Ponce de Leon recorded the keys as *Los Martitres*, "The Martyrs," in 1513 while searching for gold; however, they only recorded a few narratives concerning the native peoples way of life. Early records indicate the Spanish logged the mahogany trees growing in the Keys throughout the 1600s, and after the Keys came under British rule in the 1760s, woodcutters from the Bahamas began to harvest trees for shipbuilding.

Many historic Glades sites contain European artifacts and European-derived raw materials such as silver, iron and gold. These materials were probably salvaged from Spanish ships that sank or ran aground off the Straits of Florida.

Marathon was first mentioned on Spanish navigation charts in the 1500s, as *Cayo de Bacas*, thought to be named for the plentiful manatees or sea cows in the area. Today, *Cayo de Bacas* is known as Key Vaca. Fontanenda's seventeenth century account of South Florida, mention at least three sixteenth century native towns in the Keys, including Matacombe in the Upper Keys, and Cuchiyaga and Guarungumbe in the Lower Keys (Goggin and Sommer 1949; Wheeler 2000). Native groups in the Keys, during the Contact period, were generally organized into groups and each group occupied a different island (Milanich 1995). During different portions of the Contact period, the inhabitants seem to have been alternately allied with the Calusa of southwestern Florida

After Florida became a territory in 1821, several American settlers came to the Key West area to salvage shipwrecks. Key West was the site of the first permanent settlement in the Keys because of its excellent harbor (Viele 1996). Other considerations were the proximity of the Cuban markets, its prolific fishing grounds, and the potential for salt manufacture. Within a couple of years, settlements were also established in the Upper Keys as well. The US Navy established an anti-piracy headquarters in Key West and the island maintained military significance until after the Civil War (Survey No. 12763).

Initially the main commerce of Key Vaca was salvaging. In 1822, two of Florida's Keys' first developers moved into the area, Joshua Appleby, a wrecking captain, and Captain John Fiveash. These two men established a settlement on the western end of Key Vaca, called Port Monroe, and advertised the great harbor and tremendous farming capacity of the area. Four families settled there, growing fruits and vegetables. Salvage remained the major economy of Key Vaca until the 1830s, when Appleby has been convicted of wrongdoing. In 1837, Appleby became lighthouse keeper at Sand Key, where he was killed in the 1846 hurricane (Viele 1996).

In the mid-nineteenth century, there was a Bahamian community in Key Vaca, under Jacob Houseman of Indian Key. They grew vegetables, but horticulturist Henry Perrine tried to get them to grow commercially useful tropical plants and sea island cotton and mulberries for silk production (Survey No. 08298; Viele 1996).

Monroe County was established in 1823, soon after Florida was acquired from Spain and became a US Territory, and included the entire Florida peninsula south of Lake Okeechobee (Atlas 2012). Over time, other counties were formed within the original Monroe County boundary including Dade, Broward, Collier, Lee, Hendry and parts of Charlotte, Glades and Palm Beach (Monroe County 1999). Five years after Monroe County was established, Key West was incorporated and became the county seat (History nd).

During the early 1800s, the population of the Florida territory centered in the northern areas around Pensacola, St. Augustine and Tallahassee. As more European-American settlers moved into the region, conflicts arose with the Seminole people, causing the government to remove the Seminoles from North Florida and relocate them farther south. In 1823, the Treaty of Moultrie Creek restricted the Seminoles to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 2010). This treaty, along with Payne's Landing (1832) and Fort Gibson (1833), which called for further emigration to the western territories, were equally unpopular and helped foster Seminole resentment that culminated in the Second Seminole War in 1835.

At the beginning of the Second Seminole War, conflict was centered near the Withlacoochee region. In 1838, U.S. troops moved south to pursue the retreating Seminoles in the Lake Okeechobee and Everglades regions. Colonel Zachary Taylor was sent to the area between the Kissimmee River and Peace Creek. Colonel Persifor Smith and his volunteers were dispatched to the Caloosahatchee River, and U.S. Navy Lt. Levi N. Powell was assigned to the Everglades (Mahon 2010). Powell's detachment had several skirmishes with Seminole people near Jupiter Inlet. Powell established a depot on the Miami River and erected Fort Dallas in the approximate

location of present-day downtown Miami. For three months, Fort Dallas was a base of operations as Powell led his men into the Everglades in search of the Seminoles (Gaby 1993).

In South Florida, on the site of present-day Fort Lauderdale, the plantation of William Cooley was raided while Cooley was away from home. His wife, three children and their tutor were killed. As the news of the attack spread, many of the settlers on the southern mainland and Key Vaca fled to Key West, and settlement abruptly stopped in 1836 and 1837 (Viele 1996). Raids in the Keys continued until increased naval forces in 1838 brought them to an end (Viele 1996). Settlers returned to the island, but another attack at Indian Key again sent the population of Key Vaca to Key West. It was only the establishment of a naval garrison stationed on Key Vaca on August 7, 1840, that caused the population of the Key to become stable. The naval forces in the Keys, which were known as the Mosquito Fleet, consisted of three schooners, five-gun barges, and sixty canoes. By 1842, the fleet was disbanded. During the latter years of the Territorial Period, the Keys experienced a population decline and remained sparsely settled and isolated from the mainland. The 1850 census showed that approximately forty settlers were living on Key Vaca; however, by 1860, there was only one family on the island as settlers gradually abandoned the rural keys (Viele 1996).

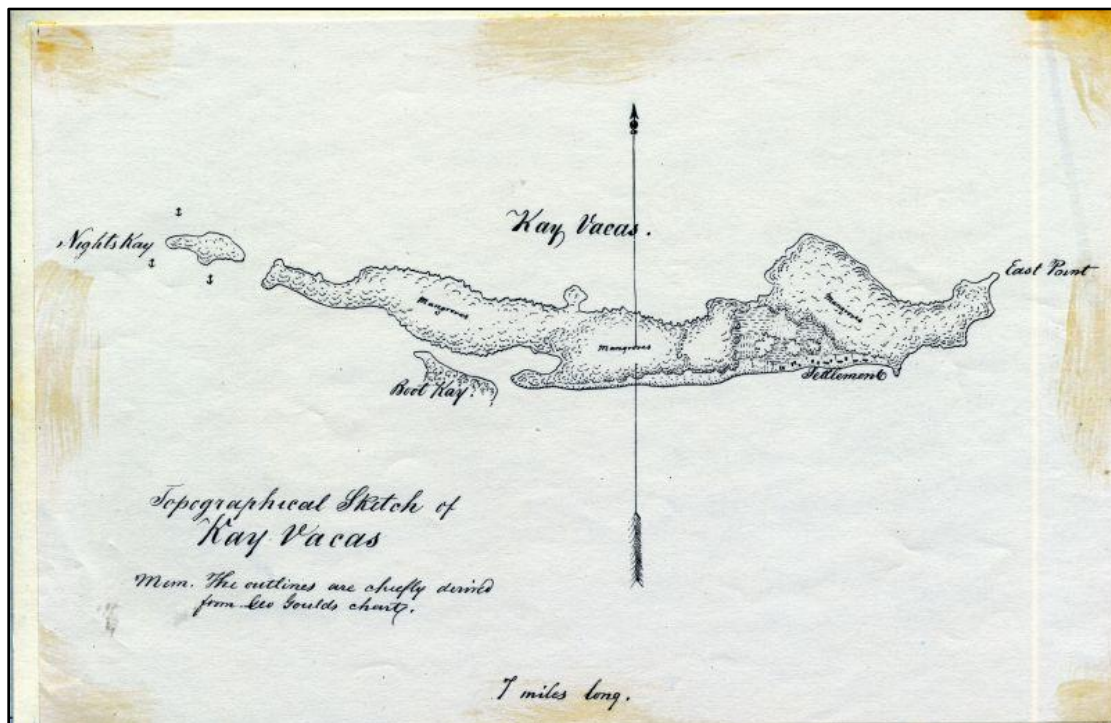


Figure 3: Hand-drawn sketch of Key Vaca by F.H. Gerdes, 1849.

Photo courtesy of Monroe County Public Library.

The Civil War and Post-Civil War Period (1860-1898)

The period between the end of the Civil War in 1865 and the start of the survey work for the Overseas Railroad in 1904, saw a steady influx of immigrants from the Bahamas and the rapid rise of pineapple cultivation in the Upper Keys. By 1870, the population of the Keys outside of Key West stood at 300, which can be largely attributed to the Bahamian immigration and every major island in the lower Keys was occupied (Viele 1996). More than half of the settlers were farmers who raised fruits and vegetables for the Key West Market, and the remaining inhabitants were seamen on wrecking, freight-carrying and fishing vessels. In 1874, the government surveyed and divided the keys for homesteading (Hurt et al. 1995). Although some residents acquired title to their property under the Homestead Act, most of the Keys settlers did not own their own land and remained squatters on government property. By 1880, most of the population left the Lower Keys and the area was practically deserted. After 1880, many Bahamians began moving into the Lower Keys, and by 1900, they outnumbered other settlers two to one. The Middle Keys were the least populated during this period, from a high of 34 in 1870, to 10 in 1900 (Viele 1996).

Adderly Town

On December 8, 1903, George Adderly, a Bahamian, bought 32.35 acres of land on Key Vaca in the area now known as Crane Hammock. George was born in New Providence, Bahama, in 1870 and arrived in the Keys in 1890. After becoming a citizen and marrying his wife Olivia, they constructed a “tabby” house sometime during 1904 to 1906, 30’ x 21’ wide with a thatch roof. The house was divided into four rooms, two bedrooms and two common rooms for eating and holding church services, as George was an Episcopal lay preacher, until a church was constructed. George’s primary occupation was as a boatman engaged in sponging. Sponging is a labor-intensive practice and took anywhere from three weeks to a month-in-a-half before the entire catching and selling process was completed. Once the sponges were caught and cleaned, taking about three weeks, George would then sail to Key West to sell his sponges at one of the daily auctions held on the city wharf. George also produced charcoal, another labor-intensive production. Charcoal burning was a long, strenuous task, taking three to ten days to reduce wood into charcoal. The kiln, constructed of trees, grass, sand or dirt, required constant tending to create a slow and even burn. The charcoal, like the sponges, was packed in sacks and sold at the markets in Key West (Florida Keys Land & Sea Trust n.d.).



**Figure 4: Adderly House, 8MO1256b, at Crane Point
Hammock Museum and Nature Trail, 2018.**

The Bahamians of Adderly Town were hard working and deeply religious people. At this time, Crane Point and Old Rachel Key (originally a separate key from Crane Point but connected by fill in the 1950s) was home to approximately two dozen Bahamian settlers (National Register, Adderly House 2002). Primarily spongers and charcoal burners, the men of the family were away from the home for weeks at a time. The women planted and tended the vegetable gardens, fruit trees, and livestock, in addition to the cooking, cleaning and child rearing tasks. As there was no medical aid, settlers relied on home remedies, such as aloe for cuts, burns and stings; “purge nuts” from tallowood for a laxative; tea from the stopper tree for diarrhea; and gumbo limbo bark for intestinal upsets. For serious injuries, Key West was a full day’s journey by sailboat. Mosquitoes and no-see-ums were some of the worst annoyances. Smudge fires were built around the houses, fields, and sometimes even inside the house (Florida Keys Land & Sea Trust n.d).

Around 1908, Adderley negotiated with the FEC Railroad to keep a stop on Vaca Key if Adderley would give part of his land for the station stop and railroad bed, thus keeping the town along the path of civilization. The station was a small wooden platform and once a week, the Adderley Town residents could hang a flag and the train would stop.

In 1950, George Adderley sold his property, a tract of land that extended from the Overseas Highway to Florida Bay, to Mary and Francis Crane, and he moved to Key West, where he passed away in 1958 (Gallagher 2004).

Francis and Mary Crane, passionate conservationists and horticulturists from Massachusetts, built a Mid-Century Modern Style mansion, with window walls and large roof overhangs, on the shoreline of the Florida Bay. The Cranes worked tirelessly to preserve the hammock and built Marathon's first museum in 1958 – the Southeast Museum of the North American Indian. The museum lasted until 1968, as it did not generate a lot of traffic and sent the artifacts to the Denver Museum of Natural History. Today, the building is now the Crane Point Hammock Museum and Nature Trail (History, Crane Point Museum & Nature Trail n.d.; Gallagher 2004).

Today, the Adderly House (8MO1256b) is the oldest house in Monroe County, outside of Key West. In 1992, the Adderly House was admitted to the National Register of Historic Places. According the National Register Nomination, Crane Point and Old Rachel Key is the only known site in the Florida Keys to have settled exclusively by blacks (National Register, Adderly House 2002).

The Twentieth Century (circa 1898 – Present)

The Spanish American War in 1898 focused the attention of wealthy Americans on Cuba and its economic possibilities. In 1904, Henry Morrison Flagler, president and founder of the Florida East Coast (FEC) Railway and former Standard Oil Company executive, gave his go-ahead for construction of his last major business venture: the construction of the Key West Extension of the FEC.

In January of 1906, the first of the laborers started to pour into Key Vaca. These men were the forefront of the FEC. Flagler had constructed the railway down much of the east coast of Florida. The Extension would connect Homestead with Key West, 156 miles away, and ultimately, connect with freight and passenger ferries to and from Cuba. Critics called the extension “Flagler’s Folly,” but after its completion in 1912, it was hailed as the “Eighth Wonder of the World.”

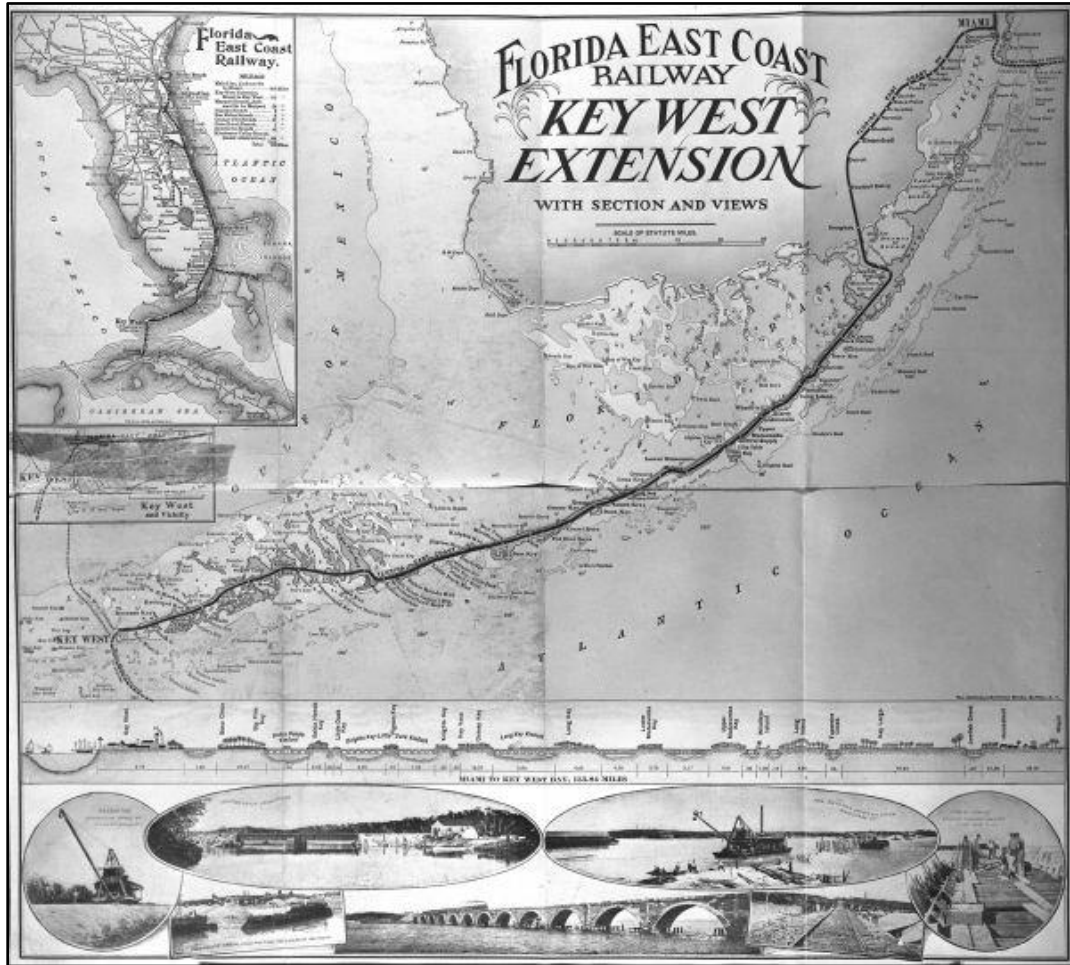


Figure 5: Florida East Coast Railway Key West Extension, c1910s.

Photo courtesy of the State Archives of Florida, Florida Memory.

Key Vaca was a logical choice for the railway and the placement of the town for construction workers. Key Vaca, at the time, was a large land mass with more than five miles of elevated ground and only a few areas that needed fill. The western end of the island was large enough to build a town that could house the men, a station, and service area with a dock accessing Florida Bay to the north. Most of the housing on the Keys was restricted to temporary tents, but in Camp No. 10, in the center of Key Vaca, the construction of dormitories, a mess hall, and other more permanent building was started in November of 1907. From the inception of the railway, there had been a plan to develop camp No. 10 into a major station and rail yard. Camp No. 10 soon grew from a camp into a small town (Gallagher 1999).

To achieve his vision, Flagler hired 10,000 laborers to build the 120-mile extension from Homestead to Key West. The project was initiated in 1905 and ended in 1912. Although trains would be running by 1912, construction would continue after that time as Flagler's engineers continued to complete and improve bridges and roadbeds (Gallagher 1999).

In October 1906, a hurricane killed over 130 railroad workers, severely damaging the new railroad beds and construction equipment, and ruined the pineapple plantations of the Upper Keys. The pineapple growers never recovered from this storm and by 1915, pineapples were no longer being produced in the Keys. This demise also caused a decline in the population from about 600 in 1900 to about 450 in 1910 (Viele 1996).



Figure 6: Marathon Dock and Boat House Office of the FEC, pre-1909.

Photo courtesy of Monroe County Public Library.

In October of 1908, the name “Marathon” first appears on an FEC railroad timetable. By December of 1908, the word “Marathon” appears regularly in company literature. There are at least three speculations as to where the name “Marathon” originated. The most popular version of the story is that the railroad workers named the town after the long push to complete the track in record time (Gallagher 1999, Viele 1991). Another story indicates that some railroad surveyors who had been students from Cornell University named the area in fond memory of a favorite recreation spot – Marathon, New York (Viele, 1991). The last story is that one of the railway executives invited the popular American playwright, Witter Bynner, on a trip to the Keys to help plot stations for the railroad. When in Key Vaca, Bynner proposed the name Marathon from a passage by Byron: “The mountains look on Marathon – and Marathon looks on the sea” (Gallagher 1999). These last two stories are believed to have documentary evidence associated with them.

In October 1908, the FEC opened the twenty-five room Marathon Hotel. In February 1909, the first store was constructed in the town, and the first post office was housed in the store. By March of 1909, the command center of the F.E.C. was moved to Key Vaca. Quarters and office buildings were constructed for this purpose, and the little town of Marathon became even more important in the construction of the railway (Gallagher 1999).

In October 1909, a hurricane struck the Keys. Having experienced a previous hurricane in 1906 that resulted in the loss of 140 workers, the FEC felt prepared for the storm in 1909. Only one FEC employee lost his life, J.H. Brown, the FEC timekeeper who refused to leave his houseboat

following warnings of the storm. The final death toll for the entirety of the Keys were twelve, including Brown in Marathon. The damaged tracks were repaired and by November 1909, regular service resumed. (Gallagher 1999).

In 1912, the Key West Terminal opened, and the Marathon terminal became less important. The population dwindled and by the fall of 1913, the Marathon school did not open because no children were left in the town. By 1923, the FEC officially closed the construction department in Marathon. In 1926, less than 500 people were in Key West and only seventeen were in Marathon.

In 1917, the idea for a roadway across the Florida Keys slowly evolved when Monroe County initiated a \$100,000 bond issue to construct roads and trails on Key Largo and Big Pine Key. During this time, a bridge between Key West and Stock Island was also proposed (Monroe County Engineering Department 1926). Interest in Keys real estate increased, and the citizens of Monroe County voted in favor of a \$400,000 bond to construct seventeen miles of roadway and bridges from Stock Island northward in 1920. This bond was followed two years later by a \$300,000 bond to connect Key Largo to the mainland (Snead 1929). By this time, the Florida Land Boom reached the Keys and construction of a vehicular highway paralleled the rail line. In 1924, a \$2.65 million bond was passed to construct a six-mile bridge. In 1928, the first Overseas Highway, which included a combination of roadways and ferries, opened to automobile traffic. This highway was a total of 128.5 miles, known today as Old US 1, and was constructed from Miami in Dade County to Key West in Monroe County (Snead 1929). The roads were constructed of local rock and marl. The marl contained materials of marine origin including quantities of lime, clay, sand and carbonaceous materials. Marl, if undisturbed and left to harden in the sun, will form a coating through which water will not pass.

The county built a total of six miles of bridges, using a combination of creosoted timber piles and bracing, untreated caps, stringers, and flooring. Each bridge was sixteen feet in width. The final result was a passable highway from Key West to No Name Key, then from Knights Key to the north end of Grassy Key, and finally from Lower Matecumbe to the Florida mainland (US Department of Agriculture, Bureau of Public Roads 1928, Snead 1929). To cross the 40-mile “water gap” between Lower Matecumbe Key to No Name Key, three ferry boats were utilized with one going south, one going north and the other for emergencies. These ferries, purchased from the Gibbs Gas Engine Company in South Jacksonville, could each accommodate twenty cars and 150 passengers (*The Key West Citizen* 1928). The official opening of the first Overseas Highway was on January 28, 1928. By September 1929, 18,480 vehicles and 56,840 passengers had traveled the “water gap” (Bethel 1989). Although the state of Florida’s economy was in decline due to the bust of the Florida Land Boom and upcoming Great Depression, many tourists traveled to the Keys on the new Overseas Highway (Survey No.07215, 2002; Gallagher 2004).



**Figure 7: The Florida East Coast Railway Company's
Seven Mile Bridge under construction, 1911.**

Photo courtesy of Monroe Country Public Library

The bust of the Land Boom combined with the Great Depression helped the decline of Key West's cigar industry and greatly influenced the economy of the Keys during the 1930s. In 1934, the federal government created the Federal Emergency Relief Administration (FERA) to dissipate the growing numbers of out-of-work citizens, especially WWI veterans. Known as the "Bonus Army," these veterans camped with their families in Washington, D.C. in protest. The federal government devised a plan to develop facilities on public lands across the country. One of these plans involved sending the men south to repair Fort Jefferson in the Dry Tortugas, but Fort Jefferson already had workers and the veterans were not needed. They were then sent to Lower Matecumbe Key to begin building the highway bridges.

The end of the railway came in 1935 when a hurricane hit the Keys. The devastating storm hit the Florida Keys on Labor Day killing over 400 people, many were the World War I veterans housed in tents and temporary barracks working on extending a highway to Key West and 160 were permanent residents of the Keys (Hopkins 1986, Viele 1996). A special relief train traveled from Homestead to rescue the workers, but it was tragically thrown from its tracks near Islamorada. Businesses and homes were destroyed, as well as Flagler's railroad. Tracks and cars were ruined, wiping out forty miles of track, but the bridges remained (Viele 1991). Fortunately, Marathon fared well during the hurricane, with only two lives lost and moderate property damage (FERA Conditions Report 1935).

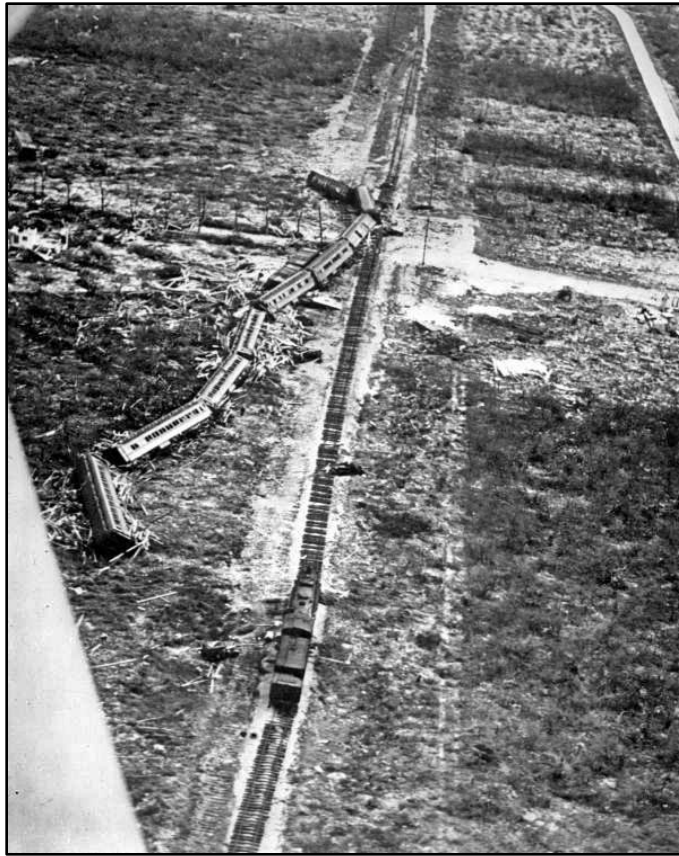


Figure 8: Image of the relief train blown off tracks during the 1935 Labor Day Hurricane.
Photo courtesy of State Archives of Florida, Florida Memory.

The FEC had declared bankruptcy in 1932 and, following the storm, the railroad extension was abandoned (Wilkinson n.d.). Eventually, the tracks laid by Flagler would be retrofitted in the new construction of a highway for automobiles during the 1930s (Hopkins 1986). The population of the Keys outside of Key West had reached almost 900 before the Labor Day Hurricane, but it dropped sharply as hundreds abandoned their homes after the storm. The population of the outer Keys would not return to pre-hurricane levels until the 1940s (Viele 1996).

In 1936, the Monroe County Toll Bridge Commission purchased from the FEC the right-of-way from Florida City to Key West, a project that had originally cost \$50 million, for \$640,000. The commission assumed responsibility for the rail line, including all bridges. At this time, the commission implemented plans to convert the railway bridges to highway bridges (Shiver 1978: Section 8). Roadbeds were widened, and railing were constructed to accommodate automobile traffic. The second incarnation of the Overseas Highway opened for traffic in 1938.



Figure 9: Overseas Highway construction, 1937.

Photo courtesy of the State Archives of Florida, Florida Memory.

A tollbooth for the highway was erected at the west end of Lower Matecumbe Key in order to collect the \$1 toll from each car. Residents were hired for highway maintenance and the area began to build tourist facilities such as cabins and charter fishing boats (Eyster 1997). Also, during the 1930s, farming increased in the upper Keys, with principal crops of key limes and tomatoes.

During World War II, Florida was home to numerous military bases. In Key West, the Navy occupied over 3,230 acres, and an 8,000-foot training runway was located in Marathon. Local residents contributed their time and their vessels to the Coast Guard Auxiliary to assist tracking enemy submarines off the coast, since German submarines often cruise in the Atlantic Ocean within close proximity of the Florida Keys (Eyster 1997). The economy of Marathon slowed during the war. Gasoline was rationed, and vacations were brought to a halt. The travel along the Overseas Highway dropped below that of the 1938 opening year level (Gallagher 2004).

In coordination with the Florida Keys Aqueduct Commission (predecessor to the Florida Keys Aqueduct Authority), the Navy built an 18-inch water pipeline to bring fresh water from the wells in Everglades City to Key West, and its capacity was increased in 1982, with the construction of a 36-inch pipeline (Survey No. 09277; Wilkinson n.d.). Electricity was installed on many islands in the 1950s. In 1948, the United Methodist Community Church was constructed. It was the first community church in Marathon and remains an important part of Marathon's community (Survey No. 07121, 2002).

After the war, Marathon was developed into several subdivisions in the 1950s. 1950 to 1960 is identified as being Marathon's "Growth Period" – tourism increased, average daily traffic spiked and with this, the need for more gas stations, restaurants and overnight accommodations rose. At the beginning of 1950, Marathon estimated between 1,500 to 2,000 residents, but in the winter, the

population grew to 3,500. Tourism became Marathon's largest economic factor; estimates showed visitor spending to be an estimated \$5,000,000 for the year of 1951 (Gallagher 2004).

Development began with the state government encouraging landowners to subdivide property in the Lower Keys with no rigid controls on growth. The State of Florida sold "bay bottom" land that could be dredged or filled as the owner pleased. Canals were dredged to provide property owners with access to open water. Among the firms involved in these development projects was the Atlantic Dredging Company, a partnership of several Marathon residents (Survey No. 07215, 2002). Shelter Key was developed from a 90-acre mangrove swamp into the 285-acre Key Colony Beach community, incorporated in 1957. Duck Key was developed as a luxury subdivision in the early 1950s (Survey No. 09227). The subdivision of Little Venice was developed and constructed in the early 1950s by Phil and Chester Sadowski.



**Figure 10: On the beach of the Key Motel,
"Merry Christmas from the Sadowski's", c.1950s.**

Photo courtesy of the Collection of Edwin O. Swift III, Monroe County Public Library.

Phil Sadowski arrived in Marathon in 1949, and quickly began work on developing Dorothy Avenue (96th Street). In 1950, he bought fifty-six acres of what is now Marathon Shores, from 107th to 110th Street. He built the Key Motel and Key Lounge, renamed the Jack Tar Motel, and now the Ocean Isles Fishing Village, a motel of 126 units (Gallagher 2004; Shea 2018). The Key Motel originally had a salt-water tidal swimming pool on the ocean, a cabana club and the Key Coffee Shop, and a private dock. The pool was replaced with an Olympic fresh water pool a couple

of years after its original construction by Charley Toppino, an Italian immigrant who arrived in Marathon in 1935 to work on the Seven-Mile Bridge conversion project. The replacement pool was “built in a single-concrete pour over a twenty-four-hour period”, with Charley Toppino’s trucks running day and night to bring concrete from Key West (Gallagher 2004).



Figure 11: Key Motel, later the Jack Tar Motel, units and swimming pool, c.1960s.

Photo courtesy of Monroe County Public Library.

In 1955, Chester Sadowski, Phil’s son, arrived in Marathon and started the Sadowski Building Company. Sadowski’s crews would dynamite land to create the canals and then build one-bedroom, one-bath houses for \$5,995 in Little Venice and Marathon Shores (Gallagher 2004; Welber 2003).

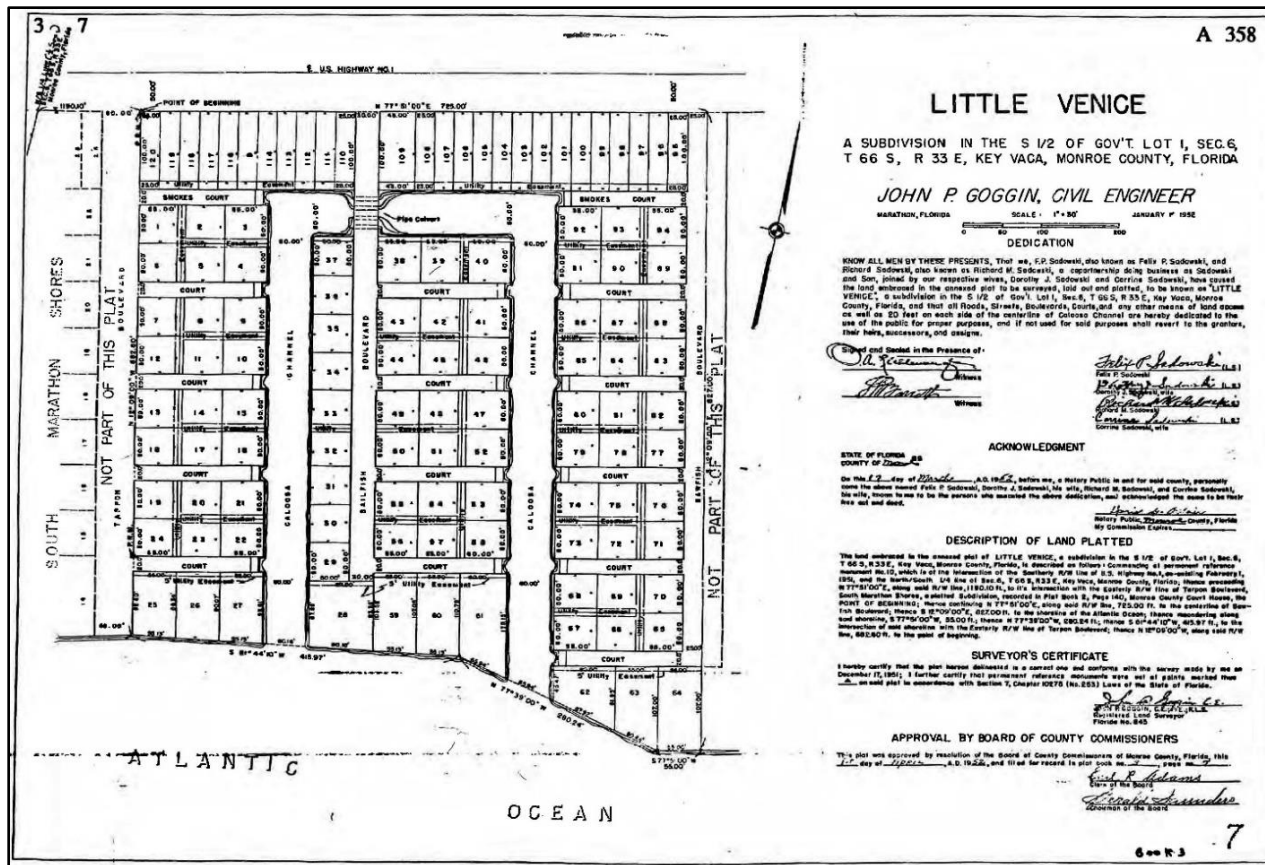


Figure 12: Plat of Little Venice, Marathon Florida. 1952.
Photo courtesy of Monroe County Property Appraiser.

In the mid-1950s, Chester Sadowski removed the fill causeway connecting Crawl Key with Key Vaca to improve the free exchange of water between the Florida Bay and the Atlantic Ocean to reduce flood damage, especially during a hurricane. Sadowski built a wooden bridge and began lobbying for the State to build a more solid and secure bridge in its place; they did so in 1955 and Vaca Cut, as the passage is now called, improved the water quality and made it possible for boats to cross from the ocean to the bay without having to travel to Knight's Key (Gallagher 2004).

The area now known as Sombrero was originally called Boot Key. Chet Tingler, one of the partners in Atlantic Dredging, bought the eastern end of Boot Key around 1948 and began to develop the property he called Tingler Island, by clearing and filling the mangrove wetlands. After the road was completed in 1953, Tingler built the first house in the area. Also, in 1953, developer Stanley Switlik purchased Atlantic Dredging and most of its real estate holdings, including Sombrero Beach, later named Wanda Switlik Beach. Switlik planned the Waloriss subdivision, named for members of his family (Wanda, Lottie, Richard, Irene and Stanley Switlik). Marathon High School was built on Sombrero Beach Road in 1957, and the first five houses in the Waloriss subdivision were in place by 1958 (Gallagher 2004).

Figure 13: Plat of Little Venice No. 2, Marathon, Florida. 1952.
Image courtesy of Monroe County Property Appraiser.

In 1960, Hurricane Donna destroyed homes and businesses, but the inhabitants were quick to rebuild (Viele 1991).

According to the 2000 US Census, Marathon's population was 10,255 (US Department of Commerce, 2002). The 2010 US Census did see a population decrease, to 8,297, but Marathon still maintains its status as a well-known tourist destination. Today, Marathon is heavily populated and a well-known tourist destination, The Overseas Lounge and Liquor Store, formerly the Overseas Lodge, and the Stuffed Pig Restaurant, once known as the "North Pole," continue to serve tourists and the community in a commercial capacity (Janus 2002).

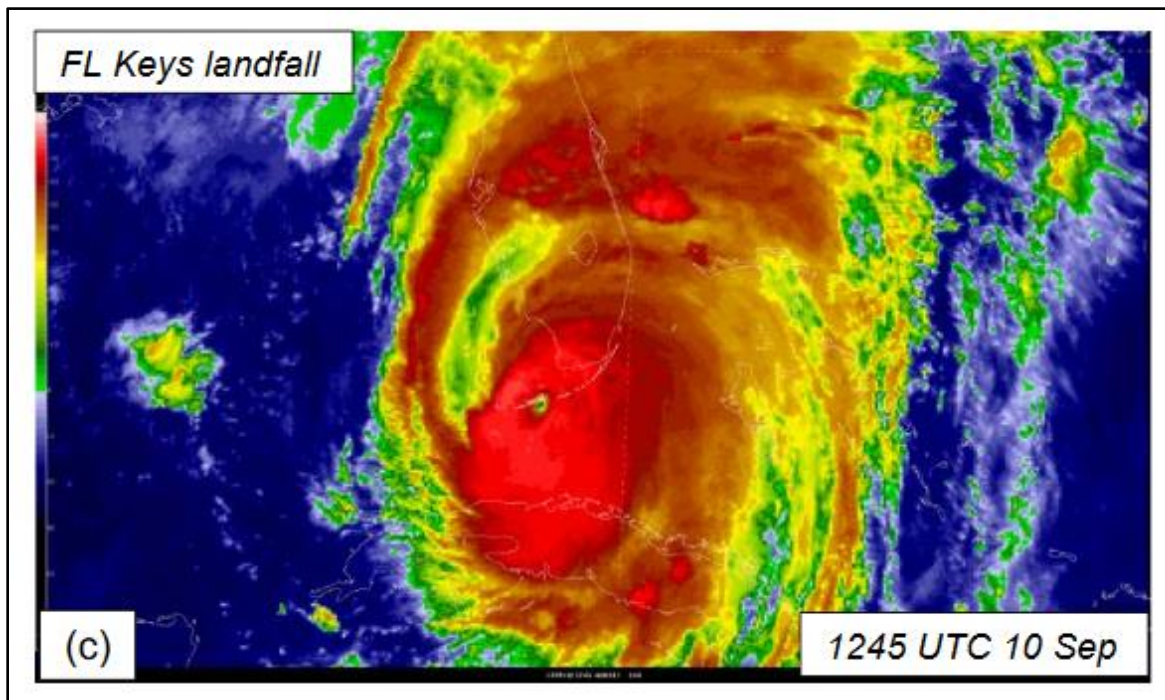


Figure 14: Infrared satellite image of Hurricane Irma landfall around the Florida Keys on September 10, 2017 at 1245 UTC.

Photo courtesy of NOAA and National Weather Service Report AL112017

In September 2017, Marathon and the entirety of Monroe County received a direct hit from Hurricane Irma, a catastrophic storm that made seven separate landfalls, four as a category five. Hurricane Irma became a hurricane on August 31st and almost immediately gained major hurricane status on September 1. Irma struck the Florida Keys as a Category 4 storm, with the strongest wind speed reported from Big Pine Key, twenty-one miles south of Marathon. According to the United States Geological Survey (USGS), several high-water marks of at least four feet above ground level were recorded, and a mark of 3.72 feet above ground level was recorded in Marathon. The damage to the Florida Keys was most severe in the Middle and Lower Keys. Homes were badly damaged or destroyed and many structures were determined to be uninhabitable. At the time of the National Hurricane Center's report, the Federal Emergency Management Administration (FEMA) estimated that 25% of buildings were destroyed, 65% were damaged and 90% sustained some damage (Cangialosi, et al. 2018).

V. SURVEY RESULTS

The historic architectural resources of Marathon were uniquely crafted considering the environment and culture of the Florida Keys. A notable characteristic in land development in the Keys during the mid-century is that many developers created canals by dredging; making most parcels waterfront property and creating boat access. The windshield survey provided a good foundation for identifying the areas with a heavy concentration of this type of resources.

Analysis of Survey Findings

Marathon has 2283 properties that are 40 years old. Working with the NRHP “50 year” criteria, ESI identified 1249 potentially eligible resources located in the project boundary. Furthermore, once local criteria were applied to the data, five geographical areas and multiple individual properties were identified, with a high level of significance; narrowing the focus of the survey to include 603 resources. The areas include four residential developments and are known as Little Venice, North Marathon Shores, Key Colony, and Harbor Isle; one commercial area along Overseas Highway and other themed properties such as the Aqueduct Buildings and Ocean Isles Fishing Village. (See figures 15 through 19)

All of the buildings identified and evaluated as part of this survey date from the twentieth century. Ultimately, a total of 194 resources were recorded; over two-thirds of them are residential buildings and were constructed between 1950-1960, the Keys “growth” period. Most of the buildings exhibit Masonry Vernacular and Ranch Style influences and are used for residential purposes. Other original functions recorded during the survey include hotels, professional buildings, and commercial spaces. During the windshield survey, several Mobile Home parks were observed but not recorded. This style of architecture is prevalent in the Keys and is significant to community development from 1958 to 1970. ESI recommends that these resources are included in the next historic resources survey.

The following analysis includes a statistical review of the survey findings, a narrative of the historical evolution of the architectural styles documented, and illustrations that represent the styles attributed to buildings. All resources identified during the survey are presented in the comprehensive inventory and include building addresses, styles, and dates of construction and can be found at the end of the report in Appendix A. The inventory is arranged by survey area, then by street, then numerically.



Figure 15: Little Venice surveyed resources, 2018.



Figure 16: North Marathon Shores surveyed resources, 2018.

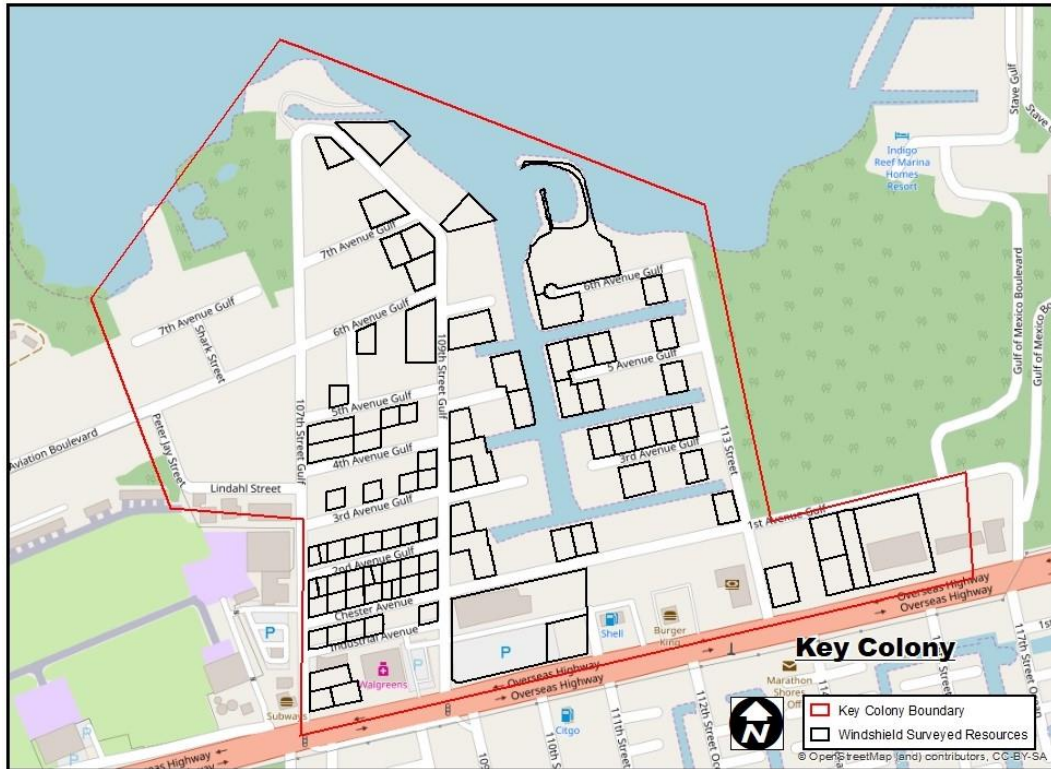


Figure 17: Key Colony surveyed resources, 2018.



Figure 18: Harbor Isle surveyed resources, 2018.

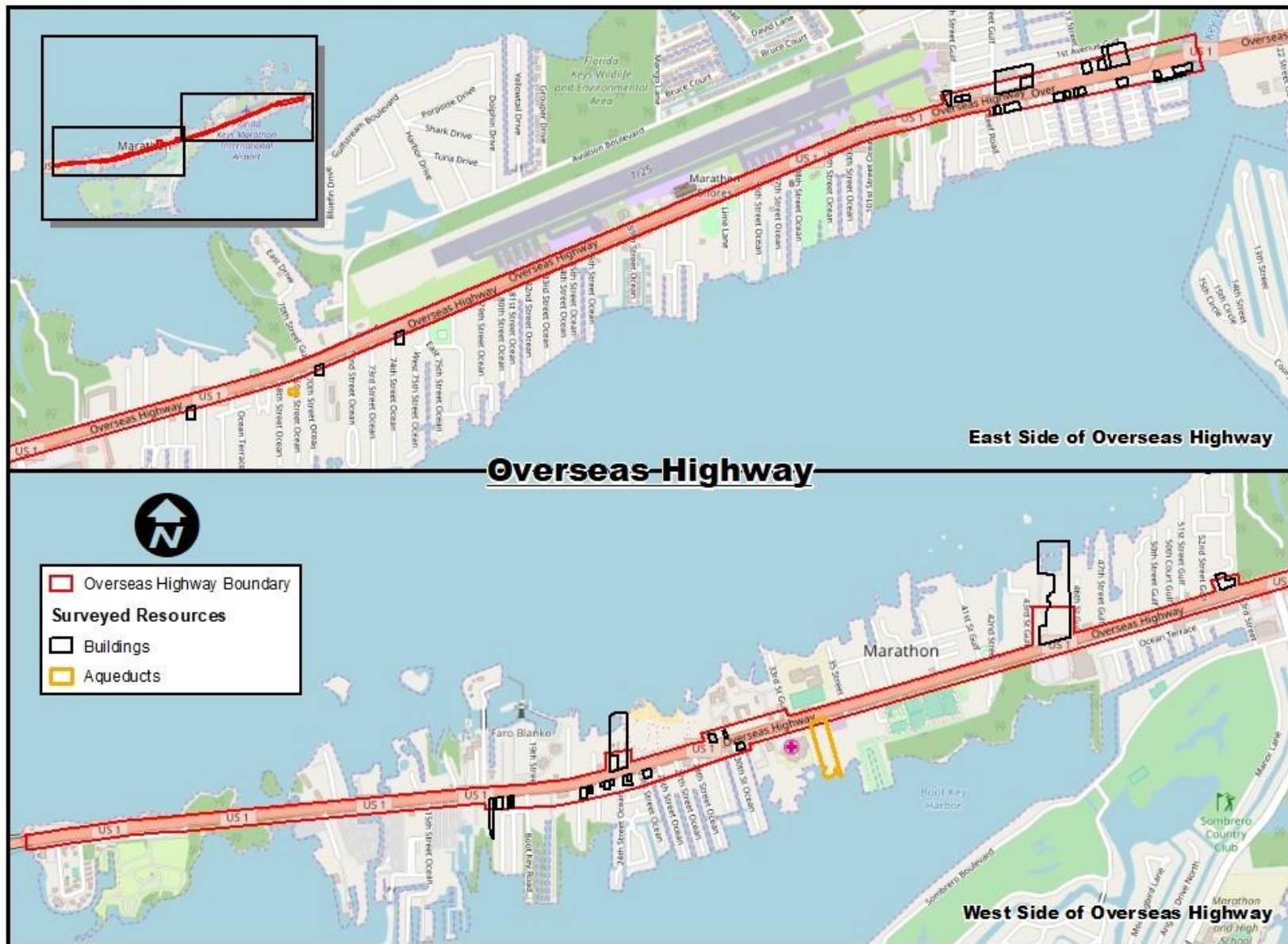


Figure 19: Overseas Highway surveyed resources

As depicted in Table 1, 143 properties, or 74%, included in the survey were originally constructed for residential purposes. The number includes residential buildings of various types, including single family dwellings, duplexes, and apartment buildings. Buildings that initially served commercially-related functions, government, or hotel/motels as well as bridges and canals make up 26% of the resources.

Table 1: Breakdown of resources by function

FUNCTIONS	NUMBER
Residential	143
Commercial	35
Government	2
Hotel/Motel/Bed & Breakfast	4
Other	5
Resource Group (Canal)	2
Bridges	3
TOTAL	194

The condition of the building is a subjective evaluation based on visual inspection from the right-of-way. No attempt was made to examine the interior of buildings, or closely inspect the foundation areas. Consequently, some buildings evaluated as “good” may upon further inspection be found in a “fair” or even “deteriorated” condition, and some of those labeled as fair may indeed possess substantial integrity or wall framing with only inconsequential exterior fabric deterioration. The historic building stock within the project area possess a good degree of integrity. Of the sites surveyed, the majority were recorded as being in either good (140) or fair (38) condition. Only a small percentage of resources were recorded as excellent, deteriorated or ruinous (11 total).

Historic Development Patterns and Periods of Building Construction

The development of historic buildings in Marathon is grouped into three periods of development extending between c.1900-1968. Even though Marathon’s history extends back to the sixteenth century, most of the buildings that contribute in a significant manner are from much later time periods. All the city’s surveyed buildings date from the twentieth century, and approximately 84% of the building surveyed were erected during the decade following World War II, or Marathon’s “growth period”. Organizing resources into periods associated with development is more meaningful than simply classifying buildings by decade. The periodization strategy associates buildings within their larger contexts and with events that affected the development of the city. These periods provide useful context for assessing Marathon’s historic architectural resources.

The first period with a significant number of extant historic structures began in the early twentieth century when, in 1904, Henry Flagler began construction on his last major business venture, the Florida East Coast Railroads Key West Extension. As laborers arrived in Marathon, the railroad constructed a station with dock and service area. Tents were predominately used for housing until a dormitory-like building and mess hall was constructed in 1907. As the railroad continued to grow, so did Marathon, but when the construction department closed in 1926, only seventeen people remained in Marathon. Marathon has two previously recorded buildings between 1901 to 1920, the Adderly House (MO1256B) built in 1906, and the Yellow House (MO03452) built in 1920.

A significant amount of construction occurred in Florida during the Land Boom and after the Great Depression; however, this was not the case for Marathon. While reconstruction of the Key West Extension into the Overseas Highway was a large project that needed hundreds of workers to complete, the 1935 Labor Day Hurricane produced a dramatic population decrease for the Florida Keys as a whole. It would not be until the building boom after World War II, beginning in the 1950s, that Marathon would return to a pre-1935 population and quickly expand beyond it. Marathon has seventeen previously recorded structures from 1938 to 1949. A majority of the buildings are Masonry Vernacular.

Tourism and land development flourished in Marathon during the 1950s with the arrival of multiple developers such as, Phil and Chester Sadowski and Stanley Switlik; contractor Charley Toppino; builders Chet Tingler and the Atlantic Dredging Company; and realtors like Alan Schmitt. Marathon has seventeen previously recorded structures built during this period and the current survey by ESI recorded an additional 194 resources including 189 buildings, two canals, and three bridges constructed during this vigorous building period.

During the survey, ESI noted four (4) residential areas and one (1) commercial area with significance relating to land development and tourism. These areas include the sub-divisions known as Harbor Isle, Key Colony, North Marathon Shores, Little Venice, and the commercial corridor of Overseas Hwy.

Harbor Isle:

Harbor Isles has been a mobile home development since the “growth period” Marathon witnessed during the 1950s. Many of the manufactured homes (mobile home was replaced by manufactured homes by the U.S. Department of Housing and Urban Development in 1980) in Marathon are single-wide homes. They have been customized with the addition of decks, porches, carports, garages and room extensions. In 1974, Congress required safety standards, including “tie-downs” for mobile homes (McAlester 2017). These developments are significant to Marathon’s building stock as manufactured housing is a prominent residential structure in the Florida Keys. Data produced from original background research did not appear to support surveying these areas; however, visual inspection during the windshield survey suggests further investigation of the area if necessary and prudent to determine significance.

ESI recommends survey and recordation of these resources as the historic developments are located on valuable land that can easily be redeveloped; consequentially resulting in the loss of these resources. Other threats including natural weather disasters, like hurricanes, endanger manufactured housing because mobile parks and developments are not typically rated for severe inclement weather catastrophes. For example, Irma destroyed or severely damaged over 7,000 manufactured homes outside of Key West in 2017 (Kay 2017).



Figure 20: Example of a manufactured home with an additional porch, carport and room extension located at 644 26th Street.

Not to be confused with the City of Key Colony Beach, Key Colony is located on the bayside of Overseas Highway and was platted from 1955 to 1957. Phil Sadowski, a businessman from Detroit, moved to Florida in 1950 and began developing land and building homes. During the windshield survey, buildings on 1st and 2nd Avenue were noted as being predominantly Masonry Vernacular Style multi-family (duplex) homes. The northern portion of Key Colony appears to be mixed-use zoning area as the structures transition from primarily residential buildings to industrial and warehouse style buildings. **(Figure 16)**



Florida Keys Aqueduct Authority:

The Florida Keys Aqueduct Authority (FKAA) was originally established in 1937 as the Florida Keys Aqueduct Commission by the Florida Legislature, House Bill No. 1683. Before the 1935 Labor Day Hurricane, the Florida East Coast (FEC) railroad had transported fresh water to the islands. The Navy base in Key West was reopened in 1939, and after some debate, Congress and the Navy agreed to construct a pipeline from the mainland throughout the Keys. The construction of the pipeline was not an easy task and it was not until 1976, when the Aqueduct Commission was renamed to the FKAA, that the pipeline began to function normally. The FKAA is an autonomous public body that supplies water to almost 50,000 citizens of Monroe County (Wilkinson n.d.).

The FKAA buildings on Overseas Highway and 69th Street serve as booster pump station, designed to create the desired water pressure to maintain maximum pressure required to move water over long distances; and a desalination plant that can produce freshwater from ocean saltwater. The system also serves as an emergency water source providing 3 million gallons of potable water per day for the Lower and Middle Keys (FKAA RFP 2013). Both buildings meet the standards on the local and National level for historic designation under Criteria A and C. **(See Figures 26 – 27 on pages 41 and 42)**

Little Venice:

In the early 1950s, canals were dredged and dynamited to make shorelines valuable and habitable. By creating the canals, homes were constructed with waterfront “backyards”. Phil Sadowski and his son, Chester Sadowski, arrived in Marathon and started the Sadowski Building Company. Sadowski’s crews would dynamite land to create the canals and then build one-bedroom, one-bath Masonry Vernacular Style houses for \$5,995 in Little Venice (Gallagher 2004; Welber 2003). Unlike other subdivisions in Marathon, the windshield survey provided for a contiguous area of similarly constructed homes built between 1952 to 1961. All resources surveyed in the Little Venice area were built pre-FIRM, or pre-1974, and were allowed to be constructed with slab-on-grade foundations. This area retains its integrity and hold significance on a local level under Criteria A, B, and C.

Overseas Highway:

Development of the Overseas Highway was established at the turn of the century with the Overseas Railway for the Key West Extension. After the FEC went bankrupt following a devastating 1935 Labor Day Hurricane, the railway was retrofitted for vehicular traffic. Roadbeds were widened, and railings were constructed to accommodate automobile traffic. The second incarnation of the Overseas Highway opened for vehicular traffic in 1938.

The 1950s through the 1960s proved to be Marathon’s “growth period,” during this time many subdivisions were platted and developed. Overseas Highway was the only road to transverse through the island. Tourism is a primary economic producer in Marathon. Several buildings situated along Overseas Highway are associated with the auto-centric tourists, such as hotels and motels, garage or service stations, and restaurants and entertainment venues. These buildings are uniquely positioned directly adjacent to the right-of-way and some host drive-thru canopies, flat

roofs with wide reaching overlays, and standalone signage. Some “legacy businesses” may now be known by a different name; however, their contribution to the commercial activity along the corridor has been a mainstay since their inception.

Table 2: Date of construction by historic period/decade

Period of Construction	No. of resources within project area
WWII and Aftermath (1941-1950)	2
Growth Period (1951-1960)	162
Contemporary (1961-1970)	30

Historic Architectural Styles

The buildings surveyed in the City of Marathon represent a large cluster of cultural resources. Exhibiting a variety of forms and architectural styles, those buildings, with few exceptions, were designed and constructed by builders who drew upon contemporary stylistic preferences for their inspiration. Some styles such as Frame and Masonry Vernacular are interchangeable across residential and commercial uses while a select few styles remained more typical of one of the typologies. Primary consideration was given to providing functional spaces for the owners. Decorative features were generally of secondary importance.

The styles on which the builders based their designs were popular in coastal Florida communities. Many builders in Marathon used widely available concrete masonry units to construct humble slab on grade Masonry Vernacular homes highlighted by means of their waterfront location. Canals were dredged as part of the planned community development and most homes located in these developments were situated on canal frontage; promoting a fishing and boating lifestyle.

Stylistically, the majority of historic buildings recorded during this survey in Marathon exhibit Masonry Vernacular or Ranch Style architecture; those resources in Little Venice and along Overseas Highway are no exception. Commercial buildings surveyed and recorded along Overseas Highway are also predominantly Masonry Vernacular, although the area did provide for other styles of architecture, such as Mid-Century Modern, Moderne and even Frame Vernacular buildings.

Table 3: Historic architectural styles of buildings

Style	Number
Frame Vernacular	3
Masonry Vernacular	117
Mid-Century Modern	8
Minimal Traditional	1
Ranch	56
Art Deco	1
Moderne	3
Other/ Misc.*	5
Total	194

**Other represents canals and bridges*

Virginia Savage McAlester's *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* Second Edition was used to support the stylistic details of each architectural style. [For the following architectural descriptions]

Frame Vernacular

Frame Vernacular buildings typically feature a gable or hip roof, horizontal board siding such as weatherboard or novelty siding, front porches with a separate roof structure, regular window opening patterns, and minor detailing that can include exposed rafter tails, corner boards, and porch brackets and spindles. Plan types are usually rectangular and arranged with porches, symmetrical fenestration patterns and overhanging eaves to allow for maximum ventilation. Pier foundations systems are also a contributing characteristic. Solid wood framed buildings lost favor by the 1950s as manufactured systems available in masonry units became more ecological and popular. Other stylistic influences can be expressed in a minor degree such as Colonial Revival window detailing and Bungalow or Craftsman knee braces, rafter tails and cross gable roof patterns after these styles became popular in the 1920s and beyond. Wood frame buildings are a typical building pattern for residential housing and are less common in the commercial district; however, an example of a Frame Vernacular resource observed in Marathon is 1825 Overseas Highway.



Figure 23: MO06392 – 1825 Overseas Highway

Masonry Vernacular

Masonry Vernacular buildings have subtle stylistic influences, and similar material details find their way into residential buildings. Masonry units could be easily transported by the 1920s when the material started to gain popularity. Exterior finishes are typically stucco or masonry veneer including brick, stone, and rustic concrete block. Brick may be used to form window sills and lintels as a distinct texture and scale from the smooth-faced façade. Unique to this self-proclaimed tropical environment some attic vents in gable ends are articulated with carved tropical emblems like a palm tree or a ship. Buildings in this category are typically asymmetrical but maintain a regular fenestration pattern. By the 1940s the building form shifted from a rectangular plan to an L-shaped plan with a shallow roof projection. Front porches were also typical in residential Masonry Vernacular buildings and more often are inset under the primary roof or the cross-gable extension. 11327 4th Avenue is an example of Masonry Vernacular Style observed during the survey.



Figure 24: MO06285 – 11327 4th Avenue

Mid-Century Modern

The Mid-Century Modern Style of architecture from the post War era (1945-1960) is an adaptation of various modernist movements. Frequently referred to as “Contemporary” which was popular between 1945 and 1990. Often constructed of concrete block or other masonry units with slab foundations, common features include low-pitched gable or flat roofs with medium to wide overhanging eaves, slanted bean pole supports, smooth stucco exterior, and awning or jalousie windows. The style is refined simplicity and is found commonly in residential structures in coastal Florida communities. An example of Mid-Century Modern Architecture observed in Marathon is that of the Ocean Isles Fishing Village, located at 10877 Overseas Hwy. and previously known as the Key Motel.



Figure 25: MO04120 – Ocean Isles Fishing Village

Moderne

Buildings categorized as Moderne accentuate streamlined design elements including flat roofs with coping or parapet, smooth exterior surfaces, often stucco, cantilevered overhangs and horizontal balustrade elements. Art Deco, Art Moderne, and International Style architecture was popular from 1925-1970 and was often used for commercial, professional and governmental buildings. The style can be found predominantly in coastal Florida communities where tourism is a strong economic contributor. An example of Moderne architecture in Marathon are the Aqueduct Buildings constructed in the early to mid-1960s (c.1963 & c.1966). The buildings represent flat-roofed boxes with streamlined detailing such as horizontal balustrades, vertical and horizontal features and a smooth stucco exterior surface with only minor alterations.



Figure 26: MO06225 – Florida Keys Aqueduct Building on 69th Street



Figure 27: MO06375 – Florida Keys Aqueduct Building at 3375 Overseas Highway

Ranch

While the Ranch style was another California design from the 1930s, it did not reach widespread use until the post-WWII period of the 1950s where it became the most popular form of residential construction. Most obvious characteristics include the wide, horizontal emphasis from the broad roofline and rectangular or L-shaped plan, the picture window detail, asymmetry, and simple front entry which may be understated or detailed with aluminum porch supports and a multi-paneled wood door. Chimney features or slightly offset roofs may accentuate the overall roofline, and there may be attached carports, breezeways, or garages. 11286 4th Avenue is an example of the Ranch Style observed during the survey.



Figure 28: MO06290 – 11286 4th Avenue

V. CONCLUSIONS AND RECOMMENDATIONS

Historic preservation, the process of protecting and maintaining buildings, structures, objects, and archaeological materials of significance, can be separated into three phases: (1) identification; (2) evaluation; and (3) protection. This survey constitutes an important step in the preservation of Marathon's historic resources. The documents produced by the survey, including the Florida Master Site File (FMSF) forms, the associated maps and photographs as well as this report, are designed to provide information that property owners, residents, local, state, and federal officials need to make judgments about resources that have value and the means by which they can protect those resources.

Summary of Recommendations

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

1. Copies of the report and FMSF forms generated from the survey should be maintained at the City of Marathon Planning Department. Copies of the report should also be placed in the collections of the Monroe County Historical Society, and the Monroe County Public Library.
2. City staff elected officials, and residents should utilize the information contained in the report, becoming aware of the city's historic building fabric and act to protect those historic resources. Public meetings should be held as a part of the survey to make residents aware of the preservation process, and the aesthetic benefits and financial incentives afforded property owners of historic buildings.
3. Community awareness of Marathon's historic architecture and historic places can be handled through a continuing education program that includes public meetings, articles in local newspapers, links to historic ordinances on the city's website, community blogs and the publication of guidebooks and pamphlets. A wonderful example of the historic resources Marathon has to offer is *Marathon Matures* by Dan Gallagher published by Florida Land and Sea Trust in 2006. The City should also produce a pamphlet that can be more widely distributed to include maps, significant buildings, lost landmarks, and historic development patterns specifically in Marathon. Other forms of public education involve a building plaque program that identifies historic buildings, and the continuation of a historic marker program. These markers, implemented in conjunction with the Bureau of Historic Preservation, which offers grant assistance for these projects, and the Florida Department of Transportation, should identify significant historical resources and events at specific historic sites.
4. The City's officials and staff should review the properties suggested for listing in the *National Register of Historic Places* (NRHP) outlined in a subsequent section of the recommendations. The listing of significant buildings and historic districts in the NRHP will help document the identity of the architectural and historical significance of Marathon and Monroe County. National Register listings also promote rehabilitation of historic buildings through tax incentives for owners of income-producing historic properties.

5. Marathon should work as a city to not only established a Historic Preservation Board or Commission, but update the Historic Preservation Ordinance that would organize and define the responsibilities of a Historic Preservation Board. The list of properties suggested to be potentially eligible or are eligible for inclusion on the NRHP should also form the basis of an inventory of buildings and districts to be protected within the City's historic preservation ordinance through local district or landmark designations.
6. Tourism is essential to the economy of the Keys and Marathon should consider development of a mobile website which holds information about these historic resources and continue to update, publicize and market the website for local citizens and tourists as an educational tool. One such example is the [Titusville Historic Structures Story Map](#).
7. Historic preservation is also viewed as a strategy to implement sustainability. Rehabilitating and adaptively reusing structures is seen as a way to recycle already existing infrastructure. Historic buildings were designed to adapt to their environment and because of this, are often energy efficient in their design. ESI recommends that the city encourage the preservation and reuse of traditional historic resources as well as Mid-Century Resources, Underrepresented Historic Sites, and Underappreciated Historic Sites; and employ or address new practices such as Disaster Preparedness/Resiliency, Neighborhood Conservation Districts, Housing Affordability, and Legacy Businesses.
8. Recommendations for the City's Historic Preservation Ordinance: The City's historic preservation ordinance is found in the City's Land Development Regulations in Chapter 106, Article 5, and archaeological resources are addressed in Chapter 106, Article 7. Suggestions for adding to and strengthening the Marathon Historic Preservation Ordinance and/or Land Development Regulations include:
 - An update to the Ordinance
 - Create a program for individual landmarks, historic districts and/or neighborhood conservation districts
 - Create a Historic Preservation Board
 - Adopt local Design Guidelines
 - Create demolition by neglect standards
 - Update or add to definitions
 - Restructure variance process
 - Establish corridor standards between potential districts and for gateways
 - Address signage requirements in historic districts
 - Evaluate all LDR's and relationship to historic preservation
 - Clarify archaeological ordinance
 - Pursue Certified Local Government Status
9. Recommendations for the City's Historic Preservation Program: While the City's role is primarily regulatory, considering historic preservation as a program of the City, and not just a section of the Land Development Regulations or the Comprehensive Plan, can make a significant difference in how preservation is integrated into City operations. When preservation is considered a true program of the City, it becomes easier to evaluate all City activities with a preservation lens, whether it is a conversation about utilities, transportation, or a new commercial development. To establish historic preservation as a

program of the City of Marathon, the City may wish to consider the following ideas. Many of the suggestions below are incorporated into other Florida communities already.

- Continue to identify grant and funding opportunities for historic preservation work
- Upon creation of a Historic Preservation Board, ensure your Historic Preservation Board is prepared
- Incorporate preservation in all planning efforts
- Highlight outreach and education
- Reward preservation efforts
- Evaluate the City's role as a preservation steward
- Incorporate preservation into economic development efforts
- Capitalize on Marathon's history
- Ask the community about specific preservation themes
- Consider a Trust Fund

*(*Recommendations 8 & 9 taken from Preservation Plan Guidance Document as part of this project)*

Identifying, Documenting, and Evaluating Historic Resources

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

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

The Florida Master Site File (FMSF) is the state's clearinghouse for information on archaeological sites, historical structures, and field surveys. A system of paper and computer files, the FMSF is administered by the Division of Historical Resources, Florida Department of State. The form on which a site or building is recorded is the FMSF form. Recording a site or building on that form does not mean that it is historically significant, but simply that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the FMSF.

Relatively few buildings or sites included in the FMSF are listed in the NRHP, the accepted criterion for a "historic resource." The *National Register of Historic Places* (NRHP) is the official federal list of culturally significant properties in the United States. The NRHP is maintained by the U. S. Department of the Interior, National Park Service. The buildings, sites, structures, objects, and districts listed in it are selected under criteria established by the Department. Listing is essentially honorary and does not imply federal protection or control over private properties listed unless federal funds or activities are allocated toward them. Under current law, commercial and

other income-producing properties within a NRHP historic district are eligible for federal tax credits and other benefits if they are first certified as contributing to the characteristics of the district. Buildings individually listed in the NRHP are automatically considered certified historic structures and, if income-producing, also qualify for federal tax credits and other benefits. Formats for nominating properties to the NRHP include the individual nomination; the historic district, which designates a historic area within defined and contiguous boundaries; and the multiple property submission (MPS), which permits scattered resources that have common links to history, prehistory, or architecture to be included under one cover nomination.

The Importance of Historic Preservation in Marathon

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

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

The National Historic Preservation Act of 1966 created the NRHP and extended this early legislation and definitions to include sites or districts of local as well as national distinction for the purpose of maintaining a federal listing of historic properties by the Keeper of the NRHP. Various other acts and amendments in 1966, 1974, and 1980 strengthened the protection of historic and archaeological resources. Tax credits became available with revisions to the U. S. Tax Code in 1976, 1978, 1980, 1981, and 2017 which provided incentives for the rehabilitation of historic buildings for income-producing purposes.

A strong argument used on behalf of historic preservation is economic. Ours is a profit-oriented society and the conservation of older buildings is often financially feasible and economically advantageous. Current federal tax law contains specific features that relate to the rehabilitation of eligible commercial and income-producing buildings located in a local certified historic district, or a historic district or individual building listed in the NRHP. Furthermore, Florida Statutes 196.1997 and 196.1998 provide authority to local governments to allow for ad valorem tax exemptions to owners of historic properties who wish to restore, renovate or rehabilitate those properties. When such actions are taken, the property-owner must follow specific guidelines outlined in the Secretary of the Interior Standards for Rehabilitation and reviewed by a regulatory body.

In Florida, where tourism is the state's largest industry and cities must compete vigorously for their share of the market, the preservation of historic resources that give an area distinction cannot be ignored. Historic resources that lend Marathon its claim to individuality and a unique sense of place, ought therefore to have a high civic priority. Millions of tourists pour into the Florida Keys annually, but relatively few seek places outside of Key West to stay and spend money, often bypassing Marathon or only stopping to refuel. Looking for places that possess originality, tourists are often lured to a historic landscape or district, which conveys a sense of place. The continuing destruction throughout Florida of buildings and other historic and cultural resources that give counties and cities in which they are found individuality goes largely ignored. In the process, Florida has begun to acquire a dull sameness.

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

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

Federal Financial Incentives and Programs

Rehabilitation tax credits are available from the federal government for the expenses incurred in the rehabilitation of an income-producing qualified historic building. The current 2017 Tax Reform law provides a twenty percent (20%) credit over five (5) years, or four percent (4%) per year for certified historic structures. The tax credit is only available to properties that will be used for a business or other income-producing purpose, and a “substantial” amount must be spent rehabilitating the historic building.

According to the National Park Service, Public Law No. 115-97 (P.L. 115-97) amends the Internal Revenue Code to reduce tax rates and modify policies, credits, and deductions for individuals and businesses. Section 13402 modifies the 20% Historic Rehabilitation Tax Credit and repeals the 10% tax credit for the rehabilitation of non-historic buildings.

Low-income housing tax credit (LIHTC), enacted in 1986, provides for special relief for investors in certain low-income housing projects of historic buildings. According to the Congressional Research Service by Mark P. Keightley published in March 2018, the revision to the Internal Revenue Code, P.L. 115-97, did not directly alter the LIHTC; however there have been early reports of downward pressure on tax credit demand stemming from the 2017 revision.

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

Private Actions

Financial incentives provide perhaps the most persuasive argument for historic preservation. Federal tax incentives for historic preservation, which have provided the major impetus for rehabilitation of historic buildings in the past decade, have recently experienced changes in the 2017 Tax Reform law. Although the 20% credit for rehabilitation was modified and the 10% credit was repealed in the new law, the 20% tax credit still appears to be an attractive investment incentive, particularly for owners who have depreciated their property over a number of years.

The State of Florida became increasingly active in historic preservation during the 1980s and accelerated its grants program in the closing decade of the twentieth century. It continues to spend more dollars on historic preservation than any other state in the nation. The Florida Department of State is responsible for dispersing state preservation dollars. It provides funding in the areas of acquisition and development; education; and survey and registration. The City of Marathon should remain on the current mailing list of the Bureau of Historic Preservation and if approved for CLG status, continue to apply for grants for appropriate projects, such as additional survey and registration projects, design guidelines, and publications. Any public or private agency or group in the city that requires current information on available loans, grants, and funding sources or programs for historic preservation is advised to inquire with:

Florida Department of State
Division of Historical Resources
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399

National Park Service
Technical Preservation Services
1849 C Street NW,
Mail Stop 7243
Washington, DC 20240

Florida Trust for Historic Preservation
Postal Box 11206
Tallahassee, Florida 32302

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

City of Marathon
Planning Department
9805 Overseas Hwy.
Marathon, Florida 33050

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

National Register of Historic Places

Existing National Register sites: George Adderley House

Existing State Historic Markers: Stained Glass Windows of St. Columbia Episcopal Church

Existing locally designated sites: No known locally designated sites at the time of this report.

Potential National Register or Local Districts or Multiple Property Listing:

According to data gathered from the Monroe County Property Appraiser and the City of Marathon Planning Staff, ESI confirmed 2,283 parcels associated with a resource at least 40 years old. Working within the 50-year eligibility criteria, approximately 1,250 properties were identified as potentially eligible and the bulk of these resources are associated with five geographical areas on the Island of which four are residential areas and one commercial. Respectively, the residential areas comprise about 560 resources and are known as Little Venice, Harbor Isle, Key Colony and North Marathon Shores. The commercial area being parcels concentrated on either side of Overseas Highway (US 1). Based on a windshield survey performed by ESI Historic Resources Staff, it appears that all four areas have retained density, integrity of resources and is historically significant in the area of community planning and development, and could be considered potentially eligible for listing as districts. Furthermore, an assessment and evaluation of Little Venice supports this theory and subsequently recommended for designation as a Local and National Register District.

Although the current survey efforts produced only one recommendation, all 1,250 resources should be carefully considered with respect to rehabilitation and redevelopment undertakings, either by public or private entities. Furthermore, a phased survey of all resources is also recommended in order to capture data on cultural resources for future undertakings.

Marathon should begin reviewing opportunities for listing these historic resources in the NRHP as there is potential for several listings. This could be in the form of a multiple property submission (MPS). An MPS for Marathon could be organized on a neighborhood basis, or, as an alternative, only target specific types of resources, for example the Aqueduct Buildings on Overseas Highway and 69th Street. The preparation of the historical and architectural sections of this report represent important steps in the preparation of an MPS for Marathon.

Overseas Highway (US1) holds significance and is recommended as potentially eligible under Criterion A: Commerce as the primary commercial development of Marathon. Stylistically, the majority of the buildings are classified as Masonry Vernacular, Mid-Century Modern or Moderne and uses range from retail/stores, tourist attractions, professional buildings, restaurants, hotel/motels, and garages/service stations. Initially developed as part of the Florida East Coast Railroad the corridor was transformed in 1938 for vehicular traffic and has continuously been tied to the tourism industry. However, many of the extant resources are threatened by development as the highway is one of the highest elevations on the island.

In the early 1950s, canals were dredged and dynamited to make shorelines valuable and habitable. By creating the canals, homes were constructed with waterfront “backyards”. Phil Sadowski and his son, Chester Sadowski, arrived in Marathon and started the Sadowski Building Company. Sadowski’s crews would dynamite land to create the canals and then build one-bedroom, one-bath Masonry Vernacular Style houses for \$5,995 in Little Venice (Gallagher 2004; Welber 2003). Unlike other subdivisions in Marathon, the windshield survey provided for a contiguous area of similarly constructed homes built between 1952 to 1961. All resources surveyed in the Little Venice area were built pre-FIRM, or pre-1974, and were allowed to be constructed with slab-on-grade foundations. This area retains its integrity and hold significance on a local level under Criteria A, B, and C.

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Appendix A

Historic Structures Inventory

Marathon Inventory of Historic Resources

NAME/ STREET NUMBER	SITE ID	YEAR BUILT	STYLE	ELIGIBILITY
------------------------	---------	---------------	-------	-------------

LITTLE VENICE

(Buildings)

111th Street Ocean

488	MO06203	1953	Ranch	Contributing
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112th Street Ocean

222	MO06204	1955	Ranch	Non-Contributing
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233	MO06208	1957	Ranch	Contributing
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335	MO06207	1957	Ranch	Contributing
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383	MO06206	1955	Minimal Traditional	Contributing
-----	---------	------	---------------------	--------------

483	MO06205	1958	Ranch	Contributing
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485	MO06210	1957	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

114th Street Ocean

175	MO06211	1970	Ranch	Contributing
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348	MO06214	1956	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

365	MO06212	1958	Ranch	Contributing
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475	MO06213	1970	Frame Vernacular	Non-Contributing
-----	---------	------	------------------	------------------

116th Street Ocean

265	MO06217	1956	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

285	MO06215	1958	Masonry Vernacular	Contributing
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298	MO06216	1955	Masonry Vernacular	Contributing
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398	MO06218	1955	Masonry Vernacular	Contributing
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487	MO06219	1953	Masonry Vernacular	Contributing
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585	MO06223	1955	Masonry Vernacular	Contributing
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587	MO06220	1969	Masonry Vernacular	Contributing
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598	MO06222	1958	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

11602	MO06221	1958	Masonry Vernacular	Contributing
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117th Street Ocean

125	MO06227	1956	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

225	MO06230	1956	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

335	MO06226	1956	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

400	MO06224	1956	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

475	MO06228	1961	Masonry Vernacular	Contributing
-----	---------	------	--------------------	--------------

1st Avenue Ocean

11105	MO06235	1958	Ranch	Contributing
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11131	MO06232	1958	Ranch	Contributing
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11181	MO06231	1958	Ranch	Contributing
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11325	MO06238	1958	Masonry Vernacular	Contributing
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11335	MO06236	1953	Ranch	Contributing
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11401	MO06237	1954	Masonry Vernacular	Contributing
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11431	MO06233	1954	Ranch	Contributing
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2nd Avenue Ocean

265 Unit 6 & 8	MO06257	1956	Masonry Vernacular	Contributing
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11100	MO06242	1958	Masonry Vernacular	Contributing
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11130	MO06244	1958	Masonry Vernacular	Contributing
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11133	MO06249	1959	Masonry Vernacular	Contributing
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11140	MO06261	1955	Masonry Vernacular	Contributing
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11183	MO06246	1959	Masonry Vernacular	Contributing
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11282	MO06240	1955	Masonry Vernacular	Contributing
11320	MO06248	1953	Ranch	Contributing
11324	MO06252	1953	Masonry Vernacular	Contributing
11328	MO06243	1953	Ranch	Contributing
11333	MO06250	1953	Ranch	Contributing
11400	MO06245	1958	Ranch	Contributing
11401	MO06241	1956	Ranch	Contributing
11450	MO06247	1958	Ranch	Contributing
11453	MO06251	1956	Masonry Vernacular	Contributing
11490	MO06239	1958	Ranch	Contributing
11500	MO06256	1952	Masonry Vernacular	Contributing
11685 Unit 1 & 2	MO06253	1953	Masonry Vernacular	Contributing
11685 Unit 3 & 4	MO06260	1953	Masonry Vernacular	Contributing
11722 Unit 5 & 6	MO06255	1957	Masonry Vernacular	Contributing
11760 Unit 4	MO06254	1958	Masonry Vernacular	Contributing

11780 Unit 1 & 2	MO06258	1955	Masonry Vernacular	Contributing
11790 Unit A	MO06259	1955	Masonry Vernacular	Contributing
11790 Unit B	MO06262	1955	Masonry Vernacular	Contributing

3rd Avenue Ocean

11102	MO06267	1955	Ranch	Non-Contributing
11105	MO06269	1955	Ranch	Contributing
11124	MO06272	1961	Masonry Vernacular	Contributing
11134	MO06268	1969	Ranch	Contributing
11135	MO06273	1958	Masonry Vernacular	Contributing
11202	MO06271	1955	Ranch	Contributing
11284	MO06281	1955	Masonry Vernacular	Contributing
11322	MO06265	1953	Ranch	Contributing
11325	MO06264	1953	Ranch	Contributing
11332	MO06266	1953	Ranch	Contributing
11385	MO06274	1953	Masonry Vernacular	Contributing
11405	MO06270	1956	Ranch	Contributing

11455	MO06263	1953	Ranch	Contributing
11587	MO06279	1956	Masonry Vernacular	Contributing
11725	MO06280	1955	Masonry Vernacular	Contributing
11735	MO06276	1955	Masonry Vernacular	Contributing
11740	MO06278	1968	Masonry Vernacular	Contributing
11745	MO06275	1958	Masonry Vernacular	Contributing
11747	MO06277	1955	Masonry Vernacular	Contributing
11765	MO06282	1955	Masonry Vernacular	Contributing

4th Avenue Ocean

11107	MO06289	1953	Ranch	Contributing
11137	MO06300	1953	Masonry Vernacular	Contributing
11176	MO06294	1953	Mid-Century Modern	Contributing
11184	MO06292	1953	Masonry Vernacular	Non-Contributing
11187	MO06299	1953	Masonry Vernacular	Contributing
11229	MO06287	1958	Ranch	Contributing

11234	MO06291	1955	Ranch	Contributing
11234	MO06291	1955	Ranch	Contributing
11236	MO06284	1958	Ranch	Contributing
11283	MO06293	1955	Masonry Vernacular	Contributing
11286	MO06290	1958	Ranch	Contributing
11324	MO06286	1953	Ranch	Contributing
11327	MO06285	1961	Masonry Vernacular	Contributing
11348	MO06288	1955	Ranch	Contributing
11404	MO06295	1958	Masonry Vernacular	Contributing
11459	MO06283	1958	Mid-Century Modern	Contributing
11554	MO06298	1955	Masonry Vernacular	Contributing
11688	MO06297	1955	Frame Vernacular	Contributing
11689	MO06296	1958	Masonry Vernacular	Contributing

5th Avenue Ocean

658	MO06310	1957	Masonry Vernacular	Contributing
11106	MO06309	1953	Ranch	Contributing

11109	MO06316	1953	Masonry Vernacular	Contributing
11137	MO06305	1953	Ranch	Contributing
11138	MO06311	1953	Ranch	Contributing
11188	MO06312	1952	Ranch	Contributing
11189	MO06313	1953	Ranch	Contributing
11200	MO06306	1953	Ranch	Contributing
11201	MO06307	1968	Masonry Vernacular	Contributing
11275	MO06315	1955	Masonry Vernacular	Contributing
11296	MO06302	1953	Ranch	Contributing
11326	MO06303	1953	Mid-Century Modern	Contributing
11329	MO06304	1953	Ranch	Contributing
11339	MO06317	1953	Masonry Vernacular	Contributing
11406	MO06314	1956	Ranch	Contributing
11456	MO06331	1958	Masonry Vernacular	Contributing
11499	MO06301	1956	Masonry Vernacular	Contributing

11507	MO06308	1955	Ranch	Contributing
11554	MO06328	1955	Masonry Vernacular	Contributing
11625	MO06320	1957	Masonry Vernacular	Contributing
11705	MO06322	1955	Ranch	Contributing
11715	MO06329	1955	Masonry Vernacular	Contributing
11720	MO06323	1955	Masonry Vernacular	Contributing
11725	MO06319	1955	Masonry Vernacular	Contributing
11740	MO06330	1955	Masonry Vernacular	Contributing
11745	MO06318	1955	Masonry Vernacular	Contributing
11752	MO06325	1953	Masonry Vernacular	Contributing
11765	MO06327	1957	Ranch	Contributing
11770	MO06326	1955	Masonry Vernacular	Contributing
11780	MO06324	1955	Masonry Vernacular	Contributing

6th Avenue Ocean

11336	MO06334	1953	Masonry Vernacular	Contributing
11338	MO06342	1953	Masonry Vernacular	Contributing

11397	MO06340	1958	Ranch	Contributing
11399	MO06341	1960	Masonry Vernacular	Contributing
11400	MO06335	1956	Ranch	Contributing
11458	MO06332	1956	Ranch	Contributing
11499	MO06333	1961	Ranch	Contributing
11525	MO06343	1955	Masonry Vernacular	Contributing
11528	MO06344	1955	Masonry Vernacular	Contributing
11548	MO06337	1955	Masonry Vernacular	Contributing
11555	MO06338	1968	Ranch	Contributing
11585	MO06339	1955	Ranch	Contributing
11688	MO06336	1952	Ranch	Contributing

(Bridges)

112th Street

Caloosa Channel	MO04116	1965	Concrete Slab	Contributing
-----------------	---------	------	---------------	--------------

116th Street

Venice Waterway	MO04115	1967	Concrete Slab	Contributing
-----------------	---------	------	---------------	--------------

117th Street

Vaca Channel No. 2	MO04117	1967	Concrete Slab	Contributing
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Resource Group (Canal)

Caloosa Channel	MO04119	c1953	Dredged Waterway	Contributing
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Venice Waterway	MO04118	c1953	Dredged Waterway	Contributing
-----------------	---------	-------	------------------	--------------

NAME/ STREET NUMBER	SITE ID	YEAR BUILT	STYLE	ELIGIBILITY
------------------------	---------	---------------	-------	-------------

AQUEDUCT BUILDINGS

69th Street

330	MO06225	1966	Moderne	Contributing
-----	---------	------	---------	--------------

Overseas Highway

3375	MO06375	1963	Moderne	Contributing
------	---------	------	---------	--------------

NAME/ STREET NUMBER	SITE ID	YEAR BUILT	STYLE	ELIGIBILITY
------------------------	---------	---------------	-------	-------------

OCEAN ISLES

Overseas Highway

10875	MO06366	1951	Masonry Vernacular	Contributing
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10877	MO04120	1951	Mid-Century Modern	Contributing
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NAME/ STREET NUMBER	SITE ID	YEAR BUILT	STYLE	ELIGIBILITY
------------------------	---------	---------------	-------	-------------

OVERSEAS HWY

Overseas Highway

1777	MO06393	1953	Moderne	Non-Contributing
1825	MO06392	1953	Frame Vernacular	Contributing
1901	MO06391	1958	Masonry Vernacular	Contributing
1919	MO06390	1955	Masonry Vernacular	Contributing
2219	MO06389	1958	Masonry Vernacular	Contributing
2225	MO06388	1963	Masonry Vernacular	Contributing
2279	MO06387	1963	Masonry Vernacular	Contributing
2315	MO06386	1958	Masonry Vernacular	Contributing
2355	MO06385	1968	Masonry Vernacular	Contributing
2357	MO06384	1964	Masonry Vernacular	Contributing
2390	MO06383	1949	Masonry Vernacular	Contributing
2396	MO06382	1951	Masonry Vernacular	Contributing

2401	MO06381	1959	Mid-Century Modern	Contributing
2443	MO06380	1958	Masonry Vernacular	Contributing
2525	MO06379	1958	Masonry Vernacular	Contributing
2910	MO06378	1948	Masonry Vernacular	Contributing
2992	MO06377	1953	Masonry Vernacular	Contributing
3015	MO06376	1953	Masonry Vernacular	Contributing
4590	MO06374	1963	Mid-Century Modern	Contributing
5270	MO06373	1968	Masonry Vernacular	Contributing
6303	MO06372	1953	Art Deco	Contributing
7007	MO06371	1960	Masonry Vernacular	Contributing
7425	MO06370	1960	Mid-Century Modern	Contributing
10694	MO06209	c1968	Masonry Vernacular	Contributing
10730	MO06369	1955	Masonry Vernacular	Contributing
10800	MO06367	1954	Masonry Vernacular	Contributing
10887	MO06364	1958	Masonry Vernacular	Contributing

10899	MO06363	1968	Masonry Vernacular	Contributing
10925	MO06229	1951	Masonry Vernacular	Contributing
10935	MO06234	1951	Masonry Vernacular	Contributing
10937	MO06253	1953	Masonry Vernacular	Contributing
10939	MO06258	1955	Masonry Vernacular	Contributing
10950	MO06361	1963	Masonry Vernacular	Non-Contributing
10977	MO06362	1951	Masonry Vernacular	Contributing
11050	MO06360	1968	Masonry Vernacular	Non-Contributing
11199	MO06346	1952	Masonry Vernacular	Contributing
11201	MO06348	1958	Masonry Vernacular	Contributing
11239	MO06345	1967	Masonry Vernacular	Contributing
11287	MO06349	1955	Masonry Vernacular	Contributing
11300	MO06357	1960	Mid-Century Modern	Contributing
11425	MO06356	1969	Masonry Vernacular	Contributing
11450	MO06355	1968	Masonry Vernacular	Non-Contributing

11500	MO06354	1969	Masonry Vernacular	Non-Contributing
11587	MO06347	1967	Ranch	Contributing
11711	MO06351	1957	Masonry Vernacular	Contributing
11829	MO06352	1957	Masonry Vernacular	Contributing
11833	MO06350	1957	Masonry Vernacular	Contributing

Appendix B
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) City of Marathon Survey and Master Plan of Historical Resources

Report Title (exactly as on title page) Historic Preservation Survey and Master Plan, Marathon, Monroe County, Florida

Report Authors (as on title page, last names first) 1. Patricia Davenport-Jacobs 3. _____
2. Meghan Powell 4. _____

Publication Date (year) 2018 Total Number of Pages in Report (count text, figures, tables, not site forms) 92

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

Supervisors of Fieldwork (even if same as author) Names Patricia Davenport-Jacobs

Affiliation of Fieldworkers: Organization Environmental Services, Inc. City Jacksonville

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

1. Marathon 3. Overseas Highway 5. Harbor Isle 7. Key West Extension
2. Little Venice 4. Key Colony 6. North Marathon Shores 8. Tourism

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

Name Brian Shea Organization Other

Address/Phone/E-mail 9805 Overseas Hwy, Marathon, FL/905-289-4112/sheab@ci.marathon.fl.us

Recorder of Log Sheet Meghan Powell Date Log Sheet Completed 6-22-2018

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. Monroe 3. _____ 5. _____
2. _____ 4. _____ 6. _____

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

1. Name MARATHON Year 1971 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 4-9-2018 End 4-16-2018 Total Area Surveyed (fill in one) _____ hectares 611 acres

Number of Distinct Tracts or Areas Surveyed _____

If Corridor (fill in one for each) Width: _____ meters _____ feet Length: _____ kilometers _____ 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 A comprehensive survey of historical resources within the municipal boundaries of Marathon; to record properties of historical and architectural significant and to produce a report of findings and Master Plan component of the Comprehensive Plan

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): Local heritage/historical societies

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): Visual investigation from ROW

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒ Yes ☐ No

Count of Previously Recorded Sites 0 Count of Newly Recorded Sites 194

Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8". Attach additional pages if necessary.) _____

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

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

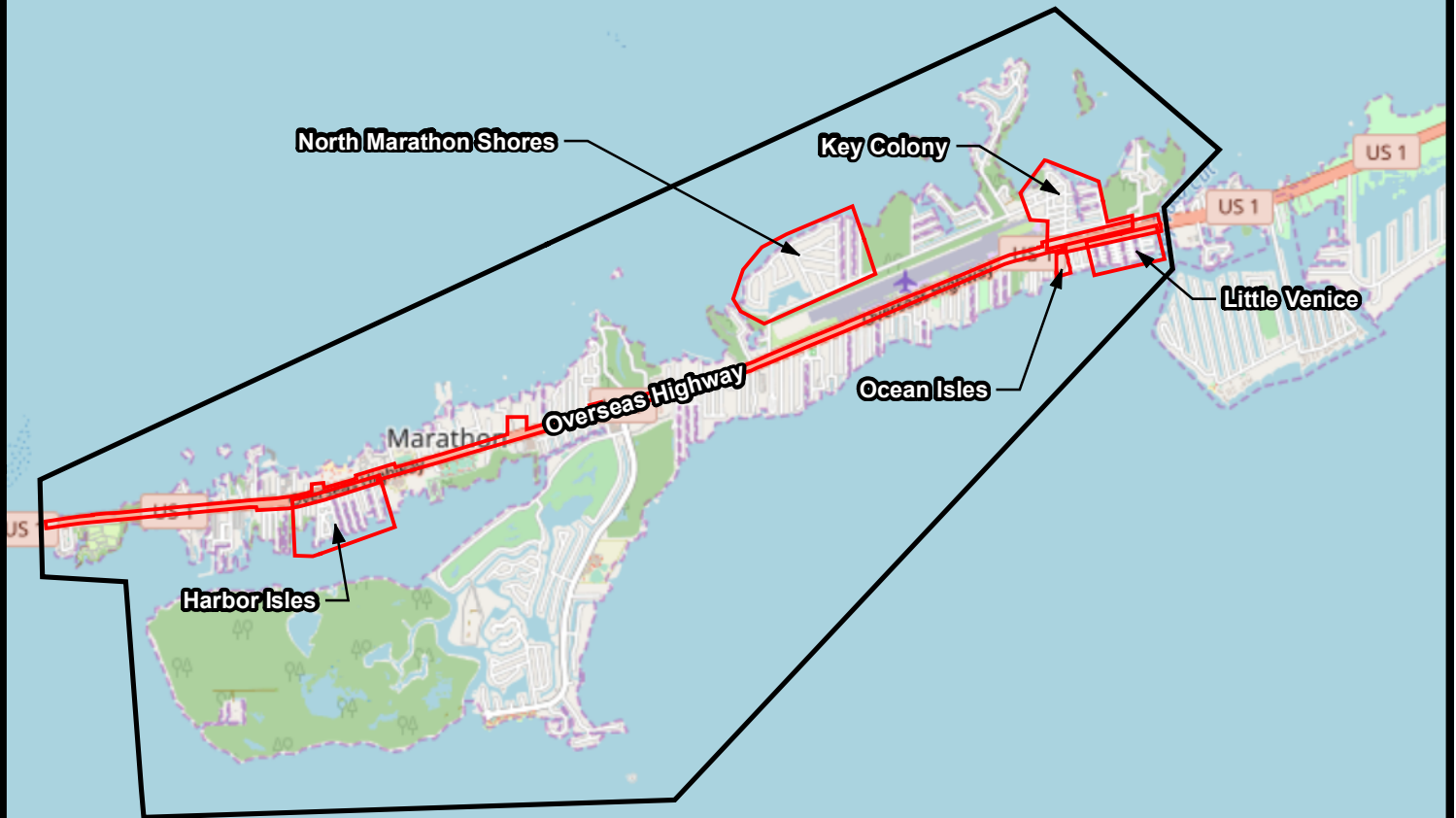
*****REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPY OF USGS 1:24,000 MAP(S)*****



SHPO USE ONLY

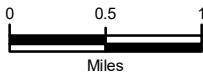
SHPO USE ONLY

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: _____



-  Project Boundary
-  Concentration Areas



Source(s): USGS Topographic Survey, Marathon, FL. Quadrangle (1971). Open Street Map

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

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**ENVIRONMENTAL
SERVICES, INC.**

7220 Financial Way, Suite 100
Jacksonville, Florida 32256
(904) 470-2200
(904) 470-2112 Fax

www.environmentalservicesinc.com

Project Location

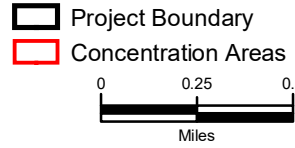
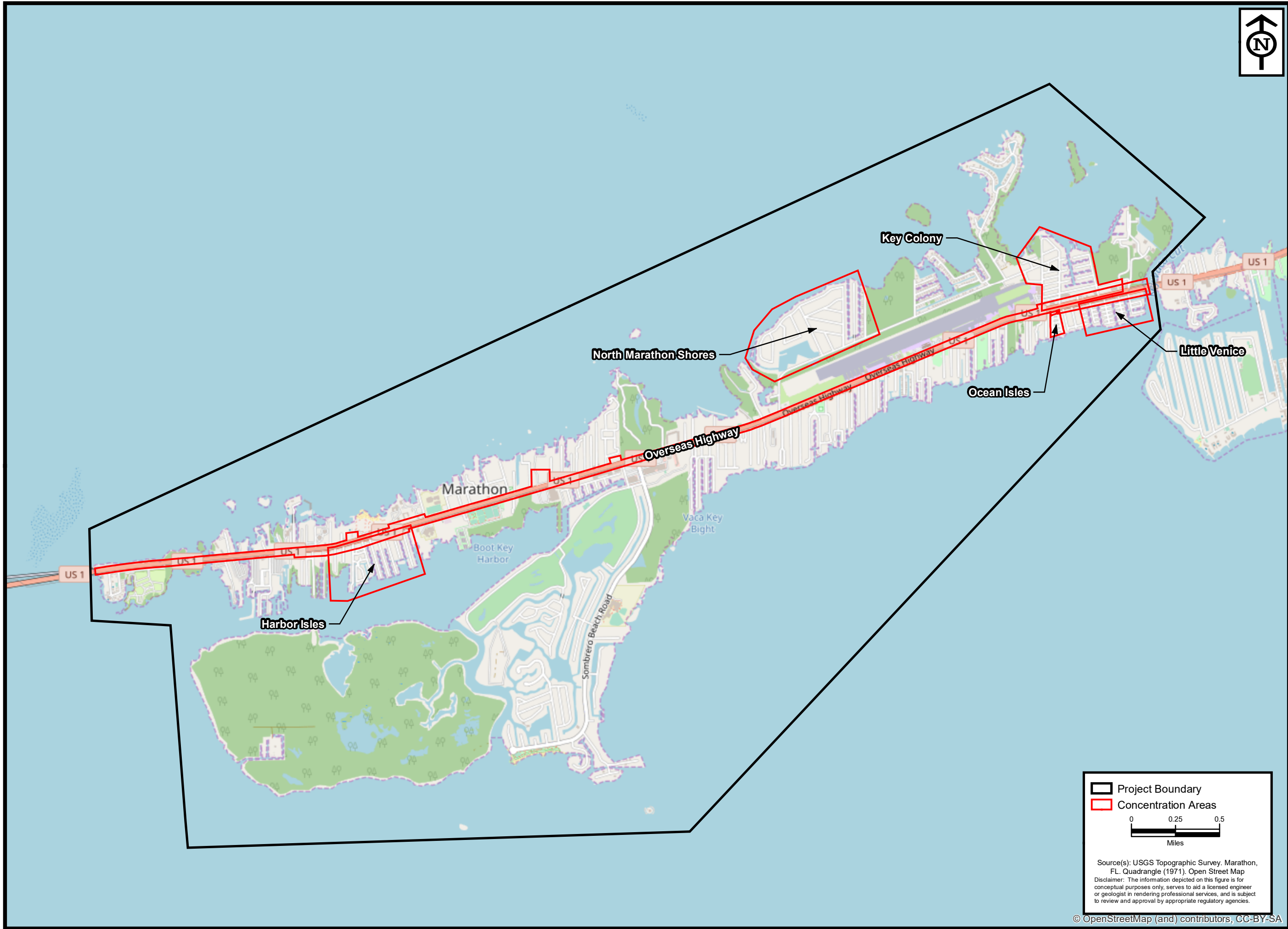
City of Marathon Historic Resources Survey

Monroe County, Florida

Project:	AJ18011.00
Date:	Jun 2018
Drawn By:	AA
Checked By:	JRN
Approved By:	PDJ
Figure:	1

Appendix C

Maps of the Survey Areas



Source(s): USGS Topographic Survey, Marathon, FL, Quadrangle (1971), Open Street Map
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Project:	AJ18011.00
Date:	Jun. 2018
Drawn by:	AA
Checked by:	JRN
Approved by:	PDJ
Figure:	1

Project Location

City of Marathon Historic Resources Survey

Monroe County, Florida

ENVIRONMENTAL SERVICES, INC.
7220 Financial Way, Suite 100
Jacksonville, Florida 32256
(904) 470-2200
(904) 470-2112 Fax
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Legend

- Little Venice Boundary
- Surveyed Resources**
- Building
- Bridge
- Canal

0 100 200
Feet

Source(s): USGS Topographic Survey, Marathon, FL, Quadrangle (1971), Open Street Map
Disclaimer: The information depicted on this figure is for conceptual purposes only, serves to aid a licensed engineer or geologist in rendering professional services, and is subject to review and approval by appropriate regulatory agencies.

Project:	AJ18011.00
Date:	Jun. 2018
Drawn by:	AA
Checked by:	JRN
Approved by:	PDJ
Figure:	2

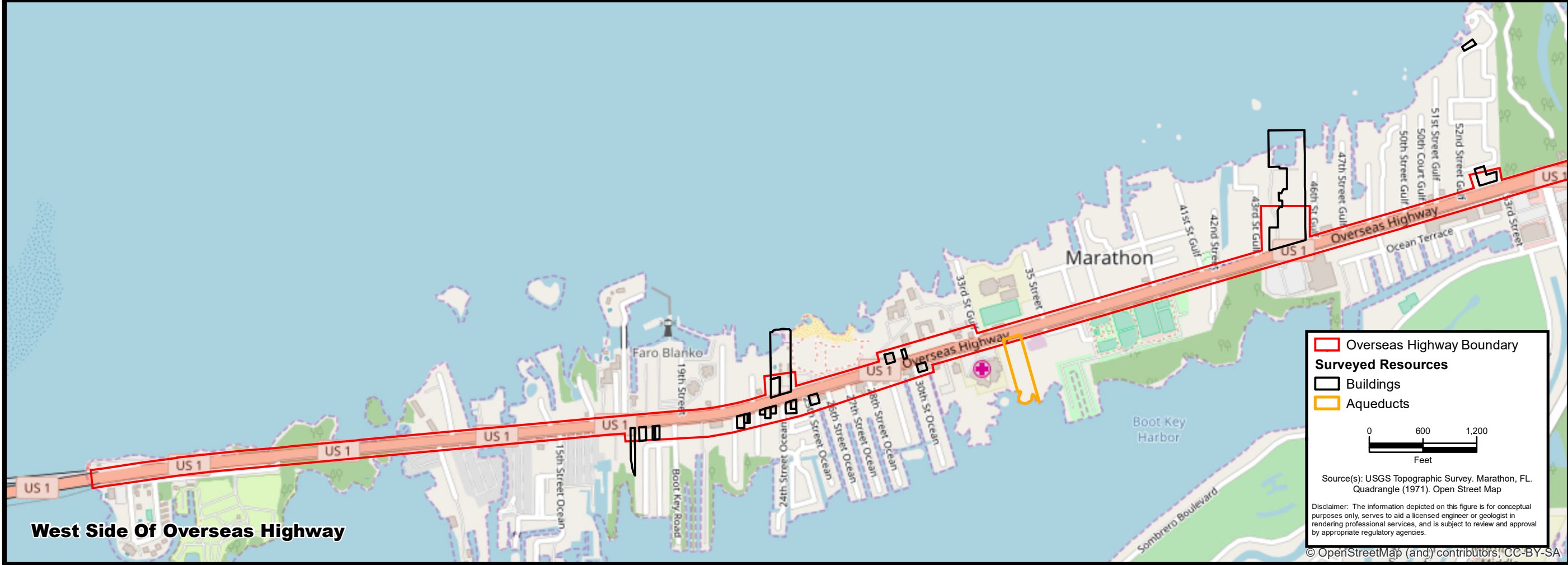
Little Venice Resources

City of Marathon Historic Resources Survey

Monroe County, Florida

ENVIRONMENTAL SERVICES, INC.

7220 Financial Way, Suite 100
Jacksonville, Florida 32256
(904) 470-2200
(904) 470-2112 Fax
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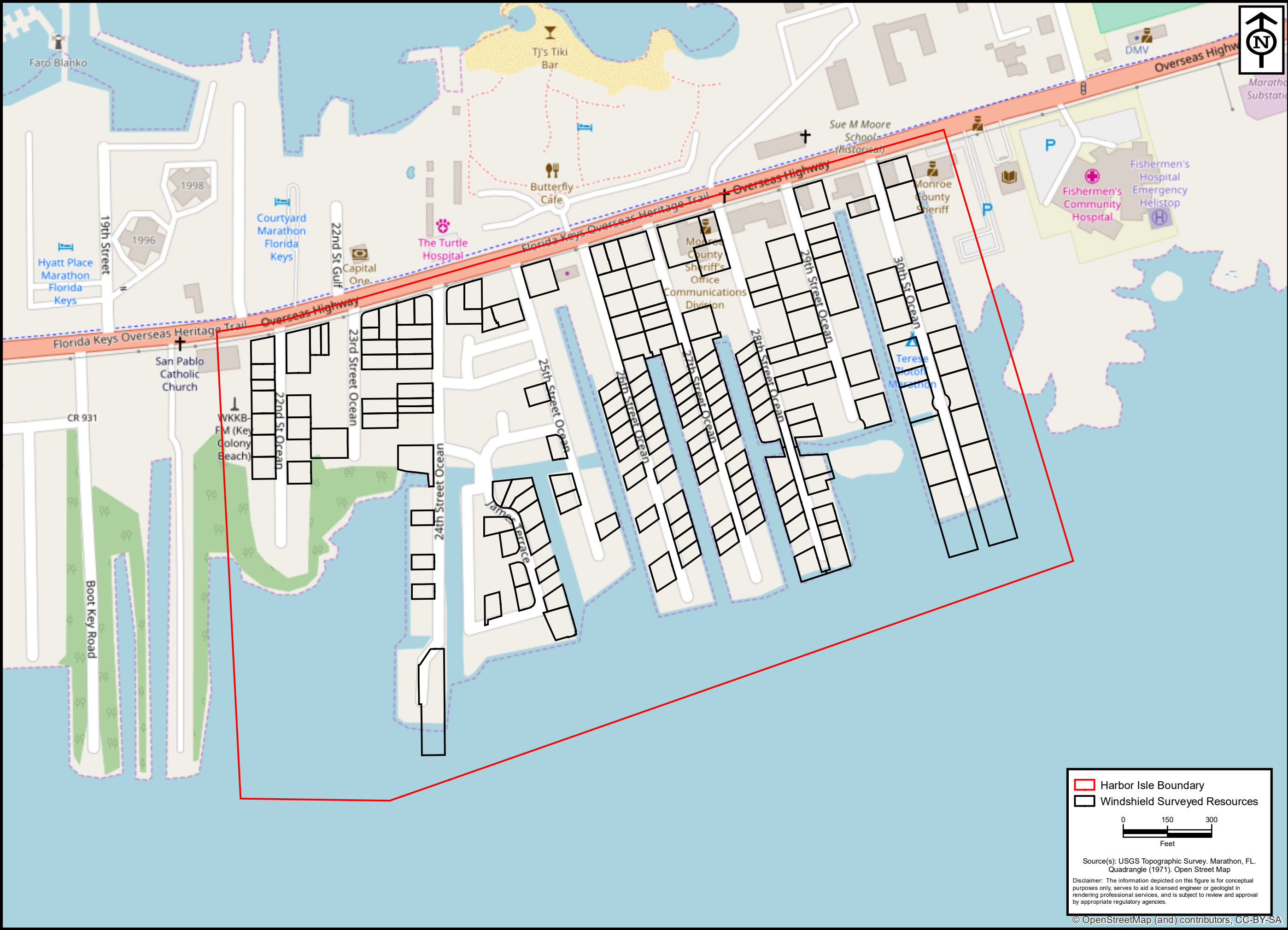
Project:	AJ18011.00
Date:	Jun. 2018
Drawn by:	AA
Checked by:	JRN
Approved by:	PDJ
Figure:	3

Overseas Highway Resources

City of Marathon Historic Resources Survey

Monroe County, Florida

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 Jacksonville, Florida 32256
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Harbor Isle Boundary

Windshield Surveyed Resources

0

150

300

Feet

Source(s): USGS Topographic Survey. Marathon, FL. Quadrange (1971). Open Street Map

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Project:	AJ18011.00
Date:	Jun. 2018
Drawn by:	AA
Checked by:	JRN
Approved by:	PDJ
Figure:	4

Harbor Isle Resources

City of Marathon Historic Resources Survey

Monroe County, Florida

ENVIRONMENTAL SERVICES, INC.

7220 Financial Way, Suite 100
Jacksonville, Florida 32256
(904) 470-2200
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Project:	AJ18011.00
Date:	Jun. 2018
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Checked by:	JRN
Approved by:	PDJ
Figure:	5

Key Colony Resources

City of Marathon Historic Resources Survey

Monroe County, Florida

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Key Colony Boundary
Windshield Surveyed Resources

0 150 300
Feet

Source(s): USGS Topographic Survey, Marathon, FL. Quadrangle (1971). Open Street Map

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North Marathon Shores Boundary
Windshield Surveyed Resources

0 200 400
Feet

Source(s): USGS Topographic Survey, Marathon, FL. Quadrangle (1971). Open Street Map

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Project:	AJ18011.00
Date:	Jun. 2018
Drawn by:	AA
Checked by:	JRN
Approved by:	PDJ
Figure:	6

North Marathon Shores Resources

City of Marathon Historic Resources Survey

Monroe County, Florida

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