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City of Venice Historic Structure Survey, Phase II: Edgewood and Seaboard

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April 24, 2026



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City of Venice

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Chronicle Heritage

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Executive Summary

On behalf of the City of Venice, PaleoWest, LLC dba Chronicle Heritage (Chronicle Heritage) conducted a historic resources survey in the Edgewood and Seaboard areas of Venice (Project). The Project was funded by a matching grant from the Division of Historical Resources, Florida Department of State. The purpose of the Project was to identify, document, and evaluate all historic resources in Edgewood and Seaboard constructed before 1961 and to provide the City of Venice with an updated inventory of historic resources, including resources that are contributing and noncontributing to the National Register of Historic Places (NRHP)-listed Edgewood Historic District (S001870) and a portion of the NRHP-listed John Nolen Plan of Venice Historic District (S006124).

Chronicle Heritage followed the survey methods outlined in Module 3: Guidelines for Historic Preservation Professionals. This report conforms to Chapter 1A-46 of the Florida Administrative Code: *Archaeological and Historical Report Standards and Guidelines*.¹ Resources were evaluated for listing in the NRHP by Architectural Historians meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 44716).

Two NRHP-listed districts were identified as part of the survey area: Edgewood Historic District (S001870) and John Nolen Plan of Venice Historic District (S006124). The districts were listed in the NRHP in 1989 and 2010, respectively. In John Nolen's original plan, the area encompassed by the Edgewood Historic District was laid out as a residential neighborhood, while the adjacent area, known today as Seaboard, was designed to be the commercial center of the community. The survey area encompasses the portion of the John Nolen Plan of Venice Historic District located east of the Intracoastal Waterway. This portion of the John Nolen Plan of Venice Historic District encompasses the entirety of the Edgewood Historic District. The Edgewood Historic District is currently listed with a period of significance of 1926-1928, while the John Nolen Plan of Venice Historic District has a period of significance of 1926-1960.

Per the grant agreement, Chronicle Heritage intensively surveyed all previously recorded resources and all unrecorded resources constructed prior to 1961 in the survey area. The survey included photographing, creating or updating Florida Master Site File (FMSF) forms, and preparing Geographic Information Systems (GIS) data for each resource. Chronicle Heritage documented 184 historic resources comprising 143 newly recorded resources and 41 previously recorded resources. Of these, 175 were within the John Nolen Plan of Venice Historic District and 42 were within the overlapping Edgewood Historic District. Nine resources were outside the boundary of both historic districts. One of which, Union Missionary Baptist Church (S019053), is located just outside the boundary of the survey area and was documented at the request of the City of Venice. Seven of the documented resources have been demolished (five previously recorded and two newly recorded) and are included in the total count for documentation purposes but were not evaluated for NRHP eligibility.

Chronicle Heritage recommends 34 of 36 extant previously recorded resources in the John Nolen Plan of Venice Historic District as contributing to the district. Of the 141 extant newly recorded resources, Chronicle Heritage recommends 137 as contributing to the district. Three newly recorded resources are recommended as noncontributing due to substantial alterations, and one resource, Union Missionary Baptist Church (S019053), is located outside of the district boundaries.

¹ Rule No. 1A-46, *Archaeological and Historical Report Standards and Guidelines*, Florida Administrative Code (2016), <https://files.floridados.gov/media/704703/state-land-management-procedures-june-2021.pdf>.

The church is recommended individually eligible under Criterion A and Criteria Consideration A in the areas of Ethnic Heritage: Black, Social History, and Religion for its role as a central institution of Venice's African American community with a period of significance from 1955 to 1976. This period of significance reflects the construction of the church and its continued importance as a religious and community institution during the segregation era and the gradual displacement of the surrounding African American neighborhood in the 1960s and 1970s. Due to being outside of both historic districts, the church was not evaluated as a contributing resource.

The Venice Railroad Depot is individually listed in the NRHP with a period of significance of 1927–1928 and areas of significance in Architecture and Social History. Chronicle Heritage recommends amending the existing nomination to extend the period of significance to 1971 and to include Transportation as an additional area of significance. The extended period of significance spans from the construction of the depot to the end of passenger rail service at the station on April 30, 1971. During this period, the depot served as a primary point of entry to Venice and supported a range of transportation-related activities, including passenger service, military use during World War (WW)II, and later commercial operations, including use by the Ringling Bros. and Barnum & Bailey Circus.

Based on the results of this survey, Chronicle Heritage recommends the City of Venice pursue an amendment to the Edgewood Historic District NRHP nomination to extend its period of significance and expand its boundary. Currently, the district's period of significance (1925–1928) and boundary capture only the earliest phase of planning and development along portions of Groveland Avenue and Myrtle Avenue, encompassing 42 resources. Chronicle Heritage encourages the City of Venice to conduct additional survey work inclusive of resources constructed in 1961 and later in order to determine an appropriate end date for the district's period of significance. Chronicle Heritage recommends that this survey work include additional areas of the Edgewood neighborhood, particularly Cypress, Laurel, and Pineland avenues; School Street; Country Club Way; Gulf Coast Boulevard; and additional portions of Groveland and Myrtle avenues. An amendment would incorporate numerous additional contributing resources into the district and, in doing so, more accurately represent the full evolution of the neighborhood, including the substantial post-WWII growth that defines much of the neighborhood as well as the rise of mid-twentieth-century residential development and changing architectural styles.

Chronicle Heritage recommends that the City of Venice pursue an amendment to the existing NRHP nomination for the John Nolen Plan of Venice Historic District to extend the period of significance. Although the present survey documented resources constructed through 1960, the prevalence of post-WWII development within the project area suggests that additional significant resources dating to the 1960s and late 1970s could reveal the story of the district's continued development. Extending the period of significance would better capture the evolution of commercial buildings within the district, including the emergence of automobile-oriented businesses, simplified architectural forms, and new construction materials characteristic of the post-WWII era. However, additional survey and evaluation of resources constructed after 1960 would be necessary to identify potential contributing resources and determine an appropriate end date for the district's period of significance.

Historic resources documented in this survey reflect multiple phases of development, with the majority constructed during the WWII and Aftermath period (1942–1959). Earlier development is represented by a concentration of resources dating to the Florida Land Boom period (1919–1929), with more limited construction occurring during the Great Depression and New Deal period (1930–1941). A smaller number of resources date to the Contemporary Period (1960–1973). Overall, the distribution of resources highlights the predominance of post-WWII growth within the survey area.

Most of the resources documented in Edgewood and Seaboard (~81.5%) are single-family residences. The remainder of the documented resources serve a variety of uses, including a bus terminal, a church, and various commercial and retail businesses. Edgewood and Seaboard developed as residential and commercial areas of Venice in the 1920s and experienced rapid development during the Florida Land Boom period and the mid-twentieth century. As Edgewood developed as a predominantly working-class community, with architecture reflective of this economic class, the Seaboard area emerged as a commercial center, likely providing both employment and daily necessities to the residents of Edgewood. While the historic architectural resources of Edgewood and Seaboard reflect broad trends in Florida's history and development as well as the evolution of popular architectural styles in America during the early to mid-twentieth century, they also serve as an example of the symbiotic relationship between the residential and commercial neighborhoods that have spurred local economies across Florida for the past century.

The results of this Project serve as an archival record of the Edgewood and Seaboard historic built environment at the time of the survey. The historical overview contained in this report provides a context for the history and development of Venice as a whole, followed by a more focused examination of each community through 1960. Ultimately, this work establishes a framework for future preservation efforts within the Edgewood and Seaboard neighborhoods.

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Acknowledgements

Chronicle Heritage would like to thank the communities of Edgewood and Seaboard for their assistance and extensive knowledge of the survey areas. We are particularly appreciative of Harry Kilnkhamer, Historical Resources Manager for the City of Venice, for his knowledge of the Edgewood and Seaboard communities and his commitment to historic preservation in the City of Venice. Chronicle Heritage also thanks Jon Watson, Curator and Collections Manager of the Venice Museum & Archives, for sharing his knowledge regarding Venice history, his assistance in our research for this survey, and permission to use historical photographs in this report.

Our fieldwork team thanks the residents of Edgewood and the business owners in Seaboard, who showed appreciation for their neighborhoods and a desire to preserve their community's shared history. Residents and business owners permitted photographs, answered questions about their properties, and were respectful of Chronicle Heritage's field employees. It is the hope of Chronicle Heritage that this survey will continue to provide helpful information for future historic preservation efforts in Edgewood and Seaboard as well as the City of Venice as a whole.

This Project is sponsored in part by the Florida Department of State, Division of Historical Resources and the State of Florida. A Small Matching Grant was awarded to the City of Venice by the Florida Department of State, Division of Historical Resources.

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1 Project Location and Purpose

PaleoWest, LLC dba Chronicle Heritage (Chronicle Heritage) conducted an architectural survey of the Edgewood and Seaboard neighborhoods of the City of Venice (Project; Figure 1-1). The purpose of this Project was to identify, document, and evaluate all historical resources in Edgewood and Seaboard constructed before 1961 and to provide the City of Venice with an updated inventory of historical resources, including contributing and noncontributing resources to the NRHP-listed Edgewood Historic District (S001870) and the portion of the NRHP-listed John Nolen Plan of Venice Historic District (S006124) located east of the Intracoastal Waterway.

Fieldwork was completed in January 2026 by Secretary of the Interior's Professional Qualification Standards qualified Architectural Historian Holly Baker, M.A., and field technician Joshua Shiers.

The following report is presented in eight chapters. Chapter 1 defines the Project location and purpose, Chapter 2 outlines the Project research designs and methods, Chapter 3 provides research contexts, Chapter 4 provides an architectural context, Chapter 5 is an analysis of the results of the survey, Chapters 6 and 7 provide recommendations and conclusion, and Chapter 8 provides a bibliography of sources. Attached are three appendixes: Appendix A—Resource Tables and Inventory, Appendix B—Survey Log and Report Maps, and Appendix C—Results Maps.

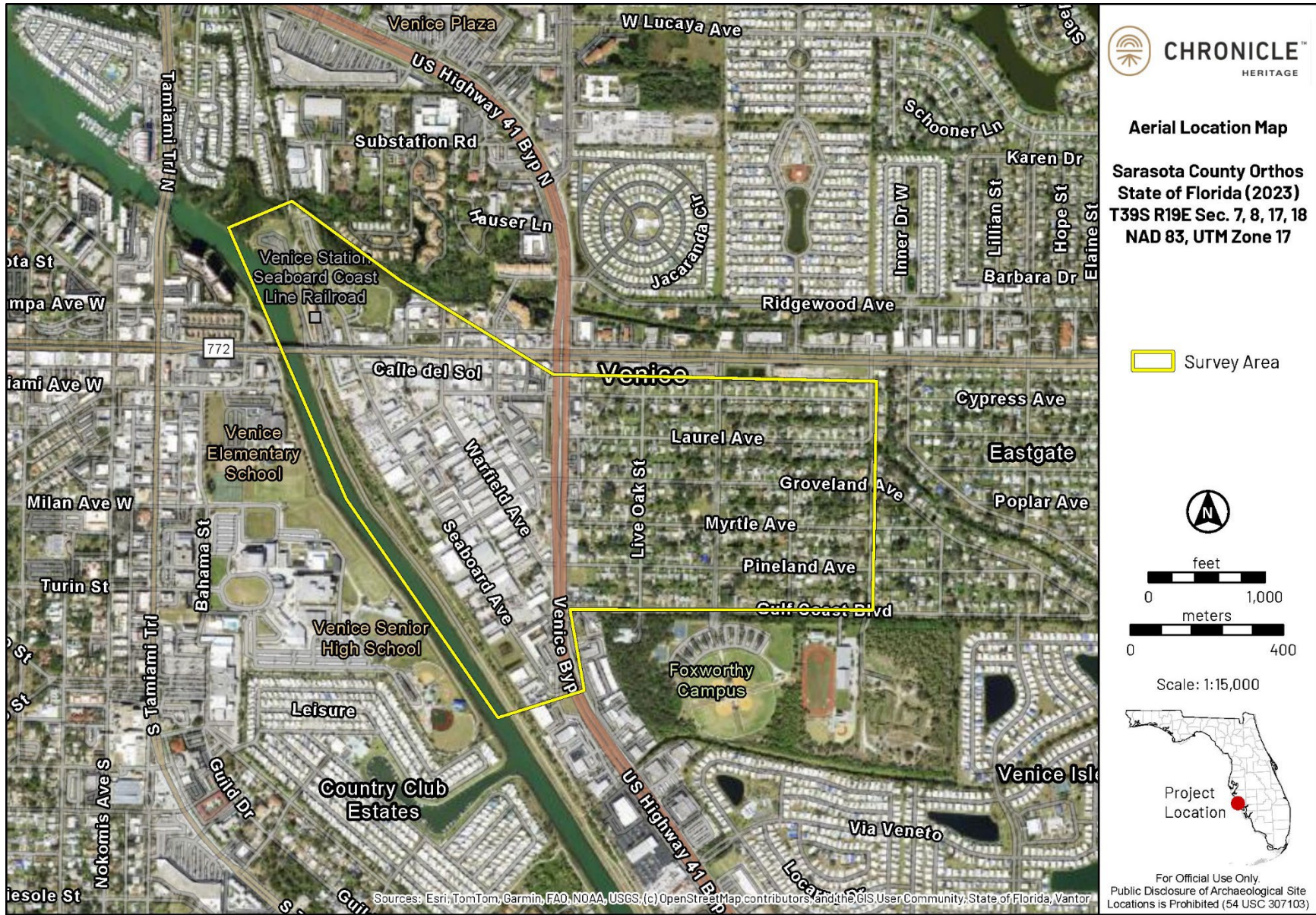


Figure 1-1. Map of Project survey area on aerial photography.

2 Research Design and Methods

2.1 Historic Preservation Regulations

The laws and regulations that inform historic preservation in the United States are formed at all levels of government, from federal to local. The earliest iteration of historic preservation policy in the United States is the Antiquities Act of 1906. This act authorized the President to designate historic, natural, and scientific landmarks on land owned or controlled by the Federal Government as National Monuments. After signing the act into law, President Theodore Roosevelt established 18 National Monuments, many of which have since been designated as National Parks.² The passage of the Historic Sites Act of 1935 further developed national historic preservation policy. This act declared it a national policy to preserve historic sites, buildings, and objects of national significance for public use and the benefit of the American people. To accomplish this, the Secretary of the Interior was given the power to create historic and archeological surveys and to secure and preserve data of historic and archaeological sites, buildings, and objects (Historic Sites Act of 1935, 2021).

Modern historic preservation legislation emerged in the latter half of the twentieth century with the passage of the National Historic Preservation Act (NHPA) of 1966. Spurred by the dismal condition of America's historic resources outlined in the landmark report, *With Heritage so Rich*, the NHPA presented the most comprehensive national preservation policy thus far enacted. It established the NRHP, the Advisory Council on Historic Preservation, Section 106 Review, and the State Historic Preservation Offices (SHPOs) required to maintain state-wide inventories of historic resources. The NRHP extended beyond individual buildings and included structures, districts, objects, and archeological sites, ranging from local to national significance (NHPA 2022). In a subsequent amendment to the act, the Certified Local Governments (CLG) program was established. This program allows local governments to become active partners in the Federal Historic Preservation Program. A decade after the passage of the NHPA, Federal Historic Tax Credits were established in the U.S. Tax Code. This program incentivized private-sector investment in the rehabilitation of historic buildings for income-producing uses.³

On the state government level, Florida established its program of Historic Property Tax Exemption. Authorized by Section 196.1997 of the Florida Statutes, the program allows counties and municipalities to adopt ordinances allowing property tax exemptions for up to 100 percent of the increase in assessed improvements of a qualified historic property resulting from rehabilitation.⁴ The Florida Archives and History Act of 1967 was the first statewide historic preservation policy. It recognized the unique heritage of the state and the social, cultural, and economic impacts of the loss of historic resources. The act, changed in name to The Florida Historic Resources Act in 1986, was codified in Florida Statute 267 and gave authority to local governments to further historic preservation goals.⁵

² U.S. Department of the Interior, "Antiquities Act," July 27, 2016, <https://www.doi.gov/ocl/antiquities-act>.

³ Florida Department of State, "Property Tax Exemption - Florida Division of Historical Resources," Electronic document, Property Tax Exemption - Division of Historical Resources - Florida Department of State, 2025, <https://dos.myflorida.com/historical/preservation/architectural-preservation-services/property-tax-exemption-for-historic-properties/>.

⁴ Florida Department of State, "Property Tax Exemption - Florida Division of Historical Resources."

⁵ George B. Abney, "Florida's Local Historic Preservation Ordinances: Maintaining Flexibility While Avoiding Vagueness Claims," *Florida State University Law Review* 25, no. 4 (1998): 1017–41.

On the local government level, the City of Venice Code of Ordinances, Subpart B – Land Development Regulations, Chapter 87 – Land Development Code, Section 7. – Historic and Architectural Preservation Controls and Standards, 7.2. – Purpose and Intent, Subsection A (Ord. No. 2022-15, § 3(Exh. B), 7-12-22) established the Historic and Architectural Preservation Board (HAPB) to conduct studies and make recommendations on matters of historical and architectural interest and preservation; process requests for inclusion of properties, structures, and landmarks to the local historic register; establish local architectural control districts; and administer historic preservation, architectural, and aesthetic standards to apply in appropriate areas or districts of the City and further public awareness of the City’s past and of preservation in general and to develop programs to stimulate public interest and involvement in historic, architectural, and cultural preservation. Furthermore, Subsection B requires the HAPB to comply with the requirements for attaining and maintaining a CLG designation as required by 16 U.S.C. 470 et seq., as amended. Specifically, the Board shall:

Identify and nominate eligible properties to the NRHP, and notify appropriate local officials, and owners of record of eligibility to the NRHP. The Board shall also act as a complement to the Florida National Register Review Board and shall review and comment on nominations forwarded by the State Historic Preservation Office.

1. Identify and nominate properties for the local register of historic places.
2. Develop and maintain a system for survey and inventory of historic properties. Such inventory shall be compatible with the Florida Master Site File (FMSF).
3. Assist the Planning Commission in the preparation, implementation, and administration of historic preservation in the City’s Comprehensive Plan.
4. Provide educational opportunities and further public participation in local historic preservation and architectural programs.
5. Gather information necessary for drafting, establishing, and maintaining guidelines for best practices for historical preservation and architectural review.
6. Ensure that new buildings are compatible with the historic area standard wherein the structure will reside.
7. Submit an annual report and other documents as necessary to the State Historic Preservation Officer to retain the CLG designation.
8. Perform any other functions which may be designated by City Council.

Through the establishment of Subsection B, the City of Venice created two architectural control districts. The two districts, known as the Historic Venice Architectural Control District and the Venetian Theme Architectural Control District, are located west of the survey area, opposite the Intracoastal Waterway. Although a portion of the John Nolen Plan of Venice Historic District and the entire Edgewood Historic District are in the survey areas of Edgewood and Seaboard, they are not under the control of any local historic regulation.

This assemblage of federal, state, and local historic preservation regulations guides efforts to preserve historic resources. At the federal level, authority is limited to federally owned properties or projects that require federal funding or permitting. States are similarly limited in authority, leaving local governments primarily responsible for the preservation of historical resources within their communities. The onus of preserving Florida’s heritage and historical built environment falls to local governments, elected officials, and community members.

2.2 Survey Methods

Selection methods for survey are often geographic or thematic; the present survey area was defined by geography. A geographic survey focuses on a location, with the goal of recording all age-appropriate resources within established geographic boundaries. The location can include a subdivision, neighborhood, district, or city limit. If a survey area is larger than the scope of work allows, then geographic surveys are often executed in phases. In the case of a thematic approach, a specific theme drives the investigation. For example, a thematic approach may document all churches or wooden bridges within a city or county. The purpose of the Project was to identify, document, and evaluate all historical resources in Edgewood and Seaboard constructed before 1961 and to provide the City of Venice with an updated inventory of historical resources, including contributing and noncontributing resources to the NRHP-listed Edgewood Historic District and a portion of the NRHP-listed John Nolen Plan of Venice Historic District.

Chronicle Heritage identified all previously recorded resources and all unrecorded resources constructed prior to 1961 in the survey area using records in the FMSF, Sarasota County Property Appraiser data, and historical maps. Researchers also reviewed the respective nomination forms for the Edgewood Historic District and the John Nolen Plan of Venice Historic District to identify which resources in the survey area were designated contributing and noncontributing to the respective districts at the time of their nomination. Concurrently, historians conducted research into the Project survey areas with the aim of identifying historically significant people, places, and events. As a result of the analysis of the FMSF, property appraiser data, and historical maps, 184 historic resources were identified for survey in the Project area. During fieldwork, seven were found to be demolished, resulting in the documentation of 177 historic resources.

Chronicle Heritage conducted fieldwork according to professional standards, documenting each resource with photographs of elevations, notes on architectural features, and Global Positioning System verification. Each resource was evaluated, and its integrity was assessed. Field notes focused on describing architectural elements and integrity, which were then used when addressing the site description and eligibility of each individual resource included in the survey. Resources were placed within the surrounding physical context and evaluated individually and, if applicable, considered with respect to existing districts. Because surveyors were not permitted to access private property, they inspected each building from the public right-of-way. Visual assessments from the public right-of-way provided sufficient evidence of alterations and additions. Equipment and materials used in the field included digital data collection devices equipped with a high-quality digital photography camera. FMSF forms were completed for each resource.

Architectural historians then compared the data collected in the field with existing records. This included a review of the parcel information, architectural features, style type, address, and present and original use. The integrity of each building was evaluated using the guidelines established by the NRHP and the FMSF.

The architectural significance, historical themes, dates of construction, and periods of significance were evaluated according to the criteria of evaluation for the NRHP. Tables were prepared to classify buildings into periods of historical development, present use, and architectural style. Architectural and historical contexts were composed to illustrate development patterns, significant historical events, and the major architectural influences represented in the survey areas. This historical context information was obtained from local oral and written histories, newspapers, archival research, and secondary sources.

Following the completion of the survey report and resource assessment, a FMSF form for each surveyed resource was completed. Original forms were prepared for newly recorded resources, and updated forms were completed for previously recorded resources. These forms were submitted to and are retained by the FMSF. Per Module 3, 1A-46, FAC, Project documents (report, field notes, photographs, etc.) are curated at the Chronicle Heritage office in Tallahassee, Florida, and digitally on Chronicle Heritage's secure company server.

2.3 Evaluation

Four criteria are applied during the evaluation of a resource's eligibility for inclusion in the NRHP. Normally, a resource must be at least 50 years of age and meet at least one of the following four criteria to be considered eligible for listing in the NRHP:

- Be associated with events that have made a significant contribution to the broad patterns of our collective history (at a local, state, or national level; Criterion A); or
- Be associated with the lives of persons significant in our past (at a local, state, or national level; Criterion B); or
- Embody the distinct 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 represents a significant and discernable entity whose components may lack individual distinction (Criterion C); or
- Yield, or be likely to yield in the future, information significant in prehistory or history (Criterion D).

Chronicle Heritage architectural historians used these criteria, in conjunction with evaluations of integrity, to provide recommendations concerning the NRHP-eligibility status of all of the recorded historical resources. Additionally, each resource was evaluated for its ability to contribute to both the NRHP-listed John Nolen Plan of Venice Historic District and the Edgewood Historic District.

Resources are recorded in the FMSF regardless of significance. The FMSF is not a register of historic properties but an archive for documents concerning the historical resources of Florida. Each FMSF form is a permanent record of a historical resource. When submitting a resource to the FMSF, a site file number must first be assigned by the Florida Division of Historical Resources. A FMSF form is then completed using this site file number, and the record is submitted to the FMSF for archiving.

3 Research Contexts

A review of research contexts is a prerequisite for an architectural survey, providing perspective for fieldwork, analysis, and interpretation. The research contexts are presented here in three sections: environmental context, developmental and historical context, and previous research. Because the focus of the survey is historic architecture, the developmental and historical context focuses on those periods relevant to this study.

3.1 Environmental

The survey area is situated in the Barrier Island Coastal Strip subdistrict of the Southwestern Flatwoods physiographic district. The Southwestern Flatwoods physiographic district is formed primarily from sedimentary rocks and other materials that date to the Miocene and Pliocene geological epochs. The Barrier Island Coastal Strip is bordered by lagoons and islands of

geologically recent origin. These barrier chains are dynamic and their corresponding inlets are prone to shifts in position.⁶ Paleoenvironmental reconstructions for this physiographic zone have shown that the vegetation of the region during the last glacial maximum (circa 20,000 B.P.) was dominated by southern Diploxylon pines (*Pinus*) (20–40%), oaks (*Quercus*) (20%), and hickories (*Carya*) (20%).⁷ The glacial conditions, and the expansion of the Laurentide ice sheet, drove some cold-hardy species like poplars (*Populus*) and ash (*Fraxinus*) into the region, but these remained minor components. As the climate began to warm, the more northerly vegetation components began to recede.⁸

The U.S. Environmental Protection Agency defines the ecoregion of the survey area as the Southwestern Florida Flatwoods within the Southern Coastal Plain.⁹ The Southern Coastal Plain covers a large portion of the state from the panhandle through the peninsula. As such, it contains a wide variety of environments. In general, swampy lowlands are located near the coasts and discontinuous areas of higher elevation toward the interior contain many lakes. Some of the forested areas contain beech, sweetgum, magnolia, pine, and oak, whereas others are dominated by oak, tupelo, and bald cypress.

The Southwestern Florida Flatwoods contain barrier islands, peninsulas, lowlands and valleys, and some elevated areas. Urbanization is spreading into natural flatwoods and swamps. Other changes to the environment include the creation of pastureland, phosphate mine excavation, and planting citrus groves. The southern boundary of this region has been noted to be somewhat nebulous. The southern portion of this region contains a larger proportion of marshes, swamps, and flooded depressions.¹⁰ Modern land use in the survey area is commercial and residential development (Figure 3-1).

⁶ H. K. Brooks, *Guide to the Physiographic Divisions of Florida* (Cooperative Extension Service, Institute of Food and Agricultural Sciences, University of Florida, 1982).

⁷ Paul A. Delcourt and Hazel R. Delcourt, "Late-Quaternary Dynamics of Temperate Forests: Applications of Paleoecology to Issues of Global Environmental Change," *Quaternary Science Reviews* 6 (1987): 129–46.

⁸ Paul A. Delcourt and Hazel R. Delcourt, "Long-Term Forest Dynamics of the Temperate Zone: A Case Study of Late-Quaternary Forests in Eastern North America," *Ecological Studies Series*, 63, 1987.

⁹ Griffith and James M. Omernik, "Ecoregions of Florida," in *Encyclopedia of Earth. Environmental Information Coalition, National Council for Science and Environment* (2008).

¹⁰ Griffith and Omernik, "Ecoregions of Florida."

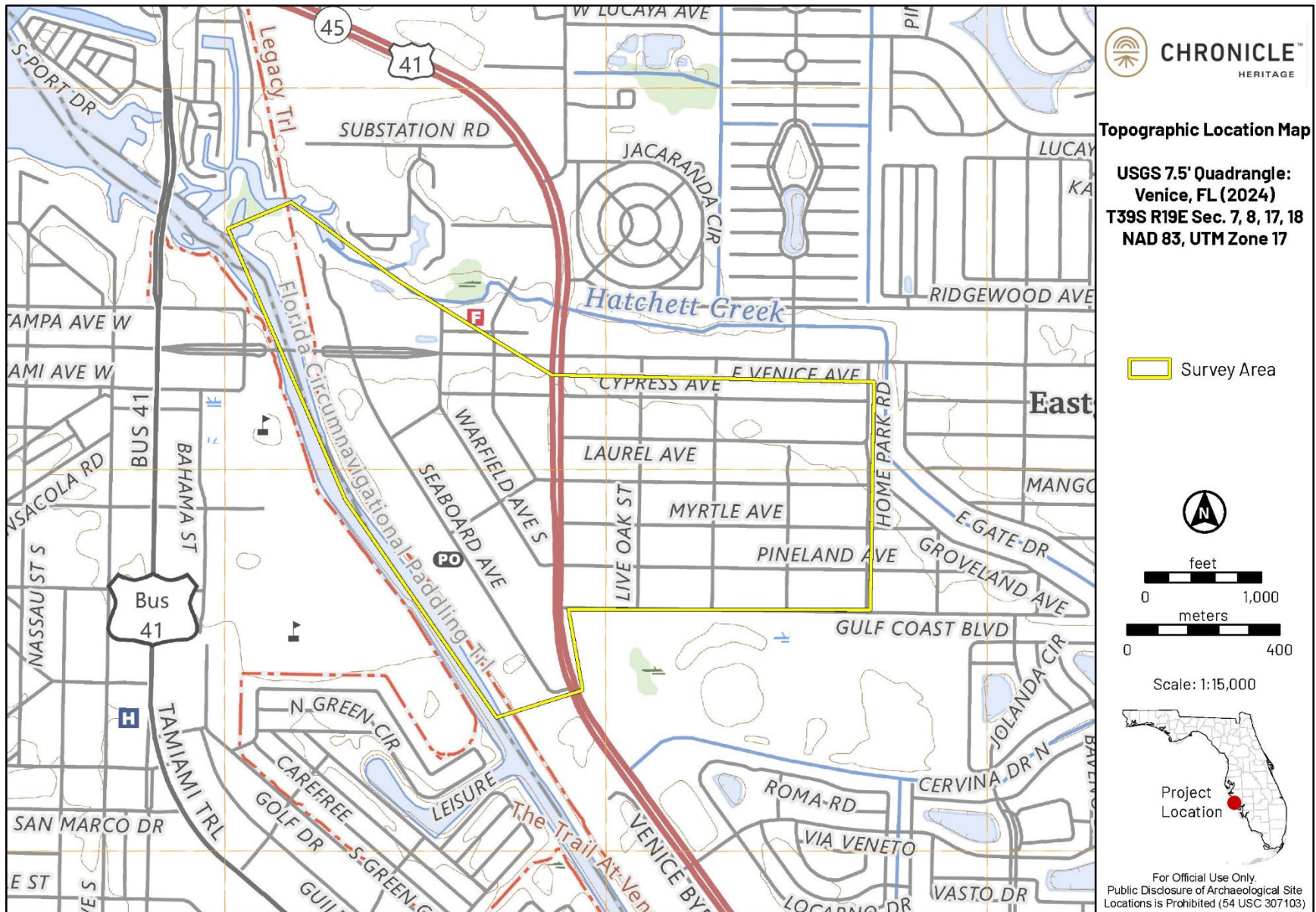


Figure 3-1. Map of Project survey area on topographic layer with major water features.

3.2 Developmental and Historical Context

The area now known as Sarasota County is situated between the lands once inhabited by the Tocobaga around present-day Tampa Bay and those occupied by the Calusa along Florida's southwestern coast.¹¹ The Tocobaga built mounds within their villages for ceremonial and burial purposes, and fishing, hunting, gathering, and corn cultivation were all used for subsistence.¹² The Calusa are commonly associated with their shell tools, jewelry, and utensils and exploited local resources, such as fish and shellfish, in their foodways.¹³ By the mid-seventeenth century, many of the Tocobaga were decimated by disease and violence brought by early Spaniard explorers. By the late eighteenth century, European disease and the slave trade virtually wiped out the Calusa population. Some scholars believe that in 1763, the last of the Calusa left for Cuba when the Spanish turned Florida over to the British with the ratification of the First Treaty of Paris.¹⁴

After the American Revolution, Spain regained Florida with the Peace of Paris in 1783. Spanish colonists and settlers from the newly formed United States began to migrate south into Seminole territory. The Seminole were a Native American people of primarily Muscogee (Creek) origin, along with members of other Indigenous groups, who established communities throughout Florida during the eighteenth century. This encroachment, as well as the haven provided by Seminole tribes to runaway slaves, created tension between America and the Seminoles. In 1817, American troops under the command of General Andrew Jackson invaded Spanish Florida, beginning the First Seminole War. The Seminole tribe was pushed further south and then occupied a large portion of southern and central Florida. Skirmishes continued, and in 1821, Spain ceded Florida to the United States. A portion of Seminoles signed the Treaty of Payne's Landing in 1832, agreeing to relocate to Indian Territory in present-day Oklahoma. Those remaining continued to fight.¹⁵

The Second Seminole War occurred from 1835 to 1842. The war was characterized by guerilla warfare, and the United States spent \$20 million to bolster its efforts during the conflict. By 1842, the fighting subsided as more Seminoles were forced to relocate to Oklahoma. No peace treaty was signed, and hostilities erupted once again in 1855, starting the Third Seminole War. This third wave was largely over land disputes between white settlers and the remaining Seminoles. Military arrests reduced the population to about 200 Seminole members by 1858.¹⁶

After American acquisition in 1821, the region encompassing the survey area was named Sarasota.¹⁷ By 1844, the first permanent white settler in Sarasota, then part of Hillsborough County,

¹¹ Florida Center for Instructional Technology, "The Calusa: 'The Shell Indians,'" Electronic document, 2002, <https://fcit.usf.edu/florida/lessons/calusa/calusa1.htm>; Florida Center for Instructional Technology, "Tocobaga Indians of Tampa Bay," Electronic document, 2002, <https://fcit.usf.edu/florida/lessons/tocobag/tocobag1.htm>.

¹² Pinellas County, "Tocobaga Temple Mound," Electronic document, Pinellas County, 2023, <https://pinellas.gov/tocobaga-temple-mound/>; Florida Center for Instructional Technology, "Tocobaga Indians of Tampa Bay."

¹³ Florida Center for Instructional Technology, "The Calusa: 'The Shell Indians'"; National Park Service [NPS], "The Calusa," Electronic document, October 17, 2017, <https://www.nps.gov/people/calusa.htm>.

¹⁴ National Park Service [NPS], "The Calusa."

¹⁵ Florida Department of State, "The Seminole Wars," Electronic document, Florida History, Seminole History, 2024, <https://dos.fl.gov/florida-facts/florida-history/seminole-history/the-seminole-wars/>.

¹⁶ Florida Department of State, "The Seminole Wars."

¹⁷ History and Preservation Coalition of Sarasota County, "Sarasota History," 2024, <https://historicpreservationsarasota.com/sarasotahistory/>.

was William A. Whitaker, who built a 199-acre (ac) homestead at Indian Beach.¹⁸ The Whitakers established a cattle ranch along Sarasota Bay by 1847, but a group of Seminoles destroyed the family home in 1856 during a raid. The Whitakers returned to the area soon after the incident and established one of the first citrus groves in the area.¹⁹

Originally called Horse and Chaise for the unique tree formation that served as a landmark for fishermen, the area attracted settlers interested in free land for their homestead enterprises. The first permanent white settler in present-day Venice was Richard Roberts, who established a homestead on land south of Dona Bay in the 1870s and grew bananas, sugar cane, potatoes, tobacco, and citrus (Figure 3-2). In the 1880s, he sold part of his land to Frank Higel, who came to the area to grow cassava for millionaire industrialist and real-estate developer Hamilton Disston. When Disston pulled out of the venture, Higel stayed in the area and established a business growing and canning citrus products. Other pioneers soon followed, and the area slowly developed into a small fishing and farming community.²⁰



Figure 3-2. Richard Roberts' banana plantation, circa 1880 (Florida Memory).

¹⁸ Works Progress Administration [WPA], "Historical Sketch of Sarasota County," Electronic document, Florida Memory; State Library and Archives of Florida, 1939, 2, <https://www.floridamemory.com/items/show/321152>.

¹⁹ Sarasota County Historical Commission, "Historic Spanish Point Historical Marker," 1985, <https://www.hmdb.org/m.asp?m=60326>.

²⁰ W. Earl Aumann and George E. Youngberg, Sr., *Venice and the Venice Area* (Feather Fables Publishing Company, 1995), 17–20.

The Seaboard Airline Railway Company extended its tracks to Sarasota in 1903 and Fruitville in 1905. Around this time, the area began attracting many influential figures interested in Florida's pleasant winter climate. Bertha Honore Palmer (Figure 3-3), a widowed Chicago socialite and businesswoman, bought large tracts of land for cattle ranching and real estate development in 1910. She was responsible for facilitating the extension of the railroad line from Fruitville to just south of Roberts Bay in 1911. It is said Mrs. Palmer had an affinity for the name Venice and asked that it be transferred to the new depot terminus.²¹ Originally, an 1888 post office just north of Roberts Bay was named Venice. When the U.S. Postmaster General elected to move the existing Venice Post Office closer to the new rail depot, many residents protested the change. The controversy ended several years later with the residents north of Roberts Bay renaming their community Nokomis in 1917.²² Bertha Palmer's land development business, the Sarasota-Venice Company, filed a plat of Venice in 1915. Lots were offered for sale, and a million-dollar hotel was proposed for the area, but the project never got off the ground because of complications associated with World War (WW)I and Mrs. Palmer's death in 1918. The area continued to grow slowly until the Florida Land Boom of the 1920s.²³



Figure 3-3. Bertha Honore Palmer (Venice Museum and Archives).

²¹ Aumann and Youngberg, Sr., *Venice and the Venice Area*, 17–20.

²² Joan Berry, *The Homesteaders: Early Settlers of Nokomis and Laurel*, Revised Edition (Lulu Press, Inc., 2008), 97.

²³ Aumann and Youngberg, Sr., *Venice and the Venice Area*, 23–24.

During the late nineteenth and early twentieth centuries, development along Florida's southwestern coast was strongly influenced by northern entrepreneurs who promoted the region's agricultural and tourism potential. Among the most significant of these figures was Joseph Haley Lord, a New England-born attorney and investor who became one of the largest landowners in the Sarasota-Venice region. By the early twentieth century, Lord controlled more than 70,000 ac and was actively involved in citrus cultivation, commercial fishing ventures, and real estate development. Through promotional campaigns and business partnerships, he sought to attract northern investors and settlers to what would later become known as Florida's "Suncoast." Lord also advocated for infrastructure improvements that would support regional growth, including transportation connections such as the extension of the Seaboard Air Line Railroad to Venice in 1911.²⁴

Lord played an important role in promoting economic development throughout the Sarasota area during the early twentieth century. Working with other investors and civic leaders, he advertised the region's climate and agricultural potential to northern audiences and helped generate outside investment in southwestern Florida land and development projects. His efforts helped draw the attention of prominent investors, including Chicago socialite Bertha Palmer, whose financial backing would later contribute to the broader development of the Sarasota-Venice region. Although the Florida Land Boom of the 1920s ultimately reshaped development patterns, Lord's early promotion of the area helped lay the groundwork for the later planned community of Venice.²⁵

In 1917, Dr. Fred H. Albee, a world-renowned orthopedic surgeon, purchased the village of Nokomis and large tracts of land in what is now the City of Venice from Bertha Palmer. Shortly after, in 1922, he built the first luxury hotel in Nokomis called the Pollyanna Inn.²⁶ In 1925, Albee hired fellow Harvard graduate John Nolen, a prominent landscape architect, to develop plans for Venice. The goal was to create a master plan for a model city on the Gulf of Mexico featuring wide boulevards, parks, and buildings designed in the Mediterranean Revival style popular in Florida during this period. Not long after hiring Nolen, Albee realized building a project on such a grand scale was a time-consuming and expensive endeavor and sold the land to the Brotherhood of Locomotive Engineers for a quick profit.²⁷

The Florida Land Boom of the mid-1920s drew the speculation of investors throughout the country, including the Brotherhood of Locomotive Engineers (BLE)(Figure 3-4).²⁸ Originally founded as the Brotherhood of the Footboard by Michigan Central Railroad engineers in 1863, the railway union originated as an insurance agency for members.²⁹ By the 1920s, the BLE had accrued approximately \$200 million in sickness, life, and accident protection for locomotive engineers; established a pension association for its members; and published a journal. They also owned 12 cooperative banks across the country.³⁰ Despite holding significant assets, the BLE bore some financial losses that motivated the company to speculate in the Florida land rush of the time.³¹

²⁴ Larry R. Humes, *Venice: A Century in the Gulf*(The History Press, 2025), 15–20.

²⁵ Humes, *Venice: A Century in the Gulf*, 15–20.

²⁶ Aumann and Youngberg, Sr., *Venice and the Venice Area*, 30–31.

²⁷ R. Bruce Stephenson, *John Nolen, Landscape Architect and City Planner*, Paperback EditionA (Library of American Landscape History, 2021), 192–93.

²⁸ Stephenson, *John Nolen, Landscape Architect and City Planner*, 173.

²⁹ Janet S. Matthews, *Venice: Journey from Horse and Chaise*, First Edition (Pine Level Press, 1989), 219.

³⁰ Matthews, *Venice: Journey from Horse and Chaise*, 220.

³¹ Matthews, *Venice: Journey from Horse and Chaise*, 223.

In 1925, the BLE sought developable land along a railroad line in a warm, sunny climate with easy access to a natural feature, like a beach.³² The Venice area fit the BLE's requirements with lots of available land and a mainland beach on the Gulf of Mexico. Representatives set out acquiring acreage from the Higel family, Bertha Palmer's trustees, Dr. Fred H. Albee, and other landowners. In total the BLE paid roughly \$4 million for approximately 30,000 ac.³³ The BLE organized a subsidiary named the Venice Company to market the development. They also agreed to retain city planner and landscape architect John Nolen for the project.³⁴



Figure 3-4. Brotherhood of Locomotive Engineers Directors, 1926 (Venice Museum and Archives).

The early development of Venice is closely associated with the work of John Nolen, a nationally known landscape architect and planner who was active during the early twentieth century (Figure 3-5). Nolen was part of the City Beautiful and Garden City planning movements, which emphasized orderly street layouts, landscaped public spaces, and the integration of civic, residential, and recreational areas into a cohesive plan. His work shaped numerous planned communities across the United States.

John Nolen was born in Philadelphia, Pennsylvania, on June 14, 1869. He grew up in relative poverty, losing both his father and two sisters by the time he was eight years old. His mother

³² Matthews, *Venice: Journey from Horse and Chaise*, 224.

³³ Matthews, *Venice: Journey from Horse and Chaise*, 230–31.

³⁴ Stephenson, *John Nolen, Landscape Architect and City Planner*, 173.

remarried, but Nolen's stepfather refused to support the young boy.³⁵ Nolen's mother left Philadelphia and moved to New Jersey with her new husband when John was nine years old. Nolen was sent to the Girard College for fatherless boys in Philadelphia. Girard College offered Nolen the opportunity to be educated similarly to middle- and upper-class white males. Students lived on campus and were able to focus solely on their educational pursuits. Nolen excelled in art, history, and literature. He also learned to speak French and German. Nolen graduated first in his class from Girard College in 1884.³⁶



Figure 3-5. John Nolen, circa 1900 (Venice Museum and Archives).

Nolen worked for the Girard estate after graduation, saving money to further his education. In 1891, Nolen enrolled in the prestigious Wharton School of Finance and Economics at the University of Pennsylvania.³⁷ Nolen graduated with distinction in 1893. In the same year, the nation was in a recession with high unemployment. Unable to find a suitable job after graduation, Nolen went back

³⁵ Stephenson, *John Nolen, Landscape Architect and City Planner*, 8.

³⁶ Stephenson, *John Nolen, Landscape Architect and City Planner*, 9–10.

³⁷ Stephenson, *John Nolen, Landscape Architect and City Planner*, 10.

to a former summer job in the Catskill Mountains of New York. He oversaw an inn, tended to the grounds, and immersed himself in nature.³⁸

Within the year, Nolen returned to Philadelphia and secured a position as an assistant secretary to the American Society for the Extension of University Teaching (ASEUT). His new position introduced him to the world of civic reform as the program sought to offer a well-rounded liberal arts education to tradesmen and professionals. During his time with the ASEUT, Nolen was promoted several times and helped to establish ASEUT programs in Pennsylvania, New Jersey, and Washington, D.C.³⁹ Although Nolen's work with the ASEUT was stimulating, he yearned for greater challenges. In 1901, Nolen took a year sabbatical and completed post-graduate work at the University of Munich in Germany. While in Europe, he discovered clean and orderly cities with attractive gardens, parks, and tree-lined promenades. Many of the working-class neighborhoods he encountered in Europe stood in stark contrast to those in American cities and towns.⁴⁰

Inspired by his time in Europe, Nolen sold his house and used the money to enroll in the newly established Harvard School of Landscape Architecture in 1902. At Harvard, Nolen studied under famous instructors like Frederick Law Olmsted, Jr., Arthur A. Shurtleff, and Benjamin M. Watson. Olmsted's design philosophies in particular prioritized healthy living, the availability of scenic recreational spaces, and the importance of maintaining a landscape's inherent beauty. His design work included projects such as Central Park in New York City and the National Mall, Jefferson Mall, and White House gardens in Washington, D.C. Olmsted's work in the nation's capital as well as his design philosophies no doubt inspired John Nolen's work.⁴¹

In 1905, Nolen graduated from Harvard and began practicing landscape architecture and city planning. He established an office in Cambridge, Massachusetts, and started his career with re-planning projects in Reading, Pennsylvania, and Madison, Wisconsin. John Nolen's approach to city planning was rooted in his early childhood experiences, the social reform movements of the day, and his landscape architecture role models. In an essay published in 1917, Nolen lamented on the depressing character of the modern home and city, especially for people confined to the lower end of the socio-economic ladder. He regarded the factory towns of the day as rows of ugly houses and tenements constructed with great sacrifice of human values.⁴²

Nolen believed exceptional city planning should take into consideration the common welfare of all people regardless of their socio-economic status. He felt that everyone deserved to enjoy fine city streets and boulevards, open green spaces and plazas, convenient playgrounds, orderly railroad approaches, and beautiful, functional public buildings.⁴³ A key element of Nolen's approach was the hierarchy of streets and neighborhoods. He envisioned boulevards connecting the civic center to residential districts, while smaller streets created quieter neighborhood environments. He deliberately organized land uses so that commercial and civic buildings occupied prominent central locations while he arranged residential neighborhoods outward from the core. Nolen's planning also anticipated a range of housing types and price levels, ensuring that the city could accommodate workers as well as seasonal residents and tourists.

³⁸ Stephenson, *John Nolen, Landscape Architect and City Planner*, 13.

³⁹ Stephenson, *John Nolen, Landscape Architect and City Planner*, 19.

⁴⁰ Stephenson, *John Nolen, Landscape Architect and City Planner*, 25.

⁴¹ National Park Service [NPS], "Frederick Law Olmsted Jr.," 2023, <https://www.nps.gov/people/frederick-law-olmsted-jr.htm>.

⁴² John Nolen, *A Good Home For Every Wage-Earner* (Kessinger Publishing (2010), 1917), 1–2.

⁴³ John Nolen, *New Ideals In The Planning Of Cities, Towns And Villages* (Kessinger Publishing (2008), 1919), 17–18.

John Nolen had previously produced planning documents for several other Florida municipalities, including Belleair in Clearwater, Clewiston, San Jose Development in Jacksonville, St. Petersburg, and West Palm Beach. He looked at Venice as his biggest opportunity to date.⁴⁴ The land was under single ownership, had committed financial backers, and had natural landscape features that offered Nolen the chance to create a full-scale regional plan.⁴⁵

In 1925, Nolen was commissioned by the Brotherhood to prepare a comprehensive plan for the new Gulf Coast town of Venice. At the time, the property was being developed as a resort community known as "Venice-on-the-Gulf." Nolen's plan envisioned a carefully organized city that balanced aesthetics, public space, and functional development. The design incorporated curving streets adapted to the coastal landscape, landscaped boulevards, and a central civic district that would serve as the social and administrative heart of the community. Public parks, recreational areas, and access to the waterfront were also integrated into the plan, reflecting Nolen's belief that planned open space was essential to a healthy and attractive city. Neighborhoods such as Edgewood were planned to provide more modest housing while still fitting into the overall design of the community. When Nolen was hired to develop a plan for Venice in 1925, his social reform ideals were already tightly woven with his approach to city planning. Nolen envisioned Venice to be a new type of garden city, seamlessly marrying residential and commercial growth with agriculture, tourism, and industrial development.⁴⁶

BLE leadership hired Nolen to draft plans for the 27,000-ac property at a cost of \$10,000. The plans included plotting at least one townsite and an overall analysis of the project with recommendations. In 1926, Nolen's *Venice, Florida, General Plan* was being used to market the project (Figure 3-6). Not long after the general plan was developed, the BLE asked Nolen to extend the plan to include the *Venice, Florida, General Plan East Half*. The general plan was modified again in 1927, creating the *Venice, Florida, Revisions and Extensions of the General Plan*. From 1925 to 1928, Nolen produced several townsite and regional plans for the BLE, some of which were not developed.⁴⁷

At the request of Nolen, the BLE hired landscape architect Prentiss French to aid in the transformation of Venice. French was also a graduate of the Harvard School of Landscape Architecture and had Nolen's confidence. The BLE also hired the prestigious New York architectural firm of A. Stewart Walker and Leon N. Gillette as the supervising architects of the Venice project. The George A. Fuller Company was hired as the contractor.⁴⁸

Nolen's plan for the Venice area called for preserving the Myakka River and its floodplain, reserving land for agricultural and industrial purposes, and creating a viable, walkable city. The plan for Venice itself consisted of a commercial core with a bank, shops, train depot, and hotels. Neighborhoods intermingled single-family houses and apartments. Venice's amenities included parks, greenbelts, a golf course, and a beach for recreational pursuits. Natural features like Roberts Bay (Venice Bay) and the Gulf of Mexico formed the northern and western borders of the plan. Venice Avenue served as the spine of the community flowing east to west through the industrial zone and commercial core to the residential neighborhoods and beachfront park. Nolen's plan also incorporated tree-lined parkways to aesthetically guide people from one end of the

⁴⁴ Matthews, *Venice: Journey from Horse and Chaise*, 234.

⁴⁵ Stephenson, *John Nolen, Landscape Architect and City Planner*, 193.

⁴⁶ Stephenson, *John Nolen, Landscape Architect and City Planner*, 197.

⁴⁷ Dorothy Korwek and Carl Shiver, *John Nolen Plan of Venice, Florida* (Triangle Inn Association, 2011), 23.

⁴⁸ Stephenson, *John Nolen, Landscape Architect and City Planner*, 193.

community to the other.⁴⁹ Sites for schools and other civic buildings were placed within walking distance of residential neighborhoods.⁵⁰ All residential lots were never more than a couple of blocks away from a neighborhood park, with the largest houses fronting the parkways. Deed restrictions were put into place to regulate important issues like density, size, and setbacks.⁵¹

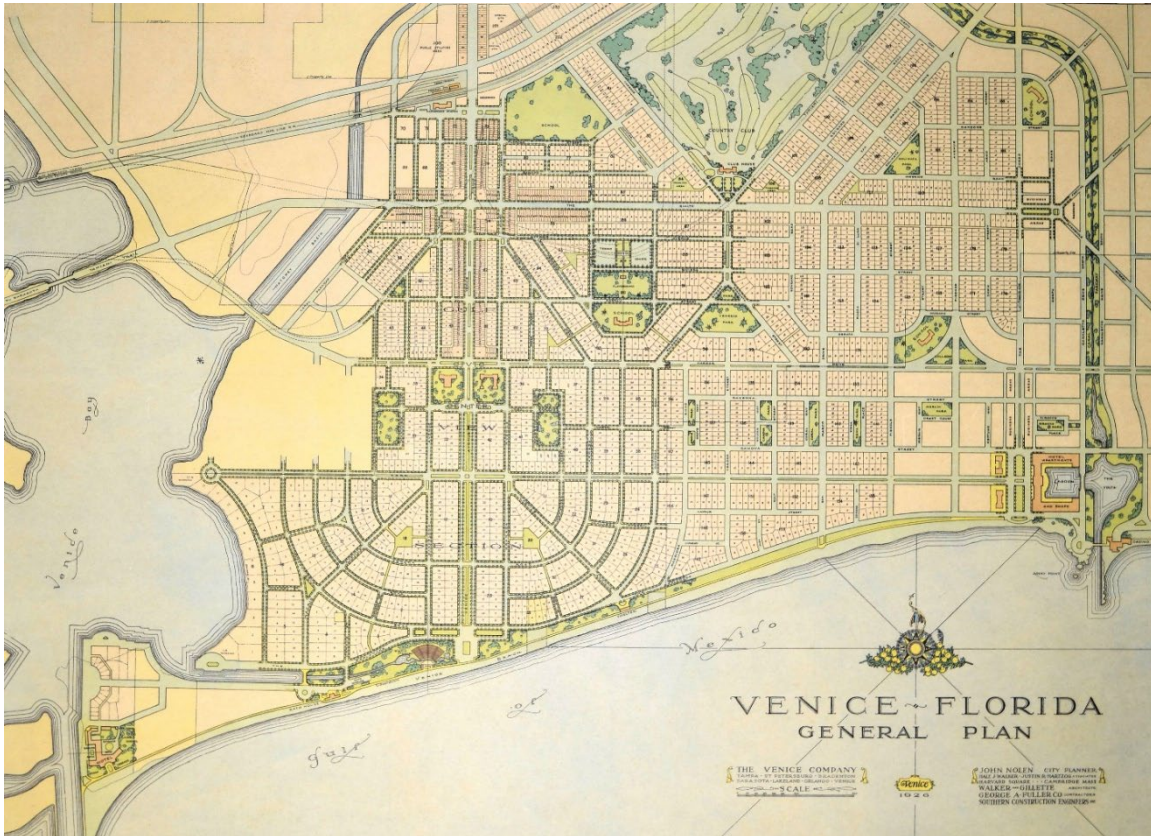


Figure 3-6. John Nolen’s 1926 General Plan for Venice (Venice Museum and Archives).

The plan for Venice called for all buildings to be constructed in the Northern Italian style, now known as Mediterranean Revival. The style includes a conglomeration of architectural features popular throughout the Mediterranean, such as stucco façades, arched windows and doorways, balconies, high ceilings, tiled roofs, and open courtyards, which were meant to evoke Old World extravagance and Florida’s Spanish past. The style was a popular choice in Florida during the 1920s and was a practical and architecturally compatible choice for the tropical climate. Nolen designed the style and arrangement of structures to project a sophisticated lifestyle surrounded by the natural beauty of the area.⁵² Street names such as Barcelona Avenue, Valencia Road, Armada Road, Menendez Street, and Alhambra Road were chosen to define each neighborhood and further enhance the Northern Italian or Mediterranean Revival theme. Bigger, more costly buildings followed the theme more closely, often featuring more elaborate Mediterranean architectural

⁴⁹ Stephenson, *John Nolen, Landscape Architect and City Planner*, 193.

⁵⁰ Stephenson, *John Nolen, Landscape Architect and City Planner*, 197.

⁵¹ Korwek and Shiver, *John Nolen Plan of Venice, Florida*, 47.

⁵² Stephenson, *John Nolen, Landscape Architect and City Planner*, 193.

features while smaller, less expensive structures, were finished with less detail. Everything was purposefully rooted in aesthetic beauty and practicality.⁵³

In the spring of 1926, many different entities were busy implementing John Nolen's plan. Employees of the George A. Fuller Company graded streets and installed streetlights, sewers, and other utilities. Prentiss French focused on planting regimens for streets, parks, and residences. French preferred using mostly native tree and shrub species from a 6-ac nursery he created offsite for the project.⁵⁴ Tile manufacturer Emil Jahna's family business supplied local roof and floor tiles for Venice businesses and residences.⁵⁵

The first major commercial buildings in Venice were built on West Venice Avenue, including the Boissevain and Schoolcraft buildings. The Venice Pharmacy was the Schoolcraft Building's first major tenant. The building had solid mahogany and black walnut finishes with a pink onyx soda fountain counter.⁵⁶ In January 1927, the Valencia Hotel and Arcade was completed (Figure 3-7). The first-floor arcade contained retail shops and the Venice Post Office, while the second floor functioned as a 30-room hotel. By early 1927, Venice had grown considerably and had a bustling downtown area.⁵⁷



Figure 3-7. Aerial view of Venice with the Venice Hotel (S000404) in the center and the San Marco Hotel (S000579) to the upper right, circa 1927 (Florida Memory).

⁵³ Korwek and Shiver, *John Nolen Plan of Venice, Florida*, 47.

⁵⁴ Stephenson, *John Nolen, Landscape Architect and City Planner*, 198.

⁵⁵ Matthews, *Venice: Journey from Horse and Chaise*, 252–53.

⁵⁶ Venice MainStreet, "201 W. Venice Avenue: The Schoolcraft Building," Visit Venice FL, May 13, 2020, <https://www.visitvenicefl.org/201-w-venice-avenue-the-schoolcraft-building/>.

⁵⁷ Sherry Piland, *Valencia Hotel and Arcade National Register of Historic Places Nomination Form* (Tallahassee, Florida, 1994), <https://catalog.archives.gov/id/77841743>.

The Florida real estate bubble burst in the late 1920s and was swiftly followed by the Great Depression. Venice was incorporated as a city in 1927, but it struggled to grow and prosper because of the economic downturn. Land sales ceased in 1928. The promise of easy money had failed to materialize for the BLE. In one of French's last letters to Nolen, he wrote that nothing was happening in Venice and lamented on how he had no faith in BLE management.⁵⁸ John Nolen officially stopped work on the Venice project in the summer of 1928 when the BLE withdrew its financial support.⁵⁹

The BLE struggled against more than a dozen pending lawsuits. John Nolen, and others performing work for the BLE, demanded payment for their services rendered. Ultimately, Nolen settled for what he could get in the economic downturn.⁶⁰ Nolen's business never fully recovered from the financial losses it suffered in Florida.⁶¹

Although the collapse of the Florida Land Boom in the late 1920s slowed development, Nolen's plan continued to shape Venice for decades. The street patterns, civic spaces, and neighborhood organization established in the 1926 plan remained the framework for later growth, even as the city expanded after WWII. As a result, Venice remains one of the most complete examples of a planned Florida city from the Land Boom era, and the influence of John Nolen's planning principles is still evident in its layout and neighborhood structure today.

In 1932, Venice received its first economic boost when the Kentucky Military Institute (KMI) made the community their winter quarters for cadets, leasing the Venice Hotel and San Marco Hotel from the BLE. Both buildings were eventually purchased by the KMI in 1939.⁶² The influx of students and faculty helped bolster Venice's stalled economy. The advent of WWII gave Venice its second economic boost. In 1942, the U.S. Army established an airbase as a Service Group Training Center on donated land just south of the city. Housing thousands of enlisted men and military personnel stimulated growth in Venice once more. After the war, the federal government decommissioned the property and deeded it to the City of Venice.⁶³ Venice further benefited from this period when many enlisted men and military personnel returned to Venice after the war, bought houses, and settled into retired life.

Following WWII, Venice experienced steady population growth as Florida became an increasingly popular destination for retirees, seasonal residents, and tourists. Improvements in highway infrastructure, including U.S. 41 and regional road networks, made the Gulf Coast more accessible to new residents and visitors (Figure 3-8). In 1950, the population of Venice was 727. By 1958, it had grown to 3,600. During the 1950s and 1960s, new residential subdivisions were developed to accommodate this growth, many consisting of modest single-family houses reflecting popular mid-century architectural styles.⁶⁴ Neighborhoods such as Edgewood and Seaboard illustrate this period of expansion as Venice evolved from a small, planned resort community into a year-round residential city.

⁵⁸ Stephenson, *John Nolen, Landscape Architect and City Planner*, 203.

⁵⁹ Korwek and Shiver, *John Nolen Plan of Venice, Florida*, 14–15.

⁶⁰ Stephenson, *John Nolen, Landscape Architect and City Planner*, 203.

⁶¹ Stephenson, *John Nolen, Landscape Architect and City Planner*, 205.

⁶² Larry R. Humes, "Kentucky Military Institute's Winter Campus Was in Venice," KMI Alumni, March 8, 2021, <https://www.kmialumni.org/KMI%27s%20winter%20campus%20was%20in%20Venice.html>.

⁶³ Historical Marker Database, "Venice Army Air Base Historical Marker," March 2, 2022, <https://www.hmdb.org/m.asp?m=146022>.

⁶⁴ C. E. Wright, "Florida's Venice: The Community On the Gulf of Mexico Is Growing Fast After a Bad Start," Archives, *The New York Times*, November 23, 1958, <https://www.nytimes.com/1958/11/23/archives/floridas-venice-the-community-on-the-gulf-of-mexico-is-growing-fast.html>.

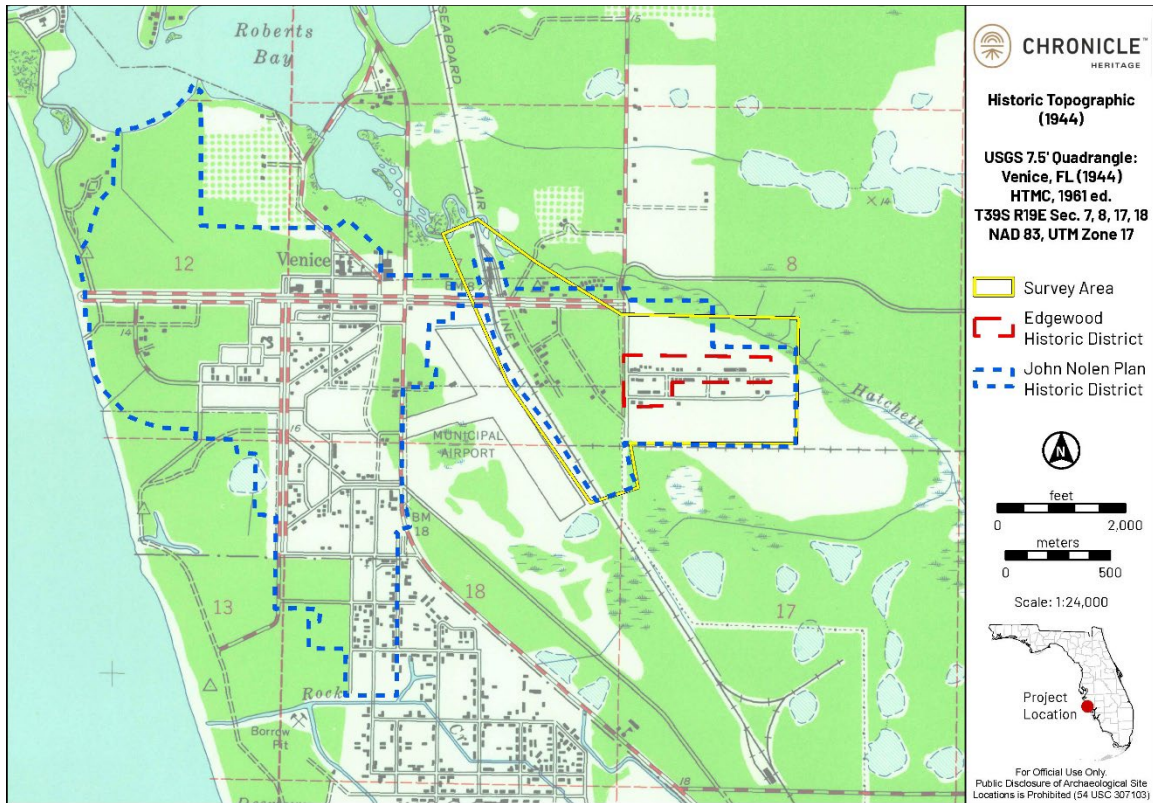


Figure 3-8. Topographic map with survey area overlain (USGS 1944).

To manage the influx of new residents, the South Venice subdivision was built in the 1950s south of the city on the Tamiami Trail. The success of the subdivision spurred a building boom, with dozens of subdivisions sprouting up across the region. From 1954 to 1961, approximately 500 houses were constructed in South Venice. As many as 667 houses were also constructed on vacant lots within the city limits of Venice. Another economic boost to the city came in an announcement on December 19, 1959, when the Ringling Brothers Barnum and Bailey Circus announced it was moving its winter headquarters from Sarasota to Venice. The relocation of the circus infused a new energy into Venice not seen since the previous decade. By the late 1950s, Venice had grown from a sleepy waterfront town into a popular destination for retirees and tourists looking for their own special paradise (Figure 3-9).⁶⁵

⁶⁵ Aumann and Youngberg, Sr., *Venice and the Venice Area*, 61–63.

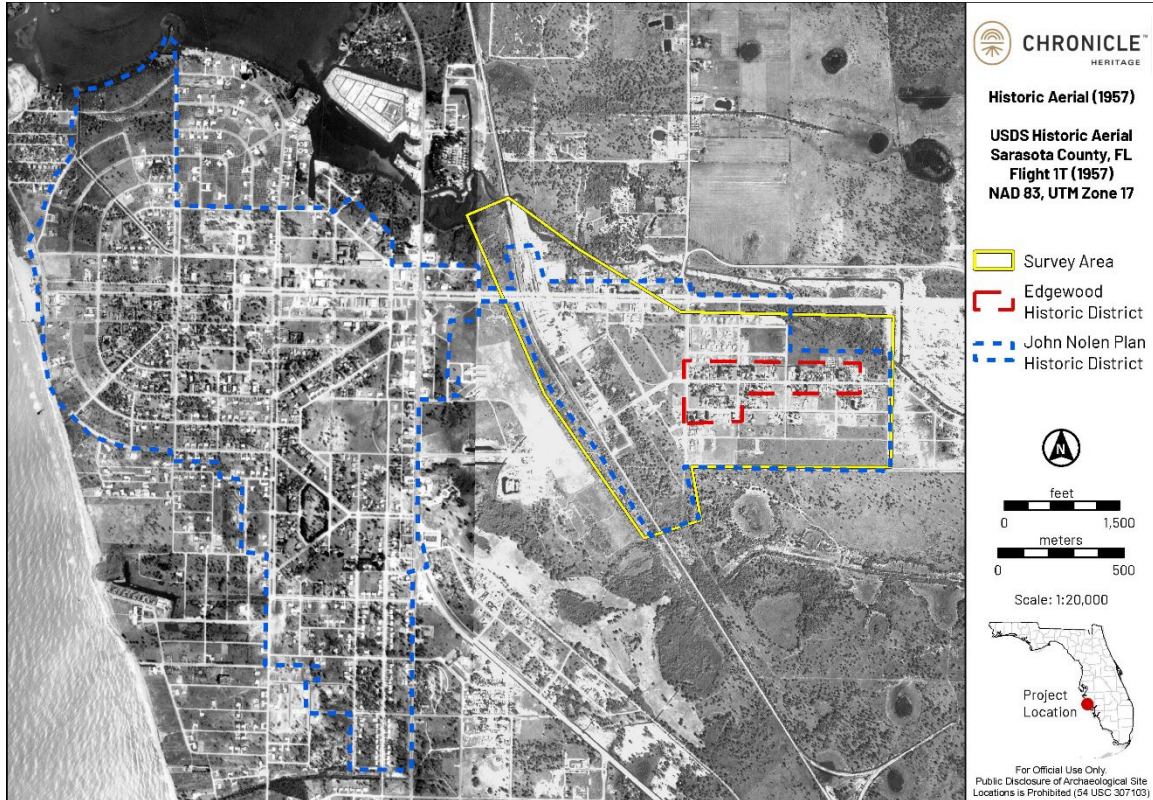


Figure 3-9. Aerial photograph with survey area overlain (USGS 1957).

Construction of the Intracoastal Waterway through Venice began in October 1964, introducing a dredged channel that significantly altered the city’s landscape. The project required extensive excavation, fundamentally reshaping the shoreline and creating a continuous inland navigation route along the Gulf Coast. At the time, the project generated local opposition as residents expressed concern over environmental impacts and changes to the community’s character. Despite these concerns, the waterway was intended to improve marine navigation by providing a protected inland route for boat traffic, reducing reliance on open Gulf waters. Following its completion, the waterway was formally dedicated in 1967, an event marked by a large public celebration that included a community fish fry. In the years following its completion, the Intracoastal Waterway contributed to increased recreational boating and waterfront-oriented development, becoming an important component of Venice’s mid-twentieth-century growth and regional connectivity (Figure 3-10).⁶⁶

Tourism and suburbanization played a major role in shaping Venice during the second half of the twentieth century. The city’s beaches, warm climate, and coastal location attracted both seasonal visitors and permanent residents, contributing to the growth of hospitality businesses and service industries. At the same time, residential development expanded beyond the historic downtown area as automobile ownership increased and new subdivisions were established along major roadways.⁶⁷ Neighborhoods such as Edgewood and Seaboard reflect these broader patterns of suburban growth, with single-family houses arranged along quiet residential streets and designed

⁶⁶ Dale White, “A Ditch That Turned Up Treasure: 50 Years Later, Venice Changed by the Intracoastal Waterway,” *Sarasota Herald-Tribune* (Sarasota, Florida), April 8, 2014.

⁶⁷ Wright, “Florida’s Venice: The Community On the Gulf of Mexico Is Growing Fast After a Bad Start.”

to accommodate automobile-oriented living and the Seaboard area developing as a center of commercial and industrial activity supported by rail and highway access.



Figure 3-10. Topographic map with survey area overlain (USGS 1973).

Today, Venice is a vibrant community with a population of approximately 30,000 residents. It has a thriving economy based on tourism and healthcare.⁶⁸ Venice is designated as a Florida Main Street City and is extremely active in preserving its unique past. Along with Venice Main Street, the Venice Museum and Archives, Venice Heritage, Inc., and Venice Area Historical Society promote public awareness, understanding, and preservation of Venice’s history and built environment. Currently, Venice has eight properties individually listed in the NRHP and five National Historic Districts.⁶⁹ Venice is especially proud of its association with the prominent American landscape architect John Nolen. City officials and private citizens achieved recognition for the John Nolen Plan of Venice Historic District when it was listed in the NRHP in 2010. As Venice continues to grow and change over time, these cultural stewards will be especially vital in making sure the unique heritage of Venice is properly interpreted and protected for future generations.⁷⁰

⁶⁸ U.S. Census Bureau, “U.S. Census Bureau QuickFacts: Venice, Florida,” United States Census Bureau, 2026, <https://www.census.gov/quickfacts/fact/table/venicecityflorida/PST045224>.

⁶⁹ City of Venice, “National Register of Historic Places in Venice,” City of Venice Government, 2026, <https://www.venicegov.com/government/national-register-of-historic-places>.

⁷⁰ Korwek and Shiver, *John Nolen Plan of Venice, Florida*.

3.2.1 Neighborhood Histories

The Edgewood and Seaboard neighborhoods were platted in 1926 as part of John Nolen’s plan for the City of Venice (Figure 3-11). Located east of the original town center, Edgewood was designed to accommodate both residential and commercial uses; however, the Venice Company marketed the area as two distinct sections: Edgewood for residential development and Seaboard for commercial growth. The Edgewood neighborhood expanded beyond its original planned core during the early and mid-twentieth century as Venice grew, reflecting the city’s transition from an early resort community to a growing permanent town with thriving residential and commercial sections.⁷¹

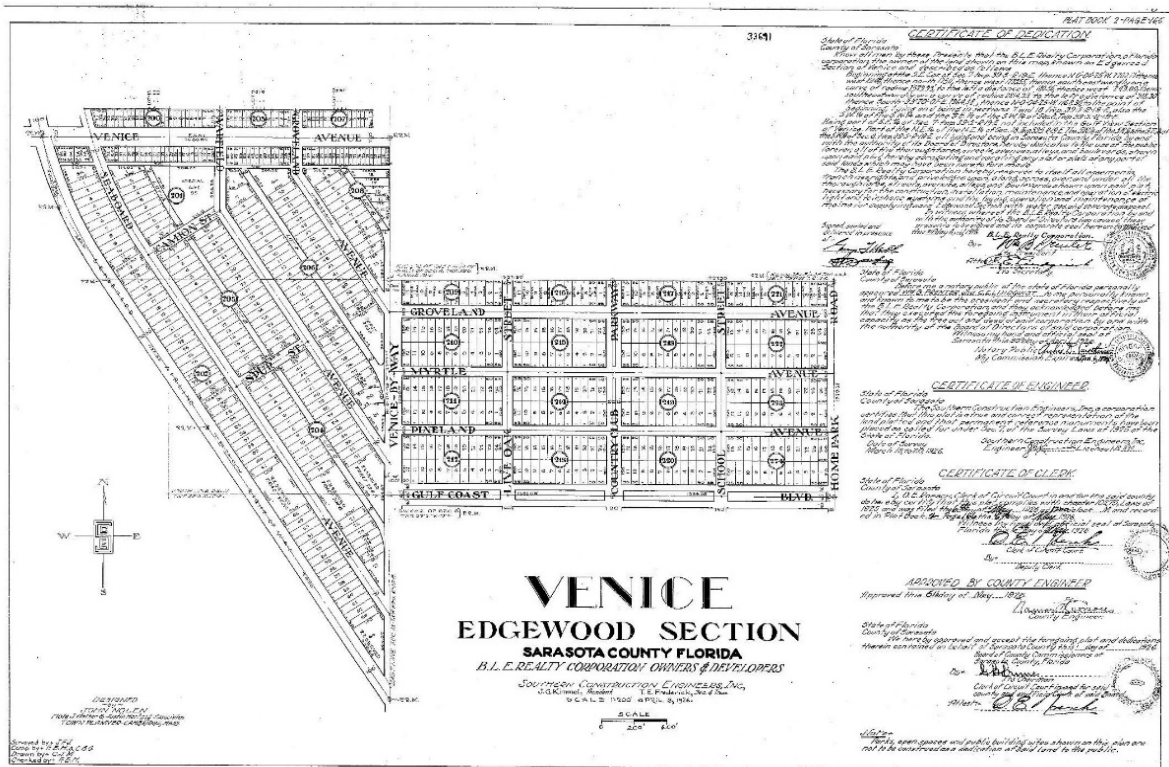


Figure 3-11. John Nolen’s 1926 Venice Edgewood Section Plat (Venice Museum and Archives).

⁷¹ Gregg M. Turner, *Venice In The 1920s*, 1st ed, Images of America Series (Arcadia Publishing, 2000), 78.

Edgewood

The Edgewood neighborhood developed as part of the planned community of Venice during the mid-1920s and reflects two primary phases of development: an initial period of construction following the implementation of the John Nolen Plan and a later phase of expansion during the post-WWII era. The initial phase of development began in 1926. In contrast to the architecturally controlled areas near the civic center and waterfront, Edgewood developed with a variety of small houses that reflected the needs of the local workforce and year-round population.⁷² By August 1926, 20 houses had been constructed in Edgewood.⁷³ By 1928, there were over 100 houses in the neighborhood.⁷⁴ Tampa architect M.M. Gleichman built several of the first homes in Edgewood, while J.E. Lambie, a builder from Cleveland, Ohio, was active in Edgewood during its early development, constructing a number of houses using a “lamolithic” system of poured concrete walls, several of which remain in the neighborhood. Early construction in Edgewood consisted primarily of modest Frame Vernacular dwellings, Bungalows, and Mediterranean Revival residences. In the 1930s, numerous houses in Edgewood were moved or repurposed, including more than a dozen Edgewood houses that were relocated to Venice Inlet.⁷⁵

A second phase of development occurred from the 1940s through the 1960s as Venice expanded, and its permanent population increased. Although development slowed following the collapse of the Florida Land Boom in the late 1920s and into the 1930s, construction in Edgewood continued gradually through the mid-twentieth century (Figure 3-12). Subsequent development between the 1940s and 1960s introduced modest Minimal Traditional and Ranch-style dwellings that reflect the city’s post-WWII growth. Masonry Vernacular construction became increasingly common during this period, reflecting broader regional trends in materials and building practices. As a result, the neighborhood exhibits a range of architectural styles unified by their modest scale and residential character.

The Edgewood Historic District was added to the NRHP in 1989 and includes 42 houses, of which 36 are contributing and 6 are noncontributing. The current boundary of the district encompasses only the earliest phase of development within Edgewood because it was limited to the most intact concentration of resources associated with the district’s established period of significance (1925–1928). When listed in 1989, many of the mid-twentieth-century resources on the periphery of the district were not yet 50 years old and lacked exceptional significance. Due to this, the resources were unable to contribute to the historical significance of the district and were consequently excluded from the historic district’s boundary.⁷⁶

Today, the residential architecture of Edgewood illustrates the neighborhood’s gradual development from the 1920s through the mid-twentieth century. The built environment retains a cohesive character defined by modest residences, consistent setbacks, and a mix of architectural styles that correspond to distinct periods of growth. The neighborhood continues to convey its historic function as a residential area developed to accommodate Venice’s permanent workforce and expanding population. These characteristics provide a physical record of Edgewood’s evolution over time.

⁷² Turner, *Venice In The 1920s*, 54–55.

⁷³ Matthews, *Venice: Journey from Horse and Chaise*.

⁷⁴ Turner, *Venice In The 1920s*, 54–55.

⁷⁵ Matthews, *Venice: Journey from Horse and Chaise*, 327–28.

⁷⁶ Vicki L. Welcher, “Edgewood Historic District National Register of Historic Places Registration Form,” Electronic Document, National Park Service, 1989, <https://npgallery.nps.gov/GetAsset/6ab64773-9aad-46fe-97a2-06d5e1d8c119>.



Figure 3-12. Groveland Avenue in Edgewood, circa 1940 (Venice Museum and Archives).

Seaboard

The Seaboard area originally developed as the industrial district of Venice and was included in John Nolen's city plan in 1926. Located along the Seaboard Air Line Railway, the area provided convenient access to rail transportation and was intended to accommodate industrial and service-related uses needed to support the new town (Figure 3-13). Nolen's plan specifically designated this section for industrial development east of the urban core, where facilities associated with the construction and operation of the city, including a clay tile factory, mill, and related works, were established. A freight depot was also planned for this area and was later developed as the Seaboard Air Line terminal.⁷⁷ Warehouses, small industrial buildings, and railroad-related facilities were established in the area, facilitating the shipment of goods and agricultural products and supporting the local economy. The presence of the railroad made Seaboard an important center of commercial and industrial activity during Venice's early development and contributed to the city's growth during the twentieth century.⁷⁸

⁷⁷ Venice Museum and Archives, "John Nolen General Plan for the City of Venice," Venice Museum and Archives, 2015, <https://venicemuseum.org/wp-content/uploads/2015/12/John-Nolen-general-plan-Venice.pdf>.

⁷⁸ City of Venice Government, "Seaboard Master Plan," Electronic Document, City of Venice Government, 2026, <https://www.venicegov.com/government/planning-and-zoning/seaboard-master-plan>.

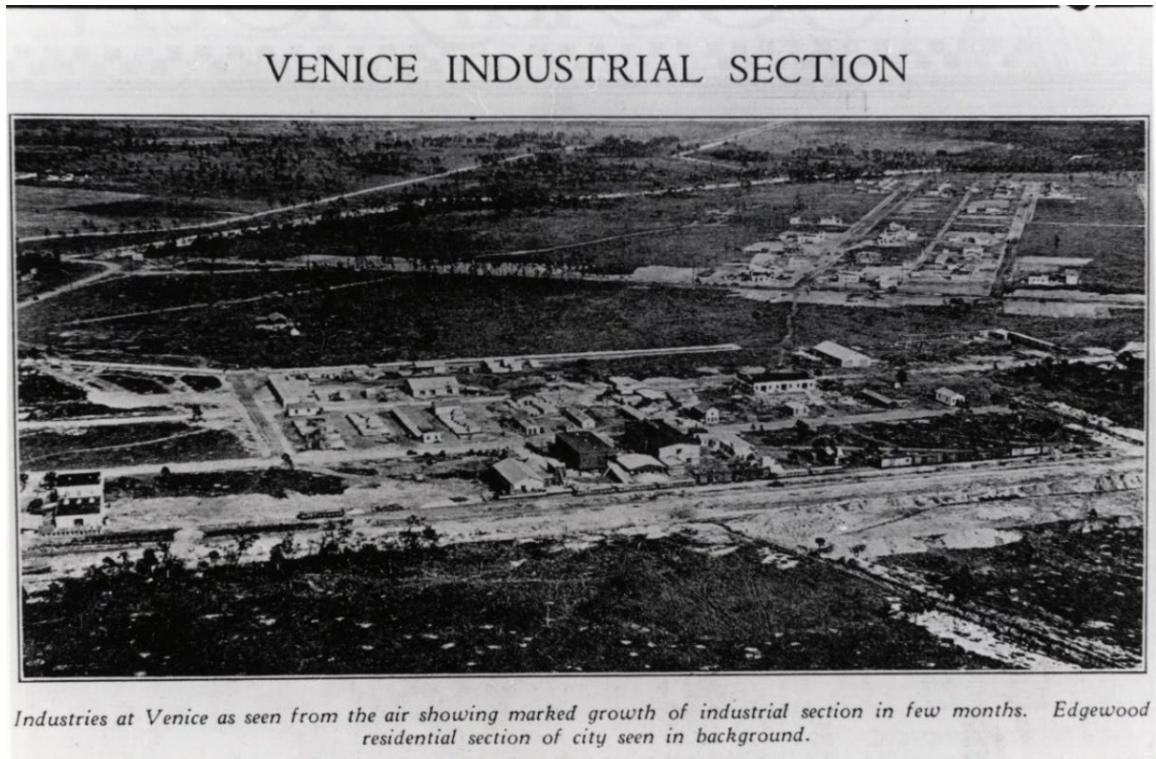


Figure 3-13. The Seaboard industrial section in 1927, showing Grove Street, Warfield Avenue, and Seaboard Avenue, with Edgewood in the background (Venice Museum and Archives).

East Venice Avenue developed in 1926 and carried West Venice Avenue eastward. The roadway linked the Edgewood residential district with downtown Venice and provided access to the industrial area southwest of Edgewood that was included in John Nolen's plan. The industrial district was laid out with diagonal streets and was oriented parallel to the Seaboard Air Line railroad tracks.⁷⁹

The Venice Railroad Depot, located within the Seaboard industrial section, was constructed in 1927 to serve the Seaboard Airline Railway (Figure 3-14). The Venice Railroad Depot was designed by the New York architectural firm Walker and Gillette in the Mediterranean Revival Style, reflecting the broader architectural vision promoted by the Venice Company during the city's early development. The depot played a key role in the transportation of passengers and goods during the city's early development.⁸⁰

⁷⁹ Korwek and Shiver, *John Nolen Plan of Venice, Florida*.

⁸⁰ Historical Marker Database (HMDB), "Venice Railroad and Depot Historical Marker," Historical Marker Database (HMDB), 2025, <https://www.hmdb.org/m.asp?m=4876>.



Figure 3-14. Venice Depot circa 1927 (Venice Museum and Archives).

By the late 1920s, the Seaboard area was the industrial and transportation hub of Venice, anchored by the Seaboard Air Line Railway and associated facilities. Among the most significant of these was the Venice Railroad Depot, which served as a primary point of entry to the city and facilitated the movement of passengers, building materials, and commercial goods. Located along the rail corridor within the Seaboard district, the depot supported the development of nearby industrial and commercial resources, including the Manhattan Produce Exchange building (SO19124). Adjacent to the Venice Railroad Depot, the Manhattan Produce Exchange building was constructed in 1938 and functioned as a packing and shipping facility for locally grown agricultural products (Figure 3-15).⁸¹ At the Manhattan Produce Exchange, fruits and vegetables were sorted, graded, and loaded into refrigerated rail cars for transport.⁸² Industries in the Seaboard area formed a concentrated area of rail-oriented activity that played a critical role in the early growth of Venice and continued to support the city's economy throughout the mid- to late twentieth century.

⁸¹ Sarasota Herald-Tribune, "Packing House Being Erected," *Sarasota Herald-Tribune* (Sarasota, Florida), March 1, 1938.

⁸² Humes, *Venice: A Century in the Gulf*, 85.



Figure 3-15. Manhattan Produce Exchange circa the 1940s (Venice Museum and Archives).

During the 1940s and into the post-WWII period, the Venice Railroad Depot continued to serve as a vital transportation hub for the city. During WWII, the depot provided transportation to military personnel and materials associated with the nearby Venice Army Air Base, contributing to the city's wartime activity and growth.⁸³

The construction of the Intracoastal Waterway beginning in 1964 altered the commercial landscape of Seaboard by introducing a new waterfront edge to an area historically defined by rail-based industry. The dredged channel not only created a physical boundary but also expanded the transportation network available to the district, linking rail and marine routes. The addition of the waterway facilitated a gradual shift toward uses of the area tied to recreational boating and waterfront development. These changes reinforced Seaboard's role as a transportation-oriented district while also diversifying its economic functions in the mid- to late-twentieth century.⁸⁴

In the decades following the war, the Venice Depot remained an important point of arrival for visitors, seasonal residents, and new permanent residents drawn to Venice's expanding economy and coastal amenities. Rail service continued to support commercial activity associated with local businesses and agricultural production. In addition to its role in passenger and freight service, the depot supported later commercial activities, including use by the Ringling Bros. and Barnum & Bailey Circus following the relocation of its winter headquarters to Venice in 1959. Although automobile travel increasingly supplanted passenger rail in the mid-twentieth century, the depot

⁸³ Historical Marker Database (HMDB), "Venice Railroad and Depot Historical Marker."

⁸⁴ White, "A Ditch That Turned Up Treasure: 50 Years Later, Venice Changed by the Intracoastal Waterway."

continued to operate until the cessation of passenger service in 1971, marking the end of its historic function as a passenger transportation facility.⁸⁵

The Seaboard section initially developed as a hub for industrial and commercial activity associated with the Seaboard Air Line Railway. Early businesses were closely tied to the railroad and supported the construction and growth of Venice. Over time, the Seaboard area evolved from a rail-oriented industrial district into a more diversified commercial area. As the city expanded in the post-WWII period, commercial development in Seaboard adapted to increasing automobile use, with businesses becoming more accessible to vehicular traffic and serving a broader regional population.⁸⁶

Today, the former Venice Railroad Depot continues to reflect this evolution in the Seaboard area, having been repurposed as a bus terminal. It also houses the Venice Area Historical Society Museum. This transition indicates the broader shift in transportation patterns from rail to roadway while maintaining the site's historic role as a point of arrival and departure within the city.⁸⁷ The resources within the Seaboard area illustrate the transformation of Venice's transportation and commercial systems from the 1920s through the mid-twentieth century.

3.3 Previous Research

Chronicle Heritage examined records in the FMSF to determine the location of any previously conducted cultural resource surveys or previously recorded components of the historical built environment within the Project survey area (Figure 3-16). Eight cultural resource surveys have been conducted within the site file search area between 1985 and 2018. Of these, one is a built environment survey (FMSF Manuscript Number 1618), two are archaeological surveys (FMSF Manuscript Numbers 1619 and 25292), and five are combination surveys that include both built environment and archaeological data (FMSF Manuscript Numbers 3728, 13274, 14992, 20055, and 20606). An additional survey conducted by the Venice Archives and Area Historical Collection in 1999 was included in the assessment of previous research, although it has no associated FMSF number (Table 3-1).

Three previous cultural resources surveys are of particular relevance to the current Project: FMSF Manuscript Numbers 1618 and 14992 as well as the 1999 unnumbered survey of Venice. FMSF Manuscript Number 1618, *Historical Architectural Study of Venice, Florida*, was undertaken by Florida Preservation Services in 1985 on behalf of the City of Venice. The goal of the survey was to document historic structures and sites dating to the founding of Venice in the 1920s by the Brotherhood of Locomotive Engineers. The survey area included the entire corporate boundary of the City of Venice. The survey concluded with several recommendations, including the development of local architectural control districts to preserve original buildings, specifically in Venezia Park but also throughout the original plan of Venice. The survey also produced a historic context study of the development of the City of Venice by the BLE using the General Plan created by John Nolen. Most relevant to this Project, the survey included recommendations for the listing of both the John Nolen Plan of the City of Venice and the Edgewood neighborhood in the NRHP. Edgewood was listed in 1989; the John Nolen Plan of the City of Venice was listed in 2010.

⁸⁵ Venice Area Historical Society, "Venice Depot History," Venice Area Historical Society, 2026, <https://veniceareahistoricalsociety.org/page-18827>.

⁸⁶ Venice Museum and Archives, "John Nolen General Plan for the City of Venice."

⁸⁷ Venice Area Historical Society, "Venice Depot History."

The 1999 *Districts and Structures on the National Register* survey of Venice, which does not have an FMSF Manuscript Number, was prepared by the Venice Archives and Area Historical Collection to provide updated documentation of contributing structures to the NRHP districts and individually NRHP-listed resources in the City of Venice. The districts surveyed included the Venezia Park Historic District (S001872), Armada Road Multi-Family District (S000463), Eagle Point Historic District (S002295), and the subject of the current survey, Edgewood Historic District (S001870). The survey documented all contributing resources to those districts as they existed at the time of survey, including ownership, modifications, historic background, and other information.

FMSF Manuscript Number 14992, *An Archaeological and Historical Survey of the Sarasota Rails to Trails Rail Corridor in Sarasota County, Florida*, was undertaken by Panamerican Consultants, Inc. in 2005 on behalf of Sarasota County Procurement. The survey documented historic resources within and adjacent to a 14-mile rails-to-trails project area running roughly north-south through Sarasota County. The survey area included the western edge of Seaboard along the Intracoastal Waterway. The survey documented resource groups in the survey area, including bridges and railroads.

In 2024, Chronicle Heritage conducted a Phase I architectural survey in the City of Venice focused on the Gulf View Section. Chronicle Heritage documented and evaluated resources constructed through 1960 within a roughly 355-ac area that included portions of the John Nolen Plan of Venice Historic District and other locally significant areas. The study also provided recommendations regarding contributing status and potential district amendments. The current survey builds upon this previous work by examining additional areas of Venice.

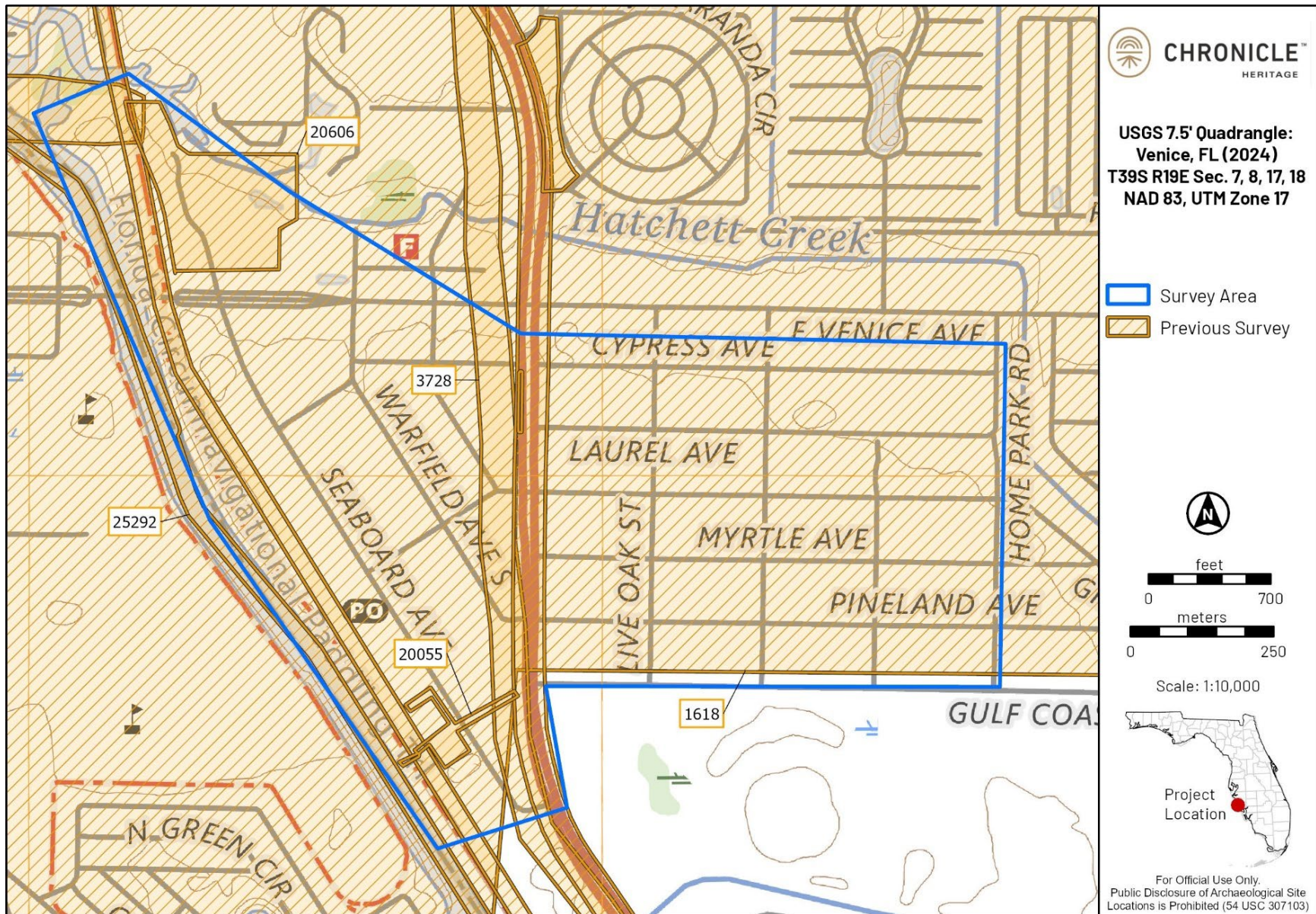


Figure 3-16. Site file search overview of previous surveys in the Project survey area.

Table 3-1. Previous Surveys in the Site File Search Area

FMSF No.	Title	Date Published	Author	Sponsor
1618	<i>Historical and Architectural Study, City of Venice, Florida</i>	1985	Florida Preservation Services	City of Venice
1619	<i>An Archaeological Survey of Selected Portions of the City of Venice, Florida</i>	1985	Almy, Marion M.	Venice Historical Survey Commission
3728	<i>US 41(SR 45 & 45A) from Center Road to SR 681 in the City of Venice, Sarasota County, Florida</i>	1993	Almy, Marion M., Joan G. Deming, and Janet S. Matthews	Michael Baker, Jr., Inc.
N/A	<i>Districts and Structures on the National Register: Venice, Nokomis, Laurel, Osprey</i>	1999	Venice Archives and Area Historical Collection	City of Venice
13274	<i>Cultural Resource Assessment Survey Technical Memorandum US 41(Venice Bypass) Design Change Re-Evaluation</i>	2006	Archaeological Consultants, Inc.	Wade-Trim, Inc.
14992	<i>An Archaeological and Historical Survey of Sarasota County, Florida</i>	2005	Panamerican Consultants, Inc.	Sarasota County Procurement Office
20055	<i>Final Cultural Resources Assessment Survey Addendum Stormwater Management Facilities US 41 Venice Bypass from Center Road to Bird Bay Drive, Sarasota County, Florida</i>	2011	ACI	FDOT
20606	<i>Cultural Resources Assessment Survey Legacy Park, City of Venice, Sarasota County, Florida</i>	2013	ACI	DMK Associates
25292	<i>Gulf Inland Waterway Federal Navigation Project, Submerged and Terrestrial Cultural Resources Survey, Sarasota County, Florida</i>	2018	Gifford, Erica	Jacksonville District, USACE

There are two previously recorded resource groups, two previously recorded linear resources, and two previously recorded historical bridges within or intersecting the site file search area (Table 3-2; Figure 3-17). Resource Group S001870, Edgewood Historic District, is entirely within the survey area and is a historic district listed in the NRHP in 1989. Encompassing 36 contributing and 6 noncontributing buildings, the district is significant at the local level under Criteria A and C, with a period of significance of 1925–1928 and areas of significance including Architecture, Social History, and Community Planning and Development. Resource Group S006124, John Nolen Plan of the City of Venice, overlaps all but a small section of the survey area. It is a historic district that was listed in the NRHP in 2010 under Criteria A and C, with a period of significance of 1926–1960. Areas of significance for the John Nolen Plan of Venice Historic District are Community Planning and Development, Landscape Architecture, and Architecture. It has 697 contributing resources and 792 noncontributing resources.

Linear Resource S002622, the Seaboard Air Line Railway, runs in a general north–south direction for approximately 0.9 mi (1.46 km) along the eastern boundary of Seaboard in the survey area. Part

of a larger rail line that connected Richmond, Virginia, to Tampa, the Seaboard Air Line in Sarasota County was constructed in 1911 and connected the community of Fruitville to Venice. In 1924, the line was relocated east to its current configuration as part of the John Nolen Plan of Venice.⁸⁸ The line was determined eligible for listing in the NRHP in November 2023 for its significance in the area of Transportation. In the survey area, the line has been converted into the Venice Urban Forest Trail, a multi-use recreational trail. A portion of the original rail remains intact adjacent to the Venice Depot (S000585).

Linear Resource S001853, the Eagle Point/Tamiami Trail, is approximately 0.45 mi (0.73 km) long within the survey area and runs north-south between Seaboard and Edgewood, acting as the boundary between the two. In the survey area, as well as most of Sarasota County, the resource is identified as US 41. The Tamiami Trail was conceived in 1915 and completed in 1928 as a route connecting Tampa to Miami. The resource has not been determined eligible for listing in the NRHP. In the survey area, S001853 is a six-lane divided highway.⁸⁹

Historical Bridge S005314, the Seaboard Airline Trestle Bridge 5, is one of six historic railroad trestle bridges recorded in FMSF Manuscript Number 14992 in 2005. Located near the far northern boundary of the survey area, S005314 once carried the Seaboard Air Line (S002622) over Hatchett Creek and currently carries the Legacy Trail multi-use path over the same body of water. Unlike the other five bridges documented at that time, it was determined that S005314 was not original to the 1911 Seaboard Air Line but instead related to the 1926 rerouting of Linear Resource S002622, which is discussed above. The bridge is primarily timber construction and has some replacement pilings. Historical Bridge S005314 and its associated railroad bridges were determined eligible for listing in the NRHP in 2005.

Historical Bridge S006931 carries Venice Avenue over the Intracoastal Waterway. Built in 1966, it is a six-lane, movable-bascule bridge made from concrete columns with precast concrete caps. The bridge has a two-story tender station with a hipped roof clad in red barrel tiles; the tender station was rehabilitated in 2004.

⁸⁸ Skye Hughes, *An Archaeological and Historical Survey of the Sarasota Rails to Trails Corridor in Sarasota County, Florida*, Survey 14992 (PanAmerican Consultants, Inc., 2005), 89, Florida Master Site File, <https://www.flheritage.com/preservation/sitefile/FMSFweb/PDFs/14992.pdf>.

⁸⁹ FMSF, *Eagle Point/Tamiami Trail*, FMSF Survey S001853 (Florida Division of Historical Resources, 2026), Florida Master Site File, <https://www.flheritage.com/preservation/sitefile/FMSFweb/PDFs/S001853.pdf>.

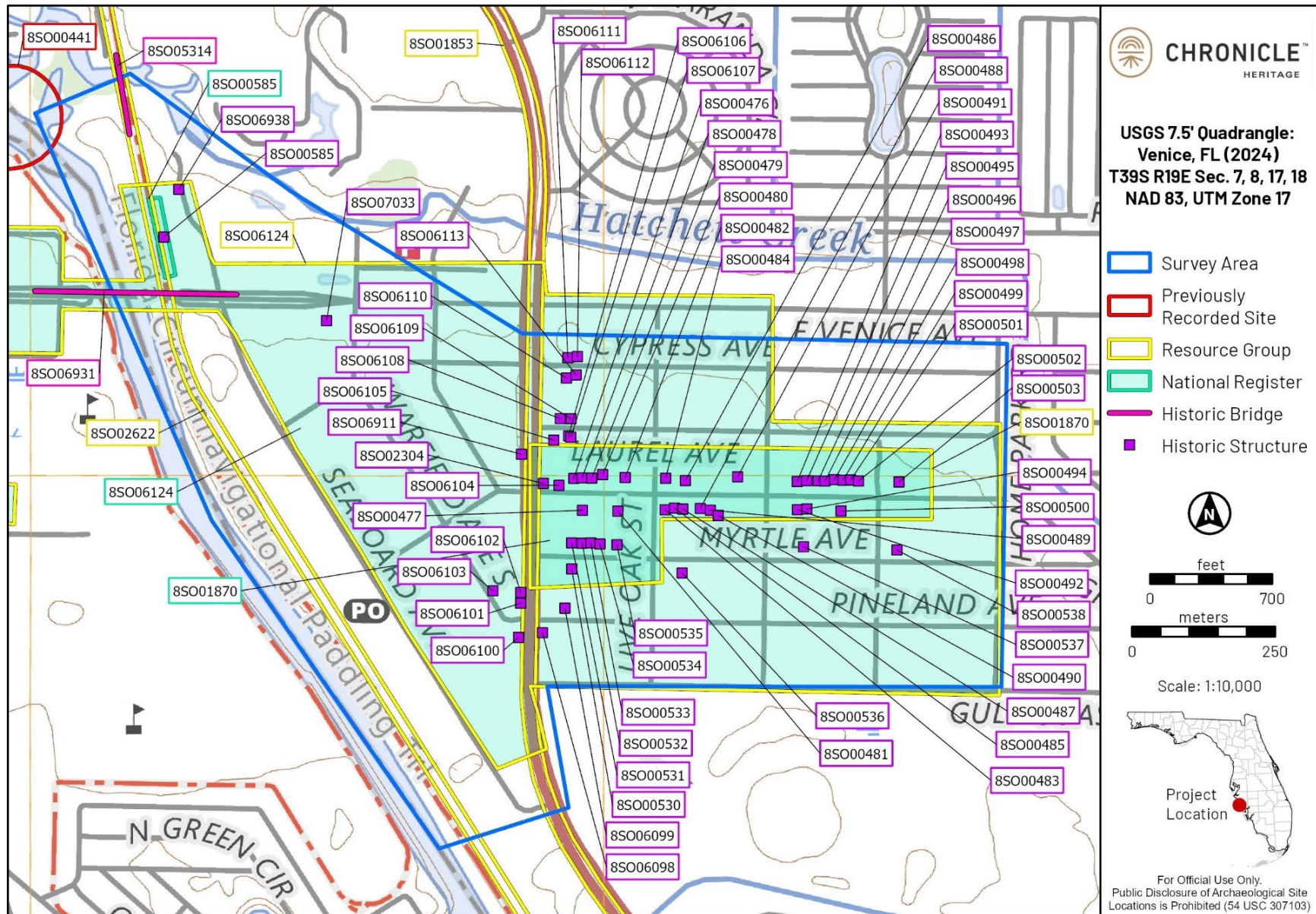


Figure 3-17. Previously recorded resources in the Project survey area.

Table 3-2. Previously Recorded Resource Groups in the Site File Search Area

FMSF No.	Site Name	Resource Type	SHPO Evaluation
S005314	Seaboard Airline Trestle Bridge 5	Bridge	Eligible for NRHP
S006931	Venice Ave. (CR-772) / Intracoastal Waterway	Bridge	Not evaluated by SHPO
S001853	Eagle Point / Tamiami Trail	Linear Resource	Insufficient Information
S001870	Edgewood Historic District	District	Eligible for NRHP
S002622	Seaboard Air Line Railway	Linear Resource	Eligible for NRHP
S006124	John Nolen Plan of the City of Venice	District	Eligible for NRHP

Three NRHP-listed resources are in the survey area (Table 3-3). Edgewood Historic District (S001870) and the John Nolen Plan of the City of Venice Historic District (S006124) are discussed above. The Venice Railroad Depot (S000585) is a building constructed in 1927 and described as both Spanish Colonial Revival and Mediterranean Revival. The structure is beside the former Seaboard Air Line Railway (S002622), for which it was a passenger depot. It is listed in the NRHP under Criteria A and C for significance in the areas of Architecture and Social History at the local level and has a period of significance of 1927–1928.

Table 3-3. NRHP-listed Resources in the Site File Search Area

FMSF No.	Site Name	Resource Type	Year NRHP Listed
S000585	Venice Railroad Depot	Building	1989
S001870	Edgewood Historic District	District	1989
S006124	John Nolen Plan of Venice Historic District	District	2010

According to the FMSF, there are 58 previously recorded historic resources within the site file search area (Table 3-4). Most (81%) of the previously recorded historic resources are private residences, with 12 percent categorized as commercial and 1.7 percent each categorized as greenhouse, rail terminal, warehouse, and other. Thirty of the 58 historic resources in the survey area are not listed in the FMSF with an architectural style. Among the 28 historic resources listed in the FMSF with an architectural style, the majority are categorized as Masonry Vernacular (48.2%), followed by Frame Vernacular (28.6%), Mediterranean Revival (7%), and Ranch (7%) with the remaining categorized as other. The majority (56.9%) of the previously recorded historic resources in the survey area are listed in the FMSF as unevaluated by SHPO for listing in the NRHP. Of the remaining historic resources, 20 have been determined not eligible for the NRHP by SHPO, four have been determined potentially eligible (S000476, S000531, S00478, and S000530), and one is NRHP listed (S000585).

Table 3-4. Previously Recorded Structures in the Site File Search

FMSF No.	Address	Year Built	Style	SHPO Evaluation
8S000476	713 Groveland Avenue	1926	Frame Vernacular	Potentially eligible for NRHP
8S000477	716 Groveland Avenue	1926	Frame Vernacular	Ineligible for NRHP
8S000478	717 Groveland Avenue	1926	Masonry Vernacular	Potentially eligible for NRHP
8S000479	721 Groveland Avenue	-	-	Not evaluated by SHPO
8S000480	725 Groveland Avenue	-	-	Not evaluated by SHPO
8S000481	732 Groveland Avenue	-	-	Not evaluated by SHPO

City of Venice Historic Structure Survey, Phase II: Edgewood and Seaboard

FMSF No.	Address	Year Built	Style	SHPO Evaluation
8S000482	737 Groveland Avenue	ca. 1955	Frame Vernacular	Not evaluated by SHPO
8S000483	800 Groveland Avenue	-	-	Not evaluated by SHPO
8S000484	801 Groveland Avenue	-	-	Not evaluated by SHPO
8S000485	804 Groveland Avenue	-	-	Not evaluated by SHPO
8S000486	809 Groveland Avenue	-	-	Not evaluated by SHPO
8S000487	810 Groveland Avenue	1925	Mediterranean Revival ca. 1880-1940	Not evaluated by SHPO
8S000488	816 Groveland Avenue	-	-	Not evaluated by SHPO
8S000489	820 Groveland Avenue	-	-	Not evaluated by SHPO
8S000490	824 Groveland Avenue	-	-	Not evaluated by SHPO
8S000491	833 Groveland Avenue	-	-	Not evaluated by SHPO
8S000492	908 Groveland Avenue	-	-	Not evaluated by SHPO
8S000493	909 Groveland Avenue	-	-	Not evaluated by SHPO
8S000494	912 Groveland Avenue	-	-	Not evaluated by SHPO
8S000495	913 Groveland Avenue	-	-	Not evaluated by SHPO
8S000496	917 Groveland Avenue	-	-	Not evaluated by SHPO
8S000497	921 Groveland Avenue	-	-	Not evaluated by SHPO
8S000498	925 Groveland Avenue	-	-	Not evaluated by SHPO
8S000499	927 Groveland Avenue	-	-	Not evaluated by SHPO
8S000500	928 Groveland Avenue	-	-	Not evaluated by SHPO
8S000501	933 Groveland Avenue	-	-	Not evaluated by SHPO
8S000502	937 Groveland Avenue	-	-	Not evaluated by SHPO
8S000503	1005 Groveland Avenue	-	-	Not Evaluated by SHPO
8S000530	712 Myrtle Avenue	1925	Mission	Potentially eligible for NRHP
8S000531	713 Myrtle Avenue	1925	Frame Vernacular	Potentially eligible for NRHP
8S000532	717 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000533	721 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000534	725 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000535	733 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000536	808 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000537	915 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000538	1005 Myrtle Avenue	-	-	Not evaluated by SHPO
8S000585	303 E. Venice Avenue (Venice Railroad Depot)	1927	Mediterranean Revival ca. 1880-1940	Eligible for NRHP
8S002304	299 US 41 Bypass (Reaves Ship Store)	1926	Masonry Vernacular	Ineligible for NRHP
8S006098	601 US 41 Bypass	1953	Masonry Vernacular	Ineligible for NRHP
8S006099	711 Pineland Avenue	1950	Masonry Vernacular	Ineligible for NRHP

FMSF No.	Address	Year Built	Style	SHPO Evaluation
8S006100	400 US 41 Bypass	1951	Masonry Vernacular	Ineligible for NRHP
8S006101	336 US 41 Bypass	1951	Masonry Vernacular	Ineligible for NRHP
8S006102	332 US 41 Bypass	1952	Masonry Vernacular	Ineligible for NRHP
8S006103	333 Warfield Avenue	1955	Frame Vernacular	Ineligible for NRHP
8S006104	705 Groveland Avenue	1926	Frame Vernacular	Ineligible for NRHP
8S006105	259 US 41 Bypass	1956	Masonry Vernacular	Ineligible for NRHP
8S006106	708 Laurel Avenue	1956	Masonry Vernacular	Ineligible for NRHP
8S006107	716 Laurel Avenue	1956	Ranch	Ineligible for NRHP
8S006108	717 Laurel Avenue	1954	Masonry Vernacular	Ineligible for NRHP
8S006109	721 Laurel Avenue	1954	Other	Ineligible for NRHP
8S006110	712 Cypress Avenue	1954	Frame Vernacular	Ineligible for NRHP
8S006111	713 Cypress Avenue	1955	Masonry vernacular	Ineligible for NRHP
8S006112	719 Cypress Avenue	ca. 1955	Frame Vernacular	Ineligible for NRHP
8S006113	720 Cypress Avenue	1953	Ranch	Ineligible for NRHP
8S006911	262-264 US 41 Bypass	ca. 1957	Masonry Vernacular	Ineligible for NRHP
8S006938	395 E. Venice Avenue	ca. 1958	Masonry Vernacular	Ineligible for NRHP
8S007033	440 E. Venice Avenue (1926 American LaFrance Fire Engine)	1926	Not applicable	Not evaluated by SHPO

4 Architectural Context

Historical buildings in the Edgewood and Seaboard sections consist of common architectural styles with some regional variability affected by material availability, climate/environmental characteristics, and/or function. The earliest resources are residential buildings. Many of these buildings are vernacular in style. Frame Vernacular (11.30%), Mediterranean Revival (6.78%), and Bungalow residences (7.34%) were particularly popular in Edgewood throughout the Florida Land Boom years (1919–1929) and into the Great Depression and New Deal era (1930–1941). By the 1940s, the Minimal Traditional style (5.09%) was more prevalent. Buildings dating to WWII and Aftermath (1942–1959) and through the Contemporary period (1960–1974) in Edgewood reflect changing architectural and building trends, with a larger concentration of Masonry Vernacular (27.12%) and Ranch-style buildings (27.68%). During this time, Mid-Century Modern houses (3.39%) became more common. The Seaboard section primarily contains commercial (9.6%) and industrial buildings (0.57%). Following is a discussion of the various architectural styles documented in the Edgewood and Seaboard areas (Table 4-1; Figure 4-1).

Table 4-1. Total Numbers of Architectural Styles Surveyed

Architectural Style*	Total Surveyed
Bungalow	13
Commercial	17
Frame Vernacular	20

Architectural Style*	Total Surveyed
Industrial Vernacular	1
Masonry Vernacular	48
Mediterranean Revival	12
Mid-Century Modern	6
Mission	1
Minimal Traditional	9
Ranch	49
Tudor Revival	1

* These styles only represent those structures that were surveyed within this Project and are not intended to represent or reflect all of Venice.

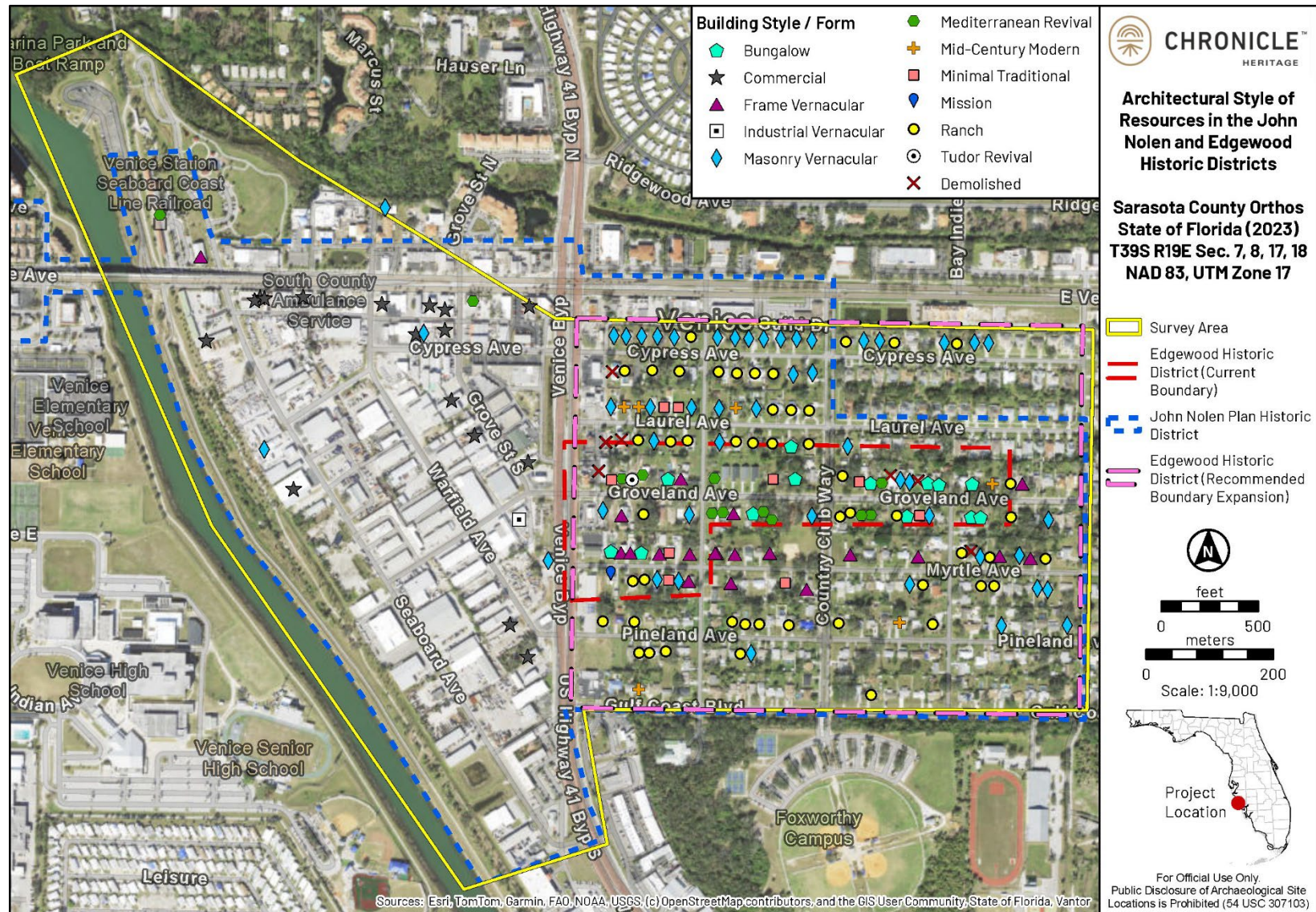


Figure 4-1. Aerial results map depicting the architectural style of resources surveyed.

4.1 Bungalow (1890–1930)

The Bungalow is a vernacular architectural form that was most popular in the United States between 1900 and 1920. Characterized by their small size (one to one-and-one-half stories), low-pitched roofs, and prominent front porches, Bungalows appealed to working-class families (Figure 4-2). Usually built at a modest cost, the small and practical houses of the Bungalow type offered simplicity and quality construction. During a period of intense development and population boom, the Bungalow addressed the housing needs of Americans. The Bungalow's roots are often disputed, but most scholars trace the architectural form to Bengal Province, India. The vernacular housing type predominated there, defined by its one-story form, thatched roof, and open porch. During their colonization of India, the British adapted this building type, and by the late nineteenth century, the type found its way to the United States. The form quickly gained popularity in the east and soon spread to the West Coast, where it was popularized with the addition of Craftsman-style elements. This resulted in a more ornate house that was frequently constructed in the cities and suburbs of the western United States. In larger areas, the Bungalow gave way to newer architectural styles and forms by the late 1930s, but in smaller areas, it persisted. Solidifying its association with rural, small-town communities. Today, several subtypes of the Bungalow are recognized, each characterized by roof type: the side gable, hipped, front-facing gable, double-front gable, triple-front gable, and cross-gable. These subtypes retain the basic Bungalow tenets of small size, low-pitched roofs, and porches, including partial width, full width, and recessed.⁹⁰ The Bungalow type and its subtypes are common throughout Edgewood, as is the more stylized Craftsman Bungalow, reflecting Venice's development during the early twentieth century.

⁹⁰ "Bungalow," Washington State Department of Archaeology & Historic Preservation (DAHP), April 8, 2016, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/bungalow>.



Figure 4-2. A Bungalow-type residence at 928 Groveland Avenue (S000500) in Edgewood.

4.2 Commercial

The term Commercial style or Commercial Vernacular style is used to describe a building that has a commercial function, but that lacks the details of a defined architectural style. For the most part, these buildings reflect utilitarianism; the form of the building follows its function. Despite their austere description, Commercial-style buildings exhibit a wide variety of types. These include one- and two-part commercial block, two- and three-part vertical block, stacked vertical block, enframed window walls, temple front, vault, enframed block, central block with wings, and arcaded block, as well as combinations of types. The simplest type, the one-part commercial block, is a one-story building with its only function being commercial (Figure 4-3). Many other commercial buildings are of the two-part commercial block type, which is typically two to four stories tall and characterized by a horizontal division of two distinct zones: a first-story commercial zone, and an upper-story private zone. Two- and three-part vertical block commercial buildings are four or more stories with two or three distinct horizontal divisions, respectively, and buildings of five or more stories and three horizontal divisions are of the stacked vertical block type. The enframed window wall type, characterized by an enframed center section of windows, is common to small- or moderate-sized commercial buildings. Temple front and vault type commercial buildings display full-height classical columns and large vault-like openings, respectively. Columns or pilasters are often employed in the enframed block type, which has end bays, unlike the temple front type. The central block with wings type further accentuates the building's façade with subordinate flanking wings. Arcaded blocks, designed primarily for banks and large retail stores, feature evenly spaced,

large, round-arched openings.⁹¹ Often, vernacular commercial buildings reflect the regional building materials and traditions that are typical of early commercial districts.



Figure 4-3. A Commercial-style building at 430 E. Venice Avenue (S019130) in Seaboard.

4.3 Frame Vernacular

Frame Vernacular is the dominant architectural style in many residential areas throughout the country, including the City of Venice and its associated communities. The style uses available resources and is responsive to the local environment. Common features of the Frame Vernacular style include, but are not limited to, a gabled or hipped roof, horizontal board siding (such as weatherboard or novelty construction materials), front porches with a separate or secondary roof structure, symmetrical window patterns, and minor detailing or ornamentation such as exposed rafter-tails, corner boards, or porch brackets (Figure 4-4). One of the earliest and most recognized Frame Vernacular building types in Florida is referred to as Florida Cracker. Florida Cracker-type buildings date to the nineteenth century and were constructed with the harsh Florida environment in mind. Characteristics, including raised foundations, large porches, high ceilings, and large windows, helped cool the building's interior. These houses were often constructed of locally sourced pine or cypress and were unpainted. Another popular nineteenth-century Frame Vernacular type is the Shotgun house. This small house, named for its long and narrow plan that is one room wide and several rooms deep, was common in lower-income areas due to its affordable

⁹¹ Richard W. Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, Updated ed, American Association for State and Local History Book Series (AltaMira Press, 2000).

construction. Other Frame Vernacular types of the nineteenth century include single- and double-pen, saddlebag, hall-and-parlor, I-house, gable-front, and gabled-ell houses. Early twentieth-century Frame Vernacular building types include pyramidal, American Foursquare, and the Minimal Traditional house. In the twentieth century, Frame Vernacular typologies were often constructed with simple design elements influenced by popular styles, such as Craftsman, through the addition of exposed rafter tails or wide roof eaves. The Great Depression and War years resulted in more modest Frame Vernacular buildings with very few decorative elements. By the 1950s, the common wood frame style began to be replaced by cheaper and longer-lasting masonry materials such as concrete block.⁹²



Figure 4-4. A Frame Vernacular-style residence at 933 Myrtle Avenue (S019094) in Edgewood.

4.4 Industrial Vernacular

The term Industrial Vernacular is used to characterize buildings and structures constructed specifically for commercial or industrial use. There are no other building types that are so varied in massing, building material, size, or stylistic details than Industrial Vernacular. The most common types of Industrial Vernacular-style buildings are warehouses, with metal or wood-frame structural systems and sheet or corrugated metal exteriors, and factories, constructed of wood, steel, or reinforced concrete (Figure 4-5). By the late nineteenth century, construction methods evolved to incorporate steel I-beams, which could support far more weight than previous construction

⁹² Dell Upton and John Michael Vlach, eds., *Common Places: Readings in American Vernacular Architecture* (University of Georgia Press, 1986).

methods, and steel framing, requiring less substantial foundation systems than wood framing.⁹³ However, because of the cost of shipping materials, steel was not frequently used in industrial construction in Florida until the twentieth century.



Figure 4-5. An Industrial Vernacular-style building at 610 Spur Street (S019031) in Seaboard.

4.5 Masonry Vernacular

Next to Frame Vernacular, Masonry Vernacular is one of the most common architectural styles applied to residential buildings. Masonry Vernacular buildings are most commonly used as commercial or residential buildings and are typically unornamented, simple buildings constructed of readily available materials (Figure 4-6). Like the Frame Vernacular style, the Masonry Vernacular style is guided by long-held traditions, in this case those of simple masonry construction techniques used in Western architecture. Windows and doors are symmetrically spaced on façades and provide a regular rhythm of function that is balanced by plain or “negative” spaces referred to as bays. When a Masonry Vernacular-style building is more than one story, window and door openings are often aligned vertically for structural purposes, but also to preserve the rhythm of the façade. Decorative details are simple and usually limited to string courses, window and/or door lintels, and cornices. The rise of hollow concrete blocks at the turn of the century and ready-mixed concrete a few decades later, revolutionized building techniques after 1920. Many times, concrete blocks were covered in a veneer of brick, stone, or stucco to make composite masonry

⁹³ Michael Fazio et al., *Buildings Across Time: An Introduction to World Architecture*, 3rd ed. (McGraw-Hill Education, 2008).

walls and to enhance the exterior's appearance.⁹⁴ Rusticated concrete blocks, which were molded to appear like cut stone, were also a popular building material used in the construction of Masonry Vernacular resources during the early twentieth century.



Figure 4-6. A Masonry Vernacular-style residence at 740 Myrtle Avenue (S019084) in Edgewood.

4.6 Mediterranean Revival (1880–1940)

The Mediterranean Revival style was immensely popular in Florida during the Land Boom of the 1920s. The style was influenced by the architecture of the Mediterranean Coast and incorporated Italian, Byzantine, and Moorish themes, resulting in an eclectic and fanciful style. Mediterranean Revival style was particularly popular in vacation and resort developments on Florida's and California's coasts. The style is characterized by a symmetrical façade, stuccoed exterior, and flat or ceramic tiled roofs (Figure 4-7). Common ornamentation includes arched fenestration, ornate entries, and balconies with classical details, cornices, carved stonework, and parapets. Frequently, patios, balconies, and courtyards were included in designs and featured wrought iron or wooden railings.⁹⁵

⁹⁴ Upton and Vlach, *Common Places*.

⁹⁵ "What Is Mediterranean Revival," Miami Design Preservation League, accessed January 4, 2023, <https://mdpl.org/about-us/about-miami-design-styles/what-is-mediterranean-revival/>; "Mediterranean Revival," Historic Preservation Miami, accessed January 4, 2023, <http://www.historicpreservationmiami.com/mediterranean.html>.



Figure 4-7. A Mediterranean Revival-style residence at 804 Groveland Avenue (S000485) in Edgewood.

4.7 Mid-Century Modern (1945–1969)

The Mid-Century Modern movement is an American design movement that spanned the fields of architecture and urban development, as well as interior, product, and graphic design, from roughly 1945 to 1969 during the Post-war Period. The Mid-Century Modern movement in the United States was an American reflection of the International and Bauhaus movements. Although the American component was slightly more organic in form and less formal than the International style, it is more firmly related to it than any other. Mid-Century architecture was frequently employed in residential buildings with the goal of bringing modernism into America's Post-war suburbs. Many Mid-Century houses used then-groundbreaking post-and-beam construction methods that eliminated bulky support walls in favor of walls seemingly made of glass. This technique allowed architects to design buildings with ample windows and open floorplans with the intention of opening interior spaces and bringing the outdoors in (Figure 4-8). Often one-story and linear in plan, Mid-Century Modern-style houses typically had roofs that were flat, shallowly pitched, or cantilevered underlining the importance of fluidity and clean lines to the style.⁹⁶ Unlike some of its predecessors, the style also placed additional emphasis on function, elevating it to the same level of importance as form, and recognizing the needs of the modern American and their family.

⁹⁶ Vera Dordick, "Mid-Century Modern Design and How To Use It in Your Home," Homedit, February 21, 2022, <https://www.homeddit.com/mid-century-modern/>.



Figure 4-8. A Mid-Century Modern-style building at 725 Laurel Avenue (S019059) in Edgewood.

4.8 Minimal Traditional (1935–1950)

Minimal Traditional is an architectural style that evolved during the Great Depression. The style is considered restrained with its compact footprint and minimal details. The style draws heavily from a wide range of previous architectural styles, particularly traditional styles such as American Colonial and Colonial Revival, but also other styles such as Spanish Revival, Tudor Revival, and American Craftsman. Minimal Traditional was the most abundant architectural style, second only to Frame Vernacular, between 1930 and 1950, when its popularity was replaced by the Ranch style. It typically has compact or simple floor plans (L-shaped, rectangular, square, etc.), a low-pitched gabled roof, and little to no eaves (Figure 4-9). Exterior elevations are often finished with wood siding, smooth stucco, brick, asbestos tile, or masonry veneers (such as concrete blocks). Window types include casement, picture, multi-pane, and double-hung sashes.⁹⁷

⁹⁷ John Milnes Baker, *American House Styles: A Concise Guide*, New edition (The Countryman Press, 2018).



Figure 4-9. A Minimal Traditional-style residence at 713 Groveland Avenue (S000476) in Edgewood.

4.9 Mission (1890–1930s)

Mission-style architecture is derived from the Spanish mission churches of the American Southwest and was popular during the early twentieth century, particularly during Florida’s Land Boom. The style is characterized by simple, stucco-clad exterior walls; low-pitched or flat roofs; and curvilinear or shaped parapets that often incorporate decorative coping or Mission tiles (Figure 4-10). Arched openings are a defining feature and are commonly present in entryways, porches, and arcades. Porches are typically one story and may be full- or partial-width, supported by square piers or arches that evoke a Spanish arcade. The style is frequently applied to modest residences with minimal ornamentation including small decorative elements like niches, quatrefoil openings, or scuppers, as well as more detailed examples with parapet accents and bell towers. Overall, Mission-style buildings emphasize simplicity of form, subtle decorative detailing, and a strong connection to Spanish colonial architectural traditions.⁹⁸

⁹⁸ City of Miami Springs, “Mission Style Architecture,” City of Miami Springs, 2026, <https://www.miamisprings-fl.gov/community/page/mission-style-architecture>.



Figure 4-10. A Mission-style residence at 712 Myrtle Avenue (S000530) in Edgewood.

4.10 Ranch (1935–1985)

The Ranch architectural style is a specifically residential style. The Ranch style originated in California designs in the 1930s and reached widespread use during the post-WWII housing boom. The most obvious characteristics include an emphasis on width and horizontality, often expressed by broad roof lines and linear floorplans. As the style evolved, architects modified the simple form, creating houses with L-shaped, V-shaped, and even Y-shaped floorplans, among other variations. The Ranch-style house is noted for its long, low-to-the-ground profile and use of varied exterior materials, often mixed, including wood, brick, stone, stucco, asbestos, and concrete block. As an example, wood elements might be applied as weatherboard siding, board-and-batten, or shingles and paired with stone veneer below windowsills or on exterior chimneys. Window types are varied ranging from small, awning/hopper-style windows to large, multi-sash picture windows and jalousie windows. Their placement is varied as well, typically creating asymmetrical façades. Entryways, while often simple, are frequently recessed in the façade or sheltered by an integral porch. They feature single- or double-leaf entry doors flanked by sidelights or other simple ornamentation and accessed by a concrete or masonry porch (Figure 4-11). Wide chimneys and slightly offset roofs are often used to accentuate the long, horizontal roofline, and carport or garage attachments are common.⁹⁹ This style is similar to brick-veneered Frame Vernacular

⁹⁹ Katherine Salant, "The Ranch, an Architectural Archetype Forged on the Frontier," *Washington Post*, December 30, 2006, <https://www.washingtonpost.com/archive/realestate/2006/12/30/the-ranch-an-architectural-archetype-forged-on-the-frontier/e92d7b5b-78d7-4f7f-aa5b-68eff176ca60/>.

buildings, but differs in its use of varied materials and window types, façade arrangement, long-and-low form, and stylistic detailing.

In addition to commonplace Ranch-style houses, stylized Ranch-style houses were popular from the mid- to late-twentieth century. These Ranch-style houses draw from other architectural styles, often incorporating historical design elements, such as shutters and columns, which evoke the Colonial Revival style, or terracotta tiles and stucco to evoke the Spanish Revival style. These iterations of the Ranch style peaked in popularity in the 1970s and were prominent in pattern books of the decade.¹⁰⁰



Figure 4-11. A Ranch style resource at 720 Myrtle Avenue (S019080) in Edgewood.

4.11 Tudor Revival (1890–1940)

The Tudor Revival style emerged in the United States following a revitalization of late Medieval and early Renaissance-style architecture in England during the latter half of the nineteenth century and gained momentum from the Columbian Exposition at the 1893 Chicago World's Fair, which featured historical interpretations of European architectural styles. The style was originally used for both commercial and residential architecture but became especially popular in the 1920s for suburban residences.¹⁰¹ The style is a romanticized revival of the timber-frame buildings of late

¹⁰⁰ Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture Paperback*, 2nd ed. (Alfred A. Knopf, 2015), 597–614.

¹⁰¹ Dennis Sharp, *Twentieth Century Architecture: A Visual History* (Images publishing, 2002).

sixteenth century and early seventeenth century England.¹⁰² However, many examples, particularly in Florida and the greater southeastern United States, tend to forgo the exterior timber framing that defined its historical precedent in favor of brick veneer or stucco. Residential buildings associated with the Tudor Revival style tend to be one or two stories and have asymmetrical design plans, including façades (Figure 4-12). The style typically features steeply pitched, cross-gabled roofs that are occasionally finished with parapeted, overhanging, or clipped gable ends. It is also common for one slope of the roof to gently flare outward as it approaches the eave. Chimneys are often prominent and feature stone veneer, stucco, patterned brickwork, false flues, and one or more inset steps. Brick-veneered examples can be found with decorative brickwork or brick rows as part of their exterior design.

There are several variants of the Tudor Revival style. One such variant, sometimes referred to as the Picturesque Cottage or English Cottage, typically includes a picturesque (asymmetrical) façade but without half-timbering. A whimsical variant of the Tudor Revival style is the playful Storybook or Cotswold Cottage style. This style imitates late medieval structures characteristic of England's Cotswold region.¹⁰³



Figure 4-12. A Tudor Revival-style residence at 721 Groveland Avenue (S000479) in Edgewood.

¹⁰² McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture Paperback*, 448–55.

¹⁰³ Tom Paradis, "Tudor Revival," *Architectural Styles of America and Europe*, 2011, <https://architecturestyles.org/tudor-revival/>.

5 Survey Results

This section presents an overall analysis of the survey results and evaluations. A complete inventory of all surveyed resources is presented in Appendix A.

5.1 Demolished Resources

Working with data from the property appraiser, the FMSF, and historical maps, Chronicle Heritage identified 184 historic buildings in Edgewood and Seaboard. In total, seven previously recorded historical resources in Edgewood were found to be demolished (Table 5-1). These demolitions are dispersed throughout Edgewood, with concentrations evident on Groveland Avenue ($n = 3$), Cypress Avenue ($n = 1$), Myrtle Avenue ($n = 1$), and Laurel Avenue ($n = 2$). Those demolished on Groveland Avenue, Cypress Avenue, and Myrtle Avenue were previously recorded while the resources on Laurel Avenue were unrecorded. Upon completion of this Project, Chronicle Heritage will inform the FMSF of these demolitions.

Table 5-1. Previously Recorded Resources Demolished in Edgewood

FMSF No.	Address
S000497	921 Groveland Avenue
S000501	933 Groveland Avenue
S000538	1005 Myrtle Avenue
S006104	705 Groveland Avenue
S006110	712 Cypress Avenue

5.2 Summary of Evaluations

The survey of the Edgewood and Seaboard neighborhoods resulted in the documentation of 177 historic resources. Of the documented historic resources, Chronicle Heritage recommends two individually eligible for listing in the NRHP: the Venice Railroad Depot (S000585) and Union Missionary Baptist Church (S019053) (Table 5-2).

Table 5-2. Resources Recommended Individually Eligible

FMSF No.	Address	Name	Construction Date	Criterion
S000585	303 East Venice Avenue	Venice Railroad Depot	1927	A, C
S019053	404 Warfield Avenue	Union Missionary Baptist Church	1955	A

The Venice Railroad Depot at 303 East Venice Avenue (S000585) is individually listed in the NRHP with a period of significance of 1927–1928 and areas of significance in Architecture and Social History. Chronicle Heritage recommends amending the existing nomination to extend the period of significance to 1971 and to incorporate Transportation as an additional area of significance, reflecting the depot's continued role in passenger and commercial rail service throughout the mid- to late twentieth century. The recommended extended period of significance spans from the construction of the depot to the conclusion of passenger rail service at the station on April 30, 1971. During this period, the depot served as a primary point of entry to Venice and supported a range of transportation-related activities, including passenger service, military use during WWII, and later commercial operations, such as the Ringling Bros. and Barnum & Bailey Circus.

Union Missionary Baptist Church at 404 Warfield Avenue (S019053) is recommended individually eligible under Criterion A and Criteria Consideration A in the areas of Ethnic Heritage: Black, Social History, and Religion for its role as a central institution of Venice’s African American community with a period of significance from 1955 to 1976. This period of significance reflects the construction of the church and its continued importance as a religious and community institution during the segregation era and the gradual displacement of the surrounding African American neighborhood in the 1960s and 1970s. The church was not evaluated as contributing to a district because it is outside of the boundaries of both the John Nolen Plan of Venice Historic District and the Edgewood Historic District.

Chronicle Heritage recommends the remaining 175 resources as not individually eligible for listing in the NRHP. These resources do not possess sufficient individual significance under Criterion A or B, nor are they exemplary or distinctive examples of their architectural style, type, or method of construction as required for individual eligibility under Criterion C. However, many of these resources retain integrity and, together, illustrate broader patterns of development within the study area. As such, 170 of these resources are recommended as contributing to the John Nolen Plan of Venice Historic District, where they support the district’s significance under Criteria A and C. There are 32 resources that are recommended as contributing to the Edgewood Historic District, as currently bound, and 120 resources that are recommended as contributing to an expansion of the district boundary. These resources reflect the continued development of the Edgewood neighborhood beyond its initial period of significance (1925–1928) and into the 1960s.

While being individually listed in the NRHP provides a historic resource with a higher level of recognition, it offers the same level of protection from federal undertakings and access to opportunities, such as federal historic tax credits, as being considered contributing to an NRHP-listed historic district.

5.3 Select Locally Significant Resources

Three resources within the survey area are listed in the City of Venice Local Register of Historical Resources and were selected for detailed description and evaluation (Table 5-3). The Local Register, maintained by the City of Venice, recognizes properties deemed historically significant for their architecture, craftsmanship, history, or associations with important people or events in the city’s past. The residence at 721 Myrtle Avenue (S000533), the Venice Depot (S000585), and the Union Missionary Baptist Church (S019053) are individually listed on the Local Register and are discussed in greater detail below.¹⁰⁴

Table 5-3. City of Venice Local Register of Historical Resources

FMSF No.	Address	Name	Construction Date
S000533	721 Myrtle Avenue	Edgewood Cottage	1930
S000585	303 East Venice Avenue	Venice Railroad Depot	1927
S019053	404 Warfield Avenue	Union Missionary Baptist Church	1955

¹⁰⁴ City of Venice, “Local Register of Historical Resources,” City of Venice Government, 2026, <https://www.venicegov.com/government/historical-resources/local-register-of-historical-resources>.

5.3.1 S000533: Edgewood Cottage/721 Myrtle Avenue

Resource Type: Building

Build Date: Circa 1930 (Sarasota County Property Appraiser)

Dimensions/Area: 1,355 ft² (Sarasota County Property Appraiser)

Modifications: Window replacement in 2021 and the addition of a pool in 2022

NRHP Eligibility Status: Not eligible, contributing to Edgewood Historic District and John Nolen Plan of Venice Historic District

Resource Description

The building at 721 Myrtle Avenue (S000533), commonly known as the Edgewood Cottage, is a circa 1930, one-story, Frame Vernacular house. The building is of wood-frame construction and has a rectangular plan. It is clad in horizontal wood siding and rests on a concrete pier foundation. The roof is a front-gabled form clad in standing seam metal. The roof features overhanging eaves with exposed rafter tails and triangular knee braces.

The southern (primary) elevation features a small circa 2020 porch that is partially sheltered by the forward slope of the roof. A small front gable projects from the slope, aligned with the front door. The gable is supported by square wood posts, and a simple wood balustrade encompasses the porch. The former porch was a small stoop and the small gable was supported by triangular knee braces. The primary entrance consists of a single wood door centered within the new porch. Flanking the door are six-over-one, double-hung, wood sash windows. The front gable features paired six-over-one, double-hung, wood sash windows (Figure 5-1).

The western elevation is lit by single and paired six-over-one and one-over-one, double-hung, wood sash windows (Figure 5-2). The eastern elevation is obscured by vegetation but appears to contain at least two six-over-one, double-hung, wood sash windows that flank an exterior brick chimney. The northern (rear) elevation was not visible. The building retains simple vernacular detailing (Figure 5-3), including exposed rafter tails and minimal ornamentation.

The property includes a small residential lot enclosed at the front by a wood picket fence. A walkway extends from the sidewalk to the entrance porch, and a gravel driveway is on the northern side of the building. Mature trees and landscaping are present within the yard.

The residence was constructed as part of the Brotherhood of Locomotive Engineers development of the City of Venice and reflects the implementation of the Venice Plan prepared by John Nolen. The building is representative of modest frame vernacular housing constructed for working- and middle-class residents during the early development of the Edgewood neighborhood and embodies the plan's emphasis on affordable residential construction. Edgewood Cottage was added to the Local Register in September 2023 (Figure 5-4).¹⁰⁵

According to Sarasota County Property Appraiser records, the property has had several private owners in the late twentieth and early twenty-first centuries, including Janet A. Wilson (1979–2007), the Janet A. Sturges Revocable Trust (2007–2021), and Perry Granat (2012–present).

¹⁰⁵ City of Venice, "Local Register of Historical Resources."



Figure 5-1. Edgewood Cottage, 721 Myrtle Avenue (S000533), facing north.



Figure 5-2. Edgewood Cottage, 721 Myrtle Avenue (S000533), facing northeast.



Figure 5-3. Edgewood Cottage, 721 Myrtle Avenue (S000533), facing northwest.



Figure 5-4. Edgewood Cottage, 721 Myrtle Avenue (S000533), facing north.

Eligibility Determination

The Edgewood Cottage at 721 Myrtle Avenue (S000533) is recommended not individually eligible for listing in the NRHP. The resource does not meet Criterion A or B because it is not associated with significant historical events or persons, and although it retains integrity of location, design, materials, and workmanship, it is not an exemplary or distinctive example of its architectural type as required for individual eligibility under Criterion C. However, the resource retains sufficient integrity to contribute to the John Nolen Plan of Venice Historic District and is recommended as remaining a contributing resource within the district. The building is also identified as a contributing resource within the Edgewood Historic District and is recommended as remaining so.

5.3.2 S000585: Venice Depot/303 East Venice Avenue

Resource Type: Building

Build Date: 1927 (Sarasota County Property Appraiser)

Dimensions/Area: 14,096 ft² (Sarasota County Property Appraiser)

Modifications: 2002–2003 – Rehabilitation for adaptive reuse; minor alterations to openings and site improvements.

NRHP Eligibility Status: Individually listed in the NRHP (1989)

Resource Description

The building at 303 East Venice Avenue (S000585), commonly known as the Venice Depot, is a 1927, one-story railroad depot constructed in the Mediterranean Revival style (Figure 5-5). The building is constructed of hollow clay tile clad with stucco and has a linear plan consisting of a central hip-roofed passenger station flanked by long, gable-roofed boarding areas that parallel the railroad tracks (Figure 5-6). The roofs are clad with clay barrel tiles, and the roofs of the open boarding areas are supported by evenly spaced stuccoed arches. A prominent square tower rises from the center of the passenger station and is capped with a clay tile hipped roof.

The depot features a recessed entrance beneath an arcaded loggia that extends along the full length of the western elevation, paralleling the railroad track, and continues from the southern to the northern elevations of the passenger station. The loggia is supported by stucco-clad arches. An elongated loading platform spans the western side of the depot (Figure 5-6). In the open areas, the underside of the roof features exposed wood rafters and brackets. The structure retains exposed wood beam construction beneath the roof overhangs, and decorative brackets are present throughout. Portions of the building retain original tile flooring within the loggia and interior spaces (Figure 5-7 and Figure 5-8).

The property includes the depot, former railroad tracks to the west, and a paved parking lot to the east as well as paved walkways, open areas, and landscape features associated with its current use. Within the parking lot there is a drive/roadway for buses to use for drop-off and pick-up.

The Venice Depot was constructed in 1927 as part of the planned development of the City of Venice by the Brotherhood of Locomotive Engineers, who acquired the land in 1925 and commissioned a master plan by John Nolen. The depot was intentionally constructed as a key component of this planned community, facilitating the importation of building materials and attracting prospective land buyers and visitors to the new city. The building functioned as a primary transportation hub, supporting passenger and freight rail service associated with the Seaboard Air Line Railway and

contributing to the early growth and development of Venice. Rail service continued for several decades, with passenger service ending in 1971.¹⁰⁶

Following the end of passenger rail service, the Venice Depot experienced a period of neglect before being acquired by the City of Venice in 1999 and rehabilitated in the early 2000s for adaptive reuse as a bus terminal and museum. The Venice Depot remains an important civic landmark reflecting the city's origins as a planned railroad community. It continues to serve as a bus terminal and to house the Venice Area Historical Society Museum (Figure 5-9). The Venice Depot was listed in the Local Register in 2003.¹⁰⁷



Figure 5-5. Venice Depot, 303 East Venice Avenue (S000585), facing north.

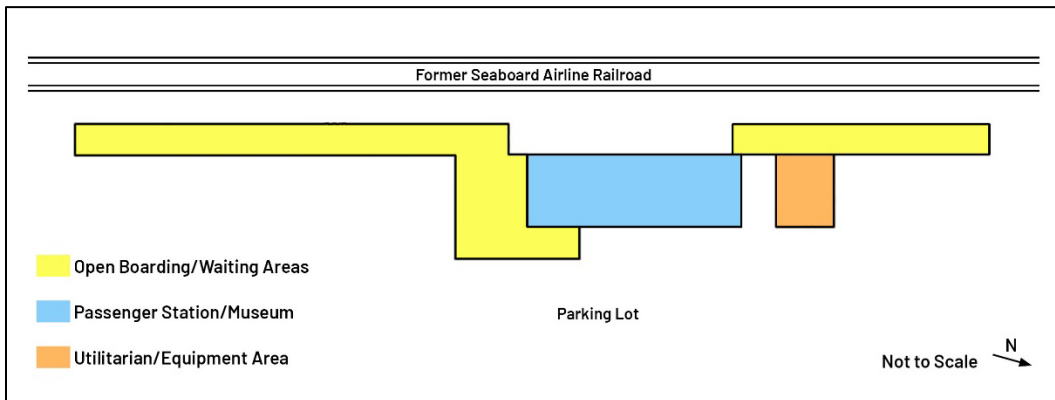


Figure 5-6. Venice Depot, 303 East Venice Avenue (S000585), site plan.

¹⁰⁶ Venice Area Historical Society, "Venice Depot History."

¹⁰⁷ City of Venice, "Local Register of Historical Resources."



Figure 5-7. Venice Depot, 303 East Venice Avenue (S000585), facing east.



Figure 5-8. Venice Depot, 303 East Venice Avenue (S000585), facing northwest.



Figure 5-9. Venice Depot, 303 East Venice Avenue (S000585), facing north.

Eligibility Determination

The Venice Depot (S000585) at 303 East Venice Avenue is individually listed in the NRHP and remains individually eligible under Criteria A and C for Community Planning and Development and Architecture. The building is associated with the early development of Venice and with the role of rail transportation in the city's growth and continued commercial activity. Architecturally, the depot remains a representative example of Mediterranean Revival-style railroad architecture, exhibiting defining features such as stucco-clad masonry construction, clay barrel tile roofing, arcaded loggias, and a prominent tower.

Chronicle Heritage recommends amending the existing NRHP documentation to extend the period of significance from 1927-1928 to 1927-1971 and to add Transportation as an area of significance to reflect the depot's continued role in passenger and freight rail service through the end of passenger service on April 30, 1971.

5.3.3 S019053: Union Missionary Baptist/404 Warfield Avenue

Resource Type: Building

Build Date: 1955 (Sarasota County Property Appraiser)

Dimensions/Area: 3,280 square feet (ft²)(Sarasota County Property Appraiser)

Modifications: Windows replaced (date unknown), flat roof added (1971-1984), Narthex addition added (2006)

NRHP Eligibility Status: Not Evaluated

Resource Description

The building at 404 Warfield Avenue North (SO19053) is a 1955, one-story, Masonry Vernacular-style church. The west-facing building is masonry construction and has a rectangular plan with later additions extending from the southern and eastern elevations. The original façade, which included vertically aligned window openings forming a cross motif, has been obscured by a 2006 narthex addition. The original portion of the building, which contains the sanctuary, features a front-gabled roof clad in asphalt shingles, while the primary façade is defined by a lower, projecting gabled entrance bay associated with the narthex addition. Later additions are sheltered by flat roofs. The building is clad in textured stucco siding and rests on a continuous poured concrete foundation. A prominent stucco-clad steeple rises from the forward peak of the main roof. It features a raised cross detail on its western side and is topped with a hipped roof.

The western (primary) elevation features a central wood-and-glass double-leaf entry door beneath a small projecting gabled roof supported by decorative wood brackets (Figure 5-10). The entrance is flanked by two one-over-one, double-hung, vinyl-sash, windows. The western elevation also includes wall-mounted light fixtures and plaques.

The northern elevation contains evenly spaced, one-over-one, double-hung, vinyl sash windows and an obscured door (Figure 5-11). The southern elevation features an entry door and two groupings of windows. The western grouping contains three evenly spaced, one-over-one, double-hung, vinyl sash windows and the eastern grouping contains two paired, one-over-one, double-hung, vinyl sash windows (Figure 5-12). The eastern (rear) elevation incorporates portions of a later addition and includes a single wood door and a one-over-one, double-hung, vinyl sash window (Figure 5-13).

The property features a grass-covered yard with decorative and informal landscaping concentrated along the primary façade, including ornamental plants, potted vegetation, and small garden features. A concrete walkway provides access to the main entrance. The side and rear yard areas are minimally landscaped and include utility features and open ground surface. No outbuildings are present.

Constructed in 1955, the church functioned as both a place of worship and a central gathering space for religious, social, and civic activities during a period of segregation and limited access to public facilities. As one of the few institutions available to African American residents, the church played a significant role in fostering community cohesion and supporting local social networks. The congregation has remained active over time, and the building continues to serve its historic function, reflecting its longstanding importance within the community. Union Missionary Baptist Church was listed in the Local Register in September 2022.¹⁰⁸

The property has been owned by Union Missionary Baptist Church of Venice, Inc. C/O Reverend J.C. Sims since 2006. Between 1974 and 2006, it was owned by the Board of Trustees of Union Missionary Baptist Church. Union Missionary Baptist Church was listed in the Local Register in September 2022.

¹⁰⁸ City of Venice, "Local Register of Historical Resources."



Figure 5-10. Union Missionary Baptist, 404 Warfield Avenue (S019053), facing east.



Figure 5-11. Union Missionary Baptist, 404 Warfield Avenue (S019053), facing south.



Figure 5-12. Union Missionary Baptist, 404 Warfield Avenue (S019053), facing north.



Figure 5-13. Union Missionary Baptist, 404 Warfield Avenue (S019053), facing west.

Eligibility Determination

Union Missionary Baptist Church (SO19053) at 404 Warfield Avenue is recommended as individually eligible for listing in the NRHP under Criterion A and Criteria Consideration A at the local level for significance in the areas of Ethnic Heritage: Black, Social History, and Religion. Constructed in 1955, the church is associated with patterns of segregation-era development and community formation in Venice and served as a central institution within the city’s African American community, particularly in the Blackburn Quarters.

The resource retains sufficient integrity of location, setting, feeling, and association to convey its historic significance, despite alterations including additions and window replacements. The recommended period of significance (1955–1976) reflects the construction of the church and its continued role as a religious and community institution during a period of significant social change. The resource is not evaluated as contributing to a historic district due to its location outside existing district boundaries.

5.4 Analysis of Results

The following analysis includes a statistical review of the survey findings and, when combined with the “Architectural Context” section, is a narrative of the historical evaluation of the architectural styles documented in Edgewood and Seaboard. A list of building addresses, styles, construction dates, and recommended eligibility is in a comprehensive inventory found in Appendix A.

The buildings and structures surveyed in Edgewood and Seaboard are consistent with national and statewide architectural trends. Their shared traits lend themselves to a sense of time, place, and physical historical development through their workmanship, materials, design, date, and association. The period of historical significance for this survey has been established as all resources constructed prior to 1961. The survey revealed that the majority of the 177 evaluated resources ($n = 120$; 67.8%) were constructed during the WWII and Aftermath Period (1942–1959) (Table 5-4). This reflects a substantial period of postwar residential growth within the survey area. The earliest development is represented by 32 resources (18.1%) dating to the Florida Land Boom Period (1919–1929), corresponding with the initial planning and development of Venice under the John Nolen Plan. A smaller number of resources, 10 (5.6%), date to the Great Depression and New Deal Period (1930–1941), whereas 15 resources (8.5%) were constructed during the Contemporary Period (1960–1973), beyond the established period of significance. The distribution of documented resources demonstrates that although the survey area was established during the 1920s Land Boom era, its present character is defined primarily by post-WWII development (Figure 5-14).

Table 5-4. Development Periods of Documented Buildings and Structures in Edgewood and Seaboard

Period	Total	Percentage
Florida Land Boom (1919–1929)	32	18.1
Great Depression and the New Deal (1930–1941)	10	5.6
WWII and Aftermath (1942–1959)	120	67.8
Contemporary (1960–1973)	15	8.5

The resources recorded in the survey area were overwhelmingly single-family houses (84.7%), which is consistent with the development of Edgewood as a residential, working-class

neighborhood of the City of Venice (Table 5-5). Nonresidential resources comprise a relatively small portion of the surveyed properties and include various types of commercial buildings (5.6%), automobile-related uses such as automobile repair facilities (1.7%) and automobile dealerships (1.1%), retail establishments (1.7%), and limited industrial (0.6%) and warehouses (1.1%). Additional uses include a church (0.6%), a bus terminal (0.6%) and a utility building (0.6%). Two properties (1.1%) are vacant. The predominance of single-family houses underscores the residential character of Edgewood, which developed as one of Venice’s earliest residential areas and primarily served working-class residents. In contrast, nonresidential buildings are concentrated within the Seaboard area and along major transportation corridors, where commercial, industrial, and service-oriented uses developed to support the surrounding residential community. These resources reflect the continued development and diversification of Edgewood and Seaboard during the latter half of the twentieth century. Seven demolished resources were documented during the survey; however, they are excluded from the analysis of current use, which reflects the 177 extant resources within the survey area.

Table 5-5. Approximate Current Use in the Survey Area

Structure Use	Total	Percentage
Automobile dealership	2	1.1
Bar	1	0.6
Bus terminal	1	0.6
Church	1	0.6
Commercial	10	5.6
Industrial	1	0.6
Residence, private	150	84.7
Retail establishment	3	1.7
Shop, automobile repair	3	1.7
Utility	1	0.6
Vacant	2	1.1
Warehouse	2	1.1

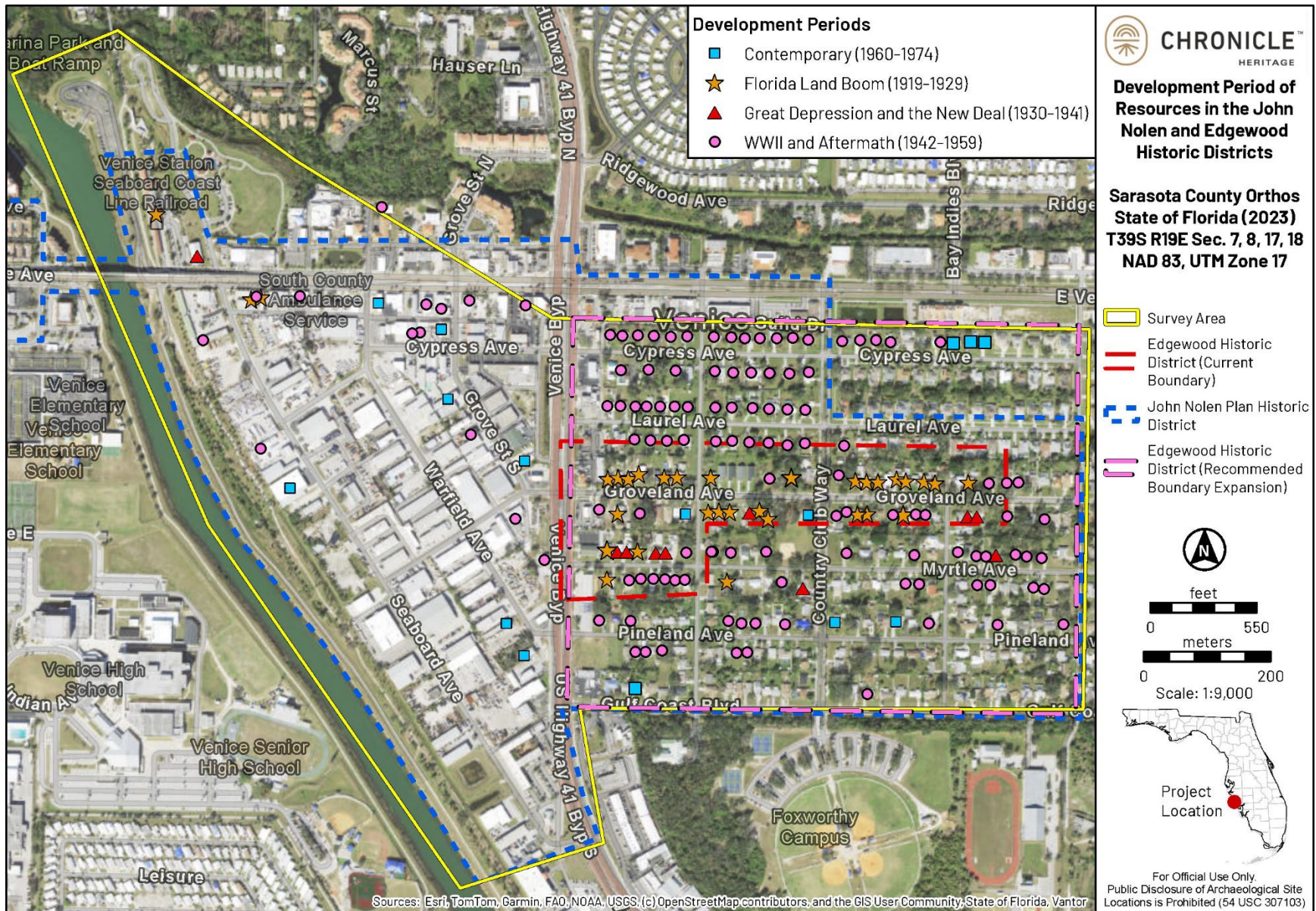


Figure 5-14. Aerial results map depicting the development period of resources surveyed in the Project Area.

5.5 District Evaluation and Recommendations

The purpose of the survey was to identify, document, and evaluate all historic resources in Edgewood and Seaboard constructed before 1961 and to provide the City of Venice with an updated inventory of historic resources, including resources that are contributing and noncontributing to the NRHP-listed Edgewood Historic District and the portion of the NRHP-listed John Nolen Plan of Venice Historic District within the survey area.

Chronicle Heritage identified 183 historic resources in the survey area and one resource outside of the survey area that was specifically requested for survey by the City of Venice. This brought the total number of resources to 184. Of these, seven were demolished, leaving a total of 177 extant resources. These included 36 previously recorded resources and 141 newly recorded resources.

All of the previously recorded resources in the survey area are within the John Nolen Plan of Venice Historic District. Overall, the survey found that these resources retain integrity, with alterations limited to window replacements and siding alterations, often with in-kind materials or designs. Though many additions were identified, most appear to date to the period of significance of the John Nolen Plan of Venice Historic District (1926–1960) and/or were located at the rear of buildings, minimizing their visual impact. Based on these results, Chronicle Heritage recommends 34 of the 36 previously recorded resources as contributing to the district's historical character and significance. The two previously recorded resources that are recommended as noncontributing to the district (S000498 and S000499) were considered contributing when the John Nolen Plan of Venice Historic District was listed in the NRHP. However, both residential resources have experienced extensive alterations to their form, massing, materials, and window configurations, and no longer convey the historical architectural character associated with the district and its period of significance.

All but nine of the 141 newly recorded resources are within the John Nolen Plan of Venice Historic District. The majority of these were found to retain integrity as well. Similar to previously recorded resources, alterations included window replacements and siding alterations, often with in-kind materials or designs but did not compromise the resources' overall ability to convey their historical associations or significance. Chronicle Heritage recommends 129 of the 132 newly recorded resources in the John Nolen Plan of Venice Historic District as contributing to its historical character and significance. Three newly recorded resources (S019137, S019125, and S019120) are recommended as noncontributing due to substantial alterations that diminish their historical integrity and associations.

Though this survey only focused on a portion of the John Nolen Plan of Venice Historic District and only documented resources constructed before 1961, many 1960s and 1970s resources were observed in the area. Despite post-dating the district's period of significance, which extends from 1926 to 1960, many of these resources contributed to the development of Seaboard as a predominantly commercial/industrial sector of Venice and Edgewood as a burgeoning working-class neighborhood. Listed in the NRHP under Criteria A and C, with significance in the areas of Community Planning and Development, Architecture, and Landscape Architecture, these resources help to tell the continued story of Seaboard and Edgewood in the second half of the twentieth century. Chronicle Heritage recommends the City of Venice pursue additional survey work to evaluate the inclusion of resources constructed in 1961 and later in the entirety of the historic district and to determine if an extended period of significance is warranted. If the additional survey supports this, Chronicle Heritage recommends amending the district's existing NRHP nomination to reflect the extended period of significance and any additional information or significance related to the later periods of its development.

The Edgewood Historic District is located entirely within the boundary of the much larger John Nolen Plan of Venice Historic District. Within this area, there are 34 previously recorded resources, 28 of which were considered contributing, two of which were considered noncontributing, and four of which were unmentioned when the historic district was listed in the NRHP. Based on survey results, 26 of the original 28 contributing resources as well as the two originally noncontributing resources and four unmentioned resources are recommended as contributing to the historic district. The resources that are recommended as noncontributing are the same two previously recorded resources (S000498 and S000499) that are recommended as noncontributing to the John Nolen Plan of Venice Historic District due to alterations and loss of integrity.

The survey also revealed many unrecorded historic-age resources in the Edgewood Historic District. Constructed between 1929 and 1960, these newly recorded resources post-date the period of significance of the historic district (1925-1928) but add to its historical character and expand our understanding of its development.

Due to the presence of these resources, Chronicle Heritage recommends that the period of significance of the district be expanded to include resources constructed up to 1960 and possibly later. To determine an appropriate end date for an expanded period of significance, Chronicle Heritage recommends that the city conduct additional survey of the area inclusive of resources that date to 1961 and later as well as areas outside of the current NRHP boundary, in particular Cypress, Laurel, and Pineland avenues; School Street; Country Club Way; Gulf Coast Boulevard; and additional portions of Groveland and Myrtle avenues.

One newly recorded resource is recommended individually eligible for listing in the NRHP. Union Missionary Baptist Church (S019053) is recommended individually eligible under Criterion A and Criteria Consideration A in the areas of Ethnic Heritage: Black, Social History, and Religion for its role as a central institution of Venice's African American community with a period of significance from 1955 to 1976. The church was not evaluated for contribution to a historic district due to being located outside of the district boundaries and proposed expanded boundary.

Another resource, the Venice Railroad Depot (S000585) is individually listed in the NRHP for its significance in Architecture and Social History. It has a period of significance of 1927-1928, which relates to its construction, but does not relate to its extended use as a passenger and freight depot. Chronicle Heritage recommends amending the existing nomination to extend the period of significance to 1971, the year that passenger service was concluded, and to include Transportation as an additional area of significance. This amendment would recognize and bring credence to the depot's continued role in passenger and commercial rail service in Venice from its establishment through the second half of the twentieth century.

6 Recommendations

Architectural surveys such as this one are an essential step in a community's preservation planning and can provide a valuable historical and architectural catalog upon which educated decisions about preservation within the community can be made. However, these surveys are only one of many steps a community may take to strengthen its preservation programming or planning. Further steps in preserving significant resources within these communities will depend on continued planning and the decisions of local government officials and residents. To assist the City of Venice in deciding what steps are available, Chronicle Heritage offers the following recommendations.

1. In the course of the survey, some resources were found to be significantly altered. Examples include 925 Groveland Avenue (S000498, built 1926) and 927 Groveland Avenue (S000499, built 1926). The integrity of these recent past structures has been compromised by unsympathetic additions and total stylistic remodels. Structures, especially residences, such as these are vulnerable to loss due to a lack of formal protection or architectural review of alterations. Chronicle Heritage recommends that the City of Venice evaluate local-level measures that may be taken to protect overlooked recent past structures, including education campaigns, coordination with historical societies, and potentially zoning overlay expansions or amendments.
2. Chronicle Heritage encourages the City of Venice to pursue the recommendations set forth in this report, updating the NRHP-listed Edgewood Historic District and John Nolen Plan of Venice Historic District to include additional potentially contributing resources.
3. City staff, elected officials, and interested residents can use the information within this report to promote awareness of the historical fabric of the Edgewood Historic District. Possible steps to disseminate the information within the report include making the report available online or in public spaces, such as local libraries or community centers.
4. Chronicle Heritage encourages the City of Venice to continue working with residents and advocacy groups to locate, identify, and assess resources for potential eligibility for listing in the NRHP, both within its existing historic districts and in previously unsurveyed areas.
5. The City of Venice can produce a pamphlet, signs, and/or a story map (an online and interactive educational tool) to share the findings of this survey with the community.
6. The upkeep of historical buildings can be expensive. The City of Venice can work with a consultant or internally to gather information on tax incentives provided by the state and federal government that may be able to ease the financial burden associated with preservation efforts.
7. It is often the goal for preservation to go hand in hand with sustainability. Most historical buildings are designed for their environment, making them energy efficient. Rehabilitating and adaptively reusing buildings is one way to revitalize, restore, or upcycle an existing building. Chronicle Heritage encourages the City of Venice to promote the use of historic tax credits and to embrace historical buildings as the greenest development option.
8. Chronicle Heritage recommends addressing disaster preparedness in a preservation planning capacity. Hurricanes pose a regular threat to historical resources in Florida. It is recommended that a disaster preparedness plan be developed for the historic resources of the City of Venice.
9. Chronicle Heritage encourages the City of Venice to use local ordinances and zoning to protect and recognize historical areas and resources as well as to plan for future growth. An effective tool available for the protection of historic resources is a local historic preservation ordinance and/or zoning, which allows for governmental control over land use.
10. Conservation districts and overlay districts are methods that may be implemented to retain the historic character of these communities and their resources. In a historic preservation context, conservation districts are designed to coordinate assistance from local, state, and federal entities to develop locally relevant solutions to natural

resource concerns. Overlay districts, or overlay zoning, are often used by communities to apply area-specific standards. A base zoning district (e.g., residential, mixed-use, or commercial) determines the types of uses permitted and the minimum dimensional requirements of lots and buildings, while an overlay district applies an additional layer of standards to all areas within a defined overlay boundary, regardless of the underlying base zoning district. Conservation districts and overlay districts may be used not only to preserve the natural resources of a district but also to mitigate or regulate new construction or alteration to existing structures within these districts.

7 Conclusion

On behalf of the City of Venice, Chronicle Heritage conducted a survey of historic resources in the Edgewood and Seaboard neighborhoods. The Project was funded through a small matching grant from the Division of Historical Resources, Florida Department of State. The purpose of the Project was to identify, document, and evaluate all historic resources in Edgewood and Seaboard constructed before 1961 and to provide the City of Venice with an updated inventory of historic resources, including contributing and noncontributing resources to the NRHP-listed Edgewood Historic District and a portion of the NRHP-listed John Nolen Plan of Venice Historic District.

Chronicle Heritage intensively surveyed the survey areas with photo documentation, notes, and FMSF form documentation. Per the grant agreement, all previously recorded resources and all unrecorded resources constructed prior to 1961 in each district were surveyed. Chronicle Heritage documented 184 historic resources comprising 143 newly recorded resources and 41 previously recorded resources. Of these, 175 were within the John Nolen Plan of Venice Historic District and 42 were within the overlapping Edgewood Historic District. Nine resources were outside the boundary of both historic districts. One of which, Union Missionary Baptist Church (S019053), is located just outside the boundary of the survey area and was documented at the request of the City of Venice. Seven of the documented resources have been demolished (five previously recorded and two newly recorded) and are included in the total count for documentation purposes but were not evaluated for NRHP eligibility.

Of the documented resources, two are recommended individually eligible for listing in the NRHP. The Venice Railroad Depot is individually listed in the NRHP with a period of significance of 1927–1928 and areas of significance in Architecture and Social History. Chronicle Heritage recommends amending the existing nomination to extend the period of significance to 1971 and to include Transportation as an additional area of significance. The extended period of significance spans from the construction of the depot to the end of passenger rail service at the station on April 30, 1971. During this period, the depot served as a primary point of entry to Venice and supported a range of transportation-related activities, including passenger service, military use during World War (WW)II, and later commercial operations, including use by the Ringling Bros. and Barnum & Bailey Circus.

The second resource is the Union Missionary Baptist Church at 404 Warfield Avenue (S019053). Chronicle Heritage recommends it individually eligible for the NRHP under Criterion A and Criteria Consideration A in the areas of Ethnic Heritage: Black, Social History, and Religion for its role as a central institution of Venice’s African American community with a period of significance from 1955 to 1976. It was not evaluated as contributing to a district because it is located outside of the district boundaries. Individual listing would provide recognition and access to opportunities such as federal historic tax credits.

Chronicle Heritage also produced an updated inventory for the Edgewood and Seaboard sections of the City of Venice, including a list of building addresses, styles, and construction dates, as well as recommended individual NRHP eligibility and recommended contributing or noncontributing district eligibility. Based on the Project's historical context, previous research, and the results of the survey, Chronicle Heritage recommends that the City of Venice pursue amendments to the NRHP-listed Edgewood Historic District, including adjustments to the northern, southern, and eastern district boundaries and expanding the period of significance to 1960 or later, depending on the results of additional survey work. Similarly, Chronicle Heritage recommends extending the period of significance of the John Nolen Plan of Venice Historic District to include additional 1960s and possibly 1970s resources. Additional survey would be necessary to determine an appropriate end date.

Chronicle Heritage recommends that the City of Venice disseminate the findings of this survey through accessible formats like pamphlets or an interactive online map to encourage the continued preservation of the City of Venice and its community's shared heritage. Chronicle Heritage commends the City of Venice for its dedication to historic preservation and its forward-thinking approach to resurveying its currently listed Historic Districts.

Project documentation, including field notes, photographs, and research, is at 916 East Park Avenue, Tallahassee, Florida 32301, under Project number 22-0589.

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Appendix A. Updated Resource Inventory

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
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Table A-1. Inventory of Surveyed Resources Within the Survey Area

Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
Previously Recorded Resources									
410050050	S000476		713 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Minimal Traditional	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120068	S000477		716 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Frame Vernacular	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050051	S000478		717 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050052	S000479		721 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Tudor Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050053	S000480		725 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050055	S000482		737 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120011	S000483		800 Groveland Avenue	1927	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050035	S000484		801 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120010	S000485		804 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120008	S000487		810 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Frame Vernacular	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120007	S000488		816 Groveland Avenue	1930	Great Depression and the New Deal (1930-1941)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120006	S000489		820 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120005	S000490		824 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050043	S000491		833 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410110070	S000492		908 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6

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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
410060040	S000493		909 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Minimal Traditional	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410110069	S000494		912 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060041	S000495		913 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410060042	S000496		917 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Mediterranean Revival	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410060044	S000498		925 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Masonry Vernacular	Contributing to the JNHD and the EHD	Non-Contributing to the JNHD and the EHD	6
410060045	S000499		927 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Masonry Vernacular	Contributing to the JNHD and the EHD	Non-Contributing to the JNHD and the EHD	6
410110064	S000500		928 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060047	S000502		937 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410060025	S000503		1005 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410120045	S000530		712 Myrtle Avenue	1926	Florida Land Boom (1919-1929)	Mission	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120053	S000531		713 Myrtle Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120054	S000532		717 Myrtle Avenue	1930	Great Depression and the New Deal (1930-1941)	Frame Vernacular	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120055	S000533	Edgewood Cottage	721 Myrtle Avenue	1930	Great Depression and the New Deal (1930-1941)	Frame Vernacular	Contributing to the JNHD and the EHD; Local Register Listed (September 2023)	Contributing to the JNHD and the EHD; Local Register Listed (September 2023)	5
410120056	S000534		725 Myrtle Avenue	1928	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120058	S000535		733 Myrtle Avenue	1930	Great Depression and the New Deal (1930-1941)	Frame Vernacular	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5

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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
410120033	S000536		808 Myrtle Avenue	1926	Florida Land Boom (1919-1929)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
408020024	S000585	Venice Depot	303 East Venice Avenue	1927	Florida Land Boom (1919-1929)	Mediterranean Revival	Individually Listed; Contributing to the JNHD; Local Register Listed (April 2003)	Individually Eligible, Criterion A and C; Contributing to the JNHD; Local Register Listed (April 2003)	1
410130028	S006099		711 Pineland Avenue	1950	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410050087	S006111		713 Cypress Avenue	1955	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040015	S006112		719 Cypress Avenue	1955	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050082	S006113		720 Cypress Avenue	1953	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4

Newly Recorded Resources

410120012	S019055		801A Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
408010090	S019053	Union Missionary Baptist Church	404 Warfield Avenue	1955	WWII and Aftermath (1942-1959)	Masonry Vernacular	Local Register Listed (September 2022)	Individually Eligible, Criterion A; Local Register Listed (September 2022)	3
408010005	S018997		517 Cypress Avenue	1953	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	3
408010004	S018998		513 Cypress Avenue	1955	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD and the EHD	3
410050084	S018999		728 Cypress Avenue	1953	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040016	S019000		725 Cypress Avenue	1955	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040017	S019001		731 Cypress Avenue	1955	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410140001	S019002		504 Country Club Way	1960	Contemporary (1960-1974)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410040021	S019003		745 Cypress	1954	WWII and Aftermath	Ranch	Contributing to the JNHD	Contributing to the JNHD	4

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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
			Avenue		(1942-1959)			and the EHD	
410040019	SO19004		737 Cypress Avenue	1955	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050011	SO19005		800 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040023	SO19006		801 Cypress Avenue	1956	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050009	SO19007		808 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040025	SO19008		809 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040026	SO19009		815 Cypress Avenue	1956	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050007	SO19010		816 Cypress Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040027	SO19011		821 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050005	SO19012		824 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040028	SO19013		827 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050001	SO19014		836 Cypress Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050003	SO19015		832 Cypress Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040029	SO19016		837 Cypress Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410040030	SO19017		841 Cypress Avenue	1958	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410030002	SO19018		905 Cypress Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	N/A	Contributing to the EHD	8
410030001	SO19019		901 Cypress Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	N/A	Contributing to the EHD	8
410030003	SO19020		909 Cypress	1959	WWII and Aftermath	Masonry Vernacular	N/A	Contributing to the EHD	8

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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
			Avenue		(1942-1959)				
410030004	SO19021		913 Cypress Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	N/A	Contributing to the EHD	8
410030008	SO19022		929 Cypress Avenue	1960	Contemporary (1960-1974)	Ranch	N/A	Contributing to the EHD	8
410030007	SO19023		925 Cypress Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	N/A	Contributing to the EHD	8
410030010	SO19024		937 Cypress Avenue	1960	Contemporary (1960-1974)	Masonry Vernacular	N/A	Contributing to the EHD	8
410030009	SO19025		933 Cypress Avenue	1960	Contemporary (1960-1974)	Masonry Vernacular	N/A	Contributing to the EHD	8
408080042	SO19026	United Auto Parts	240 Grove Street South	1959	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	2
408080039	SO19027	Venice Electric	257 Grove Street South	1960	Contemporary (1960-1974)	Commercial	Contributing to the JNHD	Contributing to the JNHD	5
408080046	SO19028		230 Grove Street South	1960	Contemporary (1960-1974)	Commercial	Contributing to the JNHD	Contributing to the JNHD	2
408010007	SO19029		120 Grove Street South	1960	Contemporary (1960-1974)	Commercial	Contributing to the JNHD	Contributing to the JNHD	3
408090010	SO19031		610 Spur Street	1954	WWII and Aftermath (1942-1959)	Industrial Vernacular	Contributing to the JNHD	Contributing to the JNHD	5
410120066	SO19032		724 Groveland Avenue	1952	WWII and Aftermath (1942-1959)	Ranch	Non-Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410050057	SO19033		741 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Frame Vernacular	Non-Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	5
410120062	SO19034		744 Groveland Avenue	1960	Contemporary (1960-1974)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410050040	SO19035		825 Groveland Avenue	1956	WWII and Aftermath (1942-1959)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410110072	SO19036		900 Groveland Avenue	1950	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060038	SO19037		901 Groveland Avenue	1955	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410120001	SO19038		830 Groveland	1960	Contemporary (1960-	Masonry Vernacular	N/A	Contributing to the JNHD	6

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			Avenue		1974)			and the EHD	
410110071	SO19039		904 Groveland Avenue	1957	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110065	SO19040		924 Groveland Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110063	SO19041		932 Groveland Avenue	1950	WWII and Aftermath (1942-1959)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110062	SO19042		936 Groveland Avenue	1952	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060048	SO19043		941 Groveland Avenue	1926	Florida Land Boom (1919-1929)	Bungalow	Contributing to the JNHD and the EHD	Contributing to the JNHD and the EHD	6
410110011	SO19044		1004 Groveland Avenue	1930	Great Depression and the New Deal (1930-1941)	Bungalow	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110010	SO19045		1008 Groveland Avenue	1930	Great Depression and the New Deal (1930-1941)	Bungalow	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060028	SO19046		1013 Groveland Avenue	1952	WWII and Aftermath (1942-1959)	Mid-Century Modern	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060030	SO19047		1021 Groveland Avenue	1950	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110006	SO19048		1020 Groveland Avenue	1955	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410060031	SO19049		1025 Groveland Avenue	1950	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110003	SO19050		1036 Groveland Avenue	1950	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410140025	SO19051		917 Gulf Coast Boulevard	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410130007	SO19052		725 Gulf Coast Boulevard	1960	Contemporary (1960-1974)	Mid-Century Modern	Contributing to the JNHD	Contributing to the JNHD and the EHD	5

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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
410050072	SO19054		717 Laurel Avenue	1954	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050073	SO19056		721 Laurel Avenue	1954	WWII and Aftermath (1942-1959)	Mid-Century Modern	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050064	SO19057		724 Laurel Avenue	1956	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050076	SO19058		729 Laurel Avenue	1954	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050075	SO19059		725 Laurel Avenue	1954	WWII and Aftermath (1942-1959)	Mid-Century Modern	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050077	SO19060		733 Laurel Avenue	1954	WWII and Aftermath (1942-1959)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050063	SO19061		732 Laurel Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050078	SO19062		739 Laurel Avenue	1953	WWII and Aftermath (1942-1959)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050061	SO19063		736 Laurel Avenue	1955	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050080	SO19064		745 Laurel Avenue	1954	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050059	SO19065		744 Laurel Avenue	1956	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050012	SO19066		801 Laurel Avenue	1956	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050034	SO19067		800 Laurel Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050016	SO19068		817 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050014	SO19069		809 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Mid-Century Modern	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050030	SO19070		816 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050032	SO19071		808 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4

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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
410050028	SO19072		824 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050026	SO19073		832 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Bungalow	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050018	SO19074		825 Laurel Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050020	SO19075		837 Laurel Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050024	SO19076		840 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410050022	SO19077		841 Laurel Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
410060057	SO19078		900 Laurel Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	8
410120042	SO19079		724 Myrtle Avenue	1950	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120043	SO19080		720 Myrtle Avenue	1951	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120040	SO19081		732 Myrtle Avenue	1950	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120039	SO19082		736 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120059	SO19083		737 Myrtle Avenue	1930	Great Depression and the New Deal (1930-1941)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120038	SO19084		740 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120061	SO19085		745 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120037	SO19086		744 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120012	SO19087		801 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120015	SO19088		809 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
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Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
410120019	SO19089		825 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410120027	SO19090		838 Myrtle Avenue	1950	WWII and Aftermath (1942-1959)	Minimal Traditional	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410120025	SO19091		840 Myrtle Avenue	1938	Great Depression and the New Deal (1930-1941)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110050	SO19092		905 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110041	SO19093		928 Myrtle Avenue	1956	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110058	SO19094		933 Myrtle Avenue	1958	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110039	SO19095		936 Myrtle Avenue	1956	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110015	SO19096		1009 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110034	SO19097		1008 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110016	SO19098		1013 Myrtle Avenue	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110033	SO19099		1012 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110019	SO19100		1025 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110017	SO19101		1017 Myrtle Avenue	1930	Great Depression and the New Deal (1930-1941)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110020	SO19102		1029 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110028	SO19103		1032 Myrtle Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110027	SO19104		1036 Myrtle Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410110022	SO19105		1037 Myrtle	1953	WWII and Aftermath	Ranch	Contributing to the JNHD	Contributing to the JNHD	6

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
			Avenue		(1942-1959)			and the EHD	
410130031	SO19107		721 Pineland Avenue	1950	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130018	SO19108		724 Pineland Avenue	1955	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130016	SO19109		728 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130015	SO19110		736 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130040	SO19111		813 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130058	SO19112		812 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410140060	SO19113		821 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130047	SO19114		833 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410130042	SO19115		817 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410130057	SO19116		816 Pineland Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5
410140007	SO19117		925 Pineland Avenue	1960	Contemporary (1960-1974)	Mid-Century Modern	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410140067	SO19118		1045 Pineland Avenue	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410140060	SO19119		1017 Pineland Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
408100007	SO19120		202 Seaboard Avenue	1957	WWII and Aftermath (1942-1959)	Masonry Vernacular	N/A	Non-Contributing to the JNHD	2
408100003	SO19121		216 Seaboard Avenue	1960	Contemporary (1960-1974)	Commercial	Contributing to the JNHD	Contributing to the JNHD	2
410110013	SO19122		315 School Street	1958	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	6
410140010	SO19123		504 School	1952	WWII and Aftermath	Ranch	Contributing to the JNHD	Contributing to the JNHD	6

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
			Street		(1942-1959)			and the EHD	
408020024	S019124	Manhattan Produce Exchange Building	305 East Venice Avenue	1938	Great Depression and the New Deal (1930-1941)	Frame Vernacular	Contributing to the JNHD	Contributing to the JNHD	1
408090001	S019125		320 US 41 Bypass	1959	WWII and Aftermath (1942-1959)	Masonry Vernacular	Non-Contributing to the JNHD	Non-Contributing to the JNHD	5
408020016	S019126		312 East Venice Avenue	1956	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	1
408020009	S019127		412 East Venice Avenue	1926	Florida Land Boom (1919-1929)	Commercial	Contributing to the JNHD	Contributing to the JNHD	1
408020007	S019128		414 East Venice Avenue	1957	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	1
408020006	S019129		416 East Venice Avenue	1926	Florida Land Boom (1919-1929)	Commercial	Contributing to the JNHD	Contributing to the JNHD	1
408010065	S019130		430 East Venice Avenue	1952	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	1
408010054	S019131		500 East Venice Avenue	1960	Contemporary (1960-1974)	Commercial	Contributing to the JNHD	Contributing to the JNHD	3
408010043	S019132		536 East Venice Avenue	1957	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	3
408010041	S019133		548 East Venice Avenue	1952	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	3
408010039	S019134		602 East Venice Avenue	1955	WWII and Aftermath (1942-1959)	Mediterranean Revival	Contributing to the JNHD	Contributing to the JNHD	3
408010027	S019135		652 East Venice	1957	WWII and Aftermath (1942-1959)	Commercial	Contributing to the JNHD	Contributing to the JNHD	3

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

Parcel ID Number	FMSF Number	Site Name	Address	Date of Construction	Development Periods	Building Style or Form	Previous NRHP Eligibility Status	NRHP Eligibility Recommendation	ROS Detailed Map Number
			Avenue						
408160016	S019137		336 Warfield Avenue	1960	Contemporary (1960-1974)	Commercial	Non-Contributing to the JNHD	Non-Contributing to the JNHD	5
408160012	S019138		352 Warfield Avenue	1960	Contemporary (1960-1974)	Commercial	N/A	Contributing to the JNHD	5
410050082	S019139		738 Cypress Avenue	1953	WWII and Aftermath (1942-1959)	Ranch	Contributing to the JNHD	Contributing to the JNHD and the EHD	4
408160012	S019150		708 Groveland Avenue	1943	WWII and Aftermath (1942-1959)	Masonry Vernacular	Contributing to the JNHD	Contributing to the JNHD and the EHD	5

Appendix B. Survey Log

Survey Log and FMSF Forms Placeholder

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Appendix C. Report Maps

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

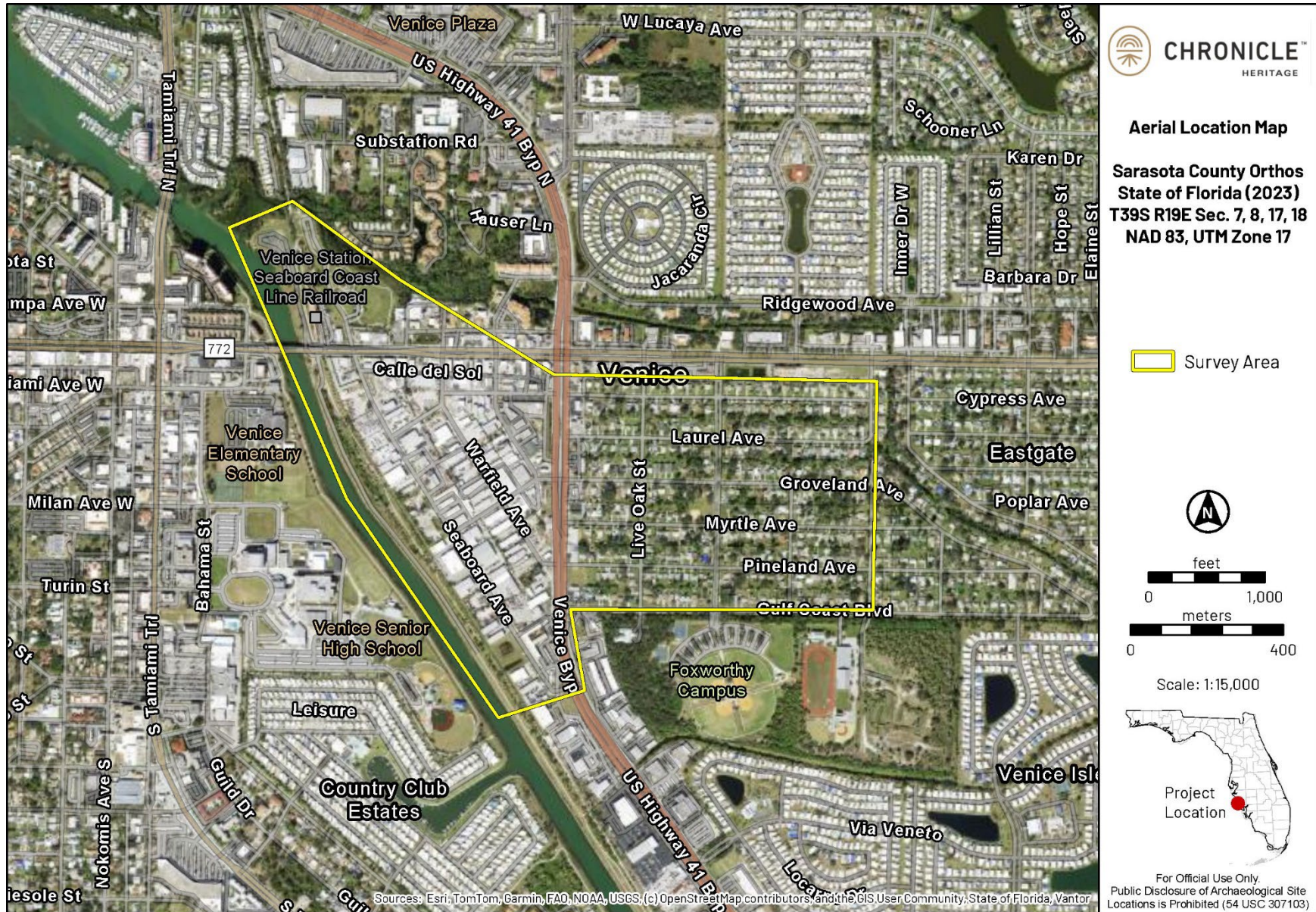


Figure C-1. Map of project survey area on aerial photography.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

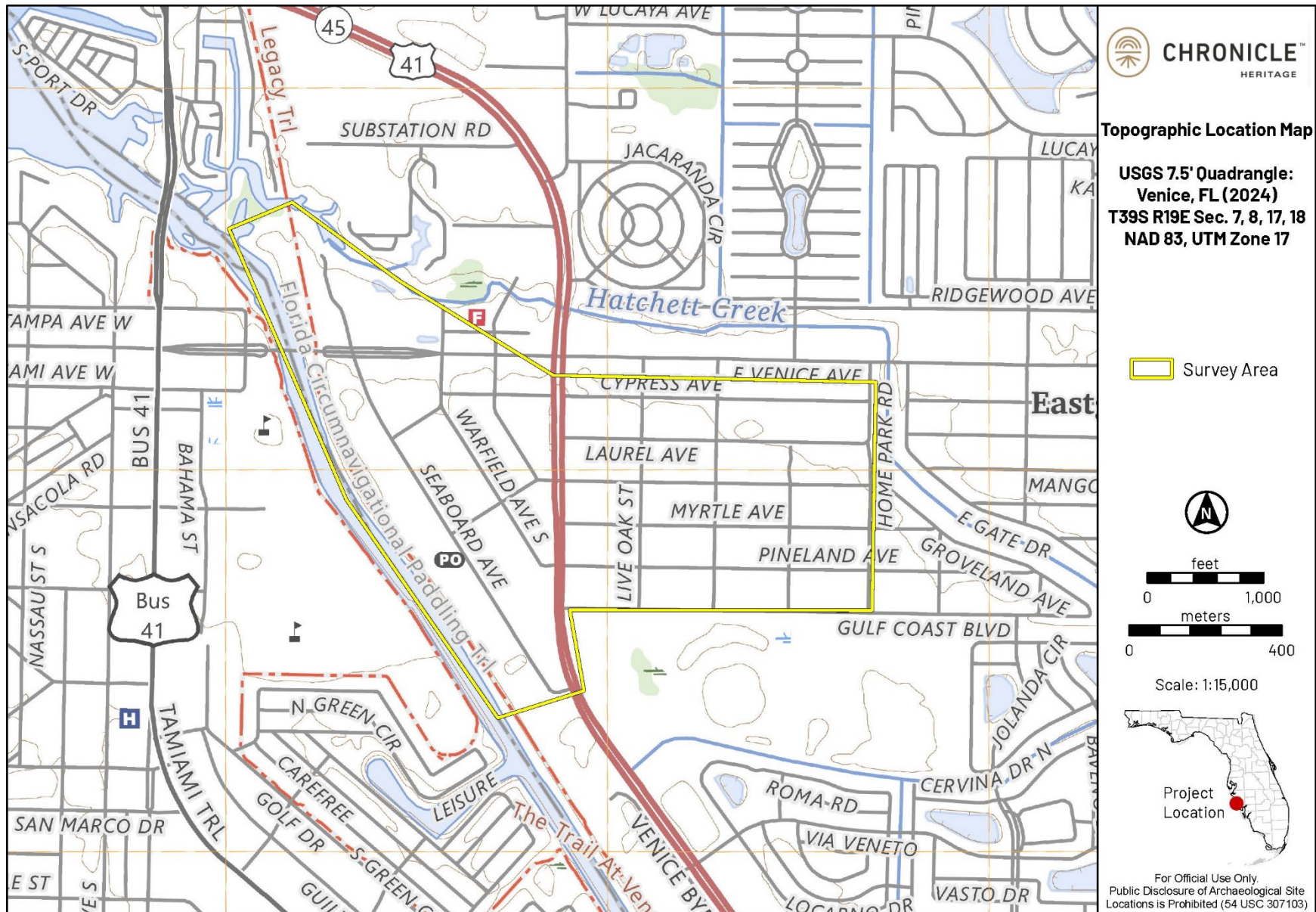


Figure C-2. Map of project survey area on topographic layer with major water features.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

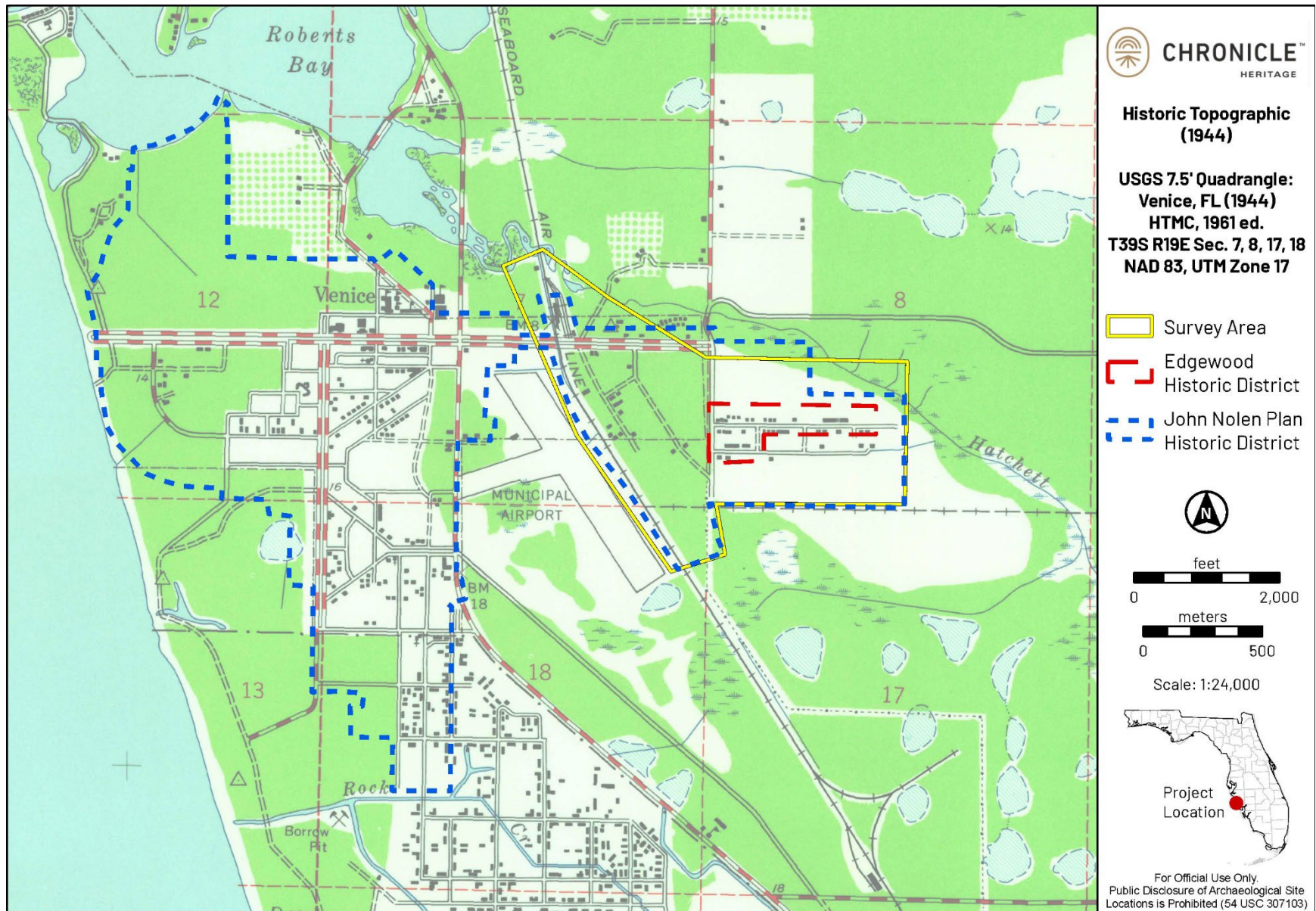


Figure C-3. 1944 historic topographic with historic district boundaries overlain (GLO 1944).

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

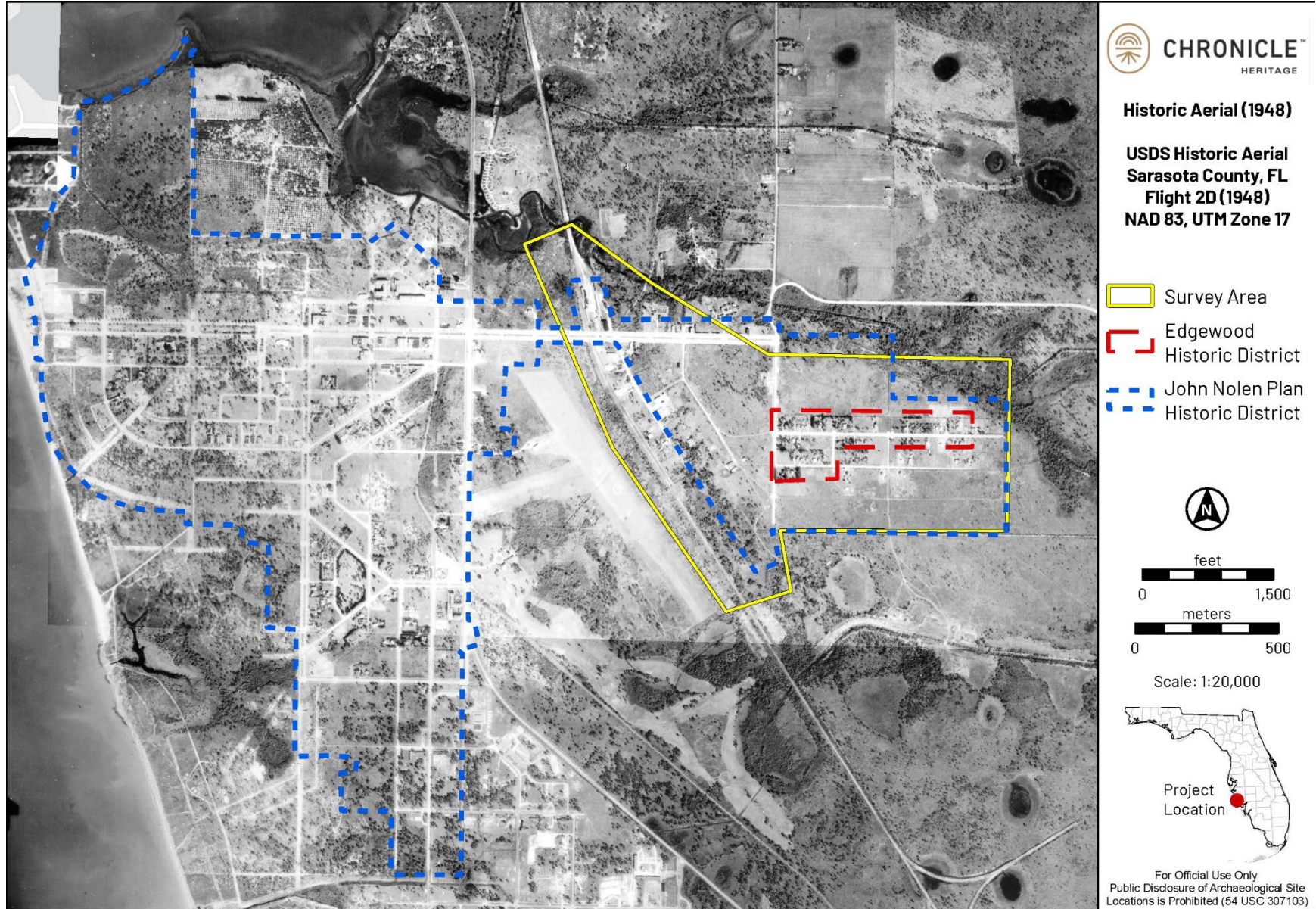


Figure C-4. Historical 1948 aerial photograph with historic district boundaries overlain (USDA 1948).

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida



Figure C-5. Historical 1957 aerial photograph with historic district boundaries overlain (USDA 1957).

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

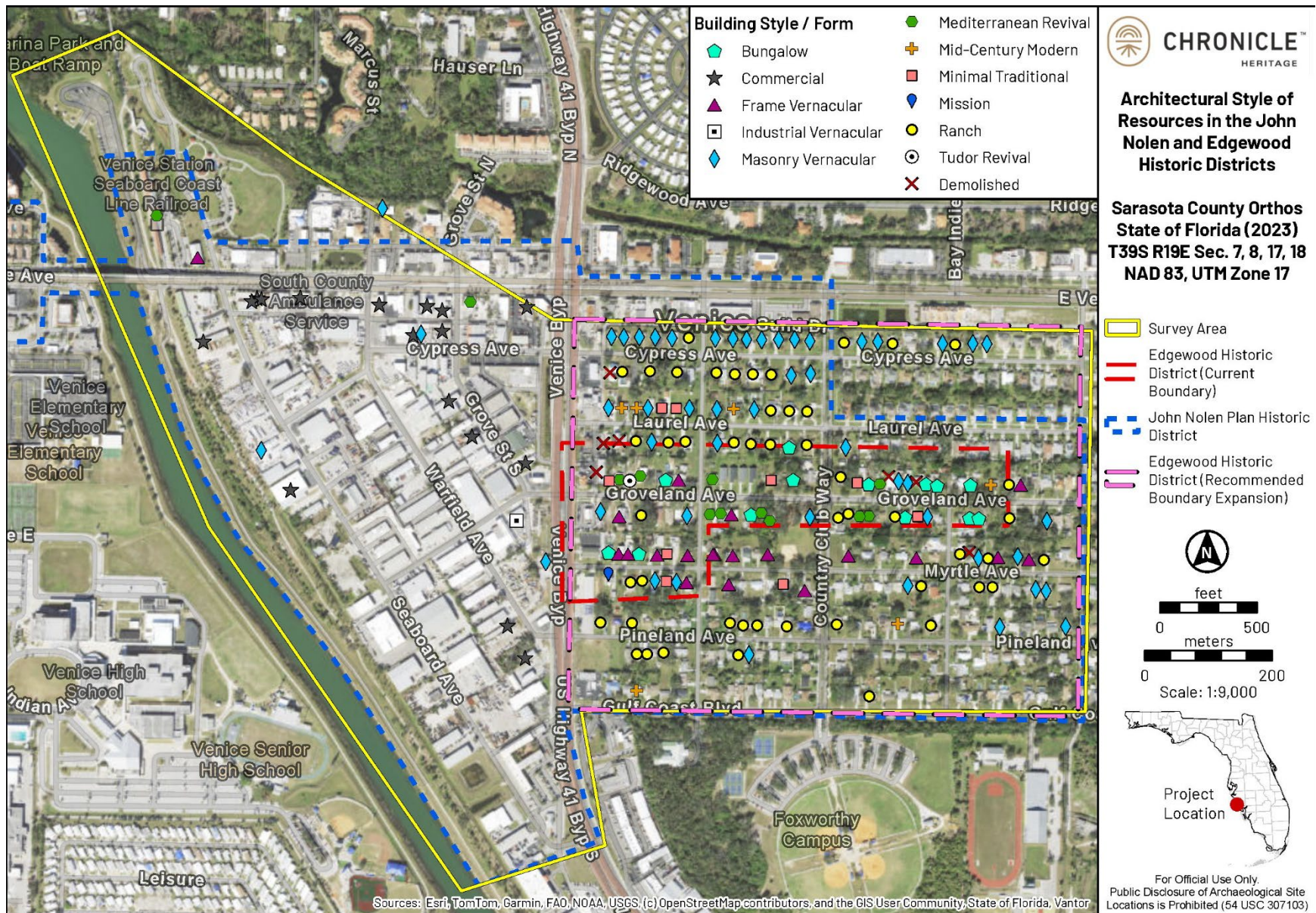


Figure C-6. Aerial results map depicting the building form or architectural style of resources surveyed within the survey area.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida



Figure C-8. Aerial results map depicting the development periods of resources surveyed within the survey area.

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Appendix D. Results Maps

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

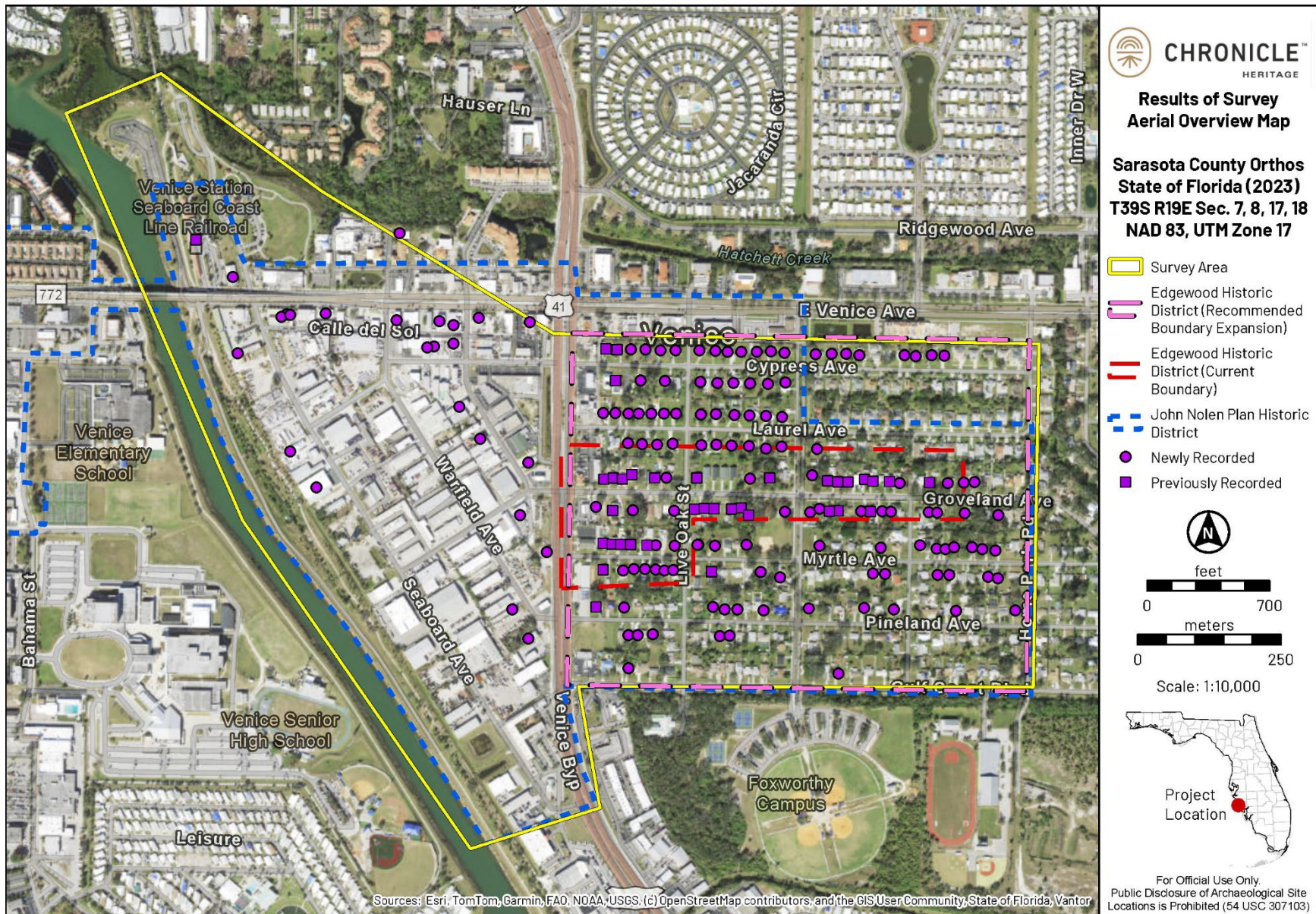


Figure D-1. Results of survey overview map on aerial photography.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

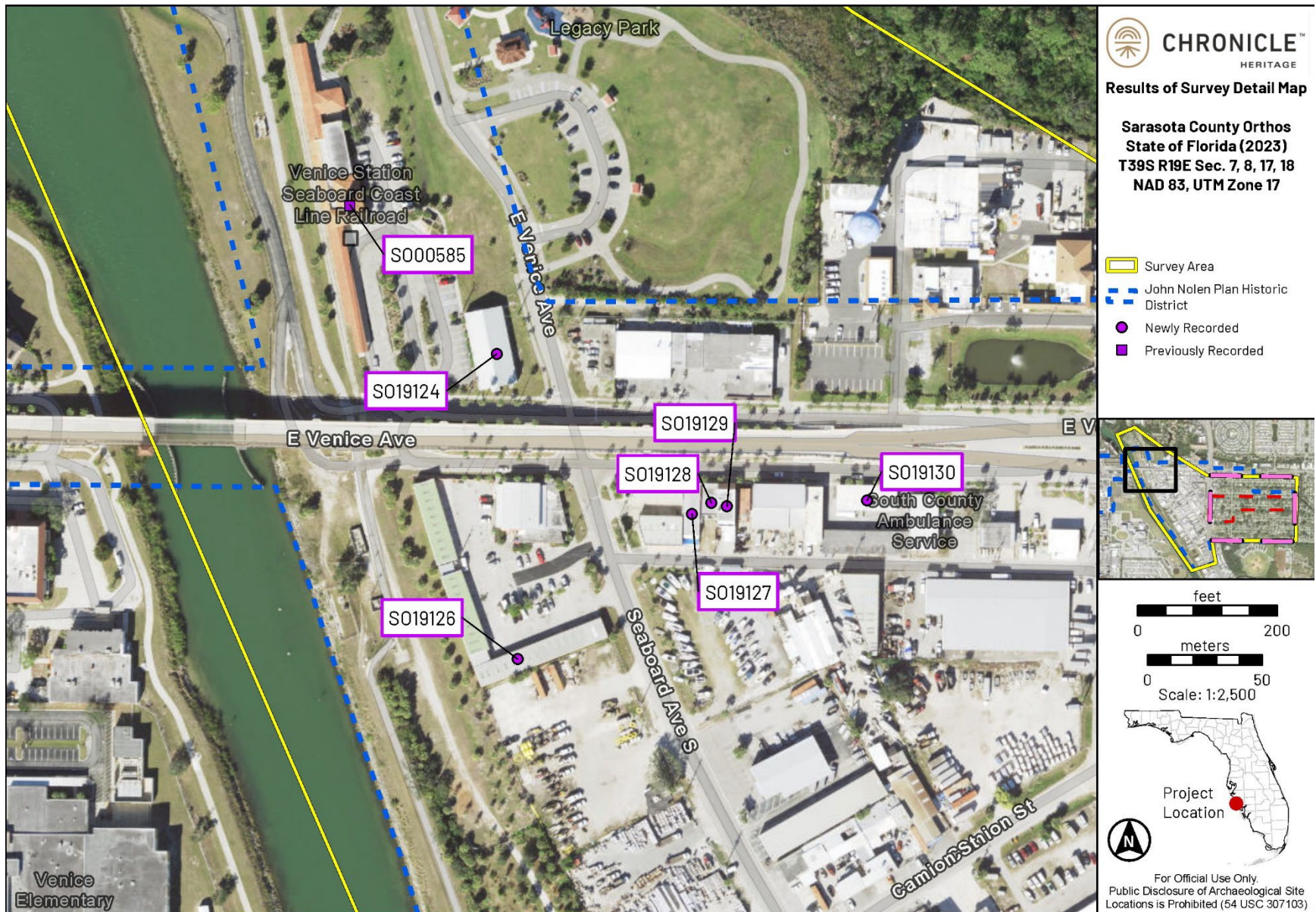


Figure D-2. Results of Survey Detailed Map 1 on aerial photography with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida



Figure D-3. Results of Survey Detailed Map 2 on aerial photography with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

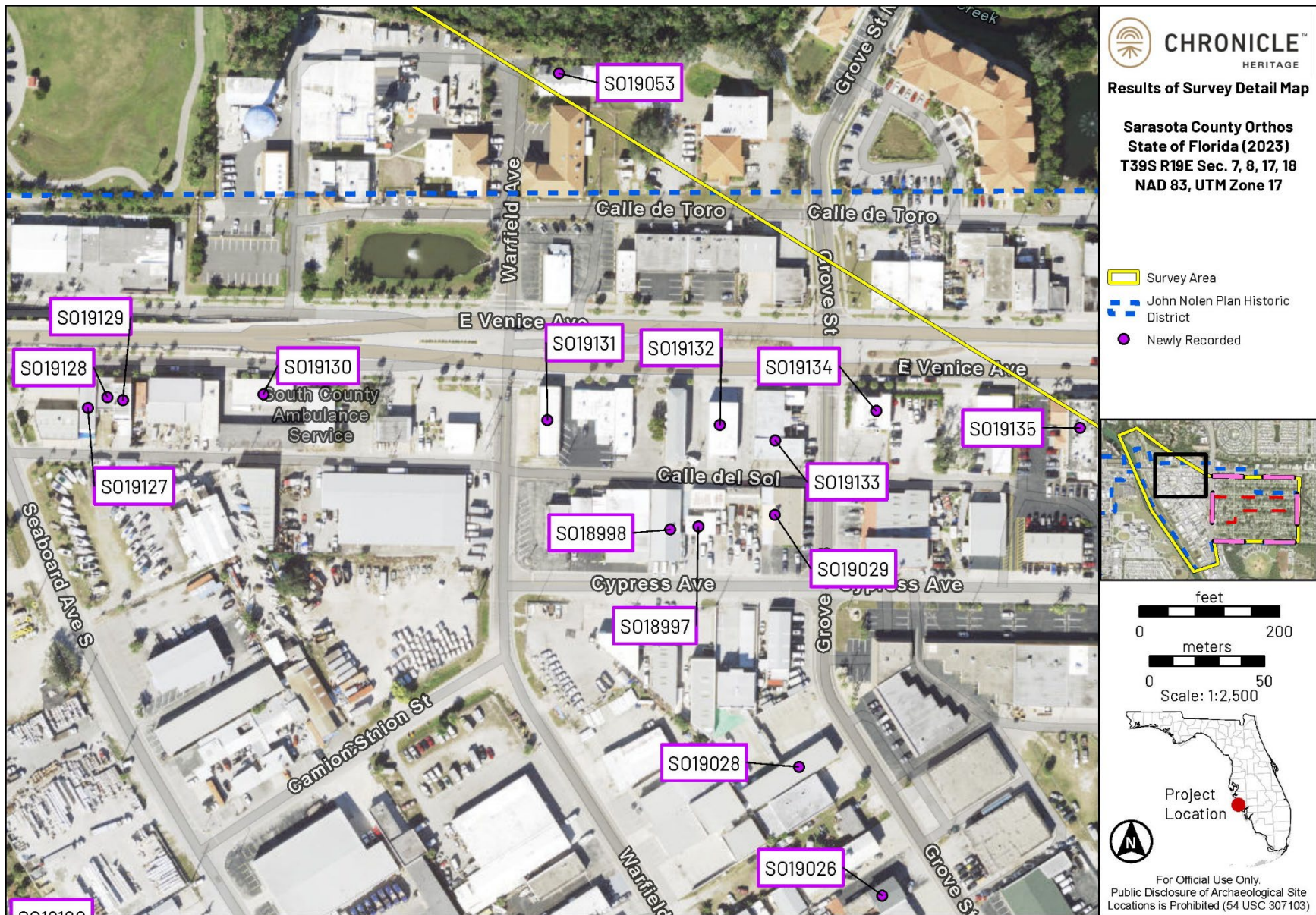
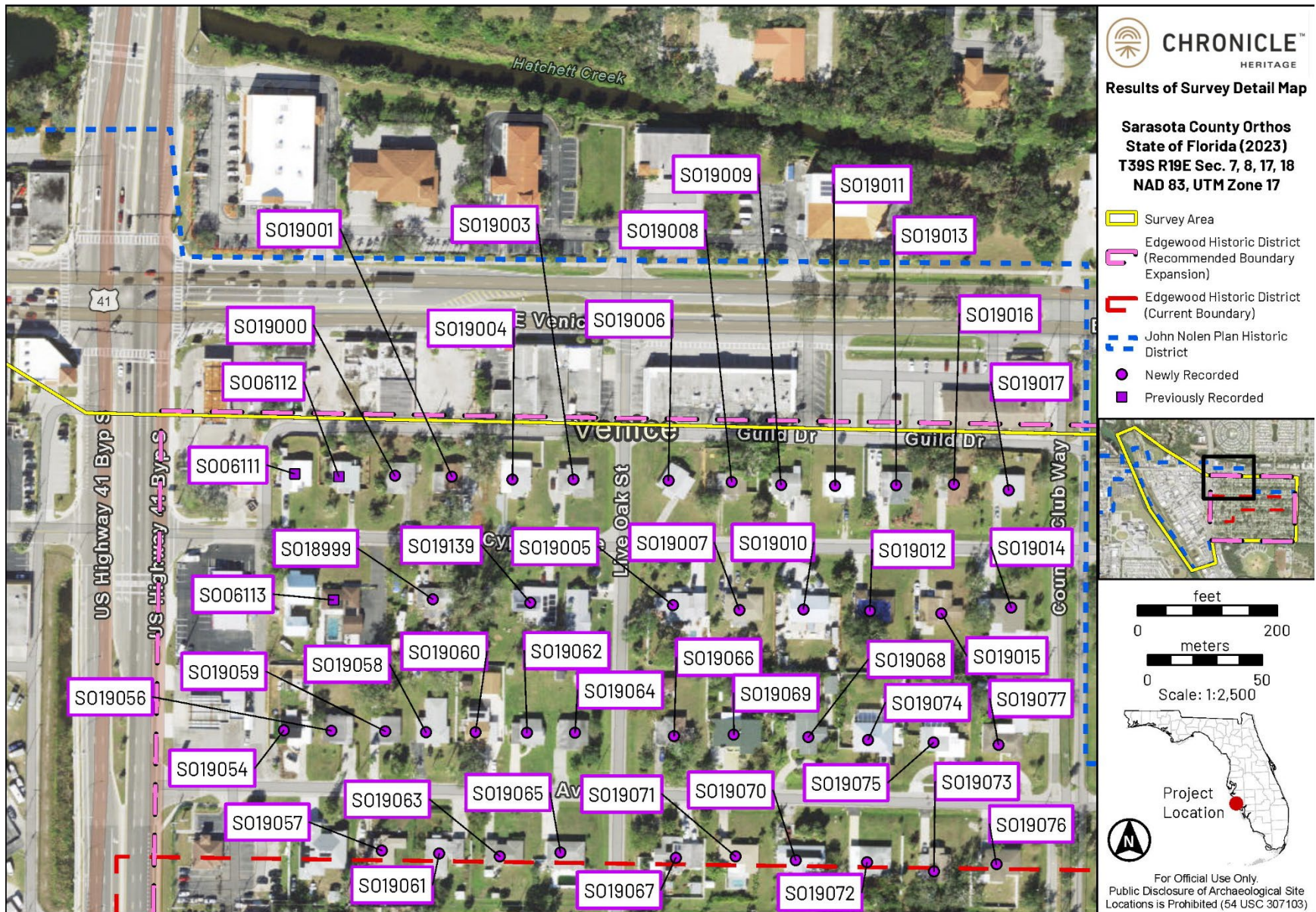


Figure D-4. Results of Survey Detailed Map 3 on aerial photography with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida



City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

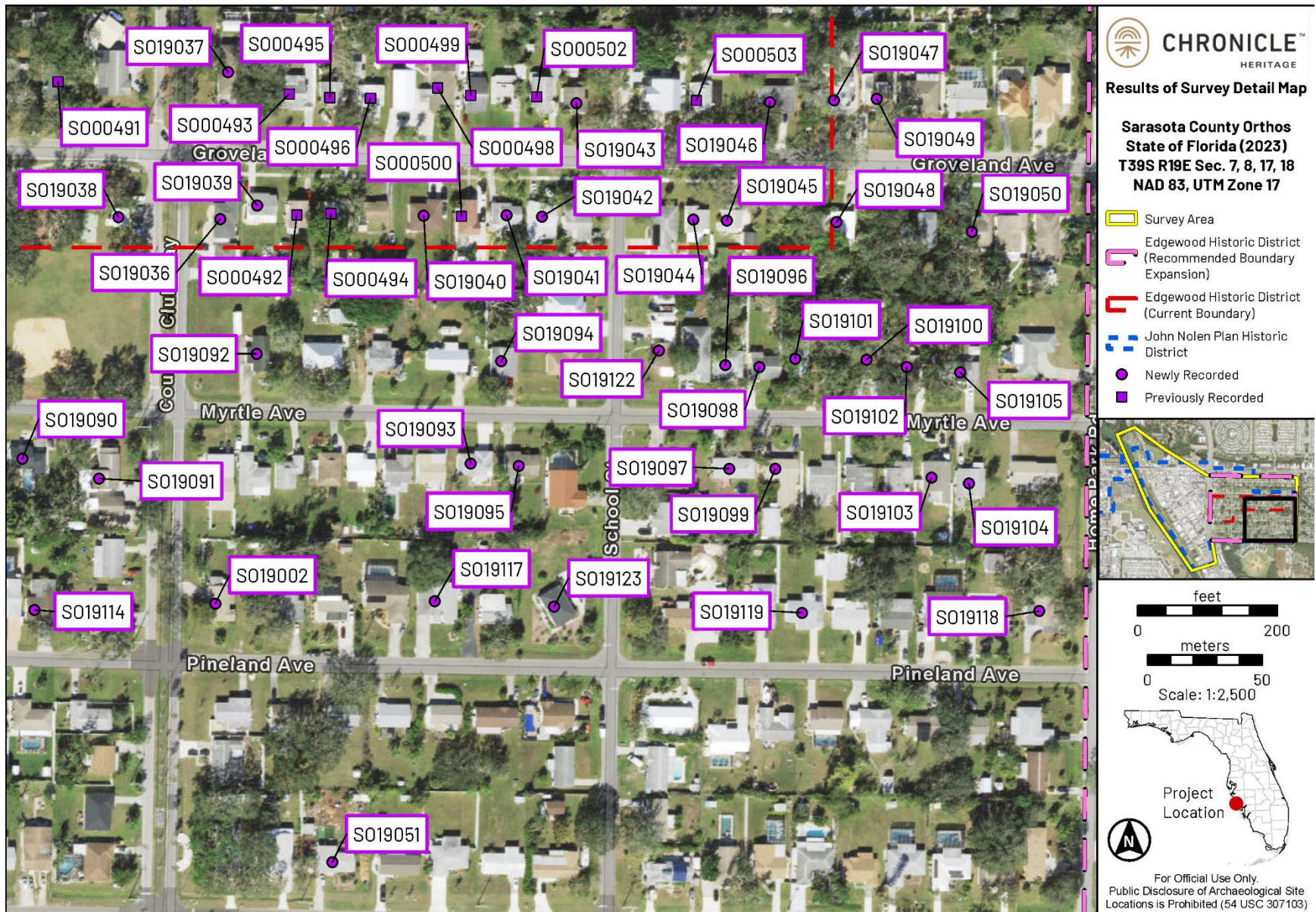


Figure D-7. Results of Survey Detailed Map 6 on aerial photography with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida



Figure D-8. Results of Survey Detailed Map 7 on aerial photography with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

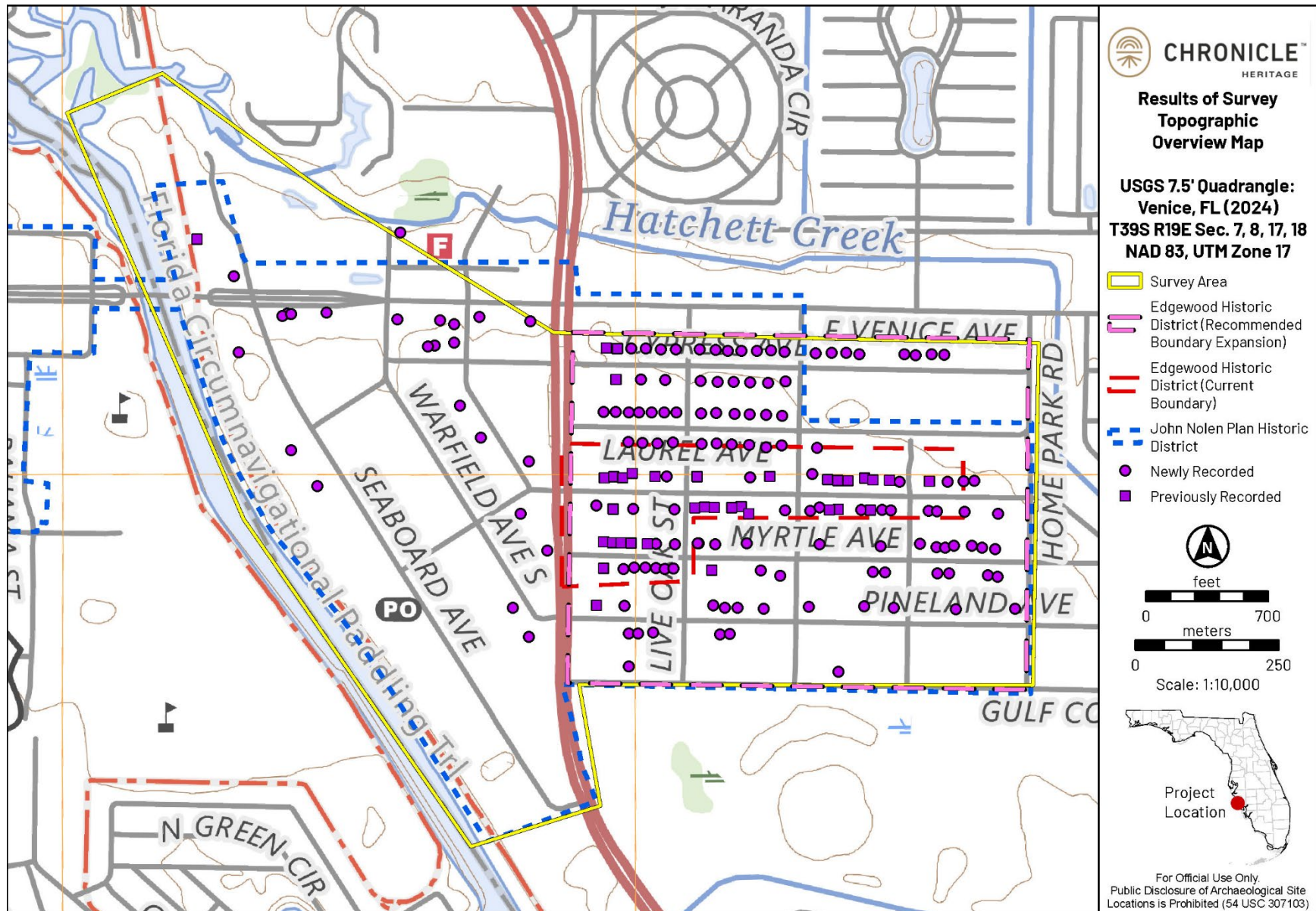


Figure D-9. Results of Survey Overview Map on topographic basemap.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

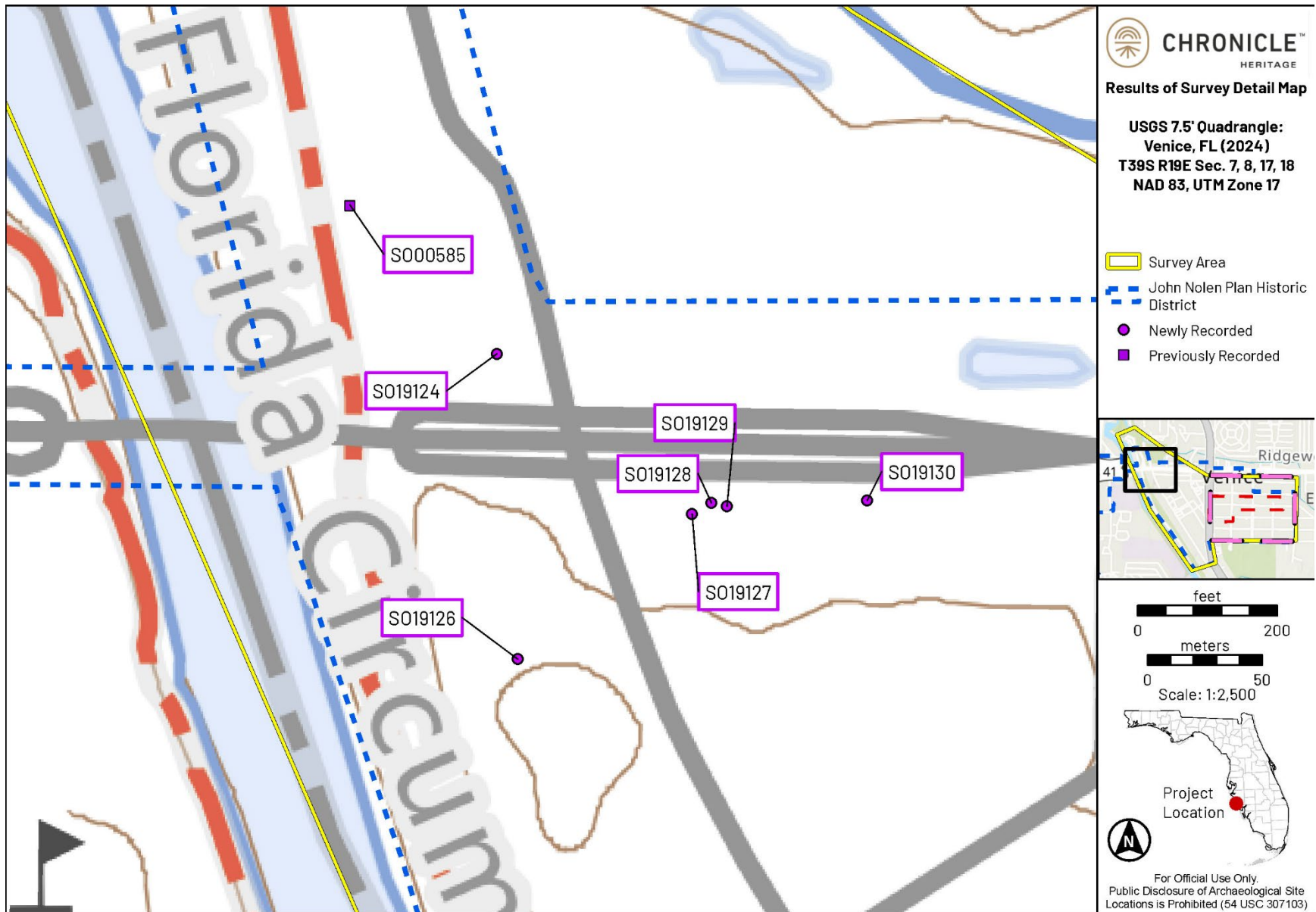


Figure D-10. Results of Survey Detailed Map 1 on topographic basemap with FMSF site IDs.

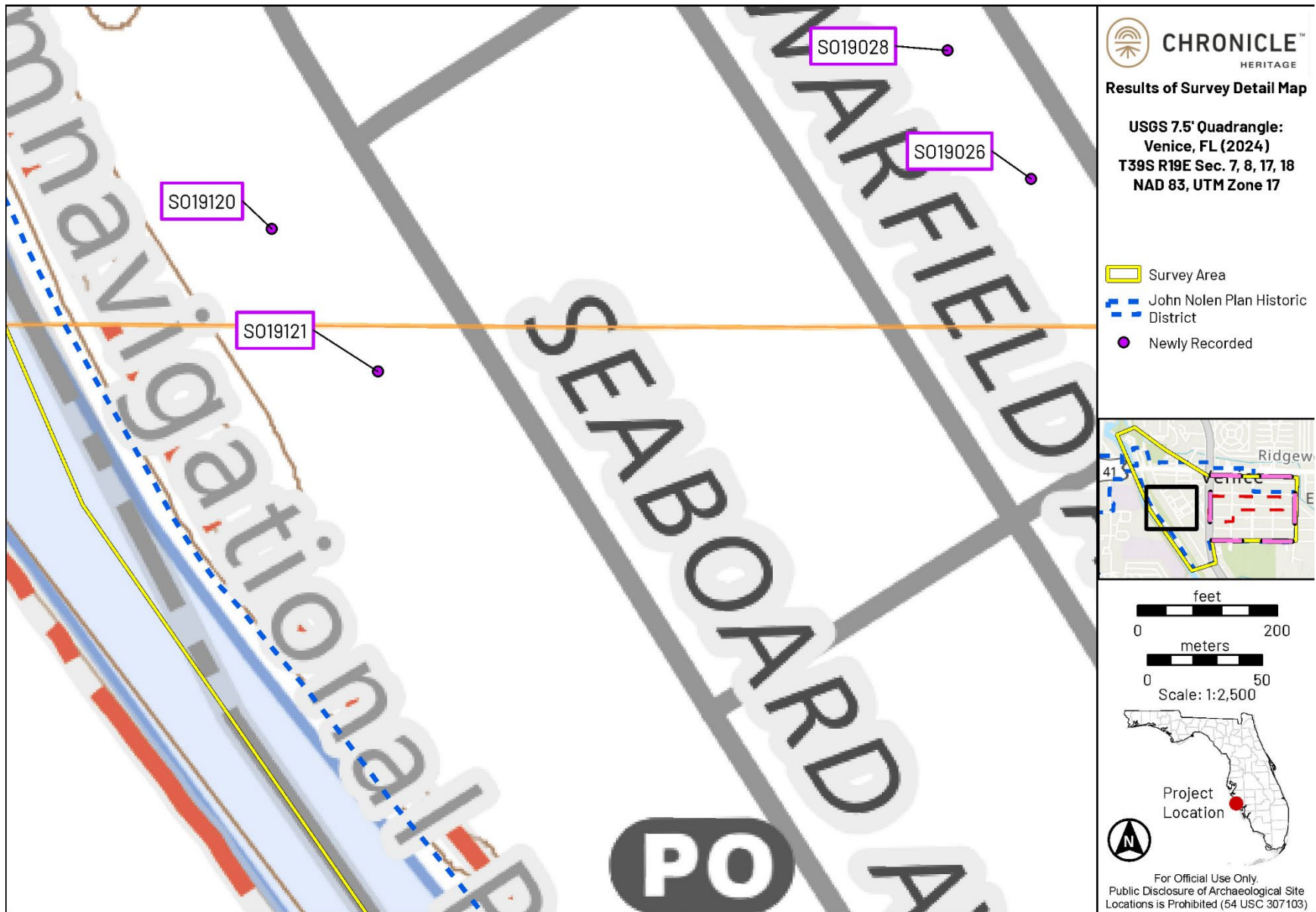


Figure D-11. Results of Survey Detailed Map 2 on topographic basemap with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

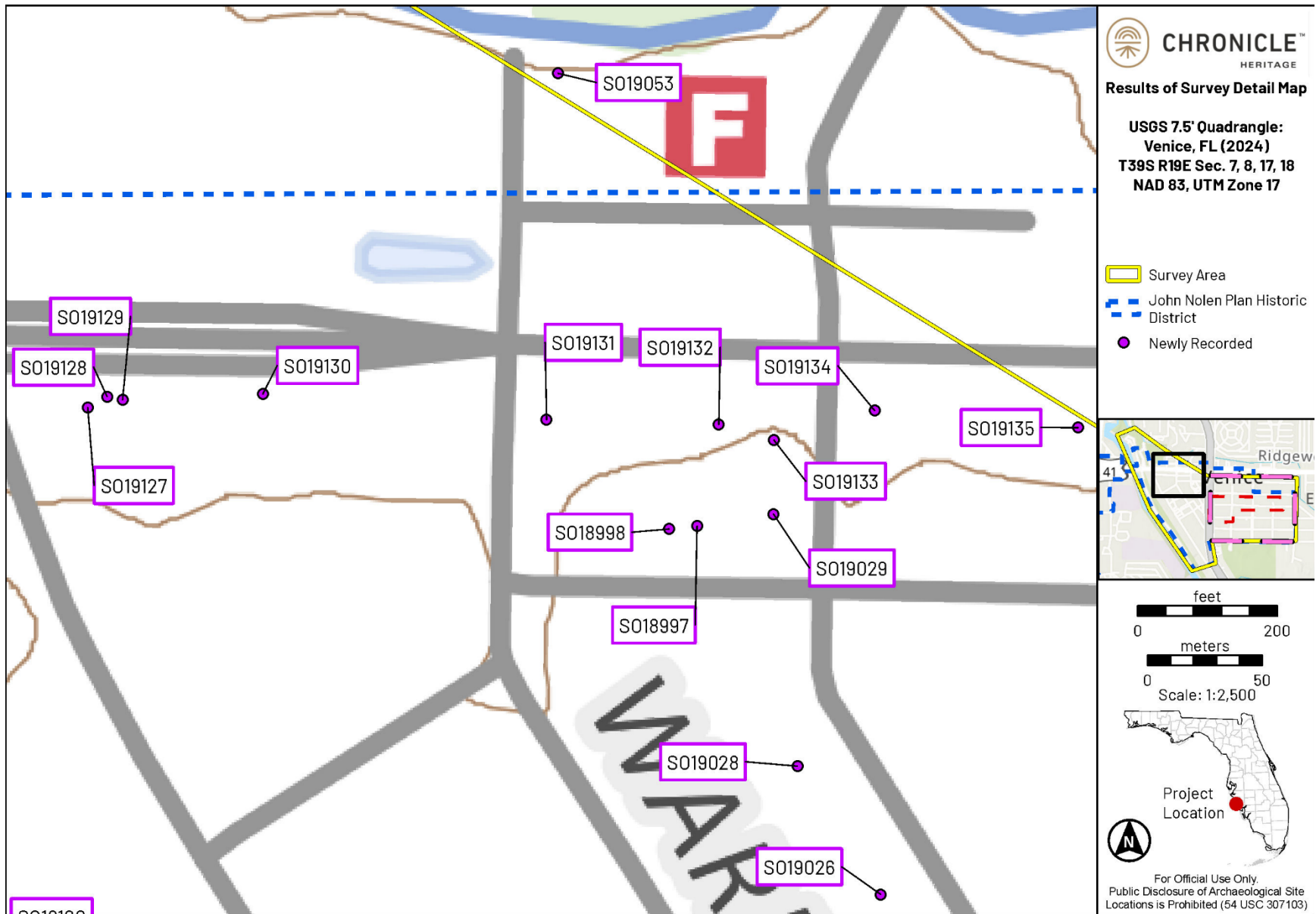


Figure D-12. Results of Survey Detailed Map 3 on topographic basemap with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

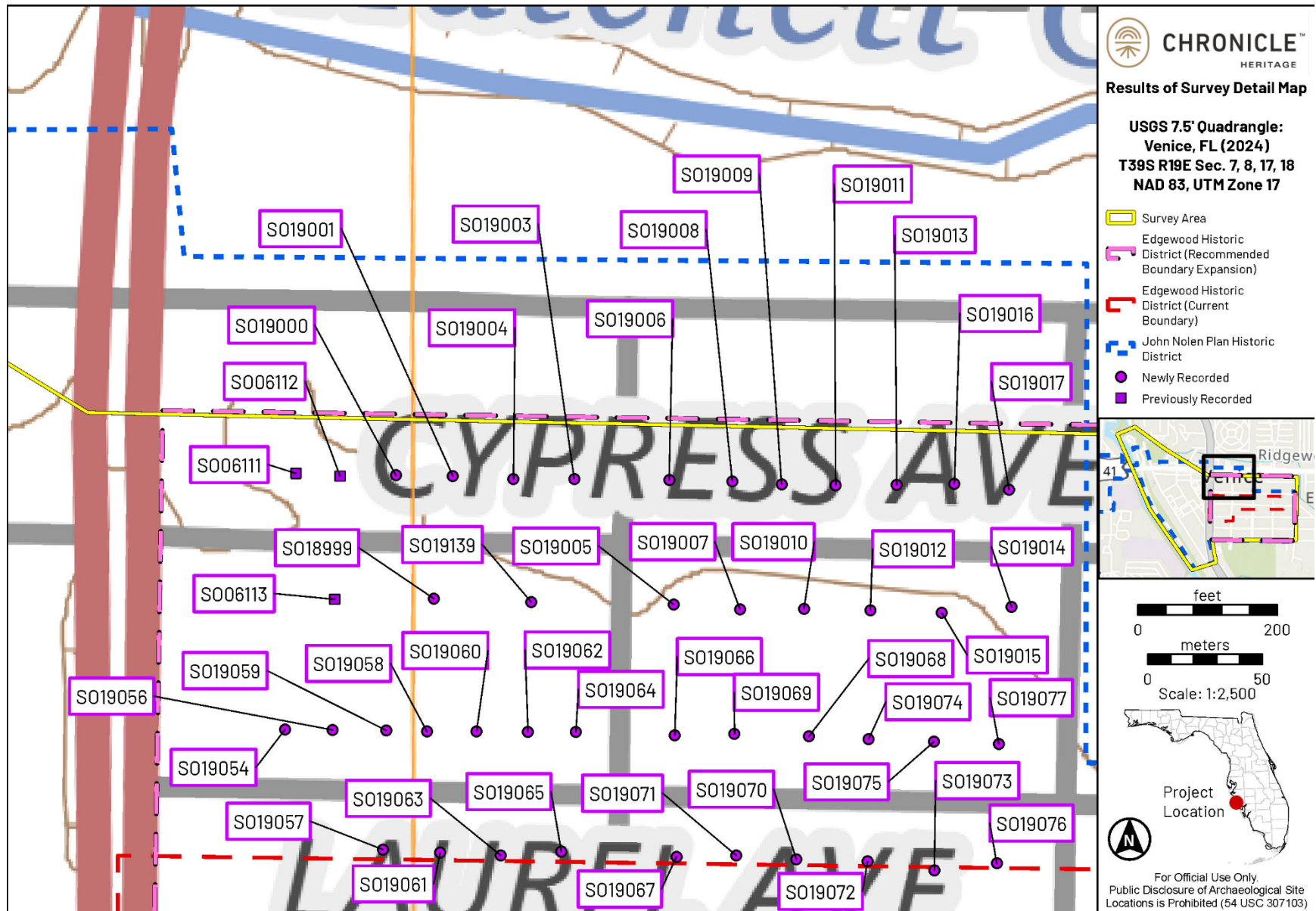


Figure D-13. Results of Survey Detailed Map 4 on topographic basemap with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

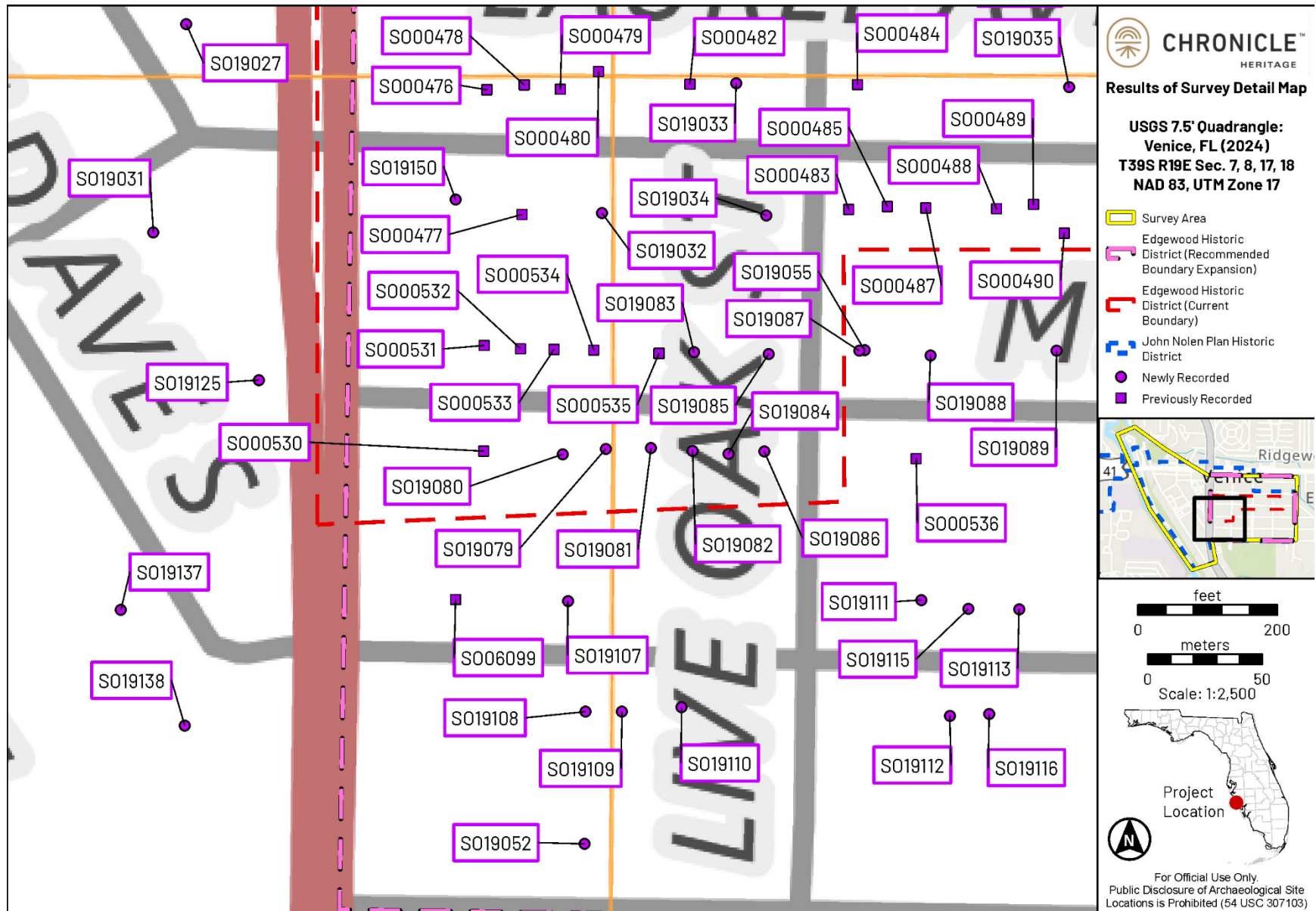


Figure D-14. Results of Survey Detailed Map 5 on topographic basemap with FMSF site IDs.

City of Venice Historical Structures Survey, Phase II: Edgewood and Seaboard,
Sarasota County, Florida

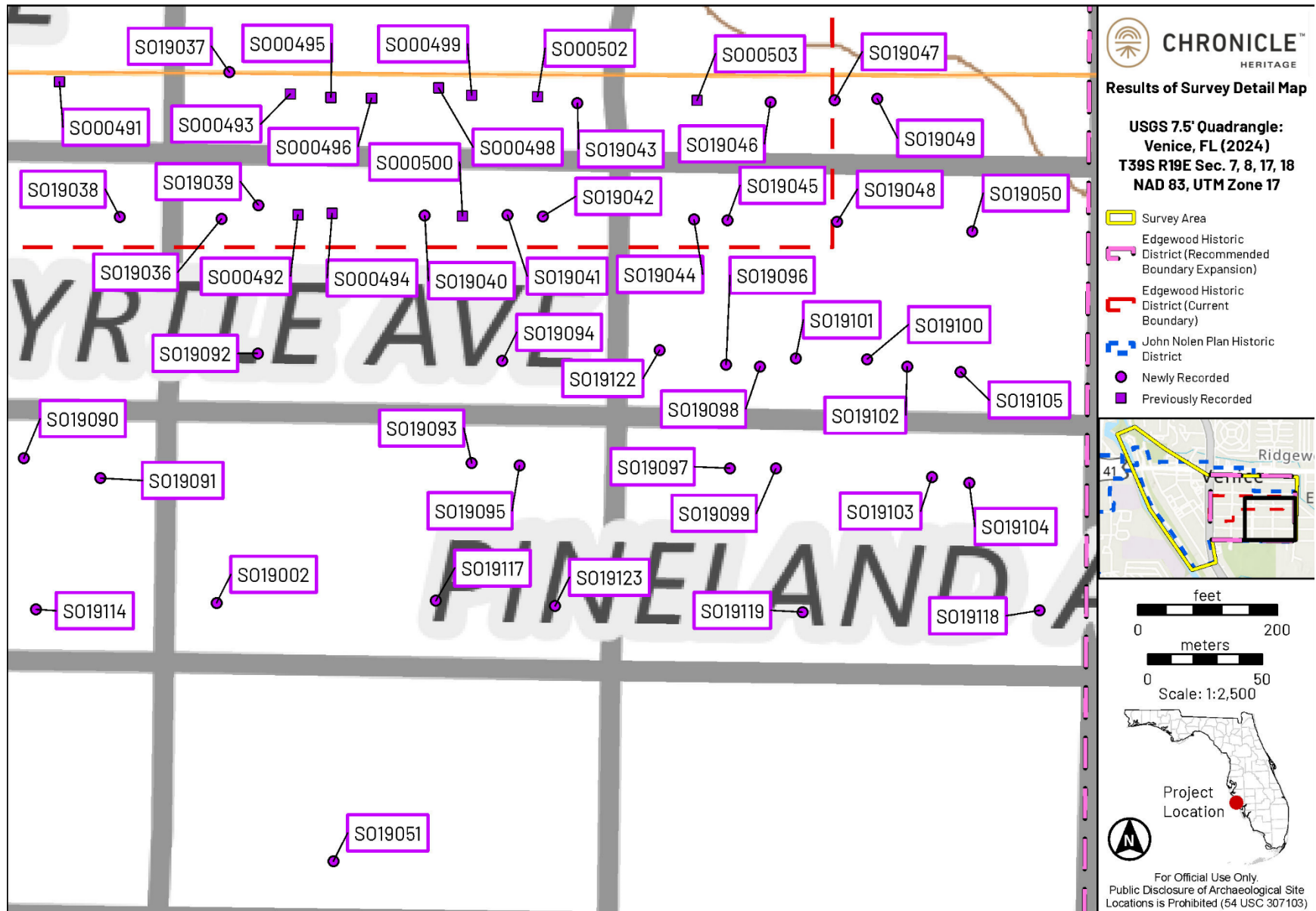


Figure D-15. Results of Survey Detailed Map 6 on topographic basemap with FMSF site IDs.

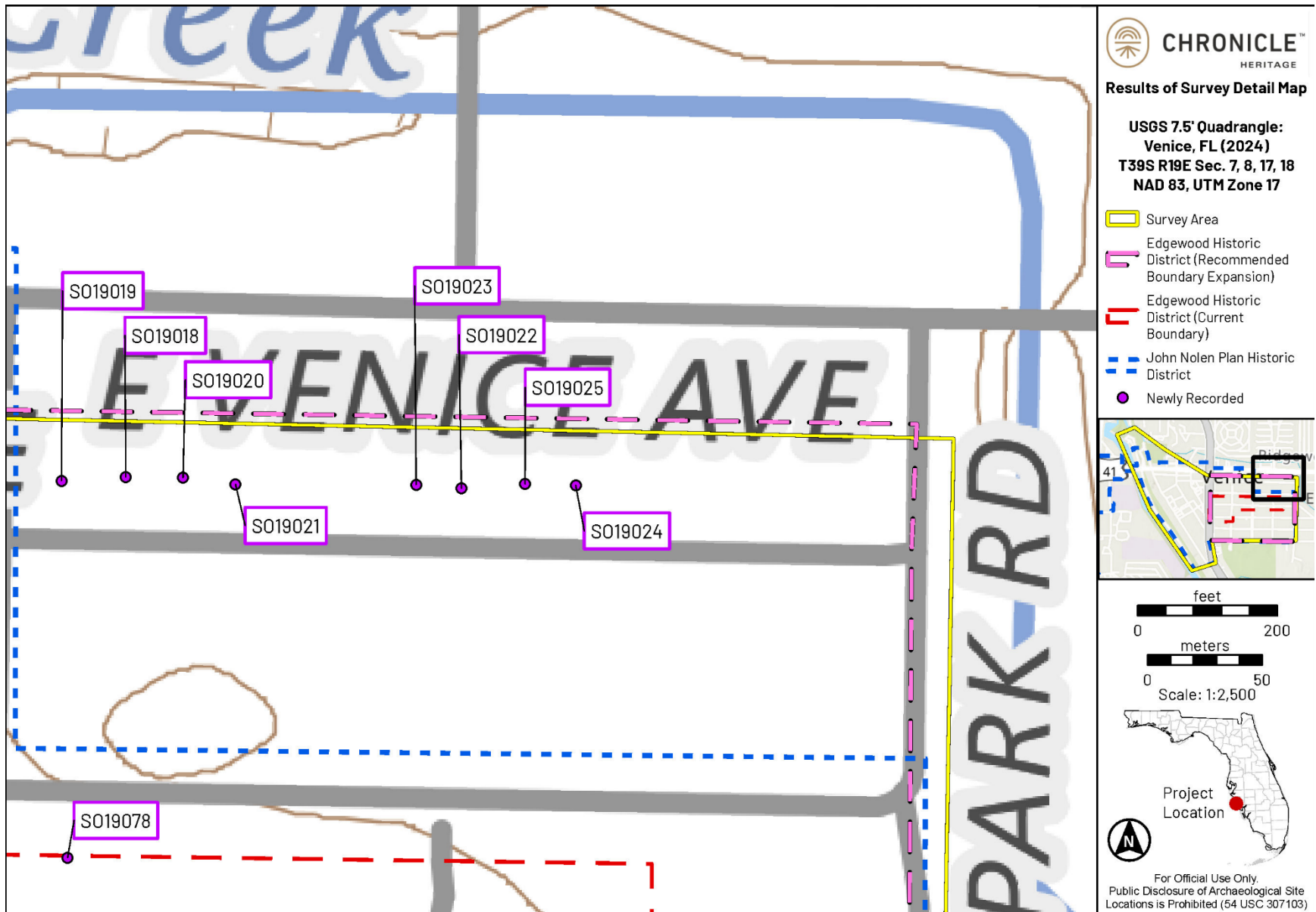


Figure D-16. Results of Survey Detailed Map 7 on topographic basemap with FMSF site IDs.

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