TAMPA BAY EXPRESS

A NEW CHOICE FOR A BETTER COMMUTE

FDOT

I-275 (STATE ROAD 93) EXPRESS LANES

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From north of Dr. Martin Luther King Jr. Boulevard (SR 574)
to north of Bearss Avenue (SR 678/CR 582)

ETDM Number: 13854

Work Program Item Segment Number: 431821-1

HILLSBOROUGH COUNTY, FLORIDA

FINAL
CULTURAL RESOURCE ASSESSMENT SURVEY

VOLUME I OF V

Prepared for:

Florida Department of Transportation
District Seven

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Prepared for:

Florida Department of Transportation
District Seven

Prepared by:

Janus Research
1107 North Ward Street
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In association with:

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Tampa, Florida 33607

December 2015

Executive Summary

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate capacity and operational improvements along State Road 93 (SR 93)/Interstate 275 (I-275) from north of Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) to north of Bearss Avenue in Hillsborough County, Florida.

The objective of the PD&E Study is to assist FDOT and the Federal Highway Administration in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. This PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections, special designation of travel lanes, and interchange enhancement alternatives.

This Cultural Resource Assessment Survey (CRAS) was prepared by Janus Research as part of the PD&E Study on behalf of the FDOT, District Seven, and in association with Parsons Brinckerhoff. The objective of this survey was to identify cultural resources within the project APE and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The CRAS complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, as amended); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003). In addition, the CRAS will conform to the standards set forth in Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the FDOT *Project Development and Environment Manual* (revised, January 1999). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code.*

Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of James Pepe, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

The documentation prepared for this study is presented in five volumes. **Volume I** includes the CRAS plus **Appendices A–E**; **Volume II** includes the Florida Master Site File (FMSF) forms for the previously recorded historic resources that did not require an updated form; and **Volumes III–V** include the updated and newly created FMSF forms.

The CRAS resulted in the identification of 264 historic resources, 28 of which were previously recorded (8HI609, 8HI2524–8HI2527, 8HI2529, 8HI2531, 8HI2561, 8HI3294, 8HI4839–8HI4843, 8HI4845, 8HI4888, 8HI5622, 8HI5623, 8HI5625, 8HI6132, 8HI6153, 8HI6154, 8HI6217–8HI6220, 8HI10243, 8HI11581), and 236 of which were newly recorded (8HI12356, 8HI12364, 8HI12369,

8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468–8HI12472, 8HI12479, 8HI12481–8HI12483, 8HI12486, 8HI12487, 8HI12490, 8HI12491, 8HI12493, 8HI12495, 8HI12496, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12520, 8HI12526, 8HI12527, 8HI12535, 8HI12536, 8HI12538–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792, 8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946). The majority of the identified historic resources are buildings, but also included is one historic park complex (Sulphur Springs Park Resource Group [8HI609]), one historic district (Seminole Heights Historic District [8HI3294]), one railway segment (Tampa and Gulf Coast [T&GC] Railroad/CSX Railroad [8HI10243]), and seven historic resource groups (Harding's Court at 5912 N Nebraska Avenue [8HI6132], Miles Elementary School at 317 E 124th Avenue [8HI12356], Most Holy Redeemer School at 10110 N Central Avenue [8HI12939], Johnny's Mobile Home Park at 107 E Linebaugh Avenue [8HI12940], Central Mobile Home Park at 9614 N Central Avenue [8HI12941], 5113–5115 N Central Avenue [8HI12945], and 710 E Hanlon Street [8HI12946]).

There are a total of eight historic resources that are either National Register–listed or are considered National Register–eligible based on the current survey. Seminole Heights Historic District (8HI3294) and Captain William Parker Jackson House (8HI11581) are currently listed in the National Register. A segment of the T&GC Railroad/CSX Railroad (8HI10243) was previously documented in an area outside of the current project APE, and was determined ineligible for inclusion in the National Register. However, the segment within the current project APE is considered eligible for inclusion in the National Register based on the current survey. The five remaining historic resources have not been evaluated by the SHPO, but all are considered eligible for listing in the National Register: Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539). An additional 23 historic resources within the current project APE that are not individually eligible are considered contributing to the Seminole Heights Historic District. These contributing historic resources are listed in the *Results* section of this document.

In addition to their National Register–listed status, Captain William Parker Jackson House (8HI11581) and Seminole Heights Historic District (8HI3294) are also locally designated historic resources within the City of Tampa. The Sulphur Springs Water Tower and the Sulphur Springs Gazebo, both of which are contributing features within the National Register–eligible Sulphur Springs Park Resource Group (8HI609), have also been designated as local landmarks by the City of Tampa.

A total of 233 historic resources are considered ineligible for inclusion within the National Register individually or as part of a historic district (8HI2527, 8HI4845, 8HI5622, 8HI5623, 8HI5625, 8HI6153, 8HI6154, 8HI12356, 8HI12364, 8HI12369, 8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468, 8HI12469, 8HI12471, 8HI12479, 8HI12482, 8HI12483, 8HI12487, 8HI12490, 8HI12491, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12526, 8HI12527, 8HI12535, 8HI12538, 8HI12540–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792, 8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946).

Four previously recorded historic resources were noted as demolished during the field survey. These resources have not been included in the total number of previously identified historic resources. The previously identified historic resources that are no long extant include: 701 E 129th Avenue (8HI5628), 13002 Central Avenue (8HI5629), Riverview Terrace (8HI6296), and 7408 N Central Avenue (8HI8369).

FMSF forms were prepared for all newly recorded historic resources. In addition, forms were prepared for previously recorded historic resources that have undergone notable alterations since their previous recordation or if there is a change in their National Register–eligibility. The FMSF forms are included in **Volumes III–V** of this report.

No newly recorded archaeological sites were identified during the current survey. One previously recorded archaeological site, Red Leaf (8HI5631), was identified within the current archaeological APE during past survey work. This site consists of low density lithic scatter and was previously determined by the SHPO to be ineligible for listing in the National Register in 1995. The SHPO concurrence letter is included for reference in **Appendix A**. Site conditions have not changed since the initial recording and no additional subsurface testing was conducted within the site boundary during the current survey. Therefore, no updated archaeological site form was prepared for this resource. Background research indicated that zones of high and moderate archaeological site potential are located within the archaeological APE. Subsurface testing was not feasible due to the presence of existing pavement, berms, drainage features, and buried utilities within the archaeological APE.

Contents

Tables

Figures

Appendices

1.0 Summary of Project

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate capacity and operational improvements along State Road 93 (SR 93)/Interstate 275 (I-275) from north of Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) to north of Bearss Avenue in Hillsborough County, Florida.

The objective of the PD&E Study is to assist FDOT and the Federal Highway Administration in reaching a decision on the type, location, and conceptual design of the I-275 improvements to safely and efficiently accommodate future travel demand. This PD&E Study documents the need for the improvements and the steps taken to develop and evaluate improvement alternatives along with proposed typical sections, special designation of travel lanes, and interchange enhancement alternatives.

1.1 Description of Proposed Action

The proposed action evaluates the need to provide capacity and operational improvements along 9.57 miles of SR 93/I-275 from north of MLK Boulevard to north of Bearss Avenue in Hillsborough County, Florida (see **Figure 1**). This evaluation considers the operational and highway safety benefits of implementing capacity improvements and compares them to the cost savings and minimization of adverse impacts associated with a No-Build Alternative. An evaluation matrix compares the No-Build and Build Alternatives on a variety of factors. This process identifies the alternative that best balances the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

The Build Alternative includes one express lane in each direction of I-275. The preliminary proposed typical section contains one 11-foot express lane, a 2-foot buffer, two 11-foot general use lanes, and one 12-foot general use lane in each direction. The improvements would be constructed on the existing alignment, on the same existing horizontal and vertical geometries. All of the proposed improvements would be accomplished within the existing right of way.

The *TBX Master Plan* provides guidance for developing improvements to the Tampa Bay interstate system and identifies specific freeway segments where it would be cost feasible to implement express lanes. The TBX Master Plan identified a Starter Project and an Ultimate Project for this segment of I-275. The Starter Project includes one express lane in each direction and the Ultimate Project includes two express lanes in each direction. In order to accommodate two express lanes in each direction the Ultimate Project would require complete reconstruction of the I-275 general use lanes, including replacing all of the bridges along the project corridor. Since the starter project involves only widening in lieu of reconstruction to accommodate one express lane in each direction, implementing the Starter Project would create a lower overall impact to the environment. For these reasons, the Ultimate Project is no longer being considered as a viable alternative as part of this Study.

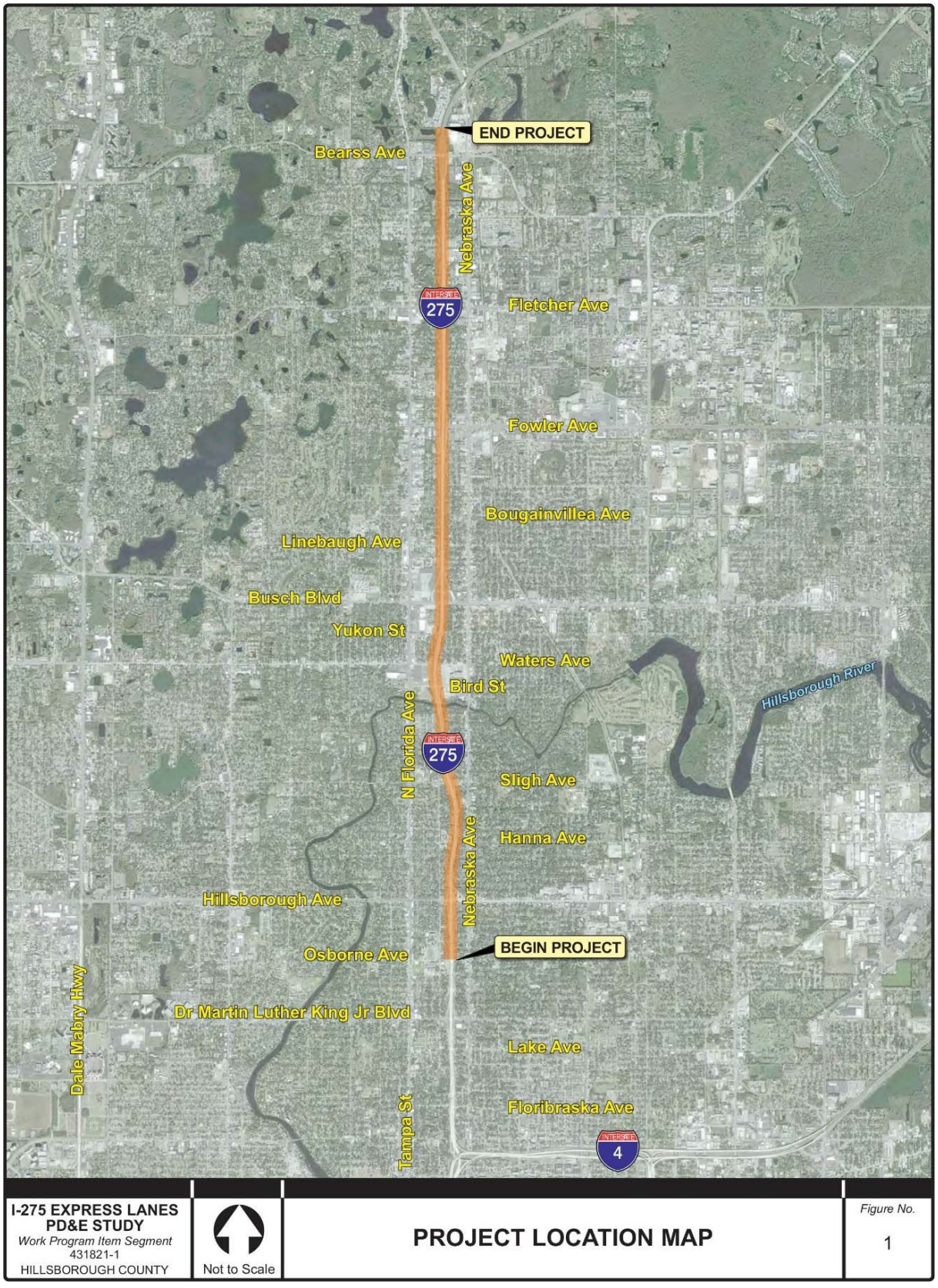

Figure 1: Project Location Map

1.2 Existing Facility

I-275 is a limited access freeway that runs in a north-south direction within the project limits. I-275 is part of the Federal Highway System (National Highway System) Interstate System, Florida's State Highway System, and the Strategic Intermodal System. I-275 is a six-lane divided highway with a posted speed that varies from 55 mph to 60 mph. Within the project limits there are eight interchanges:

- MLK Boulevard
- Hillsborough Avenue
- Sligh Avenue
- Bird Street
- Busch Boulevard
- Fowler Avenue
- Fletcher Avenue
- Bearss Avenue

The existing I-275 is a six-lane divided urban typical section which varies slightly throughout the project limits (see **Figure 2**). The existing right of way along I-275 ranges from approximately 220 feet between Linebaugh Avenue and Bougainvillea Avenue to approximately 1,400 feet at the Busch Boulevard interchange.

The I-275 corridor contains 21 bridges. Seventeen bridges span roadways, two bridges span both a roadway and railroad tracks, and two bridges span waterways. Only two of the bridges over roadways meet the minimum required vertical clearance of 16.5 feet. The two bridges over railroads do not meet the minimum required 23.5 vertical clearance standard.

1.3 Project Purpose and Need

The purpose of the project is to provide tolled express lanes along I-275 from north of MLK Boulevard to north of Bearss Avenue, as an alternative to general use lanes during peak use period. These improvements are expected to enhance the capacity, overall safety, and operating conditions of the facility within the project limits.

Statewide and regional transportation plans and studies by FDOT, the Tampa Bay Area Regional Transportation Authority (TBARTA), and Hillsborough County Metropolitan Planning Organization (MPO) identify the need for interstate improvements. Improvements include express lanes, a type of managed lane that responds to changing conditions with features such as dynamic pricing, managed accessibility, and vehicle eligibility. These features would assist in managing congestion on the Tampa Bay interstate system.

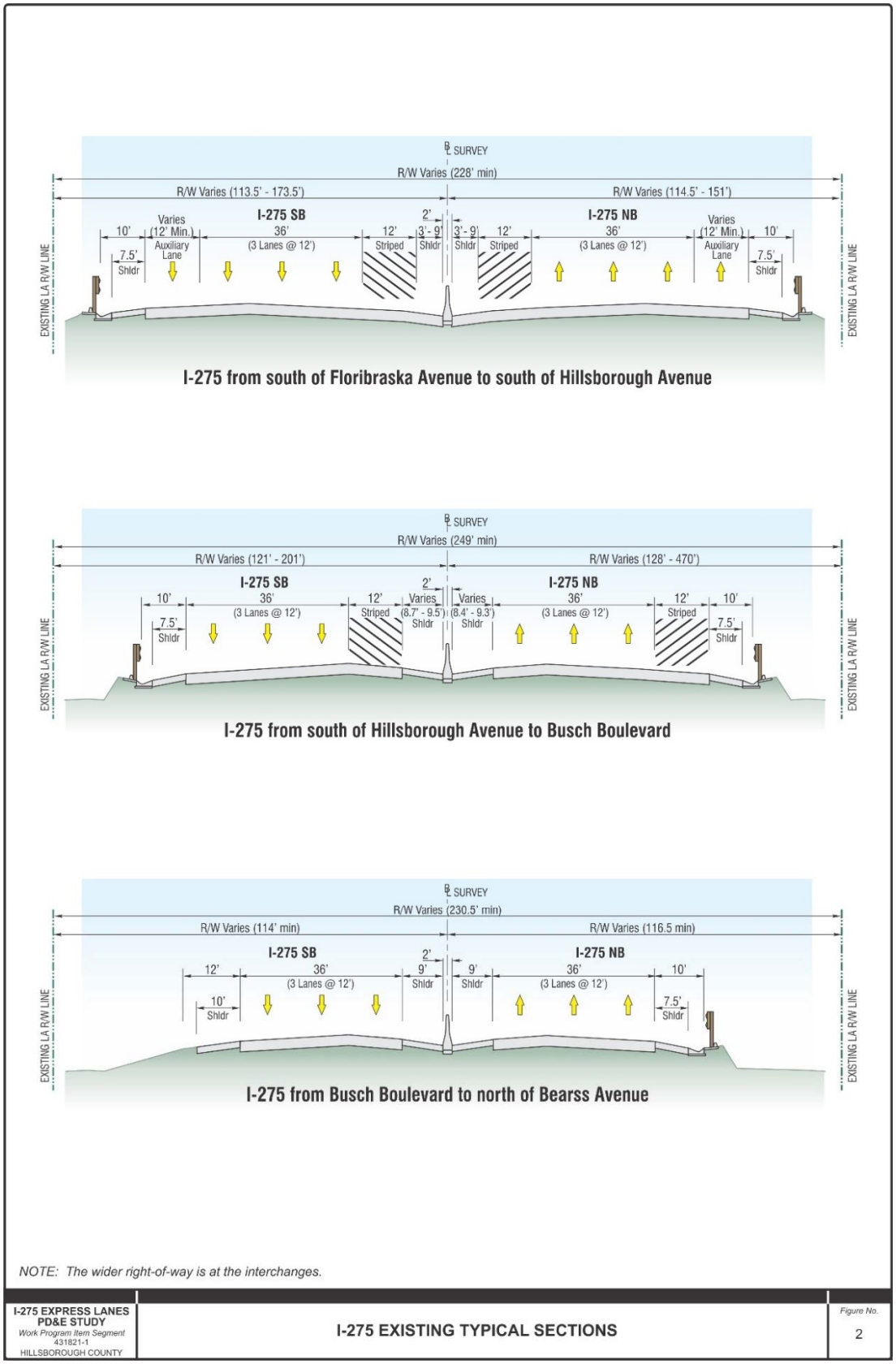

Figure 2: I-275 Existing Typical Sections

This segment of I-275 provides a vital connection to area tourist and recreational destinations, major employment/activity centers, and the University of South Florida; and is a convenient route for commuters and other work-related travel both north and south of the area. The corridor is also critical to the transport of goods and services. The capacity improvements are needed to accommodate projected future traffic and enhance corridor mobility.

The need for improvements on this segment of I-275 is based on several factors. These factors include plan consistency, regional connectivity, improving safety and capacity, enhancing emergency evacuation, accommodating projected population and employment growth, supporting multi-modal service, and providing access to intermodal and freight centers. Each of these factors is discussed in more detail in the following sections.

1.3.1 Plan Consistency

The project is included in FDOT's *Strategic Intermodal System (SIS) Funding Strategy Second Five Year Plan FY 2019/2020 through FY 2023/2024* (July 1, 2014).

The *Imagine 2040: Hillsborough Long Range Transportation Plan Summary Report* (adopted November 12, 2014) includes an express toll lane project on I-275 from Jefferson Street/Orange Street to Bearss Avenue in the Cost Feasible Plan. The *Imagine 2040 LRTP* includes funding for design and construction for one express lane in each direction in 2021-2025 and for design, right of way, and construction for two express lanes in each direction 2026-2030.

The project is being evaluated as part of several other express lane projects within the Tampa Bay region along the majority of I-275, I-75, and I-4. The FDOT will continue to work with the Hillsborough County MPO to ensure the project remains on the 2040 Cost Feasible Plan and that this project is consistent with the MPO's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

As a SIS facility and part of the regional roadway network, I-275 is included as a priority corridor in the *Regional 2035 LRTP* developed by the West Central Florida MPOs Chairs Coordinating Committee (CCC) (adopted January 2010). I-275 is also included in the managed lanes network proposed within the TBARTA *Regional Transportation Master Plan* (Adopted June 14, 2013).

1.3.2 Regional Connectivity

I-275 is a north-south interstate highway that also serves as a major trade, tourism, and freight corridor. I-275 is part of Florida's SIS, which is comprised of facilities and services of statewide and interregional significance. The SIS is a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. This section of I-275 is in proximity to the I-275 connection with I-4; and to the north of the project limits, I-275 connects with I-75. Enhancing the capacity and preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

1.3.3 Safety/Crash Rates

Highway crashes are a primary cause of traffic incidents making safety critical to FDOT's mission to move goods and services. Based on crash data from the Florida Department of Highway Safety and Motor Vehicles, there were 2,379 crashes recorded in the project limits during the five-year period of

2009 through 2013, including 1,579 injuries and two fatalities. Rear end crashes, the most frequent type of crash, accounted for 54% of the total crashes. All other crash types each individually represent less than 10% of the total crashes.

The crash rate for the I-275 segments within the project limits ranged from 0.37 to 3.95 per million vehicle miles, while the statewide average for this type of facility was 0.74. All but five of the 18 segments in the northbound direction exceed this statewide average crash rate for urban interstates. All but five of the 18 segments in the southbound direction exceed this statewide average crash rate. The higher crash rates in these areas may be due in large part to the short segment lengths, closely spaced interchanges, and profile and grade issues.

It is anticipated that safety will be enhanced with capacity improvements along the project limits. With the additional capacity, roadway congestion will be reduced, thereby reducing the crash potential.

1.3.4 Emergency Evacuation

I-275 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network. The proposed additional capacity will aid in emergency evacuation.

1.3.5 Future Population and Employment Growth in Corridor

According to the Hillsborough County MPO's *Imagine 2040 LRTP* the population of Hillsborough County in 2010 was 1,229,226 and is anticipated to increase to 1,815,964 by 2040. This reflects a population growth of 586,748, an almost 48% increase over the next 25 years. Based on the LRTP, employment in 2010 was 711,400 and is projected to grow to 1,112,059 by 2040. This reflects 400,659 new employees, an increase of more than 56%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate future travel demand.

According to the *Imagine 2040 LRTP*, the anticipated growth is concentrated in existing job centers and potential transit station locations within the urban service area. Future residential areas near potential transit were based on comprehensive plan policies for transit-oriented development. Other job growth is anticipated to occur in existing and potential commercial centers. Increases in employment will occur in Westshore, around the University of South Florida, central downtown Tampa, and in the Brandon area. Future residential and employment densities are still expected to be highest in existing high density areas. Future population will be primarily concentrated within the neighborhoods surrounding Tampa’s downtown urban core and University of South Florida and the potential transit line between these two areas.

I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations and major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region, as well as traffic growth from increased development activity in downtown Tampa, further reinforce the need for improvements in the I-275 corridor. I-275 serves many of the regionally-recognized employment centers.

1.3.6 Current and Future Traffic

Portions of I-275 are already operating at the lowest level of mobility, with an unacceptable level of service (LOS) F. Based on the 2013 daily traffic volumes from the *FDOT Florida Traffic Online* (2013) traffic information database, the segment of I-275 from north of MLK Boulevard to north of Bearss Avenue already exceeds the capacity of existing interstate lanes. The highest volume portion is between Sligh Avenue and Bird Street with a volume of 150,500. The capacity is 130,600. The volume to capacity (v/c) ratio for this segment of I-275 is 1.15.

According to the Tampa Bay Regional Planning Model for Managed Lanes (TBRPM-ML), the vehicle demand on this segment of I-275 will surpass the existing and committed capacity. By 2040, I-275 within the project limits is projected to have daily traffic volumes ranging from 165,300 to 224,600 and a capacity of 130,600. The v/c ratio is expected to range from 1.27 to 1.72.

Without the proposed improvements, the operating conditions will continue to deteriorate and will operate at LOS F for the entire project limits by 2040. The adopted LOS standard for I-275 in this area is D based on current SIS criteria for interstates in urban areas.

1.3.7 Multi-Modal Service

Hillsborough Area Regional Transit (HART) operates existing transit service in Hillsborough County within the project limits. HART currently operates three Commuter Express routes that travel on I-275 within the project limits for a portion of their service. The express routes operate in the AM and PM peak hours. Within and/or near the project limits, Route 20X (Pasco/Lutz Express) travels between the Marion Transit Center (MTC) and Fletcher Avenue, Route 50X (Citrus Park/Carrollwood Express) travels between MTC and Busch Boulevard, and Route 51X (New Tampa/Pasco Express) operates between MTC and Bearss Avenue. Future transit service (express routes) within and adjacent to the project limits is listed in HART's *Transit Development Plan,* FY2015 - FY2024 (September 2014). The TDP shows a new express route from Westshore to New Tampa operating on I-275 to be implemented in 2018-2024. The TDP also shows service expansion on existing Route 51X which operates on I-275.

Express lanes along the interstate could provide the infrastructure to support proposed and future enhanced or premium transit, such as Bus Rapid Transit (BRT) or Express Bus service, as well as multi-modal centers. HART is studying premium transit options within its service area and regionally. The Tampa-Hillsborough Expressway Authority (THEA) has also studied Bus in Toll Lanes (BTL), with express transit buses operating in interstate express lanes with other vehicles.

1.3.8 Access to Intermodal Facilities and Freight Activity Centers

I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the Dome Industrial Center, South Central CSX Transportation (CSXT) Corridor, St. Petersburg Seaport, Gateway Triangle, Tampa International Airport, the Port of Tampa, and St. Petersburg-Clearwater International Airport. Improvements to I-275 will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. I-275 is also identified on the regional freight network in the TBARTA *Regional Transportation Master Plan*.

2.0 Improvement Alternatives

2.1 No-Build Alternative

The No-Build Alternative assumes that the existing conditions along the I-275 corridor would remain unchanged, except for currently planned and programmed projects already committed. The No-Build Alternative forms the basis of the comparative analysis for the Build Alternative.

The benefit of the No-Build Alternative is there would be no construction-related or short-term operational impacts that are associated with the Build Alternative. However, with the No-Build Alternative, traffic operating conditions are anticipated to worsen over time, further increasing delays and congestion. The No-Build Alternative will offer no benefits to the existing or anticipated future traffic congestion along I-275.

The advantages of the No-Build Alternative are no impacts and associated inconvenience to motorists due to construction activities; no expenditures of funds for design or construction; no impacts to the natural, physical, and human environments; and no disruption to existing land uses from construction activities. The disadvantages of the No-Build Alternative are increase in traffic congestion and road user costs, unacceptable level of service and an increase in crashes associated with increased travel times (due to excessive delays) and traffic volumes; increase in crash potential due to congestion; increase in maintenance costs associated with roadway and structure deterioration; increase in emergency vehicle response time and an increase in evacuation time during weather emergencies as result of heavy congestion; and increase in the levels of carbon monoxide and other pollutants due to increased traffic congestion.

The No-Build Alternative will remain a viable alternative through the public involvement process. The final selection of an alternative will not be made until all impacts are considered and the public hearing comments have been evaluated.

2.2 Build Alternative

The Build Alternative, or Starter Project, includes widening I-275 from an existing six-lane divided interstate to an eight-lane divided interstate, consisting of one express lane and three general use lanes in each direction. The Bearss Avenue interchange will be reconfigured; no other interchange configurations will change with the improvements.

As interim improvements, or the Interim Starter Project, includes one express lane in each direction from north of MLK Boulevard to north of Busch Boulevard. The Starter Project will continue those express lanes from north of Busch Boulevard to north of Bearss Avenue.

Similar to other managed lanes systems, travelers who choose to pay for the express lanes will do so because the value of the trips they choose will exceed the value of the toll in effect for that trip. The initiation and use of transit in the express lanes addresses the needs of low-income and other transportation-disadvantaged groups. In addition, former general use lane users will shift voluntarily to the express lanes providing an overall degree of reduced congestion for the general use lanes.

The proposed I-275 eight-lane typical section includes six general use lanes (three in each direction) on the outside, two express lanes (one in each direction) on the inside, a 2-foot wide buffer with plastic delineators separating the general use lanes and the express lanes, 10-foot wide outside

shoulders, 9-foot wide inside shoulders, and a 2-foot wide concrete barrier separating the two directions of travel. The proposed I-275 mainline typical section is shown in **Figure 3**.

The design will accommodate ingress and egress access points along the corridor through the use of slip ramps, which will also accommodate law enforcement. Vehicles can enter or exit the express lanes in two locations: between Busch Boulevard and Fowler Avenue and at the northern project limit north of Bearss Avenue.

The existing horizontal and vertical alignment will be maintained in the Build Alternative to avoid right of way impacts. The proposed improvements will be within the existing right of way.

2.2.1 Interchange Build Alternatives

The interchanges along the corridor will be reconstructed as part of the improvements, but interchange configurations will not change, except for the Bearss Avenue interchange. Improvements within the other interchanges will only be completed to accommodate the mainline widening of I-275, but the configurations will not be altered.

The vertical and horizontal constraints at the existing bridges at the Bearss Avenue interchange cannot accommodate the proposed improvements. Thus, the Bearss Avenue interchange will be reconstructed. Two alternative interchange configurations are being considered, a single point urban interchange (SPUI) and a tight diamond interchange (TDI). The bridge design in both alternatives will accommodate potential future widening of Bearss Avenue. Traffic operations and level of service were evaluated to compare the TDI interchange with a SPUI interchange.

Bearss Avenue Single Point Diamond Interchange

In the SPUI alternative, the I-275 bridge over Bearss Avenue will be reconstructed. All of the on- and off-ramps will be reconstructed from the I-275 gores to about halfway to the Bearss Avenue intersection. There will be no improvements on Bearss Avenue at this time. The bridge reconstruction will create the configuration for a SPUI interchange to be implemented in the future.

In the future when funding becomes available, FDOT can modify the intersections on Bearss Avenue between Florida Avenue and Nebraska Avenue. The future configuration would have one traffic signal underneath the I-275 bridge to control through traffic on Bearss Avenue and left-turning traffic entering or exiting I-275 at the intersection.

Bearss Avenue Tight Diamond Interchange

In the TDI, the existing ramps and bridges will be reconstructed and the interchange configuration is modified. A TDI has two closely spaced signalized intersections at the crossings of the ramp terminals with the side streets. Typically, a TDI requires a four-phase signal operating plan with overlaps to accommodate the close spacing between both intersections. Signal control at the TDI is less efficient for a location with significantly high turning movement volumes, such as the Bearss Avenue interchange. Providing adequate storage length is also challenging for a TDI. However, there could be sufficient bridge cost savings which may justify a TDI. A TDI requires substantially more right of way than a SPUI.

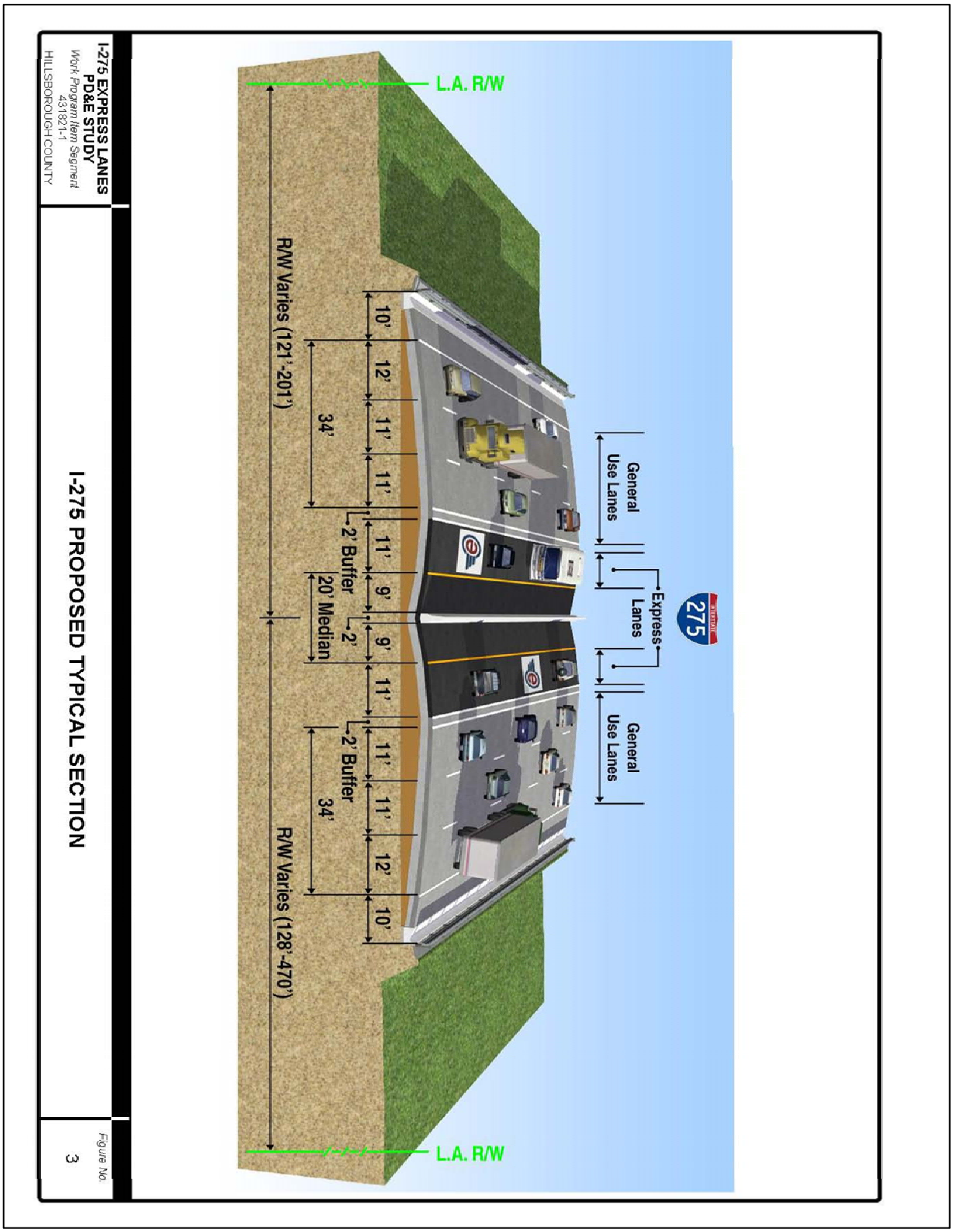

Figure 3: I-275 Proposed Typical Section

2.3 Cultural Resource Assessment Survey Purpose

This CRAS was prepared as part of the PD&E Study. The objective of this survey was to identify cultural resources within the project APE and assess their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4.

The CRAS complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, as amended); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); Chapter 267, *Florida Statutes*; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003). In addition, the CRAS will conform to the standards set forth in Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the FDOT *Project Development and Environment Manual* (revised, January 1999). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code.*

Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. Archaeological investigations were conducted under the direction of James Pepe, M.A. Historic resource investigations were conducted under the direction of Amy Groover Streelman, M.H.P.

2.4 Area of Potential Effect

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting. The APE must include measures to identify and evaluate both archaeological and historical resources. Normally, archaeological and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites, however, are often impacted by those activities as well as alterations to setting, access and appearance. As a consequence, the survey methodologies for these two broad categories of sites differ. As part of the development of the APE, the FDOT and their consultants conducted a site visit to determine the existing conditions of the project corridor and evaluate the proposed improvements and their potential to affect the surrounding area. For the purposes of this starter project, the southern terminus of the project APE is located at Osborne Avenue, which is located north of the I-275 and MLK Boulevard interchange. The northern extent of the project APE terminates at the I-275 and Bearrs Avenue interchange.

The archaeological APE focuses upon identifying and evaluating resources within the geographic limits of the proposed action and its associated ground disturbing activities. The project improvements are entirely within existing right of way. Based on the site visit and the nature of the improvements, the archaeological APE for this project consists of the footprint of subsurface activities within existing right of way.

The identification and evaluation of historic resources generally includes a visual examination of existing right of way as well as the geographic areas alongside the right of way and proposed improvements to consider direct or indirect effects (such as noise, traffic, light, and vibration). The Starter Project will be built on the existing alignment, on the same existing horizontal and vertical geometries, and will require no right of way acquisition. Based on the site visit and the nature of the improvements, the historic resources APE was determined to consist of the existing right of way containing the proposed improvements, as well as adjacent parcels for a distance of up to 150 feet. The project APE is illustrated in **Figures 4a–4c**.

At this time, no ponds, stormwater management facilities (SMF), or floodplain compensation areas (FPC) are being evaluated as part of the PD&E Study but they will be evaluated at a future phase.

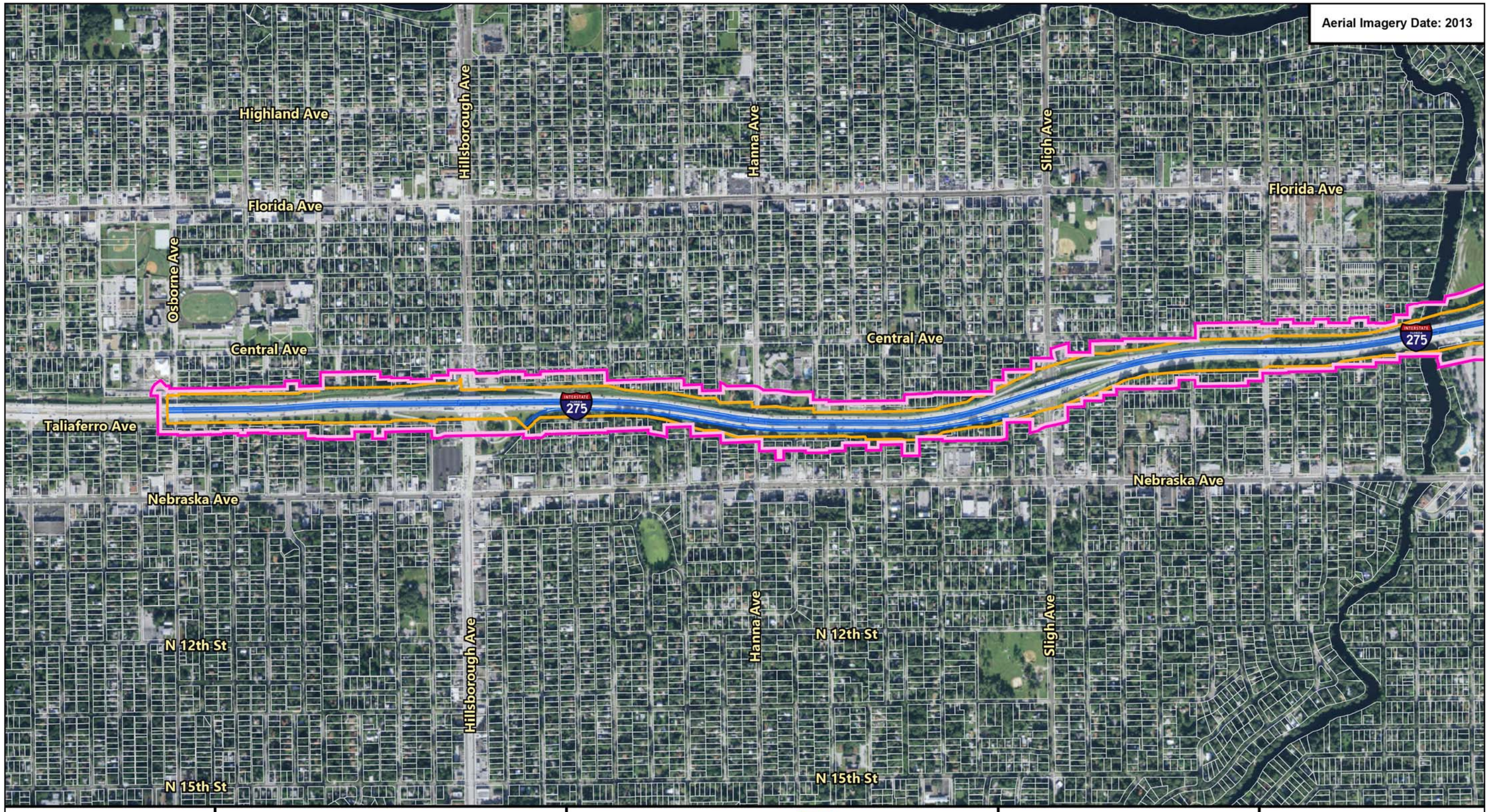

Figure 4a: Project APE (Map 1 of 3)

I-275 PD&E Study
(WPI Segment No.: 431821-1)

Project Footprint
Existing Right of Way
Historic Resources APE

Note: the archaeological APE consists of the footprint of subsurface activities within existing right of way

Miles
0 0.25

Feet
0 500 1,000

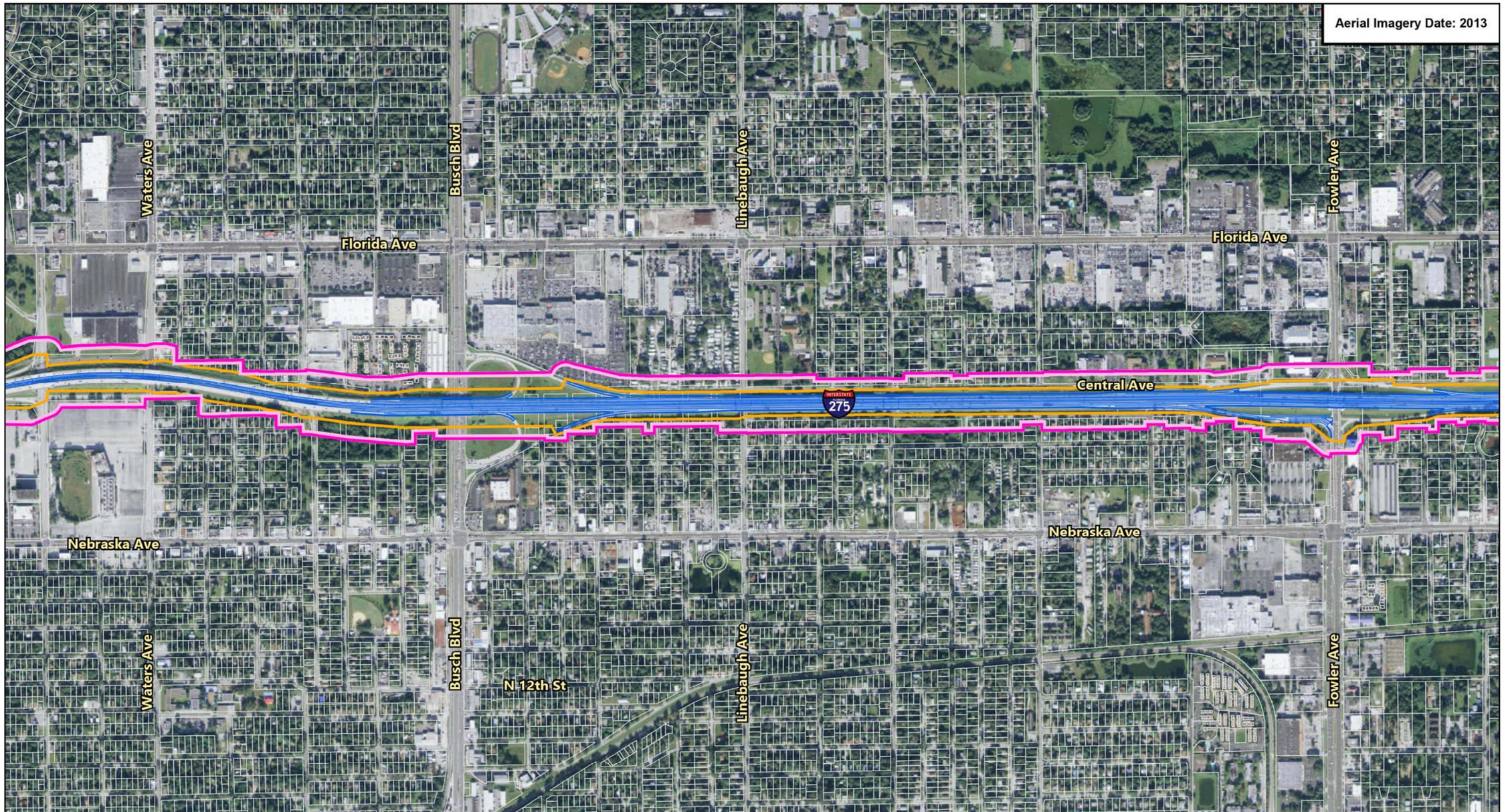

Figure 4b: Project APE (Map 2 of 3)

I-275 PD&E Study
(WPI Segment No.: 431821-1)

Project Footprint
Existing Right of Way
Historic Resources APE

Note: the archaeological APE consists of the footprint of subsurface activities within existing right of way

Miles
0 0.25

Feet
0 500 1,000

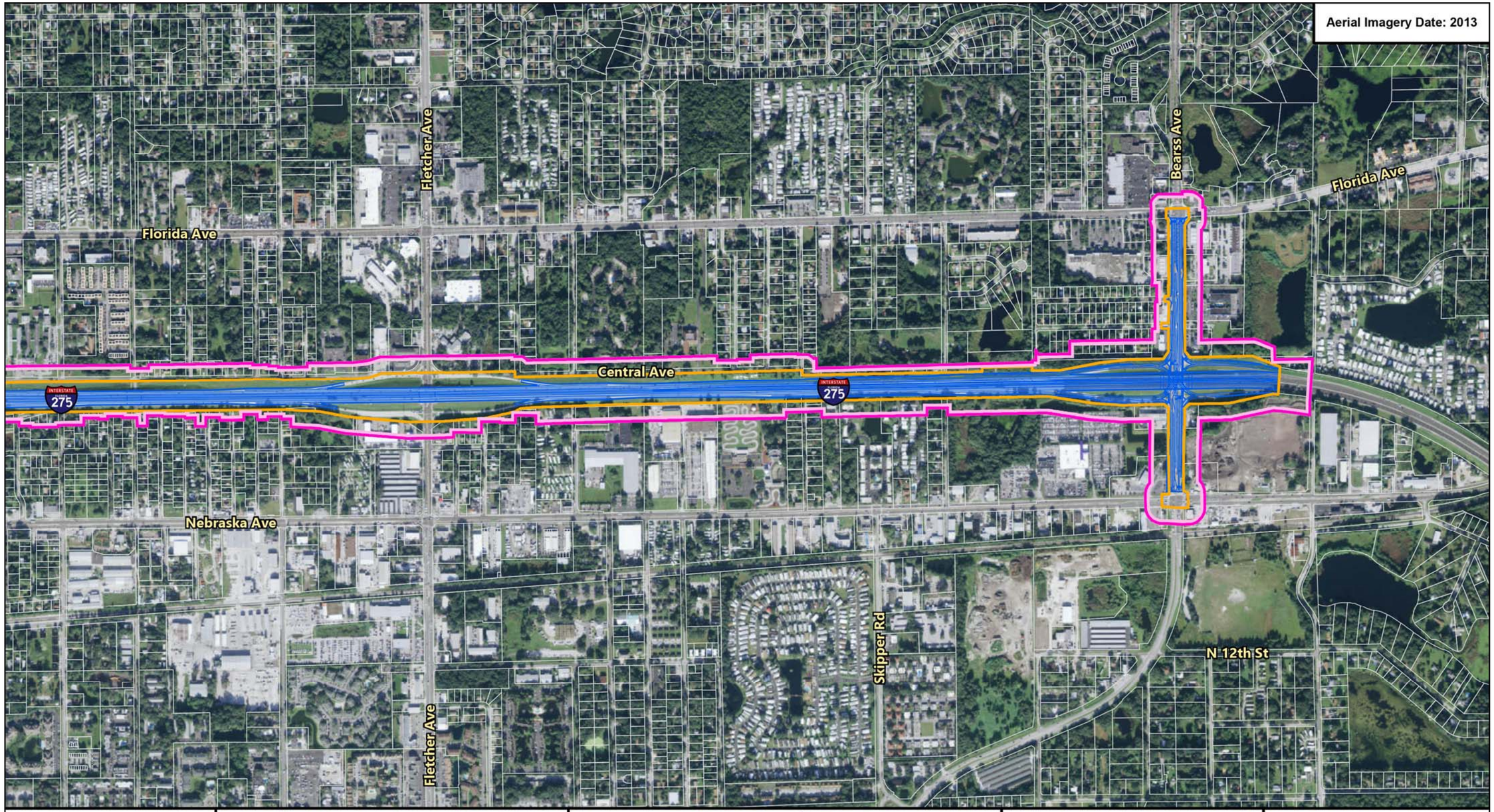

Figure 4c: Project APE (Map 3 of 3)

I-275 PD&E Study
(WPI Segment No.: 431821-1)

Project Footprint
Existing Right of Way
Historic Resources APE

Note: the archaeological APE consists of the footprint of subsurface activities within existing right of way

Miles
0 0.25

Feet
0 500 1,000

3.0 Environmental Setting

Environmental and ecological factors had an influence on the choice of areas used and occupied by pre-Columbian and historic period populations. These factors change over time and are used to reconstruct past conditions that influenced early human occupation of the project corridor.

3.1 Paleo-Environment and Macro-Vegetational Change

Although a comprehensive paleoenvironmental reconstruction is beyond the scope of this report, a brief description of the large-scale climatic and hydrologic conditions that have occurred since 31,050 BC is provided. The descriptions given here provide some indication of the ecological context of pre-Columbian groups at different times, in particular the environmental limitations.

Since the termination of the Pleistocene Epoch at the end of the Wisconsin glaciation, roughly 11,550 BC, Florida has undergone significant climatic and environmental change. Notable changes in climate and subsequently in flora and fauna required human groups to adapt to their surroundings. These adaptations resulted in cultural changes in their hunting/foraging strategies and seasonal migration patterns. Within the archaeological record, these changes can be observed by differences in settlement patterns, midden composition, refuse disposal patterns, and the kinds of stone tools or pottery made.

Although Florida was not glaciated, the glacial conditions associated with the Laurentide ice sheet affected the paleoclimates of Florida. Paleobotanical evidence suggests that between 31,050 and 11,550 BC, Florida was dry, windy, and cool (Whitehead 1973). By the early Holocene, roughly 11,550 BC, the climate in west-central Florida had warmed and it is likely that precipitation increased; as a result, the shallow, perched lake levels rose. After 3050 BC, the environment in central Florida began to take on a more modern appearance. Large stands of slash pine (*Pinus elliottii*) became established, probably at the expense of oak in the wetter, low-lying areas. Rainfall increased and sea level rose, creating wetter conditions.

The earliest inhabitants of Florida accessed a permanent water supply from a number of solution lakes and ponds and a seasonal water supply from perched water ponds. Shallow water ponds and rivers fed by the Floridan Aquifer were dry during this period due to insufficient rainfall and the depressed level of the Aquifer. Settlement appears to have been limited to areas around sinkholes that penetrated the Floridan Miocene age limestones (Clausen et al. 1975, 1979) or areas within the Central Gulf Coast Karst Region where both solution lakes and perched water were available (Dunbar and Waller 1983).

By 8050 BC, the previously dry perched water systems began to retain water for longer periods of time as precipitation increased. By 6550 BC, the water levels in the perched water systems approached modern levels; however, the level of the Floridan Aquifer remained depressed due to lowered sea levels. By 4050 BC, the Floridan Aquifer reached modern levels (Dunbar 1982:98). This resulted in fresh water discharge from springs, and spring-fed rivers. Arid conditions caused many of the perched water ponds to dry; thereby, restricting potable water to the deeper springs, rivers, and sinkholes (Dunbar 1982:98).

Between 550 BC and AD 1700, the level of the Floridan Aquifer rose. This rise, in combination with higher than present rainfall conditions, probably resulted in seasonal flooding of low-lying regions (Dunbar 1982:102). Potable water was abundant during this period. It is likely that pre-Columbian site location at this time was more dependent on the proximity of plant and animal resources than on the availability of water.

The climatic fluctuations that have occurred over the past 13,000 years have affected the way human groups were able to exploit resources. The Paleoindian and Early Archaic inhabitants would have found the area drier and access to water restricted, possibly only seasonally available at perched water ponds, or in solution lakes (sinkholes). The Florida peninsula was wider as sea level was as much as 49 m (160 ft.) lower than present level (Milanich 1994:38). The continental shelf was exposed in what is now the Gulf of Mexico. Mixed forests of oak and pine probably dominated the lower, riparian areas and the higher, arid locations were covered with rosemary scrub and grass species.

The Holocene Climatic Optimum, a time of warmer and drier environmental conditions, occurred during the Middle Archaic period (5000 to 3000 BC). Pine species replaced oak as the dominant forest element (Watts 1975). This implies that the availability of acorns and the animals that fed on those acorns would have been more restricted. Water was more plentiful, but only in rivers and springs fed by the Floridan Aquifer or at sinkholes.

By Late Archaic times, the environment of the region approached present conditions. With the incipient development of the Everglades, Lake Okeechobee, Lake Kissimmee, swamps, wetlands, and other drainages, water was no longer the limiting factor to site and resource location. The choice of site location was probably more a matter of finding a reasonably dry spot rather than a nearby water supply (Almy 1976, 1978; Grange et al. 1979). Sea levels were still fluctuating, but were within one meter of current levels (Mörner 1969; Widmer 1983). Woodland Period culture groups exploited microhabitats that existed until modern logging, ranching, and land drainage practices were instituted.

3.2 Regional Environment

The project corridor is located in northwestern Hillsborough County within the Gulf Coastal Lowlands physiographic region. The Gulf Coastal Lowlands are broad marine plains, which gently slope from the foot of the Brooksville Ridge on the east, down towards the Gulf of Mexico to the west. This area is relatively flat, with some topographic relief supplied by relict sand dunes of late Pleistocene age (White 1970:Plate 1C). The Gulf Coastal Lowlands originated as a submarine terrace during a period of higher sea levels during Pamlico times (White 1970).

The surface lithology of Hillsborough County is composed primarily of undifferentiated deposits of sand and clay, which are underlain by Miocene age limestones of the Tampa/St. Marks Formation, and by the Suwannee Limestone of Oligocene age (Knapp 1980). Limestone is present near the ground surface around the shore of Tampa Bay and along the central and lower portions of the Hillsborough River (Duerling and MacGill 1981). Precontact peoples exploited exposures of silicified limestone, or chert, as raw material for stone tool manufacture (Upchurch et al. 1982).

In Hillsborough County, three major rivers drain the uplands and discharge into Tampa Bay: the Hillsborough River, the Alafia River, and the Little Manatee River. Combined, these three rivers drain

more than 1,300 square miles. The surface drainage is toward Old Tampa Bay, Hillsborough Bay, and Tampa Bay.

Flatwoods communities have been characterized as having a relatively low ecological diversity offering little in the way of subsistence resources to pre-Columbian hunters and gatherers (e.g. Milanich and Fairbanks 1980:17; Larson 1980:56). In reality, there is a relatively high degree of micro-environmental diversity within the region, particularly in the major river basins. This diversity would have provided a variety of plant and animal resources suitable for exploitation by precontact and early historic inhabitants.

Hardwood hammocks along the springs, streams, creeks, and rivers, would have provided excellent forage for deer, which, in turn, would have attracted aboriginal hunters. A variety of edible plants could have been collected including persimmon, saw palmetto berries, oak and hickory nuts, pigeon plum, beautyberry, wild grapes, dahoon holly, arrowroot, and wild coffee. Ponds and marshes would have contained a number of edible aquatic plants including arrowroot, arrowhead, duck potato and various rushes.

3.3 Physical Environment of the Project Area

Currently, the project corridor consists primarily of existing pavement, guardrail, berm, and buried utilities within existing road right of way that has been substantially altered by the construction of I-275 and the roads accessed by it.

A review of the General Land Office (GLO) historic plat maps (Florida Department of Environmental Protection [FDEP] 1847, 1852a, 1852b) and surveyors' field notes (FDEP 1843, 1846, 1852c, 1852d) was conducted to examine past environmental conditions within the vicinity of the project corridor prior to the disturbance associated with the construction of I-275 and the surrounding commercial and residential development. The project corridor is shown crossing the Hillsborough River on the historic plat maps in Section 25 of Township 28 South, Range 18 East (between E Bird Street and E Hollywood Street). The project corridor was formerly located within an area described in the surveyors' notes as primarily level, open pine and sawpalmetto woods. The historic plat maps and surveyors notes' noted that the northernmost extent of the project corridor in the vicinity of the intersection with Bearss Avenue contained intermittent ponds outside of the project APE to the north and west. There was an area located between Sections 24 and 25 of Township 28 South, Range 18 East (present day Waters Avenue) described in the surveyors' notes as high pine land.

A review of aerial photographs from 1938, 1957, and 1968 (University of Florida, George A. Smathers Libraries 2015) was conducted to examine land use during the mid-1900s. By the late 1930s, the area within and surrounding the project corridor to the south of Sligh Avenue was a heavily developed residential area with numerous structures and cross streets. Between Sligh Avenue and the Hillsborough River and between Waters Avenue and Busch Boulevard, development is beginning as evidenced by the presence of cross streets but fewer structures. The area between the Hillsborough River and Waters Avenue appears to be undeveloped flatwoods with several hammocks visible adjacent to the river outside of the archaeological APE to the east. Between Busch Boulevard and the northern terminus of the project corridor (north of Bearss Avenue), large parcels are visible within and adjacent to the project corridor that contain scattered pine, intermittent citrus groves, or have been cleared of natural vegetation. One area of hammock vegetation was identified adjacent to but outside of the project corridor, adjacent to Curiosity Creek

and north of Fletcher Avenue. Additional hammock vegetation was visible in the vicinity of the project corridor adjacent to small ponds near April Lane.

By the late 1950s, the area within and surrounding the project corridor to the south of the Hillsborough River and between Waters Avenue and Busch Boulevard are more heavily developed, containing residential structures and cross streets. The parcels to the north of Sulphur Springs and west of the Tampa Greyhound Track (visible to the east of the project corridor) are still undeveloped at this time. The Tower Drive-In Theater is also visible, just outside of the project corridor to the west. Between Busch Boulevard and Fletcher Avenue, sporadic residential development is visible within and adjacent to the project corridor, with some larger undeveloped parcels of flatwoods remaining. To the north of Fletcher Avenue, undeveloped parcels and citrus groves are visible with intermittent ponds located in the vicinity.

By the late 1960s, I-275 and its associated right of way are now visible and the right of way containing I-275 and Bearss Avenue have been cleared of natural vegetation. According to the 1968 aerial, the area surrounding the right of way was mostly residential and commercial development at this time. Towards the northern end of the project corridor, there are some undeveloped parcels located adjacent to but outside of the project corridor and a few remaining citrus groves. No hammock vegetation was visible within the project corridor on the 1968 aerial photograph.

The characteristics of detailed soil types found within the project corridor can also provide information related to the predevelopment environment of the project corridor. The 15 detailed soil types located within the project corridor range from very poorly drained to excessively drained soils and from low sloughs and depressions to level areas on the uplands. While several of the detailed soil types located within the project corridor describe hardwood vegetation, no hammocks were identified within the review of historic plat maps, surveyors' notes, and aerial photographs. The drainage characteristics and environmental associations of the detailed soil types located within the project corridor are listed in **Table 1**.

Table 1. Characteristics of Detailed Soil Types within the Project Corridor

Drainage Characteristics	Soil Type	Environmental Association
Excessively Drained	Candler fine sand, 0 to 5 percent slopes	Nearly level to gently sloping areas on the uplands with natural vegetation consisting of bluejack oak, Chapman oak, scrub live oak, and turkey oak with an understory of indiangrass, hairy panicum, panicum, and running oak.
	Candler-Urban land complex, 0 to 5 percent slopes	Nearly level to gently sloping areas and urban areas on the uplands. Within the project corridor, this soil type consists of urban land which generally consists of concrete, asphalt, or other impervious surfaces that obscure or alter soils and associated right of way. Prior to development, natural vegetation would have consisted of bluejack oak, Chapman oak, scrub live oak, and turkey oak with an understory of indiangrass, hairy panicum, panicum, and running oak.
Moderately Well Drained	Millhopper-Urban land complex, 0 to 5 percent slopes	Nearly level to gently sloping areas and urban areas on the uplands. Within the project corridor, this soil type consists of urban land which generally consists of concrete, asphalt, or other impervious surfaces that obscure or alter soils, and associated right of way. The natural vegetation that would have existed prior to development is not described within the soil survey.

Drainage Characteristics	Soil Type	Environmental Association
Moderately Well Drained	Pomello fine sand, 0 to 5 percent slopes	Low ridges in the flatwoods with natural vegetation consisting of longleaf pine, sand pine, slash pine, creeping bluestem, lopsided indiangrass, running oak, saw palmetto, and pineland threeawn.
	Tavares-Millhopper fine sands, 0 to 5 percent slopes	Low lying areas on the uplands and on low ridges in the flatwoods with natural vegetation consisting of bluejack oak, turkey oak, live oak, and longleaf pine.
	Tavares-Urban land complex, 0 to 5 percent slopes	Nearly level to gently sloping low lying areas on the uplands, low ridges in the flatwoods, and urban areas. This soil type consists of urban land which generally consists of concrete, asphalt, or other impervious surfaces that obscure or alter soils, and associated right of way. The natural vegetation that would have existed prior to development consists of bluejack oak, turkey oak, live oak, and longleaf pine.
Somewhat Poorly Drained	Zolfo fine sand	Broad, low ridges in flatwoods with natural vegetation consisting of live oak, turkey oak, longleaf pine, slash pine, broomsedge, bluestem, lopsided indiangrass, saw palmetto, pineland threeawn.
Poorly Drained	Malabar fine sand	Low-lying sloughs and shallow depression in flatwoods with natural vegetation consisting of cabbage palm, longleaf pine, slash pine, broomsedge, bluestem, inkberry, maidencane, and saw palmetto, and waxmyrtle.
	Myakka fine sand	Broad plains in the flatwoods with natural vegetation consisting of longleaf pine and slash pine with an understory of gallberry, running oak, saw palmetto, pineland threeawn, and waxmyrtle.
	Myakka-Urban land complex	Nearly level areas of broad plains in the flatwoods and urban areas. Within the project corridor, this soil type consists of urban land which generally consists of concrete, asphalt, or other impervious surfaces that obscure or alter soils, and associated right of way. Most areas of these soils are drained artificially by sewer systems, gutters, tile drains, and surface ditches. Prior to development, natural vegetation would have consisted of longleaf pine and slash pine with an understory of gallberry, running oak, saw palmetto, pineland threeawn, and waxmyrtle.
	St. Johns fine sand	Low-lying plains in flatwoods with natural vegetation consisting of longleaf pine, slash pine, gallberry, running oak, saw palmetto, pineland threeawn, and waxmyrtle.
	Wabasso-Urban land complex	Nearly level and areas of Urban land. Within the project corridor, this soil type consists of urban land which generally consists of concrete, asphalt, or other impervious surfaces that obscure or alter soils, and associated right of way. Prior to development, natural vegetation would have consisted of longleaf pine and slash pine with an understory of lopsided indiangrass, gallberry, saw palmetto, pineland threeawn, and waxmyrtle.
	Winder fine sand	Broad low sloughs in the flatwoods with natural vegetation consisting of live oak, cabbage palm, and slash pine with and understory of saw palmetto, pineland threeawn, and waxmyrtle.
Very Poorly Drained	Basinger, Holopaw and Samsula soils, depressional	Swamps and depressions in the flatwoods with natural vegetation consisting of cypress, bluestem, maidencane, panicum, Jamaica sawgrass, and cutgrass. Undrained areas of this soil type are ponded for very long periods.
Not Applicable	Urban land	Areas covered by concrete, asphalt, buildings, or other impervious surfaces. Most areas of this soil type are drained artificially by sewer systems, gutters, tile drains, and surface ditches.

USDA 1983:17, 19–21, 31, 33–34, 40, 42–43, 45–46, 48–51

4.0 Precontact Overview

Precontact peoples have inhabited Florida for at least 14,000 years. The earliest cultural periods are pan-Florida in extent, while later cultures exhibited unique cultural traits. Jerald Milanich and Charles Fairbanks (1980) synthesized the earlier work of John Goggin (1947, 1949, and 1952), Irving Rouse (1951), Ripley Bullen (1972), and others for central Florida. Later, Milanich (1994) updated and revised much of the work he and Fairbanks presented earlier.

4.1 Paleoindian Period (12,000–7500 BC)

The earliest period of precontact cultural development dates from the time people first arrived in Florida. The greatest density of known Paleoindian sites is associated with the rivers of northern and north-central Florida where distinctive lanceolate projectile points and bone pins have been found in abundance in and along the Santa Fe, Silver, and Oklawaha Rivers (Dunbar and Waller 1983). The majority of these have been found at shallow fords and river crossings where the Native Americans presumably ambushed Pleistocene mammals. The bones of extinct species such as mammoth, mastodon, and sloth are commonly found preserved in the highly mineralized waters of the area's springs and rivers. Despite early claims to the contrary, present evidence strongly supports the contemporaneity of Paleoindians and these extinct mammals.

The climate of Florida during the late Pleistocene was cooler and drier than at present, and the level of the sea was as much as 160 feet lower (Milanich 1994:38–41). Rising sea levels are assumed to have inundated many coastal sites dating to the Paleoindian and Early Archaic periods (Ruppe 1980; Goodyear and Warren 1972; Goodyear et al. 1980; Dunbar et al. 1988). It is difficult to determine the dependence of Paleoindian groups on estuarine and littoral resources because little is known of these submerged archaeological sites.

The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns. This suggests a somewhat more restricted settlement pattern than postulated for other Paleoindian groups in eastern North America. Paleoindian settlement appears to have been "tethered" to sources of fresh water such as rivers and springs (Daniel 1985:264; Daniel and Wisenbaker 1987:169) and to cryptocrystalline lithic sources (Goodyear 1979; Goodyear et al. 1983).

Excavations in Hillsborough County have contributed to the development of increasingly sophisticated models of early hunter-gatherer settlement (Daniel 1985; Chance 1983), which take into account the adaptive responses of human populations to both short- and long-term environmental change. These models suggest that some Paleoindian groups may have practiced a more sedentary lifestyle than previously believed (Daniel and Wisenbaker 1987). For instance, evidence from the Harney Flats site in the Hillsborough River drainage basin indicates that

Suwannee points were being manufactured from locally available materials (Daniel and Wisenbaker 1987). Although they noted that this was contrary to Gardner's (1977) argument that the availability and location of fine-grade cryptocrystalline materials dictated Paleoindian settlement, their results suggested that Paleoindian peoples, much like those of later cultures, moved about within defined, restricted territories.

The majority of Paleoindian sites in Florida consist of surface finds. The most widely recognized Paleoindian tool in Florida is the Suwannee point, typically found along the springs and rivers of northern Florida. Evidence from Harney Flats has provided information on the manufacturing process of Suwannee points: first, a blank was struck from a chert core; then, the blank was bifacially worked into a preform; finally, the preform was knapped into the finished point (Daniel and Wisenbaker 1987:44–53). Other points, including Simpson and Clovis points, are found in lesser numbers. Some of these, and other Paleoindian lanceolate points, were hafted by attaching them to an ivory shaft that was, in turn, attached to a wooden spear shaft (Milanich 1994:48–49).

Other Paleoindian stone tools are known from the Harney Flats site (Daniel and Wisenbaker 1987:41–97), the Silver Springs site in Marion County (Neill 1958), and other northern Florida sites (Purdy 1981:8–32). These Paleoindian tools tend to be unifacial and plano-convex, with steeply flaked, worked edges (Purdy and Beach 1980:114–118, and Purdy 1981). Bifacial and "hump-backed" unifacial scrapers, blade tools, and retouched flakes, including spokeshaves, have been found at these sites (Purdy 1981; Daniel and Wisenbaker 1987:62–81, 86–87). However, some tools are little more than flakes or blades that were struck from cores, used, and discarded (Milanich 1994:51). Other stone tools include an oval, ground stone weight that was found at the Page/Ladson site from a stratum dated to 12,330 years ago (Dunbar et al. 1989:479). It is thought to represent a bola weight, which is a stone weight attached by a leather thong and thrown to bring down water birds and other game (Milanich 1994:51).

Dunbar et al. (1988) review of Paleoindian site/point locations in western Florida and results from excavations at the Harney Flats site revealed that 60 percent of the site clusters were located in and around mature karst river channels. In fact, 90 percent of all Paleoindian sites/points were located around karst depressions within Tertiary limestones. The most recent distribution maps of Paleoindian points in Florida show that 92 percent of Clovis and Suwannee projectile points are found in the region of Tertiary limestone features (Dunbar 1991).

Data on Paleoindian subsistence is scarce; although, such data is dramatic where encountered. The best evidence consists of the remains of a giant land tortoise recovered from the Little Salt Spring site in Sarasota County (Clausen et al. 1979). Although human skeletal remains were associated with extinct Pleistocene fauna at Devil's Den (Martin and Webb 1974), Milanich (1994) suggests that sloth, mastodon, mammoth, and bison probably formed part of the Paleoindian diet. There is very little information upon which to reconstruct the Paleoindian subsistence base. If, as Daniel and Wisenbaker (1987) suggested, there was seasonal movement along the river valleys, then not only is a seasonal littoral focus likely, but it also becomes likely that the majority of Paleoindian sites exist underwater (Dunbar 1988; Dunbar et al. 1988), rendering subsistence data for half of the Paleoindian year mostly inaccessible.

In addition to Little Salt Spring and Warm Mineral Springs, another Paleoindian inland spring site, a Paleoindian component was identified at the Myakkahatchee site, located in the City of North Port. Reported artifacts recovered from the site include a broken Simpson point, a Tallahassee point, a Bolen Point, a Florida Spike, and three Florida Morrow Mountain Knives (Luer et al. 1987:146).

4.2 Archaic Period (7500–500 BC)

The Archaic period of cultural development was characterized by a shift in adaptive strategies stimulated by the onset of the Holocene and the establishment of increasingly modern climate and biota. It is generally believed to have begun in Florida around 7500 BC (Milanich 1994:63). This period is further divided into three sequential periods: the Early Archaic (7500–5000 BC), the Middle Archaic (5000–3000 BC), and the Late Archaic (3000–500 BC). The Late Archaic is subdivided into the Preceramic Late Archaic (3000–2000 BC) and the Orange Period (2000–500 BC).

4.2.1 Early Archaic (7500–5000 BC)

Cultural changes began after about 8000 BC in the late Paleoindian times with the onset of less arid conditions, which correlates with changes in projectile-point types, specifically a transition from lanceolate to stemmed varieties. Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63).

Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1987:33–34). However, it appears that the distribution of Early Archaic artifacts is wider than that of Paleoindian materials. Sites having both Paleoindian and Early Archaic components have been found to be largely restricted to natural springs and the extensive perched water sources of northern Florida. Early Archaic points are found in smaller numbers at upland sites in northern Florida where there is a lack of Paleoindian materials (Neill 1964; Janus Research 1999a:58–61). Although this patterning is largely based on evidence from Alachua and Marion Counties, there is no reason to believe that patterning is different elsewhere in interior northern Florida (Milanich 1994:64).

One Early Archaic wetland site that does not have a Paleoindian component is the Windover Pond site near Titusville in Brevard County. This site is a precontact cemetery consisting of over 160 burials in the natural peat deposits of what was, during the Early Archaic, a woody marsh (Stone et al. 1990:177). It is the most thoroughly excavated early precontact site in the East and Central archaeological area of Florida and has produced normally perishable items such as samples of cloth in which the dead were wrapped before burial, wood artifacts, preserved brain and other soft tissue, and samples of proteins and mitochondrial DNA. Radiocarbon dates indicate that the interments were made in discrete episodes of short duration between 6000 and 5000 BC. This indicates that a single social group used the pond to bury their dead in one small area, the location of which was somehow marked or memorized. Later, another group, probably the descendants of the first group, again used the pond for burial. After 5000 BC, increasingly wetter conditions most likely made it too difficult to bury people in the peat of the pond bottom (Doran and Dickel 1988).

With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated subsistence strategies of the Middle Archaic period.

4.2.2 Middle Archaic Period (5000–3000 BC)

Throughout the Middle Archaic, environmental and climatic conditions would become progressively more like modern conditions, which would appear by the end of the period, circa 3000 BC. During this period, rainfall increased, surface water became much less restricted and, as a result, vegetation patterns changed. The Middle Archaic period is characterized by increasing population and a gradual shift toward shellfish, fish, and other food resources from freshwater and coastal wetlands as a significant part of their subsistence strategy (Watts and Hansen 1988:310; Milanich 1994:75–84). Pollen evidence from Florida and south-central Georgia indicates that after about 4000 BC, a gradual change in forest cover took place, with oaks in some regions giving way to pines or mixed forests. The vegetation communities that resulted from these changes, which culminated by 3000 BC, are essentially the same as those found in historic times before widespread land alteration took place (Watts 1969, 1971; Watts and Hansen 1988).

The Middle Archaic artifact assemblage is characterized by several varieties of stemmed, broad-blade projectile points. The Newnan point is the most distinctive and widespread in distribution (Bullen 1975:31). Other stemmed points of this period include the less common Alachua, Levy, Marion, and Putnam points (Bullen 1968; Milanich 1994). In addition to these stemmed points, the Middle Archaic lithic industry, as recognized in Florida, includes production of cores, true blades, modified and unmodified flakes, ovate blanks, hammerstones, “hump-backed” unifacial scrapers, and sandstone “honing” stones (Purdy 1981; Clausen et al. 1975).

Additionally, thermal alteration, a technique in stone tool production, reached its peak during the Middle to Late Archaic periods. This technique was usually used in late stage tool production (Purdy 1971, 1981:78). However, Austin and Ste. Claire (1982:101–106) observed that, at the Tampa Palms site in Hillsborough County, very few thinning flakes were thermally altered. They noted that at this and other Archaic sites in the region, thermal alteration and the presence of silicified coral were correlated (Austin and Ste. Claire 1982:104; Daniel and Wisenbaker 1981, 1987). It is apparent that there was a preference for thermally altered coral for technological and aesthetic reasons; not only is it more easily worked, but also it may have been valued for its color and luster (Purdy 1971; Austin and Ste. Claire 1982:104). At the Harney Flats site, Daniel and Wisenbaker (1987:33–34) found a Middle Archaic component with corresponding increases in the amounts of silicified coral and heat-treated lithic material.

Middle Archaic settlement patterns are believed to have followed the Early Archaic patterns until after circa 3000 BC, when settlement patterns shifted toward coastal and riverine resources. Daniel (1985:265) postulated that a seasonal dichotomy existed between upland and lowland Middle Archaic sites in the Central Peninsular Gulf Coast archaeological area. According to his model, aggregate base camps were located along the upland boundaries of the Polk Uplands and were occupied during the fall and winter months. These upland sites are thought to be larger and contain a greater variety of functionally defined tools. These sites should also contain tools related to “maintenance” activities.

Dispersed residential camps were occupied in the Coastal Lowlands physiographic zone during the summer months. Daniel (1985) predicted these lowland sites would be smaller, more numerous, and exhibit a smaller number, and a more limited variety, of tool types. These sites are thought to contain tools related to subsistence activities. The lack of tool forms at these sites may also reflect an orientation towards activities that did not require the use of stone tools.

Middle Archaic sites are found in a variety of locations, including, for the first time, freshwater shell middens along the St. Johns River and the Atlantic Lagoon. Middle Archaic sites have been found in the Hillsborough River drainage northeast of Tampa Bay, along the southwestern Florida coast, and in South Florida locales such as Little Salt Spring in Sarasota County. In addition, Middle Archaic sites occurred throughout the forests of the interior of northern Florida (Milanich 1994:76).

Three common types of Middle Archaic sites are known in Florida (Bullen and Dolan 1959; Purdy 1975). The first are small, special-use camps, which appear archaeologically as scatters of lithic waste flakes and tools such as scrapers, points, and knives. These sites are numerous in river basins and along wetlands and probably represent sites of tool repair and food processing during hunting and gathering excursions (Milanich 1994:78).

The second common site type is the large base camp. This type of site may cover several acres or more, and contains several thousand or more lithic waste flakes and tools. A good example of this type of site is the Senator Edwards site in Marion County (Purdy 1975; Purdy and Beach 1980). One implication of this type of site is that a greater variety of tools were being used in this period than in the preceding one. It is possible that a more sedentary way of life led to the development of more specialized tools. Some of the tools indicate woodworking activity, possibly related to constructing more permanent houses (Milanich 1994:78–79).

The third common type of site is the quarry-related site that occurs in localities of chert outcrops. Chert deposits often outcrop along rivers or around lakes and wetlands as erosion cuts through the soil to the underlying limestone bed. The resulting outcrops provided opportunities for native peoples to quarry this raw material for stone tool production. Some of these sites have also produced evidence of late period tool production, including large flake blanks, bifacial thinning flakes, blades, and unifacial and bifacial tools (Milanich 1994:78–79; Purdy 1975).

A new site type was later identified in Hillsborough County. The West William site (8HI509) was identified as containing deposits of faunal remains, pit features, and structural remains, while lacking in the typical tool pattern commonly associated with upland sites (Austin et al. 2001:10). With these features, Austin et al. (2001:10) hypothesized that the site represents a seasonal congregation camp for the purpose of “social interaction, ceremonial feasting, and/or mate exchange.”

Other less common site types include cave camps in northern Florida and wetland cemeteries. Examples of the latter site type include the slough burials at Little Salt Spring in Sarasota County (Clausen et al. 1979), the pond burials at the Bay West site in Collier County (Beriault et al. 1981), and the Republic Grove site in Hardee County (Wharton, Ballo, and Hope 1981). Like the Windover site of the Early Archaic peoples, these sites provide a glimpse of the range of objects used by Middle Archaic peoples such as antler, wood, and bone tools not preserved on land sites (Milanich 1994:82).

Although most of the Early and Middle Archaic cemeteries throughout peninsular Florida appear to have used aquatic environments, at least two exceptions are noted: the Tick Island and Gauthier sites. Interments at the Tick Island site, located in the St. Johns River basin, were made in an existing freshwater shell midden subsequently covered with a mound of sand (Bullen 1962). Over time, this process was repeated as other groups were interred. Later, post–Middle Archaic people re-used the site, depositing shell refuse on top of the burial area (A. K. Bullen 1972:166; Jahn and Bullen 1978).

The other unique Middle Archaic burial site is the Gauthier site, located in Brevard County about six miles from the coast. Interments were made by creating a shallow depression in the soil and laying bodies in it, at times, one on top of another. Artifacts found with the flexed burials include limestone throwing-stick weights, antler "triggers" from throwing sticks, projectile points, tubular *Busycon* shell beads, ornaments of bone, and worked shark teeth that had probably been hafted and used as knives or scrapers (Carr and Jones 1981).

Both of the sites described above contained artifacts securely dating the sites to the Middle Archaic period. It is possible that these two sites represent the development of new burial patterns which correlated with the end of the Middle Archaic period, at which time pond burials fell into disuse and were replaced with the new burial patterns (Milanich 1994:84).

4.2.3 Late Archaic Period (3,000–500 BC)

After 3000 BC, there was a general shift in settlement and subsistence patterns emphasizing a greater use of wetland and marine food resources than in previous periods. This shift was related to the natural development of food-rich wetland habitats in river valleys and along the Atlantic and Gulf coasts (Bense 1994). By the Late Archaic period, a regionalization of precontact cultures began to occur as human populations became adapted to specific environmental zones. Based on current evidence, it appears that relatively large numbers of Late Archaic peoples lived in some regions of the state but not in others. For example, large sites of this period are uncommon in the interior highland forests of northwestern Florida and northern peninsular Florida, regions where Middle Archaic sites are common. The few Late Archaic sites found in these areas are either small artifact scatters or components in sites containing artifacts from several other periods. This dearth of sites in the interior forests suggests that non-wetland locales either were not inhabited year-round or were only inhabited by small populations (Milanich 1994:87).

Extensive Late Archaic middens are found along the northeastern coast inland waterway from Flagler County north, along the coast of southwestern Florida from Charlotte Harbor south into the Ten Thousand Islands, and in the braided river-marsh system of the central St. Johns River, especially south of Lake George. The importance of the wetlands in these regions to precontact settlements was probably duplicated in other coastal regions, especially the Central Peninsular Gulf Coast and the Northwest (Milanich 1994:85). However, in many of these coastal areas, such as Tampa Bay, many of the Late Archaic sites are inundated (Warren 1964, 1970; Warren and Bullen 1965; Goodyear and Warren 1972; Goodyear et al. 1980).

Orange Period

By about 2000 BC or slightly earlier, the firing of clay pottery was either invented in Florida or the technique diffused from coastal Georgia and South Carolina, where early dates for pottery have been obtained (Milanich 1994:86). At one time, it was thought that the earliest pottery-manufacturing culture in Florida was the Orange culture of the St. Johns region in northeast Florida. But additional evidence from southwest Florida indicates fired clay pottery from northeastern and southwestern Florida is comparable to the early dates from sites in Georgia and South Carolina (Division of Archives 1970; Cockrell 1970; Widmer 1974; McMichael 1982; Russo 1991).

The earliest ceramics in Florida were tempered with plant fibers such as palmetto fiber or Spanish moss. The first use of pottery is well dated to the period from circa 2000 BC to 1000 BC, making fiber-tempered pottery a convenient horizon across the state. Although at first undecorated, various techniques were used to apply surface decoration, starting sometime around 1650 BC, providing an important tool for differentiating sites dating to the second half of the Late Archaic, known as the Orange Period (2000–500 BC) (Milanich 1994:86, 94). **Table 2** illustrates the long-accepted Orange Period ceramic chronology.

Table 2. Orange Period Ceramic Chronology

Period	Dates
Orange 5	1000–500 BC
Orange 4	1250–1000 BC
Orange 3	1450–1250 BC
Orange 2	1650–1450 BC
Orange 1	2000[a]–1650 BC

Source: Milanich (1994) based on Bullen (1955, 1972).
[a] or slightly earlier.

However, data from sites in northeastern Florida suggest a revised Orange period chronology (Sassaman 2003:5–14). Sassaman (2003:9) indicates that "…the four major subperiods of Bullen's sequence (i.e., Orange 1–4) collapse down into one (Orange 1)." This revised chronology suggests that variations in Orange period ceramic paste, form, and decoration do not represent temporal changes.

Riverine middens in the East and Central cultural region have produced artifacts that illustrate aspects of Late Archaic subsistence technology, such as the throwing stick, use of which is indicated by the presence of steatite throwing-stick weights and stemmed projectile points. Russo (1992:198) suggests that, along the coast, fine-mesh nets were also used to catch fish from the estuarine tidal creeks. Also common in these midden sites were picks and hammers made of shell, pins, points, and other tools made of bone (Milanich 1994:92-93).

Late Archaic period sites, such as middens adjacent to the Gulf and smaller sites back from the coast proper have been identified in the Central Peninsular Gulf Coast region. The I-75 archaeological surveys and excavations located several sites with Late Archaic components in the wetlands of the Hillsborough River drainage basin. One of these, the Wetherington Island site, is a re-used quarry first used in Early Archaic-times (Chance 1981, 1982). Other inland sites include the Deerstand, Ranch House, and Marita sites (Daniel 1982; Estabrook and Newman 1984).

A cluster of unique Late Archaic sites was identified in Pasco County (Estabrook et al. 2001). The sites within this cluster, referred to as the Enclave sites, contain freshwater midden remains and represent a rarely seen inland site type. The evidence recovered indicates a heavy reliance on aquatic resources and suggests that coastal dietary practices were carried into the interior (Estabrook et al. 2001).

Coastal sites appear much more common in this region and include the Culbreath Bayou, Canton Street (Bullen et al. 1978), and Apollo Beach (Warren 1968) sites. Many Late Archaic sites in the Central Peninsular Gulf Coast region are probably either inundated or were destroyed around the

turn of the century. The once numerous shell middens of all periods were used to provide road materials for towns like Bradenton and Tampa (Milanich 1994:100-101).

As more research is completed and regional differences among Late Archaic peoples in Florida are recognized, it is apparent that specific regional manifestations must be defined. These manifestations will undoubtedly be recognized as closely linked to the post-500 BC regional cultures of the Formative period discussed below.

4.3 Formative and Mississippian Periods (500 BC–AD 1513)

Changes in pottery and technology occurred in Florida during the Late Archaic period, also known as the Florida Transitional period; these changes mark the beginning of the Formative period. Fiber-tempered wares were replaced by sand-tempered, limestone-tempered, and chalky temperless ceramics and three different projectile point styles (basally-notched, corner-notched, and stemmed) occur in relatively contemporaneous contexts. This profusion of ceramic and tool traditions suggests population movement and social interaction between culture areas.

Mississippian cultural development began in the central Mississippi Valley around AD 750 and was adopted by cultures in Florida between AD 800 and AD 1000. It was characterized by elaborate community developments including truncated pyramidal mounds, large plazas, and a chiefdom-level of socio-political organization. Other distinctive traits include small, triangular-shaped projectile points, the use of the bow, religious ceremonialism, increased territoriality and warfare, and, in some areas, development of agriculture (Milanich 1994:355–412).

4.3.1 North Peninsular Gulf Coast Region

Tampa Bay lies in the Central Gulf Coast cultural region as defined by Goggin (1947). This area has been divided into two closely related cultural regions by Milanich and Fairbanks (1980:24–26): the North Peninsular Gulf Coast region, stretching from Apalachee Bay to Pasco County, and the Central Peninsular Gulf Coast region, which extends from Pasco County to Charlotte Harbor (**Figure 5**). The dividing line in mid–Pasco County is somewhat arbitrary, but present evidence suggests that the majority of post–AD 100 pre-Columbian pottery to the north of this line consists of limestone-tempered Pasco ware while the majority to the south is tempered with varying amounts of sand (Milanich 1994:211).

4.3.2 Manasota Culture

During the Formative period, the Central Peninsular Gulf Coast region was dominated by the Manasota culture, primarily known as a coastal dwelling people. A dominance of sand-tempered plain ceramics as well as shell and bone tools characterizes their material culture (Luer and Almy 1982). The identification of interior Manasota sites has been hindered by the difficulty in distinguishing between the various types of undecorated, sand tempered ceramic wares used by the different precontact cultures of South Florida (Milanich 1994:224–226). A chronology for the Manasota Culture based on variations in ceramics and burial, is presented in **Table 3**.

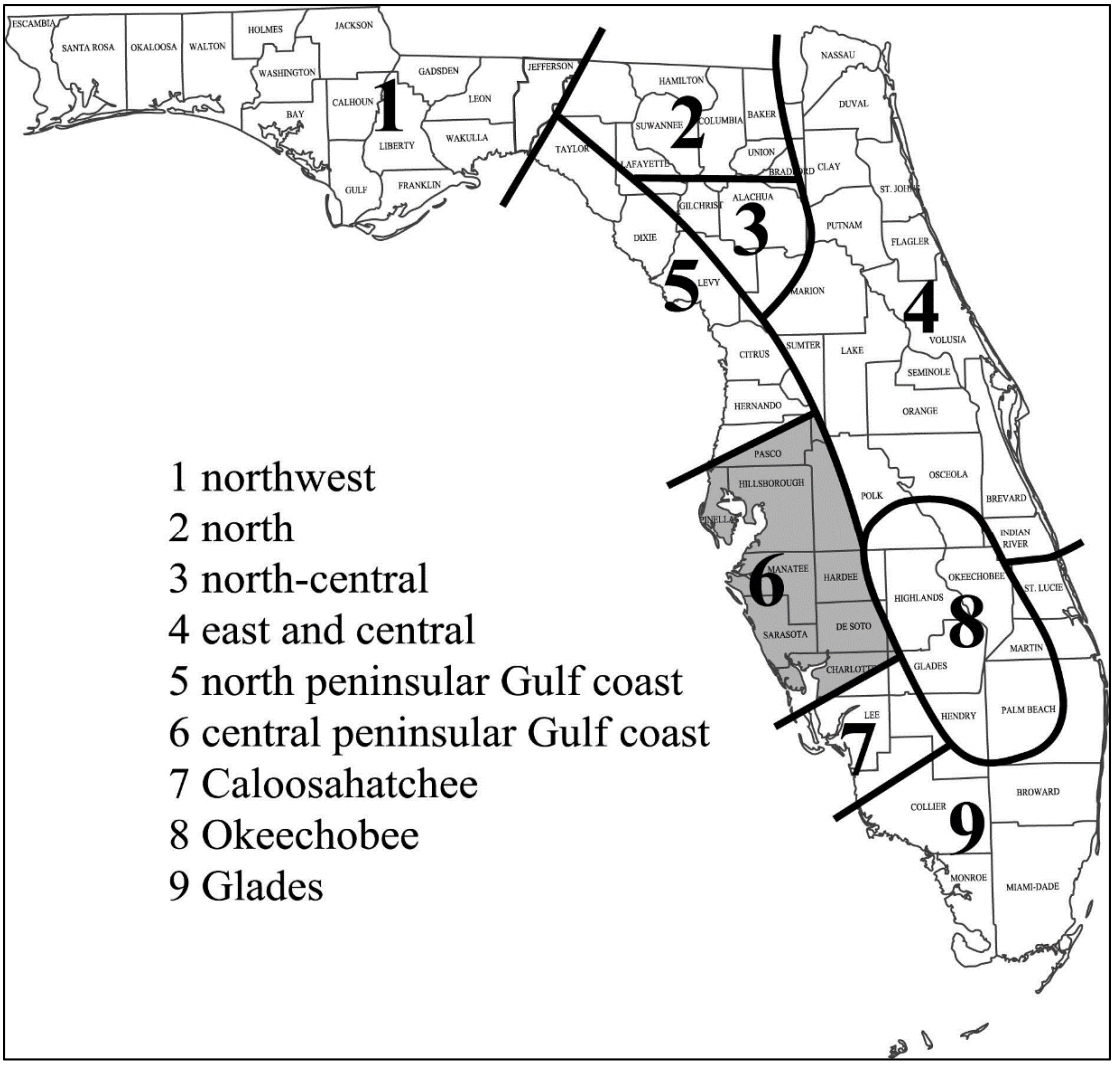

Figure 5: Central Peninsular Gulf Coast Cultural Region

Table 3. Manasota Culture Chronology

Period	Dates
Safety Harbor	AD 900–1513
Late Weeden Island	AD 700–900
Early Weeden Island	AD 300–700
Manasota	500 BC–AD 300

Source: Milanich (1994), modified from Luer and Almy (1980, 1982)

Despite its characterization as a primarily coastal culture, a number of inland Manasota sites have been documented (Deming 1976; Wood 1976; Wharton 1977; Ellis 1977; Wharton and Williams 1980; Piper and Piper 1981; Piper, Hardin, and Piper 1982; Almy 1982; Austin and Ste. Claire 1982; Austin and Russo 1989; Janus Research 1999b). These sites share characteristics that distinguish them from the typical Manasota site, which has been defined using characteristics from coastal sites. However, they are similar to what Luer and Almy define as “inland from the shore” sites. These sites

are described as existing in the pine flatwoods, often occurring on a small, low hillock or "mound" of sand near a freshwater source, and having similar artifact assemblages as the coastal sites except for a significantly lesser amount of shell and shell tools (Luer and Almy 1982:39–43). Luer and Almy distinguish these sites from "inland" sites, which are sites situated in interior regions of the peninsula (1982:51). Aside from the occasional shell tool, the one characteristic which precludes the above sites from being defined as "inland from the shore" Manasota culture sites is that they are situated beyond 30 kilometers from the shore (Luer and Almy 1982:51).

4.3.3 Weeden Island–Related Manasota Culture

During its later periods, the Manasota culture was influenced by the extensive Weeden Island socio-political complex, which is best known in northern Florida, southern Georgia, and Alabama—the recognized "heartland" of Weeden Island cultures. Present evidence suggests a date of circa AD 200 for the beginning of the Weeden Island period. Mound burial customs, artifact evidence of an extensive trade network, and settlement pattern data suggest a complex socio-religious organization while technologically and stylistically Weeden Island ceramic types are considered outstanding examples of pre-Columbian pottery. Evidence for the adoption of Weeden Island customs by local Manasota groups appears in the archaeological record around AD 300–900. This period of Manasota development is often referred to as "Weeden Island–related" (Milanich 1994:227; Luer and Almy 1982:46–47).

Early Manasota period burials were flexed, primary interments in shell middens or in cemeteries. Burial in intentionally constructed burial mounds apparently was not practiced until after AD 100. These early mounds, at least until about AD 300, also contained primary, flexed interments and occasional extended or semi-flexed burials. These mounds are generally located adjacent to villages and often contain locally made ceramics (Luer and Almy 1982:42, 46–47; Milanich 1994:227).

Early Weeden Island burial mounds contained secondary interments accompanied by almost the full range of Weeden Island ceramics and, often, complicated-stamped sherds. These secondary interments were usually bundle burials, indicating that they were placed in a charnel house prior to interment. Late Weeden Island peoples continued these traditions, and their wares often include Wakulla Check Stamped, St. Johns Check Stamped, and occasional Safety Harbor sherds in addition to the Weeden Island ceramics. The inclusion of Safety Harbor wares within these Weeden island mounds indicates they were used for many generations (Luer and Almy 1982:42, 46–47; Milanich 1994:227). The re-use or continued use of mounds was apparently a common practice in the Central Peninsular Gulf Coast region during Manasota and later periods. There are several examples, both inland and coastal, of such continually used or re-used mounds (Fewkes 1924; Willey 1949:332–333; Sears 1960; Bullen 1971; Luer and Almy 1980, 1982; Janus Research 1999b).

4.3.4 Safety Harbor Culture

The final pre-Columbian cultural manifestation to occur in this region was the Safety Harbor culture, which evolved out of the Manasota and later Weeden Island–related Manasota cultures. Although similar to the Mississippian cultures of northern Florida, Safety Harbor peoples apparently borrowed only certain ideas and practices that helped them adjust to larger populations and to maintain the greater level of political complexity needed to support stronger territorialism. Other ideas and practices associated with a fully Mississippian way of life were not adopted because the agricultural

economic system at the base of the Mississippian culture was not possible in coastal Florida. Similar to the preceding Manasota and Weeden Island–related cultures of the region, the Safety Harbor culture had a subsistence economy based on gathering shellfish and other marine resources (Grange et al. 1979; Milanich 1994:412).

A subdivision of the Safety Harbor phase was proposed by Mitchem (1989). Based on the presence of dateable European artifacts, as well as on radiocarbon dates from components with Englewood ceramics, Mitchem suggested dividing the Safety Harbor into two pre-Columbian phases (Englewood [AD 900–1100] and Pinellas [AD 1100–1500]) and two colonial period phases (Tatham [AD 1500–1567] and Bayview [AD 1567–1725]) (Mitchem 1989:557–567).

The Safety Harbor culture, known after Spanish contact to be the culture of the Tocobaga, is typified by ceremonial centers with truncated, pyramidal temple mounds and open village plazas surrounded by middens, as well as burial mounds with associated charnel structures. Most Safety Harbor sites are found along the coast; although inland villages, camps, and mounds are also present (Milanich 1994:395, 403). Although the Safety Harbor culture is centered on the Tampa Bay area and the adjoining river drainages, it extends well to the north into Pasco, Hernando, and Citrus counties, and to the south and west into Sarasota, Polk, Manatee, Hardee, and Desoto counties. Safety Harbor pottery has also been found in mounds south of Charlotte Harbor in the Caloosahatchee archaeological area (Milanich 1994:391). Safety Harbor sites within Sarasota County include site 8SO403, a burial site along the Myakka River (Hazeltine and Luer 1983); the Englewood Mound (8SO1), which dates to the Englewood and Pinellas phases of the Safety Harbor period (Luer 1999); and the Blackburn site, which reportedly contained European glass beads as well as Culbreath and Pinellas points/knives (Deming 1989). This latter site is thought to date to the Englewood Phase of the Safety Harbor period and the later Contact periods.

Circum-Tampa-Bay Regional Variant

The ceramic traditions of the previous Weeden Island cultures of this region continued into the Safety Harbor phase. Along with differences in settlement patterns and subsistence strategies related to specific environments, ceramic distributions have allowed Mitchem (1989:567–579) to define four sub-regions within the Safety Harbor culture area: the Northern, Inland, Circum-Tampa-Bay, and South-Central Sub-regions. These sub-regions shared patterns of burial mound ceremonialism, ideology, and, perhaps, socio-political organization, but different environmental settings allowed for different economic patterns (Milanich 1994:392).

The best known of the sub-regions, and what might be considered the heartland of the Safety Harbor culture, the Circum-Tampa-Bay sub-region includes southern Pasco, Pinellas, Hillsborough, and northern Manatee counties. Large and numerous shell middens identified in this sub-region suggest that subsistence strategies resembled those of the preceding Manasota and Weeden Island–related cultures. Data from analyses of materials from five of these sites support this contention (Kozuch 1986).

Utilitarian pottery within the Circum-Tampa-Bay Safety Harbor sub-region is predominantly Pinellas Plain, usually wide-mouthed bowls with serrated rims (Sears 1967; Luer and Almy 1980). The predominance of Pinellas plain around Tampa Bay is in contrast to the limestone-tempered Pasco ware of the Northern sub-region (Mitchem 1989; Milanich 1994:396).

Archaeologists have identified 15 major habitation sites in the Circum-Tampa-Bay sub-region, each consisting of a large platform mound and shell midden deposits thought to reflect associated village areas (Willey 1949:331–335; Bullen 1955:51; Griffin and Bullen 1950; Bushnell 1966; Sears 1967; Bullen et al. 1970; Luer and Almy 1981; Mitchem 1989). These sites occur on the shoreline in Tampa Bay, especially at the mouths of rivers and streams that drain into the bay, or along those rivers within a short distance of the coast, and along the western coast of Pinellas County. The plan of each is the same: a platform mound, probably the base of a temple or other important building, is placed adjacent to a plaza with surrounding village middens. Burial mounds are also present at the sites (Milanich 1994:396).

Many of the Circum-Tampa-Bay sites along the interior drainages of the Hillsborough, Alafia, Manatee, and Little Manatee rivers that were occupied during the Manasota and Weeden Island–related periods have Safety Harbor period components (Fewkes 1924; Willey 1949:332–333; Sears 1960; Bullen 1971; Luer and Almy 1980, 1982; Janus Research 1999a). It is evident that inhabitants of these inland sites would have relied on freshwater resources for a large part of their sustenance. Some of the burial mounds recorded in the inland portion of the Circum-Tampa-Bay sub-region might have been isolated, as may have some of the habitation sites. Smaller sites, probably short-term hunting and foraging camps, are also located in inland locales in the river drainages (Milanich 1994:396).

5.0 Historical Overview

The intent of this historical overview is to identify the possible locations of any historic sites within the cultural assessment project area and to provide a background for the determination of their historical potential. To this end, books, maps, and manuscripts located at the John F. Germany Public Library in Tampa, University of Florida Digital Collections, Florida Department of Environmental Protection, Division of State Lands, Tampa Bay History Center, and Janus Research were examined and contact with local informants was made.

5.1 European Contact and Colonial Period (ca. 1513–1821)

Official credit for the European discovery of Florida belongs to Juan Ponce de León, whose voyage of 1513 took him along the East Coast of the peninsula (Tebeau 1971:21). He is believed to have sailed as far north as the mouth of the St. Johns River before turning south, stopping in the Cape Canaveral area and possibly at Biscayne Bay. The expedition then sailed southward, following the Florida Keys, making contact with the local Tequesta people en route before turning to the northwest, where they encountered the Calusa along the southwestern Gulf Coast. Other Spanish explorers followed Juan Ponce de León and, over the next 50 years, the Spanish government and private individuals financed expeditions in hopes of establishing a colony in “La Florida.” In 1565, King Philip II of Spain licensed Pedro Menéndez de Avilés to establish a settlement in St. Augustine, Florida. During the period of 1565–1566, Menéndez sailed along the Florida coast placing crosses at various locations and leaving Spaniards “of marked religious zeal” to introduce Christianity to the Native American people (Gannon 1965:29). Settlements with associated missions were established at St. Augustine, San Mateo (Ft. Caroline), and Santa Elena, while smaller outposts and missions were established in Ais, Tequesta, Calusa, and Tocobaga territory (Gannon 1965:29).

By the beginning of the eighteenth century, the Native American population of South Florida had declined considerably from disease, slave raids, intertribal warfare, and attacks from a new group of Native Americans, the Seminoles. The Seminoles, descendants of Creek Indians, moved into Florida during the early eighteenth century to escape the political and population pressures of the expanding American colonies to the north (Wright 1986:218).

During the eighteenth century, Cuban fishermen had established ranchos, seasonal fishing camps, along the Gulf coast. These fishermen were engaged in catching mullet and drying them for sale in the Havana markets. By the early nineteenth century, Native Americans were often employed as workers in these “ranchos pescados,” which is probably why they were called “Spanish Indians” in Anglo-American documents (Wright 1986:219).

By the end of the eighteenth century, the Seminoles had become the dominant Native American group in the state. Groups of fugitive African American slaves had settled among the Seminoles by the early nineteenth century (Brown 1991:5–19). Armed conflict with pioneers, homesteaders, and eventually the United States Army, resulted in the removal of most of the Seminoles from Florida. This action forced the withdrawal of the remaining Seminole population to the harsh environment of the Everglades and Big Cypress Swamp by the late nineteenth century.

5.2 The Territorial Period (ca. 1821–1860)

Hillsborough County was created on January 25, 1834, reaching north to Dade City, south to Charlotte Harbor and encompassing eight future counties (Mormino and Pizzo 1983:45). The first settlement occurred in 1823 with the establishment of a large military fort, Fort Brooke. The fort was built to suppress Indian unrest as a result of the First Seminole War. Before and upon becoming a U.S. territory in 1821, control of the Native American population became a primary concern for the Monroe Administration.

The first of the conflicts between Native Americans and Americans, the First Seminole War, began in 1818 when General Andrew Jackson invaded Spanish Florida. The brief bouts that took place during this war were localized in northern Florida. When Florida became a United States Territory in 1821, the U.S. Government increased its control over the Seminoles' rights through the Treaty of Moultrie Creek. Signed in 1823, it restricted the Seminoles to 4,032,894 acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967:50). The northeast corner of Hillsborough County was included within the new reservation boundary (Mahon 1967: Rear foldout map). The treaty was unpopular with the Seminoles, who recognized the agricultural inferiority of the reservation, and were reluctant to move.

As a consequence of this unrest, Colonel George Mercer Brooke was sent by the U.S. Army in 1823 to establish a fortification on Tampa Bay near present-day central Tampa. In 1819, Richard S. Hackley bought an 11-million-acre Spanish land grant and established a city. The land grant included all of Tampa Bay (Tebeau 1971:124). Colonels Brooke and Gadsden selected a site within the land grant and forced Hackley to leave. They sited Fort Brooke by the Hillsborough River (Chamberlin 1968:12–13). The location offered the highest and driest land on the eastern shore of Tampa Bay, a supply of fresh water, and easy access to the interior from the sea. Because the fort offered the nearest and quickest access to forts and communities in the interior of Florida, it became a military depot and staging area for the Second Seminole War (Hillsborough County Planning Commission 1973: I-13).

Colonel Brooke utilized the existing buildings as temporary housing for the officers and ordered additional lands cleared for cultivation. By September 1824, a hospital, officer's quarters, and several small houses were constructed. In 1830, upon Brigadier General Clinch's recommendation, a reserve of 16 miles squared (256 square miles) was set apart for military purposes with Fort Brooke in the center. The presence of the military fort added a measure of security and stability to the area and civilians began to settle nearby.

As a result of the Treaty of Moultrie Creek, Native Americans continued to be removed from Florida. Additional treaties, including Payne's Landing (1832) and Fort Gibson (1833), were designed to remove the Seminoles from Florida entirely. Resentment quickly escalated, resulting in outbreaks of hostility that culminated in the Second Seminole War in 1835 (Mahon 1967:75–76, 82–83). Fort Brooke was the main garrison for the Second Seminole War and the Army of the South's headquarters. Although the War's headquarters were in Tampa, no battles were fought there. As the war continued, Seminoles retreated to the Withlacoochee Swamp and Green Swamp, located in central Florida (Map1836, 1839; Mahon 1967).

The Second Seminole War ended in 1842 and on February 19, 1845 the Secretary of War authorized reduction of the Fort Brooke military reserve to 4 miles squared (16 square miles). In 1848, Fort Brooke was again reduced to include only that portion of Tampa south of Whiting Street.

The fort was used sporadically during the next 35 years, but it never regained the prominence it had during the Second Seminole War.

Once the Department of War turned the Fort Brooke property over to the Department of the Interior in 1883, homesteaders began to claim property within the old military reserve (Grismer 1950:169). However, for many years court battles ensued over the validity of the homesteader's claims, and the matter was not settled until 1905 when the Supreme Court ruled in favor of the homesteaders. During the 1890s, the firm of Hendry and Knight, founded by Edward M. Hendry and Andrew J. Knight, began purchasing land from the homesteaders, and by the time of the Supreme Court ruling they owned a substantial portion of the former reservation (Grismer 1950:169, 224).

Due to its isolated location, Hillsborough County grew very little after the Seminole Wars. However, a civilian community, Tampa, had developed around Fort Brooke. Early Anglo settlers included Levi Collar, who constructed a log dwelling in 1824; William Saunders, who established a general store in 1828; Maximo Hernandez, a farmer; and a few Cuban immigrants. Along with the garrison, these residents established a village with a "Tampa Bay" post office in 1831 (Stafford 1973). The 1898 Map of Tampa and Suburbs from the land office of Hendry and Knight shows the former military reservation divided into large lots owned by Bell, Hampton, Carew, and Chamberlain.

Some development occurred around the Tampa region as a result of the Armed Occupation Act of 1842. The Act provided 160-acre land grants to men over the age of 18, as long as they lived on the land for five years and cultivated at least five acres. Many of these settlers helped to establish Alafia, one of the oldest communities in Hillsborough County. Raising cattle became the main industry of these land grant settlers. A fort, Alafia Garrison, was built in response to Native American uprisings in the area (HDR Engineering, Inc. 1992: 15). Settlers were establishing settlements in other areas of Hillsborough County, as well. In 1856, John Brandon, a blacksmith and farmer from Mississippi, settled the Brandon area, calling it East Hills. When the railroad reached the area in 1890, East Hills was renamed Brandon (HDR Engineering, Inc. 1992:15).

Tampa remained the county's most developed area. Fort Brooke continued to dominate Tampa's development until 1846. At this time, the government reduced the size of the fort with the remaining land going to the town. In response, the Hillsborough County Commissioners hired John Jackson to survey and plat the town. The first county courthouse was constructed the following year. Shortly thereafter, churches and a school were built. Unfortunately, the great hurricane of 1848 destroyed many of these buildings. In fact, all but five structures in the town were destroyed by the storm (Mormino and Pizzo 1983:46–47). Reconstruction after the storm was energetic and the community continued to grow through the 1850s. At this time, all known dwellings and businesses were south of Twiggs Street and east of the Hillsborough River, near present-day Downtown Tampa (Mormino and Pizzo 1983:46–47, Stafford 1973).

5.3 The Civil War and Post-Civil War Periods (ca. 1860–1898)

Florida did not have much daily contact with Civil War battles, although supplies and soldiers were provided to the Confederate Army. After the Second Seminole War, Florida's pioneer families began developing the cattle trade from Tampa. Four men (Captain James McKay, Howell Lykes, William Hooker, and Jake Summerlin) developed a profitable cattle trade with Cuba (Mormino and Pozetta 1987:44). During the Civil War, the Tampa cattlemen became an important supplier of beef to the

Confederate Army after the occupation of Vicksburg on July 4, 1863. Florida's governor, John Milton, organized a commissary service under James McKay, who was to supervise cattle collections from south Florida ranges (Gannon 1996:241).

In addition to the cattle supplies, Tampa's port was a stopping point for blockade-runners who provided supplies northward. The War affected Tampa when the Federal Navy bombarded the city on two occasions. The first bombing occurred on June 30, 1862, without significant damage (Mormino and Pizzo 1983:65). The second bombing occurred on October 17, 1862, while a small force landed to destroy merchant vessels on the Hillsborough River. A minor skirmish near Gadsden's Point followed the bombing. Tampa was not directly engaged again until May 1864, when Union forces occupied Tampa without resistance. During the occupation, the Union Army destroyed all of Tampa's fortifications (Mormino and Pizzo 1983:67).

Although blockade-runners carried supplies to other parts of the South and cattle were supplied to the Confederate Army, the Civil War hampered the County's economy (Hillsborough County Planning Commission 1973: I-13). The Civil War's end brought Reconstruction to the County, where military rule lasted from 1866 to 1869. The economy continued its decline.

Wartime and reconstruction impeded the county's development until the late nineteenth century. The population of Tampa in the 1850s had been 1,000 residents, by 1860 it was 885 and by 1870 it was 796. Population declined through 1880 (Mormino and Pizzo 1983:68). The decades of the 1880s and 1890s introduced an era filled with activity. Two railroads were extended to Tampa, a deep water port was dredged, the cigar industry was established, phosphate was discovered, and the Spanish-American War made Tampa's name known (Hillsborough County Planning Commission 1973: I-13).

By 1881, the State of Florida faced a financial crisis involving a title to public lands. On the eve of the Civil War, land had been pledged by the Internal Improvement Fund to underwrite railroad bonds. After the War, when the railroads failed, the land reverted to the State. Almost $1 million was needed by the state to pay off the principal and accumulated interest on the debt, thereby giving clear title.

Hamilton Disston, son of a wealthy Philadelphia industrialist, contracted with the State of Florida in two large land deals: the Disston Drainage Contract and the Disston Land Purchase. The Drainage Contract was an agreement between Disston and the State in which Disston and his associates agreed to drain and reclaim all overflow lands south of present-day Orlando and east of the Peace River in exchange for one-half the acreage that could be reclaimed and made fit for cultivation.

The Disston Land Purchase was an agreement between Disston and the State in which Disston agreed to purchase Internal Improvement Fund Lands at $0.25 an acre to satisfy the indebtedness of the fund. A contract was signed on June 1, 1881 for the sale of 4,000,000 acres for the sum of $1 million, the estimated debt owed by the Improvement Fund. Disston was allowed to select tracts of land in lots of 10,000 acres, up to 3,500,000 acres. The remainder was to be selected in tracts of 640 acres (Davis 1938:206–207). Before he could fulfill his obligation, Disston sold half of this contract to a British concern, the Florida Land and Mortgage Company, headed by Sir Edward James Reed (Tischendorf 1954:123).

Disston changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway. Through the Plant Investment Company, he bought up defunct rail lines such as the Silver Springs,

Ocala & Gulf Railroad, Florida Transit and Peninsular Railroad, South Florida Railroad, and Florida Southern Railroad to establish his operation (Mann 1983:68; Harner 1973:18–23). In 1902, Henry Plant sold all of his Florida holdings to the Atlantic Coast Line, which would become the backbone of the southeast (Mann 1983:68).

During 1881 and 1882, channels were dug between the lake systems to the north and the Kissimmee River (Tebeau 1971:288). The Atlantic and Gulf Coast Canal and Okeechobee Land Company was responsible for opening up Lake Okeechobee to the Gulf of Mexico by dredging a channel to the Caloosahatchee River. Disston and his associates received 1,652,711 acres of land under the Drainage Contract, although they probably never permanently drained more than 50,000 acres (Tebeau 1971:280). Drainage operations began and the Florida Land and Improvement Company and Kissimmee Land Company were formed to help fulfill the drainage contract (Hetherington 1980:6).

Private land claims between 1881 and 1883 were probably squatters acquiring the land on which they lived prior to the land transfers under the Disston Land Purchase contract. The flurry of land transfers recorded in the early 1880s was mainly the result of two factors: large influxes of people as a result of the railroads, and the widespread unpopularity of the Disston Land Purchase and Drainage Contracts.

The Disston Land Purchase and Disston Drainage Contract were not very well liked among many of Florida's residents. They resented the $0.25 per acre price Disston paid under the land contract, as they were required to pay $1.25 per acre under the terms of the Homestead Act of 1876. Claims also were made that Disston was receiving title to lands that were not swamplands or wetlands (Tebeau 1971:278). Many residents bought up the higher, better-drained parcels of land for speculation, knowing that the surrounding wetlands and flatwoods would be deeded to Disston under the Land Purchase contract. Many hoped that their more desirable land purchases would increase in value.

Tampa's and the county's economy rebounded with the arrival of Henry Plant's railroad from Kissimmee in 1883–1884 (Westfall 1985:5). Plant had established the Jacksonville, Tampa & Key West Railway Line in 1883 (Harner 1973:23). Peter Demens, an immigrant from Russia, finished building the three-foot gauge Orange Belt Railway in 1888. After the Great Freeze of 1894-95, the railroad was sold to Henry Plant and it became a part of the Plant System of railroads. Hamilton Disston, the Orange Belt Railway, and the Florida Central & Peninsular Railroad once owned land that is currently located within the project APE. **Table 4** shows land purchases within the project APE during this time.

Table 4. Land Apportionment as Recorded in the Tract Book Records

Township and Range	Section	Portion Owned	Owner	Date of Deed or Sale
Township 27 South, Range 18 East	1	N ¼ of NE ¼	Milage B. Weaver	June 9, 1891
		SE ¼ of NE ¼	Joseph J. Gillett	September 10, 1883
		N ½ of NE ¼	Nicholas P. Bishoff	June 9, 1891
		N ½ of SE ¼	Orange Belt Railway	May 8, 1889
		E ½ of SE ¼	Thomas J. Holten	May 24, 1882
		N ½	Orange Belt Railway	June 18, 1888
	12	All	Hamilton Disston	October 6, 1881

Township and Range	Section	Portion Owned	Owner	Date of Deed or Sale
Township 28 South, Range 18 East	1	E ½ of NE ¼	Fla. Central & Peninsular Railroad	February 15, 1893
		W ½ of NE ¼ & E ½ of NW ¼	Orange Belt Railway	August 17, 1888
		W ½ of NW ¼ & W ½ of SW ¼	Fla. Central & Peninsular Railroad	February 15, 1893
		E ½ of SW ¼	Allen H. Heyden	November 6, 1895
		W ½ of SE ¼	Allen H. Heyden	November 6, 1895
		NE ¼ of SE ¼	John O. Flaherty	June 30, 1884
		SE ¼ of SE ¼	John A. McDonald	August 13, 1883
	12	NE ¼	John J. Hett	February 10, 1885
		NW ¼	Frank H. Black	July 30, 1885
		W ½ of SW ¼	John Miller	October 15, 1887
		E ½ of SW ¼	Josiah C. Townsend	November 22, 1888
		W ½ of SE ¼	Josiah C. Townsend	November 22, 1888
		E ½ of SE ¼	Walter L. Tresca	June 30, 1884
	13	E ½ of NE ¼	Walter L. Tresca	June 30, 1884
		W ½ of NE ¼	Heirs of G. A. Palmer	October 15, 1887
		E ½ of NW ¼	Heirs of G. A. Palmer	October 15, 1887
		W ½ of NW ¼	John Miller	October 15, 1887
		SW ¼	Julia A. Ferris	May 9, 1885
		W ½ of SE ¼	Fla. Central & Peninsular Railroad	November 19, 1895
		E ½ of SE ¼	John B. Gold	August 20, 1883
	24	E ½ of NE ¼	Orville A. Watrons	January 20, 1882
		W ½ of NE ¼	Thomas J. Bell	October 15, 1884
		E ½ of NW ¼	Thomas J. Bell	October 15, 1884
		W ½ of NW ¼	Thomas W. Fisker	June 30, 1884
		N ½ of SW ¼	Thomas W. Fisker	June 30, 1884
		S ½ of SW ¼	Davis R. Fisker	June 7, 1909
		W ½ of SE ¼	Levi A. Vaughn	December 11, 1890
		SE ¼ of SE ¼	John H. Krause	April 10, 1882
		NE ¼ of SE ¼	Ella R. Watrons	October 4, 1884
	25	Lot 1	John H. Krause	April 10, 1882
		Lot 2	Fla. Central & Peninsular Railroad	November 2, 1893
		Lot 3	John R. Livingly	January 20, 1884
		Lot 4	John R. Livingly	January 20, 1884
		Lot 5	William M. Fisher	June 30, 1884

Township and Range	Section	Portion Owned	Owner	Date of Deed or Sale
Township 28 South, Range 18 East	25	Lot 6	Fla. Central & Peninsular Railroad	November 20, 1896
		Lot 7	John H. Krause	January 10, 1882
		Lot 8 & N ½ of SE ¼	Julia A. Cowart	June 30, 1884
		Lot 9 & N ½ of SE ¼	John G. Robles	June 30, 1884
	36	Lot 1 & N ½ of NE ¼	D. Isaac Craft	October 30, 1882
		Lot 3 & S ½ of NE ¼	William P. Jackson	April 27, 1890
		Lot 2	William M. Fisher	June 30, 1884
		N ½ of SW ¼	Harriet Burton, widow	June 30, 1884
		N ½ of SE ¼	Sarah Eubanks	August 1, 1883
		Lot 5 & S ½ of SE ¼	Thomas F. Hampton	July 30, 1889
		Lot 6	William Patrick	February 1, 1882
Township 29 South, Range 18 East	36	All	Hiram P. Lovering, Mayor & Thomas E. Jackson, Pres. of Town Council of the Town of Tampa, & their Successors in Office	October 26, 1881

To increase Tampa's economic options and fulfill the Key West portion of the Jacksonville, Tampa, & Key West Railway venture, Plant established the Plant Steamship Line from Tampa to Key West in 1885. William Cramp & Sons of Philadelphia built two ships, the *S.S. Mascotte* and the *S.S. Olivette*, especially for this route. The new ship-rail service lifted Tampa's economy, increased its population, made it possible for a war to be launched from her port, and brought the cigar industry to Tampa (Harner 1973:23). Later, in 1890, Plant would increase economic activity by building Port Tampa (Westfall 1985:5). In 1891, a 20-foot channel was dredged to connect the new port with the open waters of the Gulf. A small community developed in Port Tampa following the activity spurred by Plant. Homes and even a large hotel were constructed in the area during this time. Throughout the city, the economic activity and new industries increased the population from 720 in 1880 to 2,376 in 1885. The railroad turned Tampa from a small community to a leading manufacturing city in Florida by 1900 (Westfall 1985:5).

The new railroad and Plant Steamship Line helped bring the cigar industry to Tampa in 1885. Cigars became popular in America during the 1850s and consumption dramatically increased in the 1860s. Havana cigars with Cuban tobacco became the standard. Due to political unrest in Cuba and an 1857 U.S. tariff that heavily taxed Cuban cigars, the cigar manufacturers established factories in Key West. The American factories flourished throughout the 1880s; however, labor strikes hurt the Key West cigar industry by the mid-1880s. Vicente Martinez Ybor chose Tampa for his new cigar factory location as an alternative to the striking workers and isolated location of Key West, and founded Ybor City in 1886.

Ybor planned a company town and began an industry that would eventually surpass both Key West and Havana in cigar manufacturing. Both Ybor and fellow cigar manufacturer Ignacio Haya offered

plant sites and other incentives to attract other major cigar manufacturers, such as R. Monne and Company; Armo, Garcial and Company; Trujillo and Benemelis; and Arguelles, Lopez and Brothers. Ybor City also had hundreds of small cigar shops. Known locally as *chinchales* ("bedbugs"), or "Buckeyes" (because of their use of southern Ohio tobacco), these enterprises employed only a handful of workers and produced cigars of lower quality. At its peak, the cigar industry employed 20,000 people who handcrafted cigars in 36 sizes (Charleton 1990:40–41, 43). While Ybor City began as its own city, with sidewalks and improvements constructed by Ybor, it was annexed as part of Tampa in 1887 (Westfall 1985).

The handmade cigar industry would dominate Tampa's economy for 50 years (Ingalls 1985:117). The creation of Ybor City transformed Tampa from an economy centered on each resident's self-sufficiency to an energetic manufacturing base (Mormino and Pozetta 1987:55). The city would be dependent on cigar making as its prominent economic base. Based on the success of Ybor City, a group of Tampa businessmen led by Hugh C. Macfarlane established a second cigar manufacturing center in Tampa. By 1895, this area, known as West Tampa, was incorporated as its own city. Together, Ybor City and West Tampa supported auxiliary enterprises like box factories and printing plants (Mormino and Pozzetta 1987:67).

The majority of cigar makers were exiled Cubans who had family ties and political interests in Cuba, their homeland. As a result, many guns and ammunition were sent from Ybor City to Cuban revolutionaries fighting for independence from Spain. José Martí, referred to as the "George Washington of Cuba," delivered significant speeches on Cuban independence in the U.S. This natural connection made Tampa important during the Spanish-American War. Tampa sent arms and other supplies for the Cuban revolution between 1895 and 1898. Consequently, the U.S. invasion of Cuba was launched from Tampa.

5.4 Spanish-American War Period/Turn-of-the-Century (1898–1916)

The brief war brought an immense and sudden influx of business to Tampa, adding to the momentum of economic and population growth started by the railroad and cigar industries. With the outbreak of the Spanish-American War in 1898, Tampa became the primary staging area for the invasion army. Several infantry and cavalry regiments with 30,000 troops were stationed in Tampa (Federal Writers' Project 1984:287).

Tampa's port and railroad became increasingly important as the demand for Florida's citrus, vegetables, and phosphate grew. During the previous decade, 11,000 acres were under cultivation, and beef cattle outnumbered the county's population. County farms produced rice, corn, oats, sugar, potatoes, and honey (HDR Engineering, Inc. 1992:17, 20). Citrus production increased and lumber and turpentine were harvested. All these products went through Tampa's port to be distributed around the nation (HDR Engineering, Inc. 1992:15). The Seaboard Air Line Railroad established a major shipping area along Tampa's waterfront where it built warehouses, rail tracks, and loading docks. Phosphate was mined and shipped from Seddon Island, which was created from dredged fill in 1908 (Mormino and Pizzo 1983:130–131, 133, 136).

The dredging of the Sparkman and Ybor Channels in 1910 generated spoil, which was used to fill surrounding shore marshlands along the western and southern margins of Hooker's Point. The Seaboard Air Line connected Brooksville and Tampa via its shipping terminals on the newly filled

section on lower Hooker's Point. East Tampa, more commonly known as Palmetto Beach, was annexed by the City of Tampa in 1911. The portion of Hooker's Point west of 22nd Street and south of Long Street had already been annexed by the city in 1887.

The area known as the Seminole Heights neighborhood developed along the trolley line between Downtown Tampa and the tourist resort of Sulphur Springs as early as 1912. As a result of the growing cigar, rail shipping, tourist, citrus, and phosphate industries, Tampa's population had increased rapidly by the late-1890s. Areas such as West Tampa, Port Tampa, and Sulphur Springs began developing as Tampa's population expanded from 1,000 residents in 1883 to 15,000 in 1901. Sulphur Springs developed circa-1900 as a tourist resort with cottages and bathhouses around the natural mineral springs (**Figure 6**). To provide additional access between Sulphur Springs and Tampa, the Sulphur Springs Traction Company built a trolley line linking the tourist resort to Downtown Tampa in 1907 (Shiver 1993:8.1, 8.2).

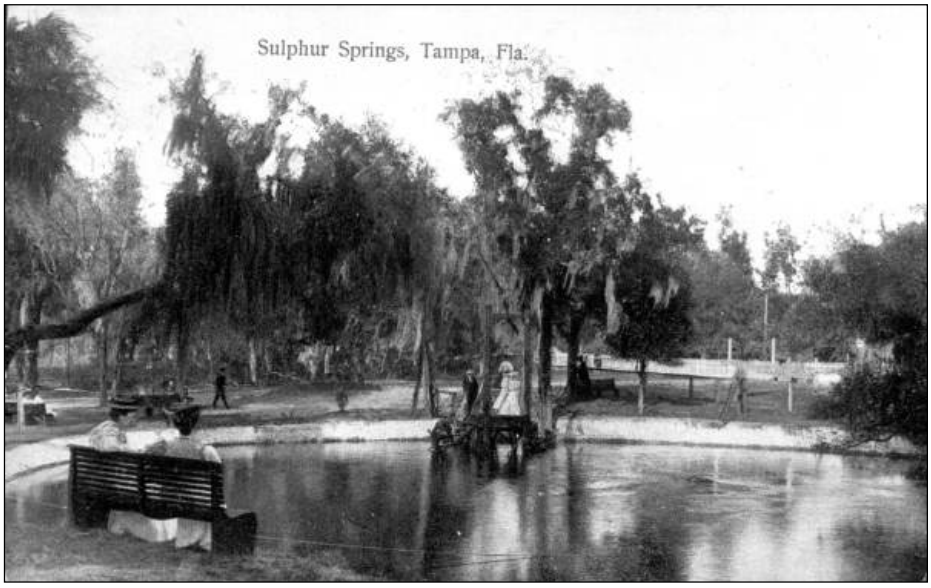

Figure 6: View of Sulphur Springs as it appeared in 1908
(Courtesy of Florida Memory)

Land adjacent to the trolley line became an ideal location for suburban development. In 1911, the Seminole Development Company purchased 40 acres of land north of Tampa's city limits for a middle-class neighborhood development (Shiver 1993:8.2). Only three miles from Downtown Tampa, residents were able to travel on the Sulphur Springs trolley to work in the central business district. The area was originally developed as part of the Suwanee Heights Subdivision, surveyed by R. F. Bettis, Engineer in February 1912 (Hillsborough County 1912:7:25).

In 1913, the area just to the south of Suwanee Heights had begun to take shape as a streetcar neighborhood through the efforts of Tampa developer T. Roy Young (Florida Department of Transportation 1988:6). The streetcar allowed residents to live a distance from Downtown Tampa and still work in the area through daily trolley service. The Sulphur Springs trolley route ran from Sulphur Springs south along Nebraska Avenue to Hanlon Street, west along Hanlon Street to Central Avenue, south along Central Avenue through the Seminole Heights neighborhood to Buffalo Avenue where it meandered through adjacent communities before reaching Downtown Tampa (Catinna 1995:7). The Seminole Heights neighborhood encompassed Hillsborough Avenue south to Wilder Avenue and from Florida Avenue east to Central Avenue. The neighborhood continued to

develop through 1925. It began as a neighborhood among pine trees and orange groves with dirt roads and evolved into a neighborhood with oak trees, landscaping, and granite curbing with brick paved streets.

Tampa had unified its streetcar system by 1913, which aided the development of Seminole Heights and other similar neighborhoods known as streetcar suburbs (Florida Department of Transportation 1988:6). The location of these neighborhoods along the Sulphur Springs trolley line, just north of the city limits of Tampa, made them ideal neighborhoods for the middle-class family looking for a quiet suburb away from the city. Professional people and middle-income workers such as judges, teachers, clerks, government workers, jewelers, and craftsmen lived in Tampa's streetcar suburbs.

5.5 World War I and Aftermath Period (1917–1920)

As one of Florida's port cities, Tampa became a major shipbuilder during World War I (Mormino and Pizzo 1983:150). Along with Jacksonville, Tampa became a center for ship construction, a supply depot, and an embarkation point for servicemen. Schooners had been built prior to the war, but American involvement in the War ushered in an era of large-scale shipbuilding. A Tampa-built ship, the *Poughkeepsie*, was the largest ironclad ship built south of Norfolk, Virginia, by 1917. Another vessel, the *U.S.S. Tampa*, left Tampa and was sunk by German submarines on its journey to fight in Europe. In addition to soldiers aboard the *U.S.S. Tampa*, the city sent Company H to fight in the Marne (Mormino and Pizzo 1983:150–151).

While Florida industrialization and agriculture flourished, immigration and housing development slowed during the war. Tourism increased as a result of the war in Europe, which forced Americans to vacation domestically. Tycoons such as Henry Flagler and Henry Plant were building the hotels and railroads for people desiring winter vacations in sunny Florida. These magnates took an interest in the improvements and promotion of Florida in an effort to bring in more tourist dollars. The end of the war marked a slight increase in population, and Flagler and Okeechobee counties were created at this time.

5.6 Florida Boom Period (1920–1930)

The Florida Land Boom era of the 1920s ushered in a time of great prosperity for Hillsborough County. As Tampa was developing industries important to Hillsborough County between 1880 and 1920, it became a modern city with electric lights, a sewage system, intra-urban trolley, paved streets and congested sidewalks. During the boom years, warehouse buildings were constructed in the area presently known as the Channelside District to house the materials unloaded from the trains and ships. By 1925, Tampa had a population of 100,000 (Mormino and Pizzo 1983:148, 166). Tampa expanded to the northeast with Ybor City and west across the Hillsborough River. Developers began taking advantage of Florida's primary asset, water. Sulphur Springs developed north of Tampa as a tourist center (**Figure 7**) and homes were built along Bayshore Boulevard on Tampa Bay (Hillsborough County Planning Commission 1973: I-15).

One of the major developments of the early 1920s that contributed to Tampa's economic revitalization was the deepening and expansion of Ybor Channel. The improvements to the channel helped stimulate industrial and commercial growth in Tampa, as more products could be shipped in and out of the city.

Figure 7: Large slide and diving platform at Sulphur Springs in 1920

(Courtesy of Florida Memory)

Tourism and the real estate market also made this a time of growth and development. The introduction of the Model T as an automobile for middle class Americans spurred a new automobile traveler. Called “tin can tourists” because they ate from tin cans during their journey, they traveled to Tampa and DeSoto Park near Ybor City. The construction of the Gandy Bridge in 1924 made traveling between Tampa and St. Petersburg easier and had the effect of increased tourism and real estate opportunities (Mormino and Pizzo 1983:152).

During the 1920s, real estate was a booming business with developers buying any available land and promoting it (Trigaux 1999:10h). The influx of tourists as well as the speculative real estate market encouraged subdivision establishment. The developments of Ballast Point, Temple Terrace, Palma Ceia, and Davis Island were begun during the boom (Hillsborough County Planning Commission 1973:I-15). People lined up 40 hours ahead of time to buy lots on Davis Island (Trigaux 1999:10h). Other neighborhoods such as Gray Gables, Bon Air, New Suburb Beautiful, and Southern Pines were platted, and the Palmetto Beach neighborhood continued to expand during this time, as well. Downtown Tampa acquired many buildings, including two hotels, the tallest office building in Tampa at 13 stories, and three *Tampa Tribune* buildings. Several bridges were constructed as well, including the Cass Street and Platt Street bridges over the Hillsborough River. Also, nine elementary schools, three junior high schools, and two high schools were built (Mormino and Pizzo 1983:153, 166).

The Seminole Heights neighborhood continued to expand significantly during this period. In particular, the Bungalow style came to dominate the neighborhood and a variety of bungalow designs were constructed, with Craftsman style being the most widespread (**Figure 8**). The 1920s also saw the construction of some non-residential buildings in Seminole Heights. These buildings included several commercial structures, churches, and a school complex (Shiver 1993:8.1, 8.2).

Figure 8: Example of a Craftsman Bungalow in the Seminole Heights Neighborhood taken shortly after its construction

(Courtesy of Historic Shed)

A series of events caused the end of the early 1920s prosperity, including a financial collapse in real estate and two hurricanes. The hurricanes killed thousands, destroyed property, and ended the real estate boom across the state. Despite the serious consequences for Tampa's real estate market, the cigar industry kept Tampa economically viable. At this time there were 159 factories with 13,000 employees who produced 500 million cigars (Mormino and Pizzo 1983:167).

5.7 Depression and New Deal Period (1930–1940)

The next decade brought the Depression and the decline of development. Banks had heavily invested in the real estate ventures of the 1920s and when the stock market crashed, many of these banks closed (Triguax 1999:10h). Banks across Florida failed and closed their doors even before the stock market crash that began the Depression era for the nation (Mormino and Pizzo 1983:168). In 1929, rumors amongst cigar workers caused a run on the Citizens Bank and Trust Co. in Ybor City, and the doors closed on July 17, 1929 (Trigaux 1999:11h).

During the economic decline of the Great Depression, the cigar industry was damaged when smokers gave up the luxury of cigars for less expensive cigarettes. Tampa's cornerstone industry was in decline; factories closed or moved to the north and 4,000 workers were laid off during the

decade (Ingalls 1985:129–130). In addition, many mines, mills, and citrus packing plants were closed. In 1931, Tampa decided to legalize gambling at horse and dog tracks to recover economically. To aid Tampa's economic recovery, the government established a Tampa headquarters for the Works Progress Administration (WPA). The WPA employed 8,000 people and funded large-scale projects such as the Davis Island airport (Mormino and Pizzo 1983:168). In other areas of the county, modern citrus canning plants and cooperatives were established in citrus grove areas (HDR Engineering, Inc. 1992:21).

During the Depression, most rural development occurred northeast and north of Tampa. Plant City's rural population had increased due to the quality of agricultural land. The county experienced an absence of development in the vicinity of the Hillsborough River northeast of Tampa (Hillsborough County Planning Commission 1973:I-15). Construction in Seminole Heights also decreased during this period. On the 1938 aerial photograph, many 1920s era rectangular bungalows are visible, but vacant lots that remained undeveloped during the 1930s are also present (**Figure 9**).

5.8 World War II and the Post-War Period (1940–1950)

The outbreak of World War II returned prosperity to Hillsborough County. Three air bases were located in the County: MacDill Field, Drew Field, and Henderson Field (Hillsborough County Planning Commission 1973:I-15). MacDill Field was opened in 1940 and became a staging area for the war. During the war, 25,000 soldiers were stationed at MacDill and Drew fields. In addition to air base activity, the port was expanded for the numerous shipbuilding enterprises (Hillsborough County Planning Commission 1973:I-15). Shipbuilding was again producing at full capacity with the industry employing 16,000 people (Mormino and Pizzo 1983:174). Many military personnel were introduced to the area during the war and many returned as permanent residents (Hillsborough County Planning Commission 1973:I-16). **Figure 10** shows the growth of Tampa subdivisions between 1853 and 1941.

World War II also produced a demand for food for the war efforts. This need caused a rapid expansion in citrus canning in the grove belt region that included Brandon and Valrico (HDR Engineering, Inc. 1992:21). After World War II, Tampa continued to prosper as a place for company offices, retirees, and tourists. As retirees earned pensions that freed them from being dependent on their children, many moved to Florida. Building activity during the post-war years was equivalent to the market during the 1920s, but "without the speculative aspects" (Grismer 1950:286). Wholesalers and distributors of various goods that residents had been without during the lean War years were also flourishing (Grismer 1950:286). The Federal Interstate Highway System, founded in the 1950s, also helped bring many Florida residents to their new home. Interstate 75 (I-75) connected the Midwest to the Tampa Bay area, allowing for easier migration. Retirees have also driven real estate development of affordable housing and retirement centers (Trigaux 1999:11h). Between 1950 and 1960, a 59 percent population increase occurred in Hillsborough County, with concentrations in Tampa. In addition, Temple Terrace and Plant City grew tremendously between 1950 and 1960 (Hillsborough County Planning Commission 1973:I-16).

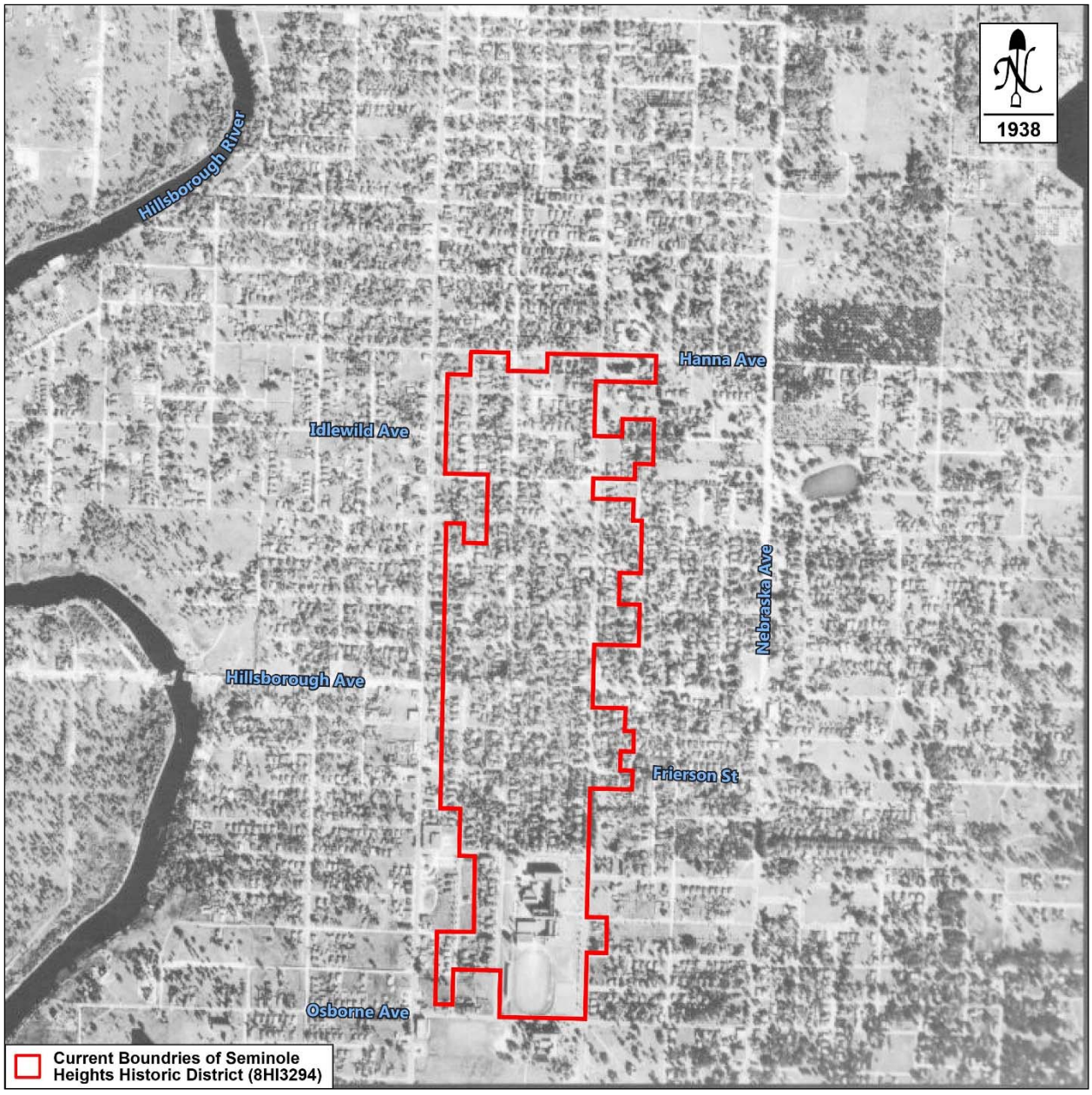

Figure 9: 1938 Aerial Photograph of the Seminole Heights Neighborhood Showing the Current National Register Historic District Boundaries

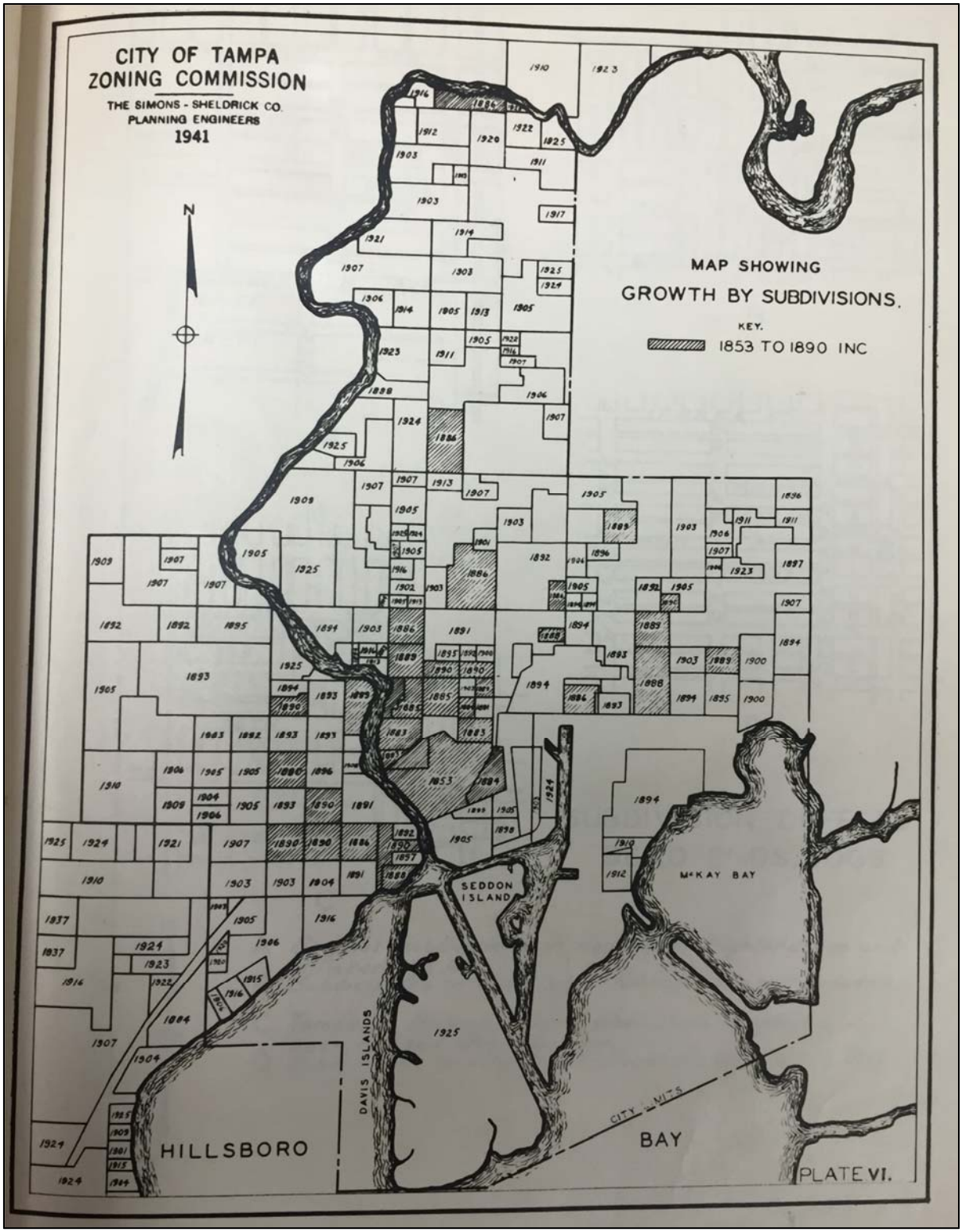

Figure 10: Map showing Tampa Subdivision growth by year (*Produced by the Simons Sheldrick Company for the Tampa Zoning Commission, 1941)*

5.9 Modern Era (1950–Present)

During World War II and the post-War era, as the Tampa cigar industry recovered from the Depression and labor union problems, the environment of Ybor City declined. Prosperity enabled some residents to move to other areas. By the late 1950s and early 1960s, Ybor City had become an urban slum. The 1962 embargo on all Cuban goods following the Cuban Missile Crisis crippled the remaining Tampa cigar industry. Cuban tobacco was essential to first-rate cigars (Yglesias 1996:74). In addition, the area suffered from the construction of I-4 through Ybor City, which bisected the community and resulted in the demolition of approximately 600 houses. In 1965, an Urban Renewal project also resulted in the demolition of portions of the neighborhood. In response, an interest in preserving the Latin community began during this period. Historic preservation measures included the designation of the Barrio Latino local district (enacted in 1975) that monitors demolition, rehabilitation, and rebuilding of Ybor City's historic structures. The Ybor City National Historic Landmark District is presently experiencing an incredible period of revitalization and growth, as is the Channelside District, located between Downtown Tampa and the Ybor Channel.

Sulphur Springs was annexed by the City of Tampa in 1953. In addition to the resort recreation facility that had existed since the early twentieth century, a drive-in theater was opened in 1951 next to the Sulphur Springs Water Tower. The Tower Theatre was a popular drive-in that operated for nearly forty years. Sulphur Springs is now a neighborhood with a mix of both historic and newer homes. An aerial photograph from 1957 shows the density of buildings within the neighborhood (**Figure 11**). The drive-in theater can be seen in the bottom left of the neighborhood.

By the 1960s, the Sulphur Springs area and the neighborhoods immediately to the north began to decline and many buildings were showing signs of neglect. A planning report produced by Milo Smith & Associates for the City of Tampa in 1961 describes the condition of the area from the Sulphur Springs neighborhood up to Fletcher Avenue. The report described the Sulphur Springs neighborhood as having a few good houses, but generally "old, crowded, and run-down" (Milo Smith & Associates, Inc. 1961). Approximately 24 percent of the houses were dilapidated or deteriorated at this time, and over half showed some signs of blight (Milo Smith & Associates, Inc. 1961). The deteriorated area extended north to Linebaugh Avenue. North of Linebaugh, the housing became fair. The report also states that the interstate, which at this point was in the planning stages, would also have a negative impact on the area (Milo Smith & Associates, Inc. 1961). Although this area was impacted by the construction of I-275, members of the community and organizations such as the North Tampa Chamber of Commerce remain dedicated to the enhancement of business, economic growth, tourism, and promoting a positive image of North Tampa.

By the 1960s, the Seminole Heights neighborhood had been largely built-out, with very few vacant lots available for construction. The construction of I-275 significantly impacted the historic neighborhood, splitting it into different sections. In the 1961 planning report described the Seminole Heights as a good neighborhood, but facing the problem of the interstate dividing the neighborhood into separate units, which will make it difficult to "maintain good neighborhood standards" (Milo Smith & Associates, Inc. 1961).

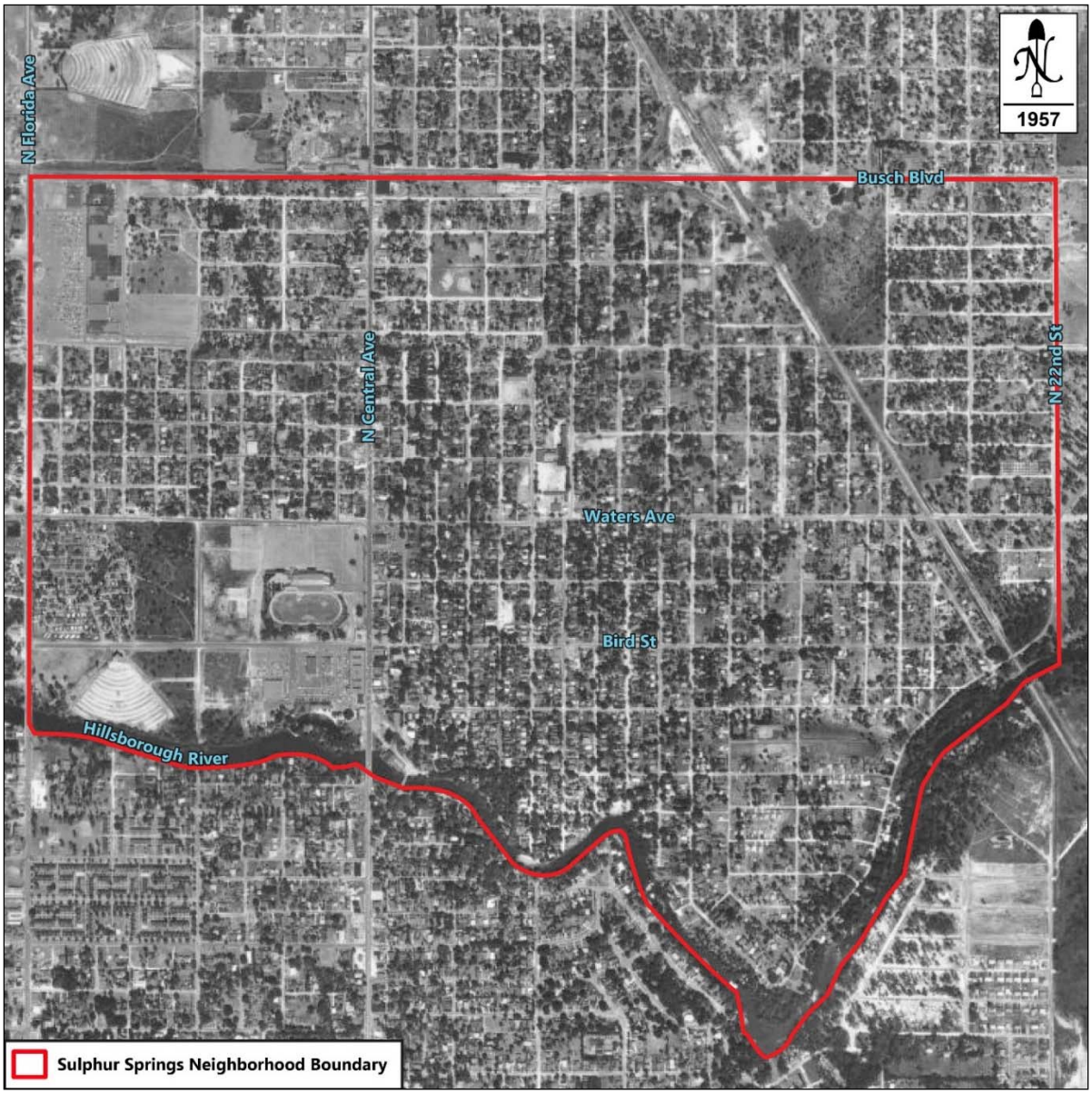

Figure 11: 1957 Aerial Photograph showing development in the Sulphur Springs Neighborhood

Today, the section of Seminole Heights located to the east of I-275 and south of Hillsborough Avenue is known as Southeast Seminole Heights. Today, much of the portion of Seminole Heights to the west of the interstate is included in the National Register–listed Seminole Heights Historic District. This area to the west of I-275 has generally fared better than the portion to the east of the I-275, which has been separated from the rest of the neighborhood and experienced a greater degree of both architectural and socio-economic deterioration. This was noted in previous planning reports prepared for the City of Tampa, and observed during the fieldwork associated with this current project. **Figure 12** shows the how the neighborhood appeared in 1968, with the current National Register historic district boundaries superimposed on the aerial.

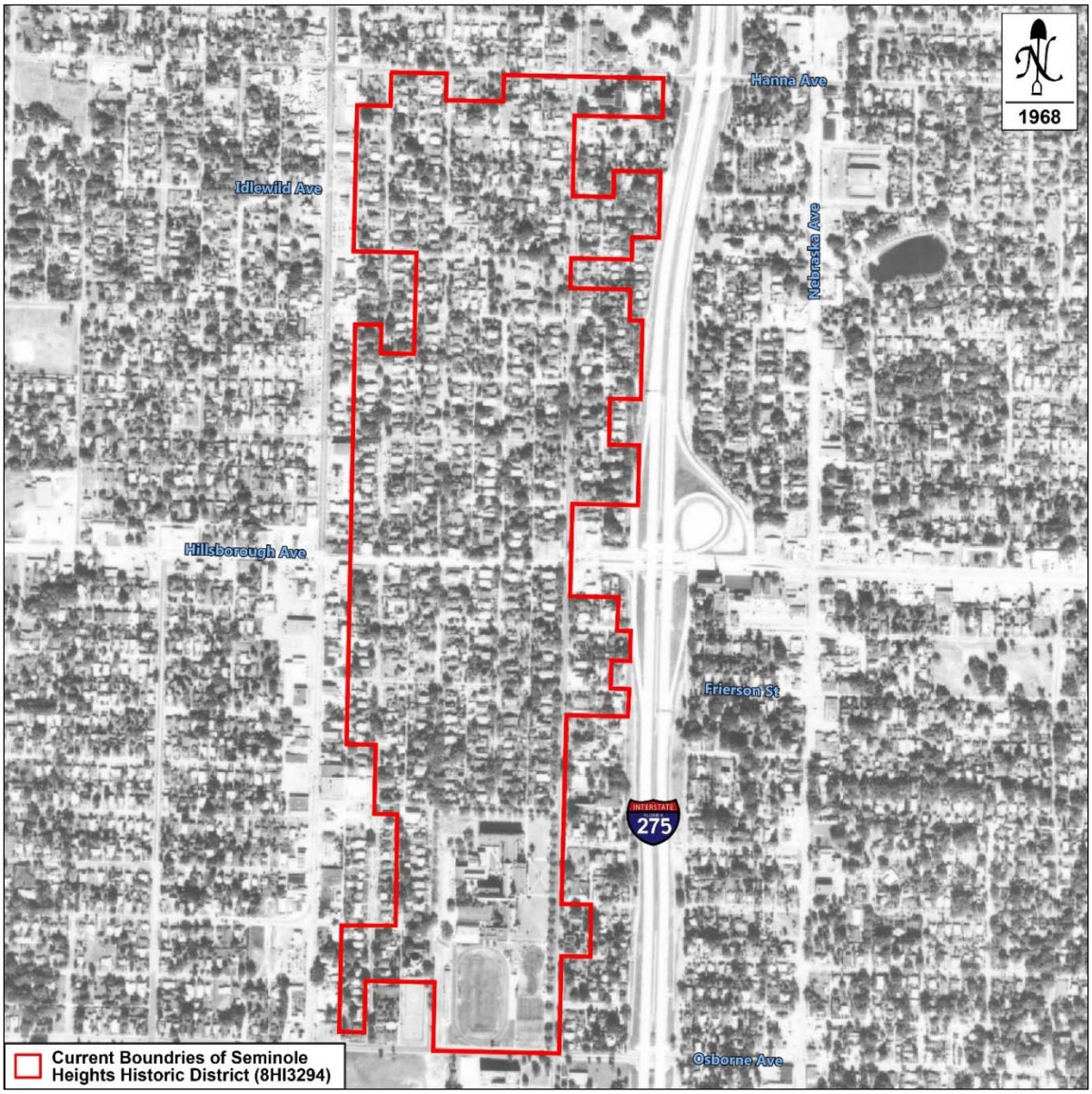

Figure 12: 1968 Aerial Photograph of the Seminole Heights Neighborhood showing the current National Register Historic District Boundaries

Several of the neighborhoods and communities located in the northern part of the current project APE also expanded following World War II. Lake Magdalene is located north of Tampa in an unincorporated section of Hillsborough County. The northwestern section of the project APE is located within this community. Although the area around Lake Magdalene had boasted a large population for many years, it remained quite rural until the early 1960s (Hillsborough County Planning and Growth Management 1998). Beginning in the 1960s, Lake Magdalene began to slowly loose its rural character. The area has experienced rapid growth as Tampa has expanded northward, and today the once vast orange groves that dominated the area have been replaced by homes, apartment complexes, and businesses (Hillsborough County Planning and Growth Management 1998).

Other communities and neighborhoods located north of Seminole Heights and Sulphur Springs along I-275 area also experienced growth after World War II. University is a census designated place (CDP) located on the east side of I-275 and to the east of Lake Magdalene. The University of South Florida was established in 1956 and is located just to the east of the community. The university and subsequent development surrounding it was the main factor in the growth of this community during the second half of the twentieth century. North Tampa is located east of I-275 and is bounded by University on the north and Sulphur Springs on the south. In the years following World War II, North Tampa and Sulphur Spring were typically considered one in the same. The North Tampa Chamber of Commerce, for example, represent both neighborhoods and continues to use the image of the Sulphur Springs water tower in its emblem. Development continued to spread north over the following years, stretching all the way to Fowler Avenue. The original Forest Hills neighborhood, located to the west of the current project APE, was designed in 1926 along with a golf course. East Forest Hills is included in part of the current project APE on the west side of I-275 between Busch Boulevard and Fletcher Avenue. It was mostly an area of citrus groves until residential development began in the 1950s and 1960s. Consequently, many of the historic resources located within the East Forest Hills section of the current APE date from this time. The 1961 planning report produced by Milo Smith & Associates for the City of Tampa described the area between Fletcher Avenue and Fowler Avenue as lacking paved streets and generally underdeveloped, with small frame houses on poorly maintained lots (Milo Smith & Associates, Inc. 1961). **Figures 13 and 14** are 1938 and 1968 aerial photographs showing the sections of these communities within and around the current project APE and how they have changed over time.

Hillsborough County and the Tampa area continued to expand. Phosphate remains the number one product exported from Tampa. However, the port is diversifying its cargo to include frozen chicken, cars, and melons. In addition, cruise ships now depart from the new Cruise Terminals off of Ybor Channel.

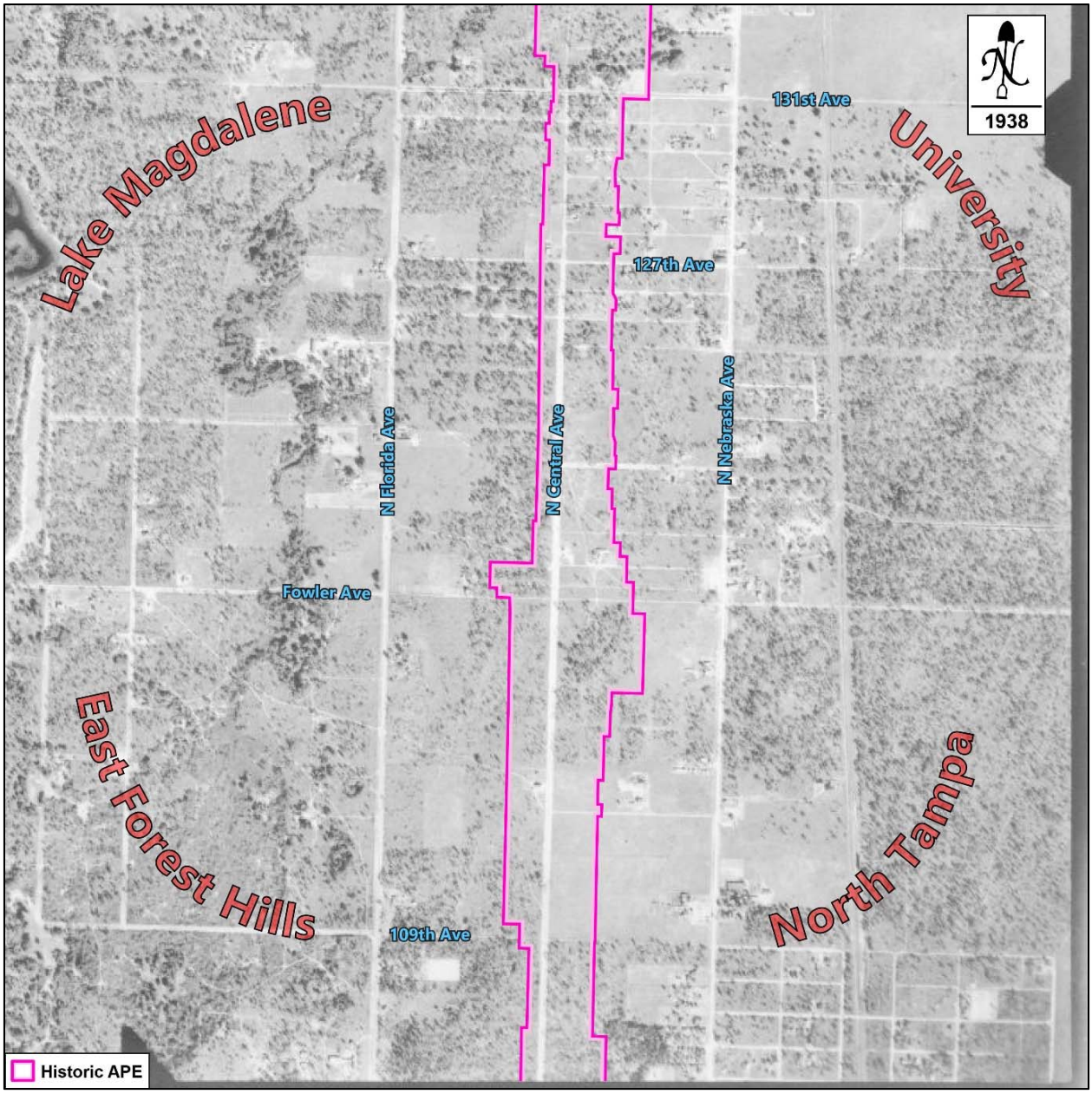

Figure 13: 1938 Aerial Photograph Showing the Rural Nature of Several Neighborhoods and Communities Now Adjacent to I-275

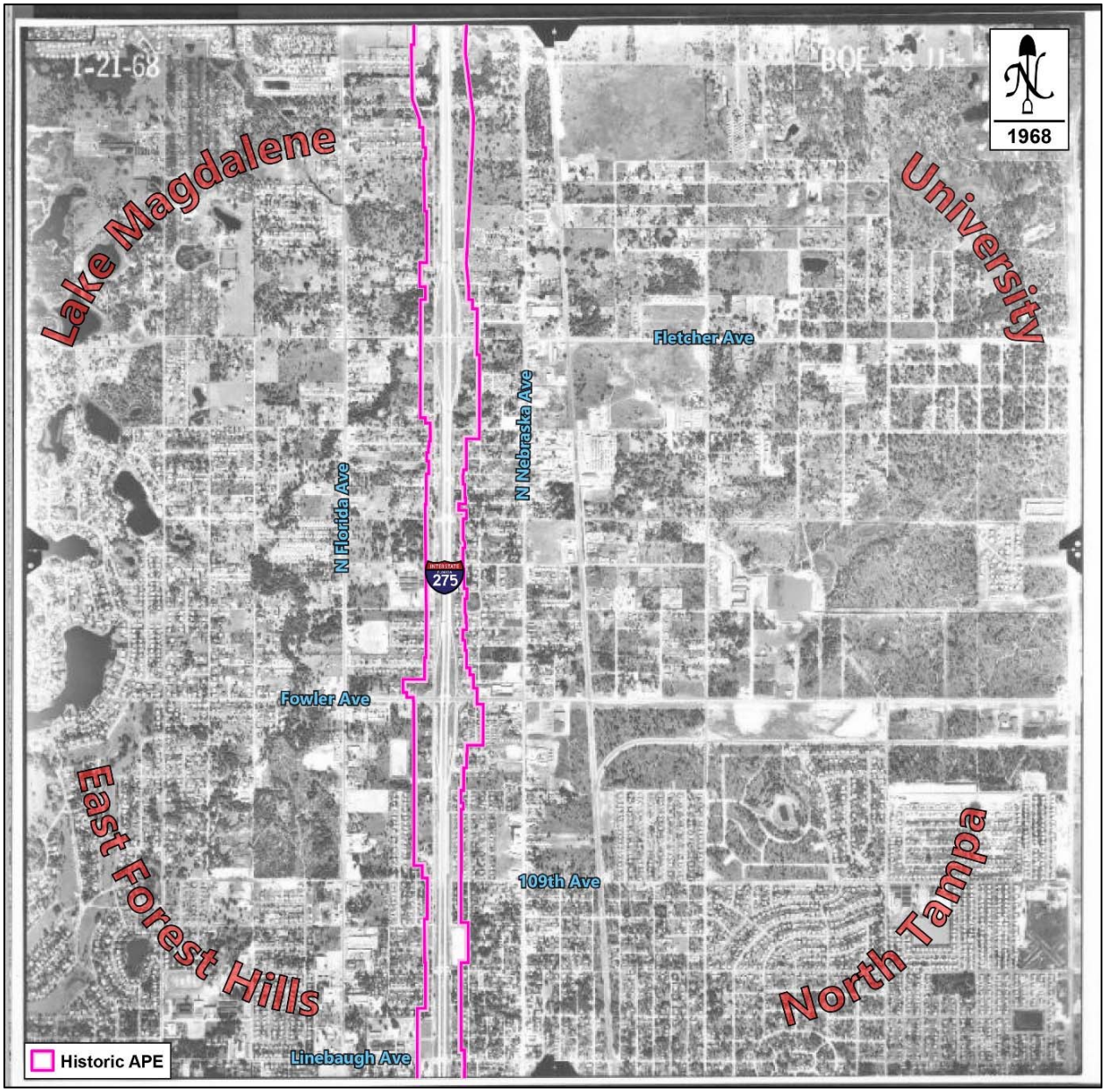

Figure 14: 1968 Aerial Photograph Showing Development in Neighborhoods and Communities Adjacent to I-275

6.0 Florida Master Site File Search and Literature Review

Background research included a search of FMSF data[1]; a review of the Efficient Transportation Decision Making (ETDM) Programming Screen Summary Report for the project (ETDM Project #13854; FDOT 2014); Hillsborough County, City of Tampa, and local site inventories; unpublished Cultural Resource Management (CRM) reports; local soil surveys; Hillsborough County Property Appraiser data; and an analysis of historic documents including General Land Survey (GLO) historic plat maps and surveyor's field notes, tract book records, Sanborn Fire Insurance Maps, aerial photographs, and USGS quadrangle maps.

The review of the ETDM Programming Screen Summary Report for the project, assigned a Moderate Degree of Effect for Historic and Archaeological Resources (ETDM Project #13854; FDOT 2014). The Environmental Screening Tool (EST) GIS analysis identified 109 historic standing structures, four resource groups, and 11 archaeological sites within a 500-foot buffer of the project corridor. The EST GIS analysis identified four National Register–listed resources within a 500-foot buffer distance: Seminole Heights Historic District (8HI3294), Hampton Terrace Historic District (8HI6821), Captain William Parker Jackson House (8HI11581), and the William E. Curtis House (8HI3279). The Summary Report also specifically notes the presence of Tampa Fire House #7, an unrecorded historic building adjacent to the east side of I-275. The EST GIS analysis was based on a buffer that was larger than the project APE, and was updated through a search of the current FMSF data to focus on those resources located within the archaeological and historic resources APEs. A search of the FMSF data specifically within the archaeological and historic APE is presented in the following sections. Please note that, as this search comprises the actual APE for the project, the numbers of resources will differ from the results of the ETDM search discussed above.

6.1 Previously Conducted Cultural Resource Surveys

A search of pertinent literature and archaeological and historical assessments of tracts of land within the APE was conducted to determine the level of previous survey within the APE, identify the locations of any previously recorded archaeological and historic resources, and provide a context within which to evaluate these resources. The background identified 16 previously conducted cultural resource surveys that intersect the project APE (**Table 5**). These surveys were conducted between 1980 and 2012 and many of the early surveys, particularly those conducted prior to 2000, may not meet current legal requirements and professional standards.

[1] The search of the FMSF data included the most current information provided by the FMSF on a quarterly basis (last update July 2015) including Geographic Information Systems (GIS) data maintained by the FMSF. This information is based on the most current FMSF data, which is not a comprehensive inventory of cultural resources and their significance and may not reflect existing conditions. Because the inventory of resources is not all-inclusive on a statewide basis, gaps in data may exist. It can be used as guide but should not be used to determine the official position of the FDHR/SHPO regarding the significance of a resource.

Table 5. Previously Conducted Cultural Resource Surveys Containing or Partially Containing the Project APE

FMSF Manuscript No.	Title	Author(s)	Date
269	Parking Lot for a Proposed Park and Ride Project, Hillsborough County	Browning, William D.	1980
1467	Historic Resources Survey: Tampa	Historic Tampa Hillsborough County Preservation Board	1987
1475	An Archaeological and Historical Survey of the Sulphur Springs Water Tower Tract in North Hillsborough County, Florida	Robinson, Nelly A. and Ray C. Robinson	1987
1588	An Archaeological Resource Assessment Survey of SR 580/SR 600 from SR 589 to SR 45 in Hillsborough County, Florida	Ballo, George R.	1988
1631	Archaeological Resource Assessment Survey, US 41 from CR 582A to SR 52, Hillsborough and Pasco Counties, Florida	Ballo, George R.	1988
3164	Seminole Heights Survey and Registration Grant, July 1992, Final Survey Report	Historic Tampa Hillsborough County Preservation Board	1992
3962	Preliminary Cultural Resource Survey of I-275 from Waters Avenue to SR 54, Hillsborough and Pasco Counties, Including 20 Alternative Pond Sites	Archaeological Consultants, Inc. (ACI)	1994
4195	A CRAS of I-275/75 (SR 93) PD&E Study Section 1 from Busch Boulevard to Bearss Avenue Hillsborough, Florida	ACI	1995
4470	A CRAS of I- 275/75 (SR 93) PD&E Study Section 2 from Bearss Avenue to New SR 54, Hillsborough and Pasco Counties, Florida	ACI	1995
4806	Seminole Heights Expansion - Hampton Terrace Survey and Registration Grant Survey Report	Historic Tampa Hillsborough County Preservation Board	1997
4958	Determination of Eligibility Report of Riverview Terrace, Public Housing Project FLA-3-3 in Tampa, Florida	Janus Research	1997
5409	Hillsborough County Historic Resources Survey Report	Southeastern Archaeological Research (SEARCH)	1998
7281	An Archaeological and Historical Survey of the Proposed Bearss-USF Tower Location in Hillsborough County, Florida	Sims, Cynthia L.	2002
8239	CRAS of the Proposed Bedrock Tower, Tampa, Florida	SEARCH	2000
14416	Tampa Bay Historical Shipwreck Survey Final Report	Coy, Casey, John William Morris, III, and Michael Terrell	2007
21425	Cultural Resource Assessment, River Tower Parcel, Tampa, Hillsborough County	Burger, Bill W.	2012

These surveys vary widely in scope and extent consisting of three previous cultural resource surveys of portions of the I-275 corridor (FMSF Manuscript No. 3962, 4195, and 4470), archaeological and historical surveys of the Sulphur Springs Park (FMSF Manuscript No. 1475 and 21425), three historic resources surveys dealing specifically with Seminole Heights and Riverview Terrace (FMSF Manuscript No. 3164, 4806, 4958), two City or County-wide historic resource surveys (FMSF Manuscript No. 1467 and 5409), two proposed cell tower surveys (FMSF Manuscript No. 7281 and 8239), a small survey of a parking lot for the FDOT (FMSF Manuscript No. 269), and three linear surveys that intersect the APE for very short distances (FMSF Manuscript No. 1588, 1631, and 14416). Of these 16 surveys, the surveys most pertinent to the current APE are the surveys covering portions of the I-275 corridor, the historic resources survey of Sulphur Springs Park, and the two surveys dealing with Seminole Heights.

6.2 Previously Recorded Archaeological Sites

A search of the FMSF data identified three previously recorded archaeological sites (8HI5631, 8HI11609, and 8HI11708) located within or directly adjacent to the existing right of way. Red Leaf (8HI5631) is located within the existing I-275 right of way while the Captain Bill Jackson House (8HI11609) and Town Drive-In Theatre (8HI11708) are located directly adjacent to but outside of the existing I-275 right of way. These archaeological resources are listed in **Table 6** and their locations relative to the project footprint are illustrated in **Figure 15**.

The northern portion of I-275 between Busch Boulevard and the northern terminus of the current archaeological APE north of Bearss Avenue was previously surveyed for archaeological resources during *A CRAS of I-275/75 (SR 93) PD&E Study Section 1 from Busch Blvd to Bearss Avenue* (ACI 1995a; FMSF Manuscript No. 4195) and *A CRAS of I-275/75 (SR 93) PD&E Study Section 2 from Bearss Avenue to New SR 54* (ACI 1995b; FMSF Manuscript No. 4470). One previously recorded archaeological site, Red Leaf (8HI5631), was identified within the current archaeological APE during the past survey work. This site consists of low density lithic scatter and was previously determined by the SHPO to be ineligible for listing in the National Register as a result of the past survey work in 1995. The SHPO concurrence letter is included for reference in **Appendix A**.

Table 6. Previously Recorded Archaeological Sites Located within or Adjacent to the Existing Right of Way

FMSF No.	Site Name	Site Type	National Register Evaluation*
8HI5631	Red Leaf	Low-Density Precolumbian Lithic Artifact Scatter	Determined Ineligible by the SHPO
8HI11609	Captain Bill Jackson House	19th and 20th Century American Historic Refuse and Isolated Precolumbian Lithic	Not Evaluated by the SHPO
8HI11708	Town Drive-In Theatre	20th Century American Historic Drive-In Theater (Structures Removed during the 1980s)	Determined Ineligible by the SHPO

** As recorded in the FMSF; may require re-evaluation*

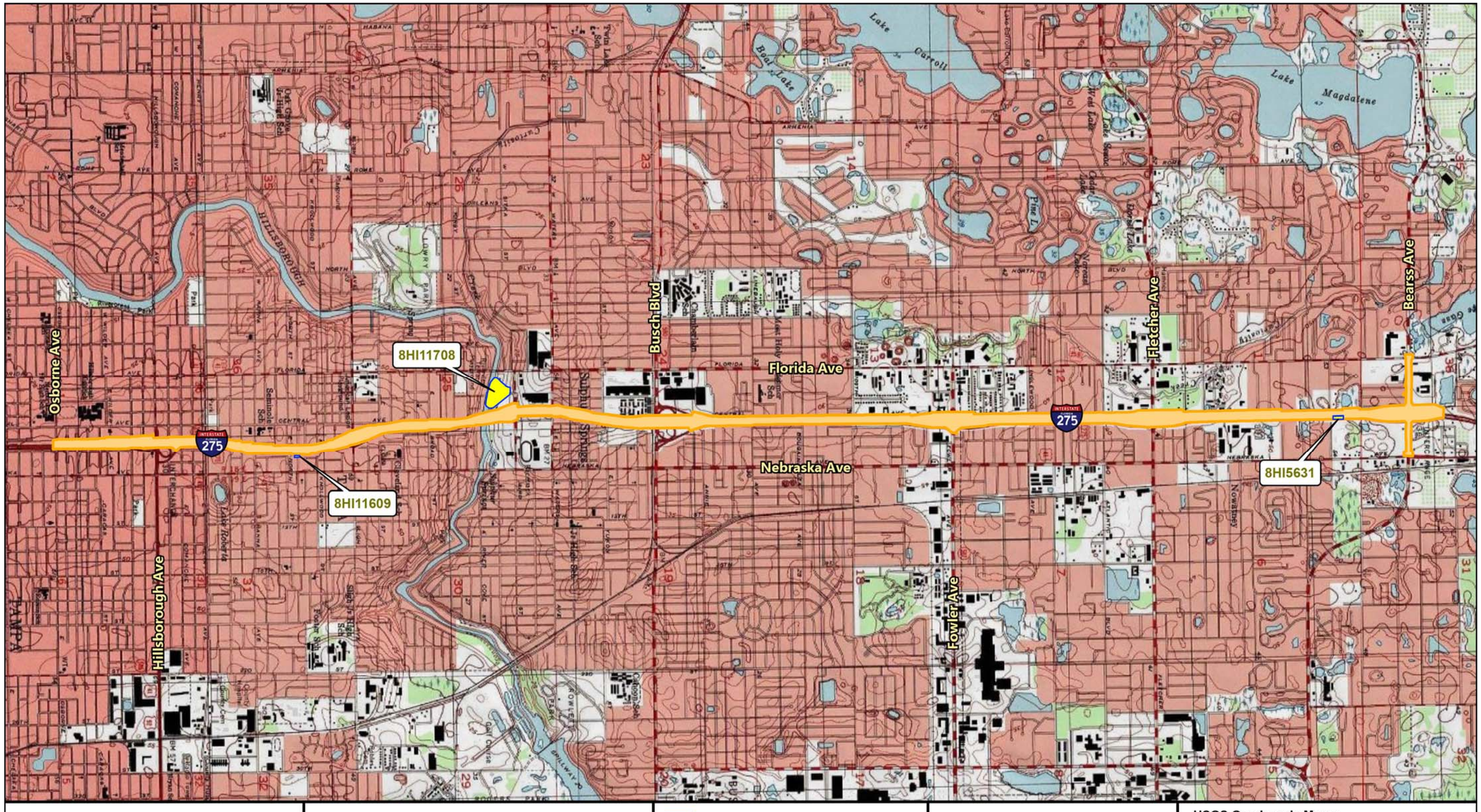

Figure 15: Previously Recorded Archaeological Sites Located Within or Adjacent to the Existing Right of Way

I-275 PD&E Study
(WPI Segment No.: 431821-1)

6.3 Previously Recorded and Potential Historic Resources

Four previously recorded historic resources formerly located within the APE were noted as demolished during the field survey. These resources have not been included in the total number of previously identified historic resources. The previously identified historic resources that are no long extant include: 701 E 129th Avenue (8HI5628), 13002 Central Avenue (8HI5629), Riverview Terrace (8HI6296), and 7408 N Central Avenue (8HI8369).

A search of the FMSF data identified 28 previously recorded extant historic resources within the APE, including four resource groups and 24 historic structures. Of the 28 previously recorded historic resources, two are National Register–listed, three have been previously determined by the SHPO to be National Register–ineligible, and 23 have not been previously evaluated for National Register eligibility by the SHPO. The previously recorded historic resources are listed in **Table 7** and the locations of all extant resources are illustrated relative to the APE illustrated shown on the aerial maps included in **Appendix B** of this document.

The majority of historic resources located within the APE were recorded during the following historic resource surveys: the *Historic Resources Survey: Tampa* (Historic Tampa Hillsborough County Preservation Board 1987; FMSF Manuscript No. 1467), the *Seminole Heights Survey and Registration Grant, July 1992, Final Survey Report* (Historic Tampa Hillsborough County Preservation Board 1992; FMSF Manuscript No. 3164), *A CRAS of I-275 PD&E Study Section 1 from Busch Boulevard to Bearss Avenue Hillsborough, Florida* (ACI 1995a; FMSF Manuscript No. 4195), or the *Seminole Heights Expansion - Hampton Terrace Survey and Registration Grant Survey Report* (Historic Tampa Hillsborough County Preservation Board 1997; FMSF Manuscript No. 4806).

The four resource groups consist of the National Register–listed Seminole Heights Historic District (8HI3294), unevaluated Sulphur Springs Park (8HI609), unevaluated Harding's Court (8HI6132), and an unevaluated segment of the T&GC Railroad/CSX Railroad (8HI10243). The previously recorded National Register–listed boundaries of the Seminole Heights Historic District (8HI3294) are located within and adjacent to the historic resources APE to the west of I-275 between Osborne Avenue and Hanna Avenue. As currently documented, this historic district contains more than 250 contributing resources, 16 of which are recorded within the APE (8HI2524, 8HI2525, 8HI2526, 8HI2529, 8HI2531, 8HI2561, 8HI4839, 8HI4840–8HI4843, 8HI4888, and 8HI6217–8HI6220). Sulphur Springs Park (8HI609) intersects the APE between E Bird Street and the Hillsborough River. Harding's Court (8HI6132) intersects the APE at 5912 N Nebraska Avenue. The segment of the T&GC Railroad/CSX Railroad (8HI10243) intersecting the project APE just south of Busch Boulevard has not been previously evaluated for listing in the National Register. The 24 previously recorded buildings within the APE consist of residential buildings. Most of these buildings exhibit Bungalow or Frame Vernacular styles.

The FMSF search conducted as part of the updated GIS analysis noted that the National Register–listed William E. Curtis House (8HI3279) and Hampton Terrace Historic District (8HI6821), identified within 500 feet of the project corridor centerline during the EST GIS analysis, are located outside of the APE for historic resources.

Table 7. Previously Recorded Historic Resources within the Project APE

FMSF No.	Resource Name / Address	Year Built	Style	Previous Surveyor Evaluation	National Register Evaluation*
8HI609	Sulphur Springs Park Resource Group	c. 1900	Historic Park Complex	Eligible for the National Register	Not Evaluated by the SHPO
8HI2524	5610 Cherokee Ave.	1922	Bungalow	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI2525	5704 Cherokee Ave.	1922	Bungalow	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI2526	5706 Cherokee Ave.	1922	Frame Vernacular	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI2527	5801 Cherokee Ave.	1924	Frame Vernacular	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI2529	5905 Cherokee Ave.	1918	Frame Vernacular	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI2531	5909 Cherokee Ave.	1921	Frame Vernacular	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI2561	505 Frierson Ave.	1926	Frame Vernacular	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI3294	Seminole Heights Historic District	Various	Historic District	National Register–Eligible	National Register–Listed
8HI4839	5502 Cherokee Ave.	1922	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI4840	5504 Cherokee Ave.	1918	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI4841	5506 Cherokee Ave.	1928	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI4842	5708 Cherokee Ave.	1925	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI4843	5710 Cherokee Ave.	1923	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI4845	5809 Cherokee Ave.	1928	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI4888	514 Idlewild Ave.	1923	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI5622	10009 Florence Ave.	1943	Frame Vernacular	Ineligible for the National Register Individually or as Contributor to a District	Determined Individually National Register–Ineligible by the SHPO
8HI5623	10007 Florence Ave.	1945	Frame Vernacular	Ineligible for the National Register Individually or as Contributor to a District	Determined Individually National Register–Ineligible by the SHPO
8HI5625	702 E 128th Ave.	1934	Frame Vernacular	Ineligible for the National Register Individually or as Contributor to a District	Determined Individually National Register–Ineligible by the SHPO
8HI6132	Harding's Court / 5912 N Nebraska Ave.	c. 1925	Historic Resource Group	Not Evaluated by the Recorder	Not Evaluated by the SHPO
8HI6153	5812 N Osceola Pl.	c. 1926	Frame Vernacular	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI6154	802 E Paris St.	c. 1923	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI6217	5509 N Taliaferro Ave.	c. 1922	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI6218	5601 N Taliaferro Ave.	c. 1923	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI6219	5605 N Taliaferro Ave.	c. 1925	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI6220	5609 N Taliaferro Ave.	c. 1928	Bungalow	Ineligible for the National Register Individually; Significant as a Contributor to a District	Not Evaluated by the SHPO
8HI10243	T&GC Railroad/CSX Railroad	c. 1909	Historic Railroad	Portions outside of APE Considered Ineligible for the National Register	Portions outside of APE Determined National Register–Ineligible by the SHPO
8HI11581	Captain William Parker Jackson House / 800 E Lambright St.	1885	Style Not Specified by Recorder	Individually Eligible for the National Register; Insufficient Information to Determine if Contributing to a District	National Register–Listed

** As recorded in the FMSF; may require re-evaluation*

6.4 Potential Unrecorded Historic Resources

A review of the Hillsborough County Property Appraiser GIS data, available through the Florida Geographic Data Library (FGDL), was conducted to determine the number of parcels with historic actual year built dates (prior to 1966) located within the APE. This search identified 240 parcels with historic build dates that do not currently contain previously recorded historic resources, which suggested the potential for over 200 unrecorded historic resources within the historic resources APE. The current field effort identified 236 extant historic resources within the historic resources APE within these parcels. These are discussed within the *Results* section of this report.

A review of the FDOT bridge data (FDOT, Office of Maintenance 2015) identified one bridge with a historic construction date of 1964 within the APE. FDOT Bridge #100238 carries I-275 over Bearss Avenue and is a concrete stringer/multi-beam or girder bridge that was widened and partially reconstructed in 2002. The Advisory Council on Historic Preservation (ACHP) passed the Section 106 exemption for the majority of the Interstate System in 2005. This exemption was previously agreed upon by the states and the Federal Highway Administration and removes the majority of the Interstate System from consideration as an historic property under Section 106 of the NHPA. Therefore, both I-275 and FDOT Bridge #100238 are exempt and will not be recorded as part of the CRAS.

7.0 Project Research Design and Site Location Model

The background search and literature review, in conjunction with pertinent environmental variables, contributed to the formulation of project-specific field methods designed to locate and evaluate previously unrecorded archaeological sites and historic resources within the project APE.

The site file search and literature review contributed to the determination of the archaeological site potential for the archaeological APE. Typically, four environmental factors are employed in predicting site locations: soil type (soil drainage), distance to fresh (potable) water, distance to hardwood hammocks, and topography.

Numerous researchers have successfully used drainage characteristics of soil in the formulation of site location predictive models. In general, archaeological sites are associated with better drained soils. Although wet areas can contain abundant wildlife and plant resources, they make poorer habitation areas when better-drained locations are available. Modern drainage and development have drastically changed the drainage patterns and overall environment of the APE and surrounding area during the past century.

As previously mentioned, the soils in the archaeological APE range from excessively drained to very poorly drained (see **Table 1**). The better drained soils are associated with low ridges in the flatwoods or upland areas. The poorly drained soils are associated with flatwoods and sloughs.

Fresh water is an important resource, as the need for water is universal. This variable would have been of greater importance during the Paleoindian and Early Archaic periods (12,000–5000 BC) when the perched water system was more restricted. Access to water during these early periods would have been from sinkholes and aquifer-fed rivers. In precolumbian times the primary sources of water in the vicinity of the project area was the Hillsborough River, Curiosity Creek, and small ponds located primarily in the northern portion of the APE.

The elevation of the archaeological APE is generally between 10 and 60 feet above sea level. The elevation is lowest near the Hillsborough River and the highest elevations are at the northern end of the archaeological APE.

The presence of hammock vegetation, serves as a reliable indicator of site location in Florida, and the use of hammocks during the precontact and historic periods is well documented. Several hammocks were identified on the mid-20th century aerial photographs in the vicinity of the project area. Hammocks were visible in the vicinity of the archaeological APE on the north and south banks of the Hillsborough River, on the eastern side of Curiosity Creek, and adjacent to ponds at the northern end of the archaeological APE. None of these hammocks appear to have been located within the current archaeological APE.

As much of the archaeological area formerly had well drained soils, the most important predevelopment variables for the presence of archaeological sites in the archaeological APE are proximity to a water source and the presence or absence of hammock vegetation. Reliable water sources in this area were the Hillsborough River, Curiosity Creek, and ponds. Zones of high archaeological site potential were identified as those areas within 50 meters of a flowing water source or a previously identified archaeological site. Zones of moderate archaeological site potential

were identified as those areas within 100 meters of a pond and 50–150 meters from a flowing water source. The locations of these zones of archaeological potential relative to the project footprint are shown in **Figure 16**. The intense disturbance exhibited within the archaeological APE is also a major factor in determining the potential for intact archaeological sites. Therefore, the majority of the archaeological APE is considered to have low archaeological probability.

In Florida, historic period sites frequently occur with precontact archaeological sites. This is often the result of environmental conditions found desirable by both groups: better drained upland knolls near transportation routes (i.e., historic trails and major rivers). Because so little of the pre-urban environment remains, government survey plat maps, surveyors notes, and tract book records were used to identify pre-urbanization environmental features that could possibly contain or be associated with historic period sites.

The plat maps were reviewed for evidence of homesteads or other early settlement. During the nineteenth century (post-1821), historic settlement tended to follow the isolated homestead or farmstead pattern. Individual families or groups of related families often built homesteads on the better-drained, hardwood hammocks. There were usually several miles between these settlements to allow room for farm fields. A review of the historic plat maps shows no indication of military forts, encampments, battlefields, homesteads, farmsteads, or Native American villages located within or adjacent to the archaeological APE. The Road from Clearwater Harbour to Fort Cross crossed the archaeological APE in the vicinity of Bearss Avenue; another 19th century road crossed the project corridor south of Fowler Avenue. The Captain William Parker Jackson House (8HI11581/8HI11609) is located adjacent to the west of the I-275 Right of way. The extant house and outbuilding date to approximately 1885. The property where the historic home is located originally extended to the Hillsborough River. Archaeological testing near the house has identified archaeological material associated with residence. Due to the proximity of the house to the archaeological APE, there is a moderate probability for archaeological resources associated with the house within I-275 right of way adjacent to the parcel (**Figure 16**).

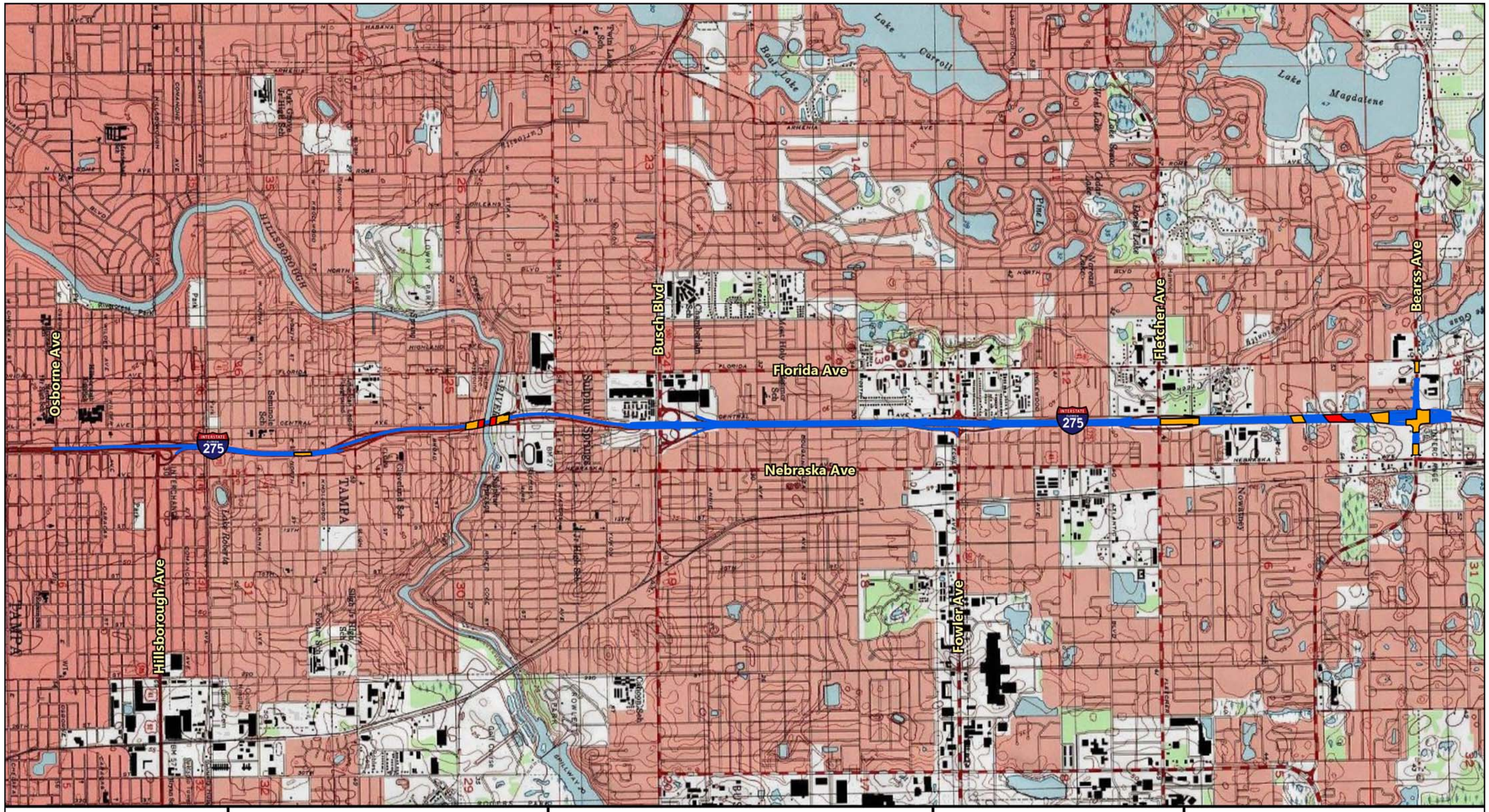

Figure 16: Zones of Archaeological Site Potential

I-275 PD&E Study
(WPI Segment No.: 431821-1)

8.0 Methods

8.1 Archaeological Resources

Because of the highly urbanized nature of the APE, the archaeological survey consisted of a windshield and pedestrian survey. The survey included a visual inspection of the project APE to look for evidence of environmental features indicative of higher archaeological site potential including hammocks. The survey documented existing conditions such as the presence of road berm, pavement, drainage features, and buried utilities. Standard archaeological methods for recording field data were followed throughout the project. Representative photographs were taken to document the existing conditions (**Appendix D**). Existing conditions were also recorded on 1 inch = 174 feet aerial field maps (**Appendix C**).

8.2 Historic Resources

Two architectural historians and two technical assistants conducted a historic resources survey in order to ensure that each resource built before 1966 within the project APE was identified, properly mapped, and photographed. The historic resources survey used standard field methods to identify and record historic resources. All resources within the APE received a preliminary visual reconnaissance. Any resource with features indicative of 1965 or earlier construction materials, building methods, or architectural styles was noted on aerial photographs and a USGS quadrangle map. Photographs of these resources were taken with a high resolution digital camera and a log was kept to record the resource's physical location and compass direction of each photograph.

For each newly identified resource, an FMSF form was completed with field data, including notes from site observations, and information obtained through research. The estimated date of construction, distinctive features, and architectural style were noted. Each resource's individual significance was then evaluated for its potential eligibility for inclusion in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. A review of Hillsborough County Property Appraiser data; coordination with Mr. Dennis Fernandez, Manager of Architectural Review and Historic Preservation with the City of Tampa; Mr. Thomas Hiznay, Senior Planner at Hillsborough County; and other local repositories; and interviews with available local residents were also conducted to obtain information regarding significant local resources and known significant historical associations.

Extant previously recorded historic resources within the APE were identified and evaluated based on the current conditions for National Register eligibility. Updated FMSF forms were prepared for those resources that exhibited notable changes since their previous recordation, including changes to their National Register eligibility. In addition, all previously recorded historic resources within the historic resources APE that have been demolished since their previous recordation were identified and noted.

Concentrations of historic resources within the historic resources APE were reviewed to assess the potential for historic districts. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register Historic District eligibility. Historic research was conducted to

evaluate the area's historic and architectural significance. Historic Sanborn Fire Insurance maps were consulted to identify the layouts and characteristic of the neighborhoods located within the APE, and to assist in determining alterations to existing structures. Historic aerial photographs were also consulted to identify potential historic boundaries and additional characteristics of both the neighborhoods and individual buildings. Thorough research from both online and print sources was conducted in order to obtain proper justification for either the presence, or lack of, a historic district in a given area within the project APE.

8.3 Local Informants

In accordance with Chapter 1A-46, attempts were made to contact and interview local informants. Local informants may often provide valuable information which is otherwise not available through official records or library collections. The City of Tampa and Hillsborough County are listed on the August 2015 list of Certified Local Governments (CLG) posted on the FDHR website (FDHR 2015).

On February 24, 2015, Amy Streelman of Janus Research spoke with Dennis Fernandez, Manager of Architectural Review and Historic Preservation with the City of Tampa, via telephone. During the conversation, Mr. Fernandez was asked for staff input regarding cultural resources along the I-275 along the project corridor. The Seminole Heights Historic District, which is listed in the National Register and also at a local level, was specifically discussed as the district falls within the APE. Mr. Fernandez noted that he would provide the mapping for the Seminole Heights Historic District. Hampton Terrace was also mentioned, but later Janus Research determined this area is not located within the APE. Of greatest concern to staff is the Captain William Parker Jackson House, since it is sited so close to the current interstate facility. Sulphur Springs was another historic resource that was covered during the course of the discussion. Mr. Fernandez stated that beyond these resources, it did not appear that there was historic fabric that could make up additional historic districts. Ms. Streelman had a follow-up conversation with Mr. Fernandez on May 15, 2015, and Mr. Fernandez was able to provide several locals contacts connected to historic resources within the APE.

In addition, Mr. Thomas Hiznay, Senior Planner at Hillsborough County was contacted via email on March 30, 2015 regarding any cultural resource concerns within the portion of the project APE located within unincorporated Hillsborough County. Mr. Hiznay called Janus Research on May 30, 2015 and noted he would provide information on historical resources within his jurisdiction. At the time this report was prepared, Mr. Hiznay has not yet provided information regarding cultural resources.

9.0 Results

9.1 Archaeological Resources

No newly recorded archaeological sites were identified during the current survey. One previously recorded archaeological site, Red Leaf (8HI5631), is located within the archaeological APE. This site consists of a sparse scatter of lithic waste flakes and was previously determined by the SHPO to be ineligible for listing in the National Register in 1995. The SHPO concurrence letter is included for reference in **Appendix A**. Site conditions have not changed since the initial recording and no additional subsurface testing was conducted within the site boundary during the current survey. Therefore, no updated archaeological site form was prepared for this resource. The two additional previously recorded archaeological sites (8HI11609 and 8HI11708) that were noted in the vicinity of the archaeological APE during background research are located adjacent to but outside of the I-275 right of way and do not fall within the project footprint or archaeological APE.

The windshield and pedestrian survey documented the existing conditions within the archaeological APE. The archaeological APE has been heavily modified by previous construction associated with both I-275 and the surrounding development. No subsurface testing could be conducted within the APE due to the presence of existing pavement, berms consisting of fill material, drainage features, and buried utilities as noted on the field maps included in **Appendix C**. Representative photographs of the archaeological APE are included in **Appendix D**. While the majority of the archaeological APE exhibits low archaeological site potential due to the intense disturbance associated with I-275 and the surrounding development, several zones of high and moderate archaeological site potential exist within the archaeological APE. Subsurface testing was not feasible due to the presence of existing pavement, berms, drainage features, and buried utilities within the archaeological APE.

9.2 Historic Resources

The CRAS resulted in the identification of 264 historic resources, 28 of which were previously recorded (8HI609, 8HI2524–8HI2527, 8HI2529, 8HI2531, 8HI2561, 8HI3294, 8HI4839–8HI4843, 8HI4845, 8HI4888, 8HI5622, 8HI5623, 8HI5625, 8HI6132, 8HI6153, 8HI6154, 8HI6217–8HI6220, 8HI10243, 8HI11581), and 236 of which were newly recorded (8HI12356, 8HI12364, 8HI12369, 8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468–8HI12472, 8HI12479, 8HI12481–8HI12483, 8HI12486, 8HI12487, 8HI12490, 8HI12491, 8HI12493, 8HI12495, 8HI12496, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12520, 8HI12526, 8HI12527, 8HI12535, 8HI12536, 8HI12538–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792,

8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946). The majority of the identified historic resources are buildings, but also included is one historic park complex (Sulphur Springs Park Resource Group [8HI609]), one historic district (Seminole Heights Historic District [8HI3294]), one railway segment (T&GC Railroad/CSX Railroad [8HI10243]), and seven historic resource groups (Harding's Court at 5912 N Nebraska Avenue [8HI6132], Miles Elementary School at 317 E 124th Avenue [8HI12356], Most Holy Redeemer School at 10110 N Central Avenue [8HI12939], Johnny's Mobile Home Park at 107 E Linebaugh Avenue [8HI12940], Central Mobile Home Park at 9614 N Central Avenue [8HI12941], 5113–5115 N Central Avenue [8HI12945], and 710 E Hanlon Street [8HI12946]).

Please refer to **Appendix B** of this report for maps showing the locations of all historic resources within the project APE. This *Results* section includes discussions on each of the neighborhoods and communities within the project APE (**Figures 17a–55**) and their evaluation according to the National Register criteria. A narrative description was not included for the Captain William Parker Jackson House (8HI11581) (**Figure 56**) as this resource is National Register–listed and exhibits no alterations since its previous recordation. Photographs and narratives for the resources considered eligible as part of the current study are presented (**Figures 56–137**). Representative photos of ineligible resources documented during this survey are included in **Figures 138–181**. FMSF forms for each historic resource that was documented as part of this CRAS are included in **Volumes III–V** of this report. These FMSF forms contain pertinent details of all recorded resources that support the eligibility findings, as well as mapping and photographs of each recorded resource.

There are a total of eight historic resources that are National Register–listed or considered National Register–eligible based on the current survey (**Table 8**). Seminole Heights Historic District (8HI3294) and the Captain William Parker Jackson House (8HI11581) are currently National Register–listed. An additional 23 historic resources within the current APE that are not individually eligible are considered contributing resources to the Seminole Heights Historic District. A segment of the T&GC Railroad/CSX Railroad (8HI10243) was previously documented outside of the current APE, and was determined ineligible for inclusion in the National Register. However, the segment within the current project APE is considered eligible for inclusion in the National Register based on the current survey. The five remaining historic resources have not been evaluated by the SHPO, but all are considered eligible for listing in the National Register: Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539).

Table 8. National Register–Listed and Eligible Historic Resources Identified within the Project APE

FMSF No.	Site Name / Address	Construction Date	Resource Type/Style	National Register Eligibility
8HI609	Sulphur Springs Park Resource Group / 8100 N Nebraska Ave.	c. 1900	Historic Park Complex	Considered National Register–eligible
8HI3294	Seminole Heights Historic District	Various	Historic District	National Register–listed

FMSF No.	Site Name / Address	Construction Date	Resource Type/Style	National Register Eligibility
8HI6132	Harding's Court / 5912 N Nebraska Ave.	c. 1925	Historic Resource Group	Considered National Register–eligible
8HI10243	T&GC Railroad / CSX Railroad	c. 1914	Historic Railroad	Considered National Register–eligible
8HI11581	Captain William Parker Jackson House / 800 E Lambright St.	1885	Frame Vernacular	National Register–listed
8HI12470	Seminole Heights Baptist Church / 701 E Hillsborough Ave.	c. 1948	Neo-classical Revival	Considered National Register–eligible
8HI12472	City Fire Department Engine Company No. 7 / 5315 N Taliaferro Ave.	c. 1924	Mission	Considered National Register–eligible
8HI12539	Seminole Heights Elementary School / 6201 N Central Ave.	c. 1925	Masonry Vernacular	Considered National Register–eligible

A total of 233 historic resources are considered ineligible for inclusion within the National Register individually or as part of a historic district (8HI2527, 8HI4845, 8HI5622, 8HI5623, 8HI5625, 8HI6153, 8HI6154, 8HI12356, 8HI12364, 8HI12369, 8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468, 8HI12469, 8HI12471, 8HI12479, 8HI12482, 8HI12483, 8HI12487, 8HI12490, 8HI12491, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12526, 8HI12527, 8HI12535, 8HI12538, 8HI12540–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792, 8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946). These resources are listed in **Table 9**. Any historic resources within the project APE that are also within the Seminole Heights Historic District but are considered *non-contributing* to the district are also included in the table listing the ineligible resources (**Table 9**). More details regarding these resources can be found in **Volumes II–V** of this report.

Table 9. Historic Resources within the APE that are Considered Ineligible for Inclusion in the National Register, Individually or as part of a Historic District

FMSF No.	Site Name / Address	Construction Date	Style
8HI2527	5801 Cherokee Ave.	1924	Frame Vernacular
8HI4845	5809 Cherokee Ave.	1928	Bungalow
8HI5622	10009 Florence Ave.	1943	Frame Vernacular
8HI5623	10007 Florence Ave.	1945	Frame Vernacular
8HI5625	702 E 128th Ave.	1934	Frame Vernacular
8HI6153	5812 N Osceola Pl.	c. 1926	Frame Vernacular
8HI6154	802 E Paris St.	c. 1923	Bungalow
8HI12356	Miles Elementary School / 317 E 124th Ave. Resource Group	c. 1962	Masonry Vernacular
8HI12364	801 E Osborne Ave.	c. 1938	Bungalow
8HI12369	802 E Osborne Ave.	c. 1942	Frame Vernacular
8HI12370	508 E Osborne Ave.	c. 1928	Bungalow
8HI12376	801 E Louisiana Ave.	c. 1910	Frame Vernacular
8HI12377	611 E Louisiana Ave.	c. 1923	Bungalow
8HI12385	802 E Louisiana Ave.	c. 1926	Frame Vernacular
8HI12393	801 E New Orleans Ave.	c. 1926	Frame Vernacular
8HI12394	509 E New Orleans Ave.	c. 1950	Frame Vernacular
8HI12402	800 E New Orleans Ave.	c. 1925	Bungalow
8HI12403	510 E New Orleans Ave.	c. 1922	Bungalow
8HI12409	701 E Ellicott St.	c. 1939	Frame Vernacular
8HI12410	513 E Ellicott St.	c. 1940	Minimal Traditional
8HI12417	700 E Ellicott St.	c. 1936	Frame Vernacular
8HI12418	512 E Ellicott St.	c. 1938	Minimal Traditional
8HI12427	701 E Caracas St.	c. 1939	Frame Vernacular
8HI12428	511 E Caracas St.	c. 1959	Masonry Vernacular
8HI12434	702 E Caracas St.	c. 1938	Frame Vernacular
8HI12438	802 E Wilder Ave.	c. 1915	Frame Vernacular
8HI12441	803 E Conover St.	c. 1952	Masonry Vernacular
8HI12445	804 E Conover St.	c. 1947	Frame Vernacular
8HI12446	6718 N Harer St.	c. 1930	Frame Vernacular
8HI12452	801 E Frierson Ave.	c. 1928	Frame Vernacular
8HI12460	510 E Frierson Ave.	c. 1918	Bungalow
8HI12468	801 E Giddens Ave.	c. 1926	Bungalow
8HI12469	507 E Giddens Ave.	c. 1926	Bungalow
8HI12471	508 E Giddens Ave.	c. 1963	Masonry Vernacular
8HI12479	5602 N Cherokee Blvd.	c. 1922	Bungalow

FMSF No.	Site Name / Address	Construction Date	Style
8HI12482	5604 N Cherokee Ave.	c. 1926	Frame Vernacular
8HI12483	5606 N Cherokee Ave.	c. 1925	Bungalow
8HI12487	5608 N Cherokee Ave.	c. 1940	Minimal Traditional
8HI12490	5701 N Taliaferro Ave.	c. 1941	Masonry Vernacular
8HI12491	5702 N Cherokee Ave.	c. 1922	Bungalow
8HI12499	5802 Osceola Pl.	c. 1949	Masonry Vernacular
8HI12501	5803 N Cherokee Ave.	c. 1950	Masonry Vernacular
8HI12504	5806 Osceola Pl.	c. 1950	Masonry Vernacular
8HI12505	5805 N Cherokee Ave.	c. 1944	Minimal Traditional
8HI12506	5808 Osceola Pl.	c. 1941	Minimal Traditional
8HI12507	5807 N Cherokee Ave.	c. 1944	Minimal Traditional
8HI12509	5810 Osceola Pl.	c. 1941	Minimal Traditional
8HI12514	5811 N Cherokee Ave.	c. 1956	Frame Vernacular
8HI12516	5901 N Cherokee Ave.	c. 1928	Frame Vernacular
8HI12526	6010 King St.	c. 1923	Bungalow
8HI12527	513 E Paris St.	c. 1923	Frame Vernacular
8HI12535	805 E Hanna Ave.	c. 1925	Bungalow
8HI12538	802 E Hanna Ave.	c. 1945	Bungalow
8HI12540	6303 N King St.	c. 1924	Bungalow
8HI12541	6305 N King St.	c. 1927	Bungalow
8HI12542	6307 N King St.	c. 1924	Bungalow
8HI12546	801 E North St.	c. 1928	Bungalow
8HI12551	800 E North St.	c. 1938	Bungalow
8HI12552	610 E North St.	c. 1925	Mission
8HI12557	801 E Lambert St.	c. 1928	Frame Vernacular
8HI12565	610 E Lambert St.	c. 1931	Bungalow
8HI12570	6601 N Harer St.	c. 1923	Bungalow
8HI12571	6603 N Harer St.	c. 1921	Bungalow
8HI12572	6605 N Harer St.	c. 1948	Frame Vernacular
8HI12576	6608 N Taliaferro Ave.	c. 1922	Bungalow
8HI12582	801 E Knollwood St.	c. 1925	Frame Vernacular
8HI12583	603 E Knollwood St.	c. 1925	Frame Vernacular
8HI12586	6702 N Harer St.	c. 1925	Bungalow
8HI12587	6700 N Taliaferro Ave.	c. 1921	Frame Vernacular
8HI12588	6702 N Taliaferro Ave.	c. 1903	Frame Vernacular
8HI12590	6706 N Harer St.	c. 1928	Frame Vernacular
8HI12591	6704 N Taliaferro Ave.	c. 1924	Bungalow
8HI12594	6708 N Harer St.	c. 1935	Masonry Vernacular

FMSF No.	Site Name / Address	Construction Date	Style
8HI12596	6710 N Harer St.	c. 1955	Masonry Vernacular
8HI12597	6712 N Harer St.	c. 1928	Bungalow
8HI12598	6714 N Harer St.	c. 1955	Masonry Vernacular
8HI12599	6716 N Harer St.	c. 1930	Frame Vernacular
8HI12600	615 E Pocahontas Ave.	c. 1923	Frame Vernacular
8HI12603	612 E Pocahontas Ave.	c. 1926	Bungalow
8HI12608	509 E Elm St.	c. 1926	Bungalow
8HI12613	506 E Elm St.	c. 1928	Frame Vernacular
8HI12616	True Auto Care / 802 E Sligh Ave.	c. 1963	Masonry Vernacular
8HI12619	701 E Norfolk St.	c. 1942	Frame Vernacular
8HI12625	702 E Norfolk St.	c. 1941	Minimal Traditional
8HI12636	701 E Flora St.	c. 1925	Bungalow
8HI12639	700 E Flora Ave.	c. 1946	Masonry Vernacular
8HI12641	7102 N Taliaferro Ave.	c. 1920	Bungalow
8HI12643	7104 N Taliaferro Ave.	c. 1946	Minimal Traditional
8HI12645	7106 N Taliaferro Ave.	c. 1949	Frame Vernacular
8HI12648	7110 N Taliaferro Ave.	c. 1949	Frame Vernacular
8HI12651	7112 N Taliaferro Ave.	c. 1948	Frame Vernacular
8HI12653	7206 N Taliaferro Ave.	c. 1952	Minimal Traditional
8HI12667	701 E Hamilton Ave.	c. 1952	Frame Vernacular
8HI12669	7301 N Huntley Ave.	c. 1917	Bungalow
8HI12670	7300 N Central Ave.	c. 1918	Bungalow
8HI12671	7306 N Central Ave.	c. 1947	Masonry Vernacular
8HI12672	7400 N Central Ave.	c. 1946	Masonry Vernacular
8HI12674	7307 N Huntley Ave.	c. 1950	Masonry Vernacular
8HI12676	7309 N Huntley Ave.	c. 1932	Bungalow
8HI12678	7403 N Huntley Ave.	c. 1924	Bungalow
8HI12680	7405 N Huntley Ave.	c. 1924	Bungalow
8HI12684	7409 N Huntley St.	c. 1954	Masonry Vernacular
8HI12687	700 E Broad St.	c. 1920	Bungalow
8HI12690	700 E Robson St.	c. 1952	Minimal Traditional
8HI12692	7608 N Huntley Ave.	c. 1946	Frame Vernacular
8HI12693	700 E Patterson St.	c. 1953	Masonry Vernacular
8HI12694	7704 N Huntley Ave.	c. 1930	Bungalow
8HI12695	7706 N Huntley Ave.	c. 1950	Bungalow
8HI12697	5903 N Cherokee Ave.	c. 1923	Bungalow
8HI12699	7708 N Huntley Ave.	c. 1945	Bungalow
8HI12700	7710 N Huntley Ave.	c. 1945	Frame Vernacular

FMSF No.	Site Name / Address	Construction Date	Style
8HI12707	408 E Hanlon St.	c. 1943	Frame Vernacular
8HI12715	8408 N Lamar Ave.	c. 1910	Frame Vernacular
8HI12716	8408 N Seminole Ave.	c. 1930	Bungalow
8HI12719	8410 N Lamar Ave.	c. 1943	Frame Vernacular
8HI12723	8415 N Seminole Ave.	c. 1947	Frame Vernacular
8HI12725	8417 N Lamar Ave.	c. 1930	Bungalow
8HI12728	702 N Fairbanks St.	c. 1939	Bungalow
8HI12729	8505 N Seminole Ave.	c. 1930	Bungalow
8HI12731	8505 N Lamar Ave.	c. 1923	Bungalow
8HI12732	8509 N Lamar Ave.	c. 1914	Frame Vernacular
8HI12733	8507 N Seminole Ave.	c. 1939	Frame Vernacular
8HI12734	8509 N Seminole Ave.	c. 1936	Bungalow
8HI12735	8511 N Seminole Ave.	c. 1955	Masonry Vernacular
8HI12739	8511 N Seminole Ave.	c. 1936	Frame Vernacular
8HI12746	702 W Seward St.	c. 1943	Frame Vernacular
8HI12747	8604 N Central Ave.	c. 1949	Masonry Vernacular
8HI12748	8606 N Central Ave.	c. 1944	Frame Vernacular
8HI12749	8608 N Central Ave.	c. 1945	Masonry Vernacular
8HI12764	701 E Richmere St.	c. 1956	Masonry Vernacular
8HI12767	702 E Richmere St.	c. 1956	Masonry Vernacular
8HI12769	701 E Annie St.	c. 1956	Masonry Vernacular
8HI12773	702 E Annie St.	c. 1955	Masonry Vernacular
8HI12777	701 N Castle Ct.	c. 1958	Masonry Vernacular
8HI12779	702 N Castle Ct.	c. 1965	Masonry Vernacular
8HI12783	704 E Lotus Ave.	c. 1960	Masonry Vernacular
8HI12785	703 E Orchid Ave.	c. 1954	Masonry Vernacular
8HI12787	701 E Linebaugh Ave.	c. 1948	Masonry Vernacular
8HI12788	10101 N Florence Ave.	c. 1954	Masonry Vernacular
8HI12789	10103 N Florence Ave.	c. 1964	Frame Vernacular
8HI12790	319 E Althea Ave.	c. 1955	Frame Vernacular
8HI12792	702 E McEwen Ave.	c. 1957	Masonry Vernacular
8HI12793	320 E Althea Ave.	c. 1955	Frame Vernacular
8HI12795	10209 N Florence Ave.	c. 1959	Frame Vernacular
8HI12796	319 E Hydrangia St.	c. 1957	Frame Vernacular
8HI12798	320 E Hydrangia St.	c. 1954	Frame Vernacular
8HI12800	319 E Bougainvillea Ave.	c. 1954	Frame Vernacular
8HI12802	702 E Seneca Ave.	c. 1948	Frame Vernacular
8HI12803	10705 N Florence Ave.	c. 1957	Masonry Vernacular

FMSF No.	Site Name / Address	Construction Date	Style
8HI12804	10707 N Florence Ave.	c. 1957	Masonry Vernacular
8HI12805	10709 N Florence Ave.	c. 1957	Masonry Vernacular
8HI12806	10711 N Florence Ave.	c. 1957	Masonry Vernacular
8HI12807	10803 N Florence Ave.	c. 1948	Minimal Traditional
8HI12808	10805 N Florence Ave.	c. 1957	Masonry Vernacular
8HI12809	701 E 109th Ave.	c. 1957	Masonry Vernacular
8HI12811	10702 N Central Ave.	c. 1962	Masonry Vernacular
8HI12812	10704 N Central Ave.	c. 1962	Masonry Vernacular
8HI12813	10706 N Central Ave.	c. 1961	Masonry Vernacular
8HI12814	10708 N Central Ave.	c. 1961	Masonry Vernacular
8HI12815	10710 N Central Ave.	c. 1961	Masonry Vernacular
8HI12816	10712 N Central Ave.	c. 1961	Masonry Vernacular
8HI12817	10714 N Central Ave.	c. 1961	Masonry Vernacular
8HI12818	10718 N Central Ave.	c. 1961	Masonry Vernacular
8HI12819	10905 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12820	10907 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12821	10909 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12822	10911 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12823	10913 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12824	10915 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12825	10917 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12826	10919 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12827	10921 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12828	10923 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12829	10925 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12830	10927 N Florence Ave.	c. 1959	Masonry Vernacular
8HI12832	702 E 112th Ave.	c. 1954	Masonry Vernacular
8HI12833	11205 N Florence Ave.	c. 1954	Masonry Vernacular
8HI12834	11207 N Florence Ave.	c. 1955	Masonry Vernacular
8HI12835	11209 N Florence Ave.	c. 1955	Masonry Vernacular
8HI12837	701 E 114th Ave.	c. 1957	Masonry Vernacular
8HI12841	701 Belt Ct.	c. 1957	Masonry Vernacular
8HI12843	702 Belt Ct.	c. 1958	Masonry Vernacular
8HI12844	Graystone Construction Corporation / 11412 N Central Ave.	c. 1964	Masonry Vernacular
8HI12846	319 E 119th Ave.	c. 1961	Masonry Vernacular
8HI12849	702 E 119th Ave.	c. 1954	Frame Vernacular
8HI12850	320 E 119th Ave.	c. 1960	Masonry Vernacular

FMSF No.	Site Name / Address	Construction Date	Style
8HI12853	11908 N Central Ave.	c. 1953	Masonry Vernacular
8HI12854	702 E 120th Ave.	c. 1955	Masonry Vernacular
8HI12855	12002 N Central Ave.	c. 1953	Masonry Vernacular
8HI12857	701 E 121st Ave.	c. 1958	Masonry Vernacular
8HI12858	319 E 121st Ave.	c. 1959	Masonry Vernacular
8HI12861	701 E 122nd Ave.	c. 1958	Masonry Vernacular
8HI12863	702 E 122nd Ave.	c. 1954	Masonry Vernacular
8HI12865	702 E 123rd Ave.	c. 1958	Masonry Vernacular
8HI12866	12303 Bower Pl.	c. 1958	Masonry Vernacular
8HI12867	12313 Bower Pl.	c. 1958	Masonry Vernacular
8HI12868	701 E 123rd Ave.	c. 1959	Masonry Vernacular
8HI12869	702 E 124th Ave.	c. 1957	Masonry Vernacular
8HI12871	703 E 128th Ave.	c. 1955	Frame Vernacular
8HI12872	12810 N Central Ave.	c. 1957	Masonry Vernacular
8HI12873	12816 N Central Ave.	c. 1963	Masonry Vernacular
8HI12874	12906 N Central Ave.	c. 1960	Masonry Vernacular
8HI12875	12910 N Central Ave.	c. 1960	Masonry Vernacular
8HI12876	12912 N Central Ave.	c. 1949	Frame Vernacular
8HI12879	324 E 131st Ave.	c. 1951	Frame Vernacular
8HI12880	323 E 132nd Ave.	c. 1938	Frame Vernacular
8HI12881	320 E 132nd Ave.	c. 1957	Frame Vernacular
8HI12882	Gibbs and Parnell, PA / 722 Summit Ave.	c. 1946	Masonry Vernacular
8HI12884	704 E Orange Ave.	c. 1962	Masonry Vernacular
8HI12885	702 E Orange Ave.	c. 1958	Frame Vernacular
8HI12891	13608 N Central Ave.	c. 1951	Masonry Vernacular
8HI12892	13702 N Central Ave.	c. 1952	Masonry Vernacular
8HI12893	13810 Salvation Army Lane	c. 1949	Frame Vernacular
8HI12894	14002 N Central Ave.	c. 1961	Masonry Vernacular
8HI12895	140 E 143rd Ave.	c. 1960	Masonry Vernacular
8HI12900	801 E 145th Ave.	c. 1958	Frame Vernacular
8HI12903	804 E 145th Ave.	c. 1958	Frame Vernacular
8HI12904	802 E 145th Ave.	c. 1958	Frame Vernacular
8HI12906	151 April Ln.	c. 1961	Masonry Vernacular
8HI12912	14912 Laurie Ln.	c. 1960	Masonry Vernacular
8HI12913	14916 Laurie Ln.	c. 1964	Frame Vernacular
8HI12914	14918 Laurie Ln.	c. 1959	Masonry Vernacular
8HI12915	14920 Laurie Ln.	c. 1959	Masonry Vernacular
8HI12916	14922 Laurie Ln.	c. 1959	Masonry Vernacular

FMSF No.	Site Name / Address	Construction Date	Style
8HI12917	14924 Laurie Ln.	c. 1959	Masonry Vernacular
8HI12918	14930 Laurie Ln.	c. 1961	Masonry Vernacular
8HI12919	14932 Laurie Ln.	c. 1961	Masonry Vernacular
8HI12939	Most Holy Redeemer School / 10110 N Central Ave. Resource Group	c. 1961	Masonry Vernacular
8HI12940	Johnny's Mobile Home Park / 107 E Linebaugh Ave. Resource Group	c. 1951	Mobile Home
8HI12941	Central Mobile Home Park / 9614 N Central Ave.	c. 1940	Mobile Home
8HI12943	Hidden Oaks Mobile Home Park / 707 E 138th Ave.	c. 1954	Mobile Home
8HI12945	5113–5115 N Central Ave. Resource Group	c. 1942	Frame Vernacular
8HI12946	710 E Hanlon Street Resource Group	c. 1935	Frame Vernacular

9.2.1 Historic Neighborhoods within the Project APE

Seminole Heights Historic District (8HI3294) is currently the only historic district located within the APE for this project. This district is listed in the National Register and has also been locally listed by the City of Tampa. Background research as well as fieldwork within the project APE revealed several additional neighborhoods along the east and west sides of the I-275 corridor that contain a substantial number of historic buildings. In order to determine if these neighborhoods would constitute a potential National Register–eligible historic district, an expanded reconnaissance inspection was undertaken in areas where there appeared to be a concentration of historic buildings, based on the property appraiser information and aerial analysis. In these locations, streets immediately outside the project APE were inspected in order to confirm that no potential historic districts were likely in those areas. This additional reconnaissance typically included a windshield survey of the adjacent blocks outside of the project APE.

It was determined based on field documentation within the APE, as well as on research and this supplementary reconnaissance work, that no additional historic districts extend into the project APE. Reasons for this determination included the presence of non-historic infill construction resulting in a non-contiguous area of resources; a lack of historical, architectural, or cultural significance; and substantial alterations to many of the historic buildings, which compromise the historic integrity of the resources and overall neighborhood. According to National Register Bulletin 15, a district must possesses a significant concentration of buildings, structures, or objects united historically or aesthetically by plan or physical development (National Park Service 1995). They must also be important for historical, architectural, archeological, engineering, or cultural values (National Park Service 1995). As none of these additional neighborhoods possess the necessary characteristics for historic district eligibility, they are all considered ineligible for the National Register under Criteria A, B, C, or D. These neighborhoods are all addressed separately below. It was also determined that the boundaries of the National Register–listed Seminole Heights Historic District (8HI3294) should be expanded in specific locations to include additional resources within the current project APE that were not previously included within the district boundaries.

Seminole Heights

Seminole Heights Historic District (8HI3294) was listed in the National Register in 1993 and has also been locally listed by the City of Tampa. Based on the fieldwork for the current project, it appears the eastern boundary of the historic district could be expanded in three separate locations between E Osborne Avenue and Frierson Street, and in one area to the east of I-275 in the vicinity of Miami Avenue. **Figures 17a and 17b** show the locations where district expansion is recommended. The period of significance for this district is between 1912 and 1939, with architecture dating to this period serving as the primary reason for the contributing status of individual historic buildings to the district.

These particular locations contain resources that maintain a high degree of historic integrity and date from the district's period of historical significance, and would therefore be contributing to the district. **Figure 18** shows a row of houses on Louisiana Avenue in an area recommended for inclusion in the Seminole Heights Historic District. Only the areas containing a high percentage of resources that would be contributing to the district were suggested for inclusion. Historic resources not included in these expansion areas contain a low percentage of resources that would be considered contributing to the district. Resources within these areas have unsympathetic, non-historic alterations and additions that compromise their historic integrity, or were constructed after the period of historical significance for this district (**Figures 19–22**).

There is also a notable area of historic residences lining brick streets on the east side of I-275 just north of Hillsborough Avenue that largely do retain their historic integrity (**Figure 23**). This area is located along Miami Avenue between Hillsborough Avenue on the south and Henry Avenue on the north. The City of Tampa has already determined that this area along Miami Avenue should be included within the boundaries of the local Seminole Heights Historic District. Based on this survey, it is recommended that the boundaries of the National Register–listed Seminole Heights Historic District (8HI3294) should also be expanded to include this area. While this entire section was not located within the current project APE, several historic buildings were documented just north of the intersection of Miami Avenue and the I-275 on-ramp as part of this current project. An expanded reconnaissance in this area confirmed the appropriateness of including these residences in the vicinity of Miami Avenue within the historic district boundaries. Please refer to the *Seminole Heights Survey and Registration Grant, Final Survey Report* produced by the Hillsborough County Preservation Board in 1992 for a more detailed history of the Seminole Heights neighborhood.

A total of 23 historic resources within the current project APE are considered contributing to the Seminole Heights Historic District (8HI3294). Of the 23 contributing resources, 14 are located within the current boundaries of the district and nine are located in areas where it is recommended that the district be expanded. **Table 10** lists the historic resources within the APE that are contributing to the district.

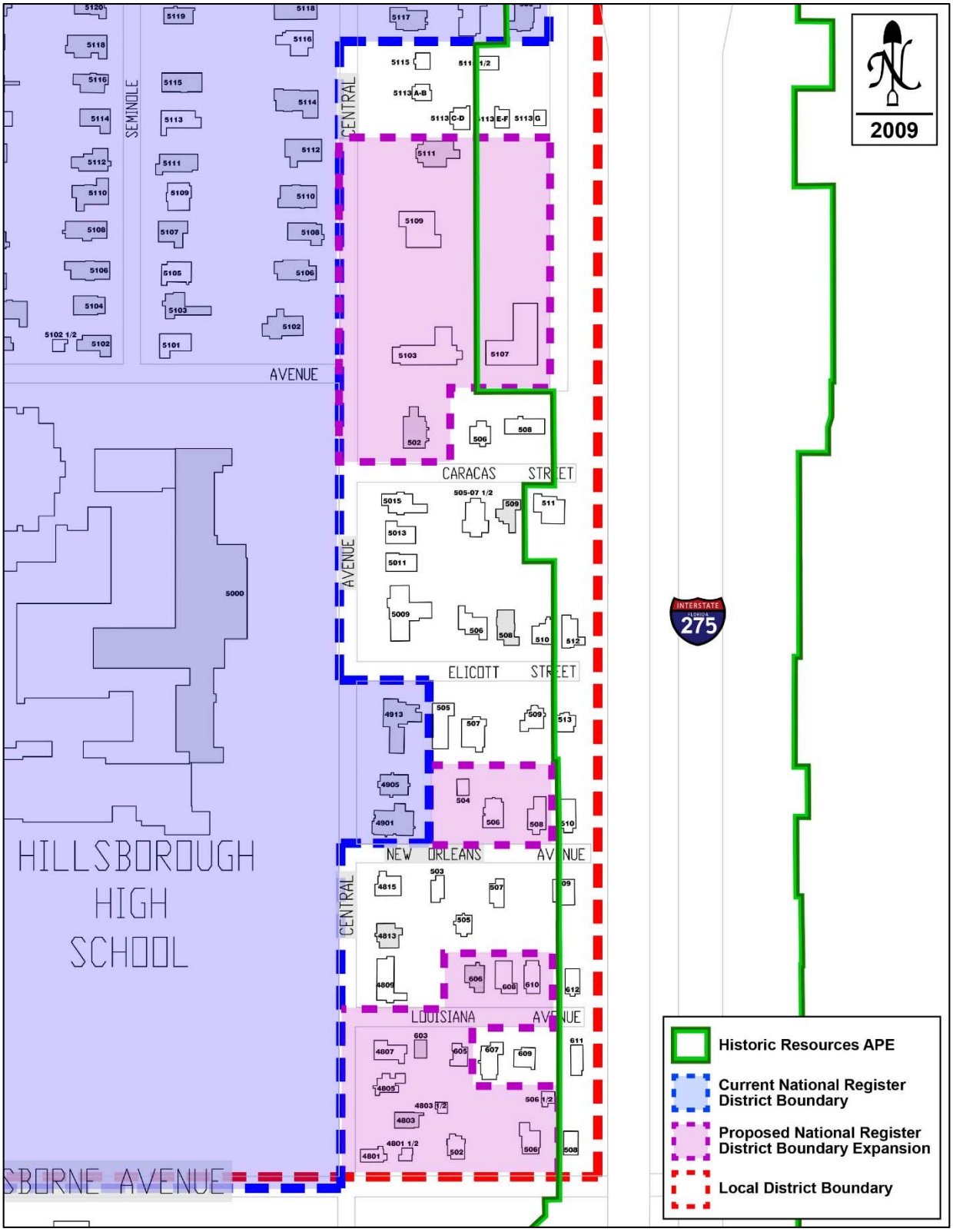

Figure 17a: Proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 1 of 2)

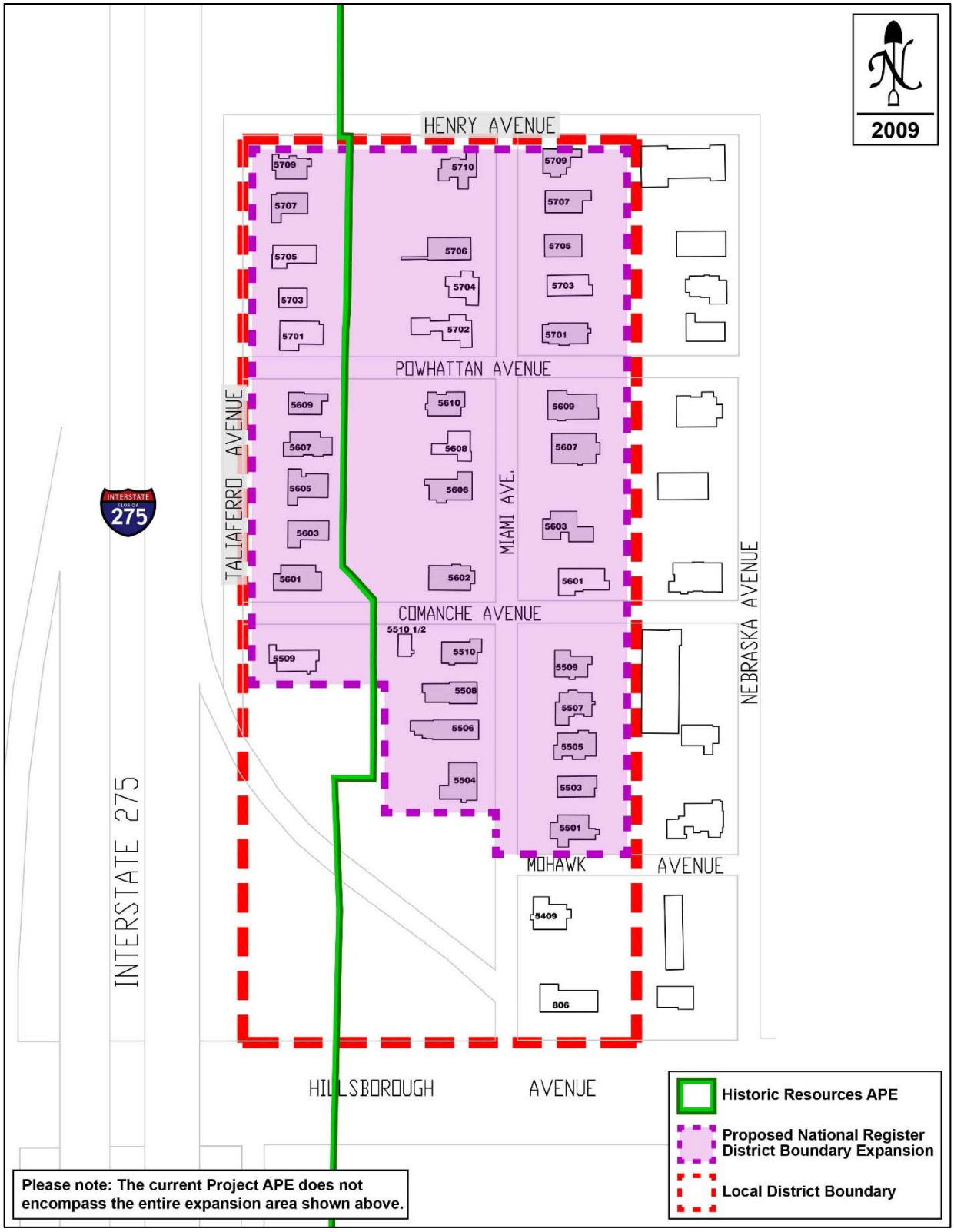

Figure 17b: Proposed locations of expansion for the Seminole Heights Historic District (8HI3294) (Map 2 of 2)

Figure 18: North side of Louisiana Avenue just outside of the APE in an area recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing Northeast

Figure 19: East side of Cherokee Avenue within the APE, in an area not recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing Northeast

Figure 20: Example of an altered residence at 5606 N Cherokee Avenue (8HI12483) within the APE in a non-contributing section of the Seminole Heights neighborhood outside of the Seminole Heights Historic District (8HI3294), facing Northwest

Figure 21: Example of an altered residence at 6009 N Central Avenue, just outside the APE in a non-contributing section of the Seminole Heights neighborhood outside of the Seminole Heights Historic District (8HI3294), facing East

Figure 22: West side of Central Avenue just outside APE from E Flora Street, located in a non-contributing section of the Seminole Heights neighborhood outside of the Seminole Heights Historic District (8HI3294), facing Southwest

Figure 23: Streetscape along Miami Avenue just outside APE on the East Side of I-275, in an area recommended for inclusion in the Seminole Heights Historic District (8HI3294), facing Northwest

Table 10. Historic Resources Considered Contributing to the Seminole Heights Historic District within the APE

FMSF No.	Site Name / Address	Construction Date	Style	Location Relative to Current District Boundaries
8HI2524	5610 Cherokee Ave.	1922	Bungalow	Within Current District Boundaries
8HI2525	5704 Cherokee Ave.	1922	Bungalow	Within Current District Boundaries
8HI2526	5706 Cherokee Ave.	1922	Frame Vernacular	Within Current District Boundaries
8HI2529	5905 Cherokee Ave.	1918	Frame Vernacular	Within Current District Boundaries
8HI2531	5909 Cherokee Ave.	1921	Frame Vernacular	Within Current District Boundaries
8HI2561	505 Frierson Ave.	1926	Frame Vernacular	Within Current District Boundaries
8HI4839	5502 Cherokee Ave.	1922	Bungalow	Within Current District Boundaries
8HI4840	5504 Cherokee Ave.	1918	Bungalow	Within Current District Boundaries
8HI4841	5506 Cherokee Ave.	1928	Bungalow	Within Current District Boundaries
8HI4842	5708 Cherokee Ave.	1925	Bungalow	Within Current District Boundaries
8HI4843	5710 Cherokee Ave.	1923	Bungalow	Within Current District Boundaries
8HI4888	514 Idlewild Ave.	1923	Bungalow	Within Current District Boundaries
8HI6217	5509 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI6218	5601 N Taliaferro Ave.	c. 1923	Bungalow	Within Proposed District Expansion
8HI6219	5605 N Taliaferro Ave.	c. 1925	Bungalow	Within Proposed District Expansion
8HI6220	5609 N Taliaferro Ave.	c. 1928	Bungalow	Within Proposed District Expansion
8HI12481	5603 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12486	5607 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12493	5705 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12495	5707 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion
8HI12496	5709 N Taliaferro Ave.	c. 1922	Bungalow	Within Proposed District Expansion

FMSF No.	Site Name / Address	Construction Date	Style	Location Relative to Current District Boundaries
8HI12520	5911 N Cherokee Ave.	c. 1928	Bungalow	Within Current District Boundaries
8HI12536	Boy Scouts / 511 E Hanna Ave.	c. 1925	Bungalow	Within Current District Boundaries

Southeast Seminole Heights

This neighborhood within the City of Tampa is located east of I-275 and south of the Hillsborough River within the project APE (**Figure 24**). It was historically part of the Seminole Heights neighborhood but was separated by the construction of I-275 in the 1960s. Since the highway divided the original neighborhood, Southeast Seminole Heights has suffered greater deterioration and has not experienced the same degree of urban renewal as the portion of the neighborhood to the west of I-275, where the current historic district is located. Most of the buildings in this neighborhood that are located within the project APE are residences dating from the 1920s. However, many alterations and additions are present on most of these residences, and this has substantially impacted their historic integrity (**Figures 25–27**). The historic design, materials, and architectural elements important to the historic character of the buildings are no longer present on most of these structures. Furthermore, many residences in this neighborhood have suffered a greater degree of deterioration that has also impacted their historic integrity. Southeast Seminole Heights and the portion of Seminole Heights on the east side of the I-275, between Hillsborough Avenue and the Hillsborough River, share similar characteristics (**Figures 28 and 29**). This contrasts greatly with the historic buildings to the west of the highway within the Seminole Heights Historic District, which largely retain their historic character and materials. Therefore, Southeast Seminole Heights does not possess the necessary qualifications for National Register–eligibility. The only exception is a small section of this neighborhood around Miami Avenue, which would be contributing to the Seminole Heights Historic District, as discussed in the Seminole Heights section above.

Sulphur Springs Neighborhood

The Sulphur Springs neighborhood is also located within the City of Tampa. It is bounded by the Hillsborough River on the south and Busch Boulevard on the north, encompassing both sides of I-275 within the current APE (**Figure 30**). This neighborhood includes the area around Sulphur Springs Park (8HI609), which is considered a National Register–eligible resource group. The Sulphur Springs Gazebo, located on the park grounds, is also a locally designated historic structure. The Sulphur Springs neighborhood had already begun to experience urban decay by the 1960s. According to a 1961 planning report, 24 percent of the buildings in the neighborhood were dilapidated or deteriorated, and the area was described as crowded and “run-down” (Milo Smith & Associates, Inc. 1961).

The neighborhood is now a mix of historic and non-historic buildings. In addition to the large amount of non-historic infill in this area, many of the historic buildings remain in poor condition or have been altered to the extent that they have lost much of their historic integrity (**Figures 31–35**). For these reasons, there is no potential for a National Register–eligible historic district in this neighborhood.

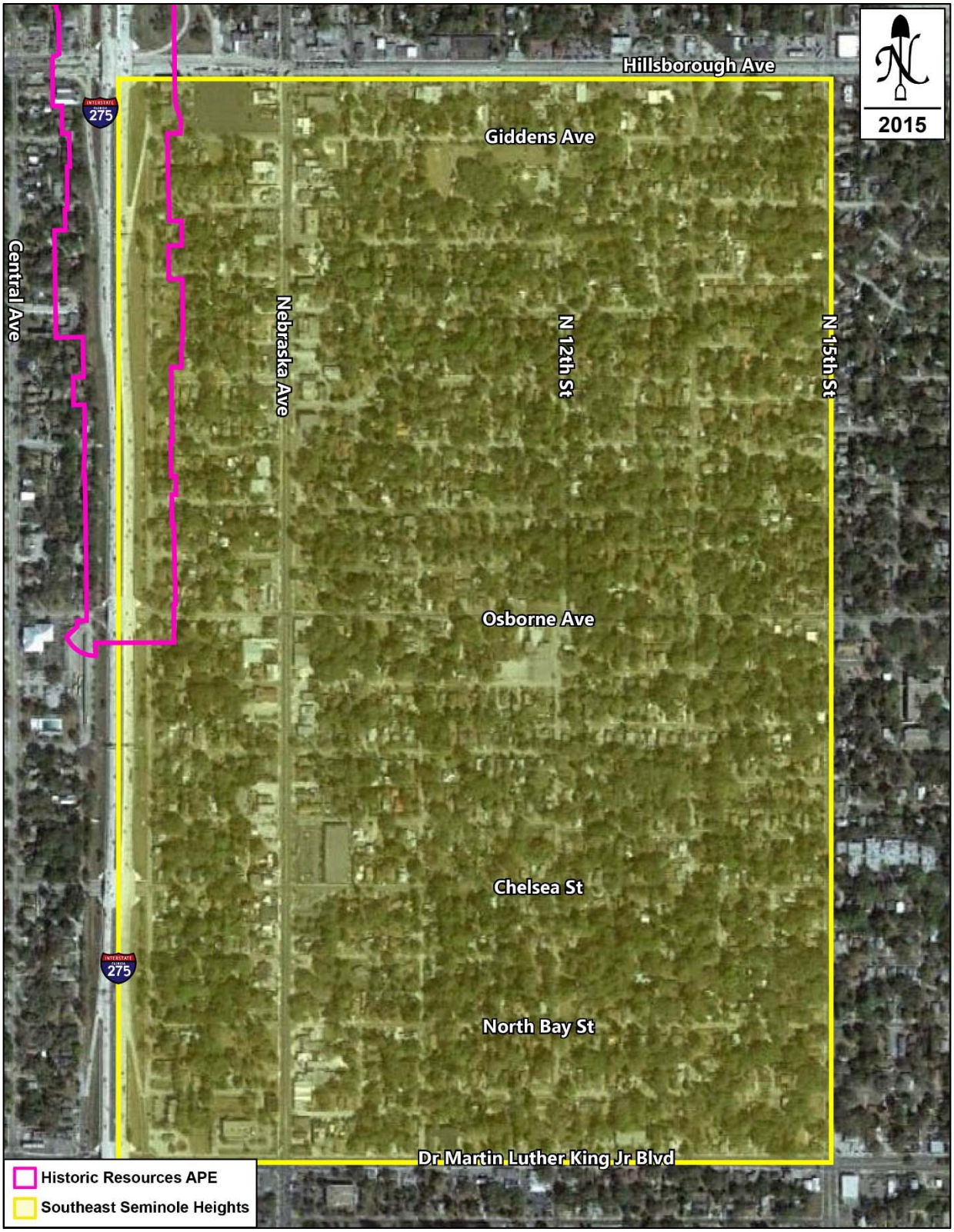

Figure 24: Location of Southeast Seminole Heights in relation to the Historic Resources APE

Figure 25: Example of an altered residence at 802 E Louisiana Avenue (8HI12385) in Southeast Seminole Heights, facing Northwest

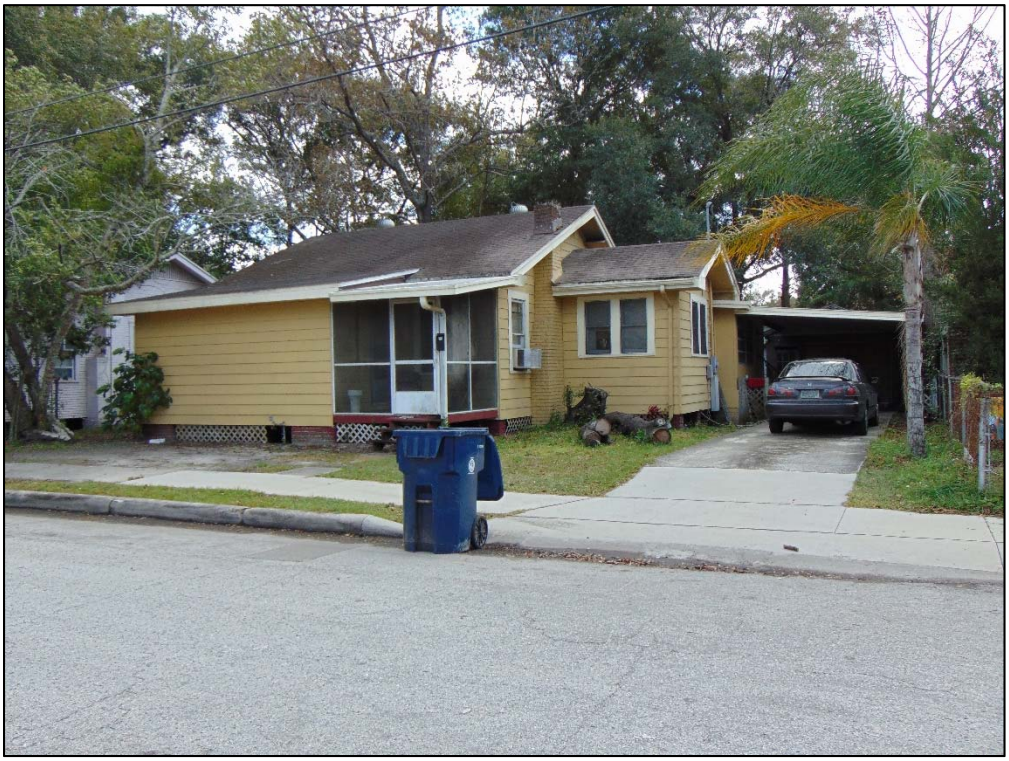

Figure 26: Example of an altered residence at 803 E New Orleans Avenue in Southeast Seminole Heights, just outside the APE, facing Southeast

Figure 27: Example of an altered residence at 801 E New Orleans Avenue (8HI12393) within the APE in Southeast Seminole Heights, facing Southeast

Figure 28: E Frierson Avenue in Southeast Seminole Heights, with I-275 in the distance, from outside of the APE, facing West

Figure 29: E Flora Avenue in the section of the Seminole Heights Neighborhood to the east of I-275, outside of the Seminole Heights Historic District, facing Southwest

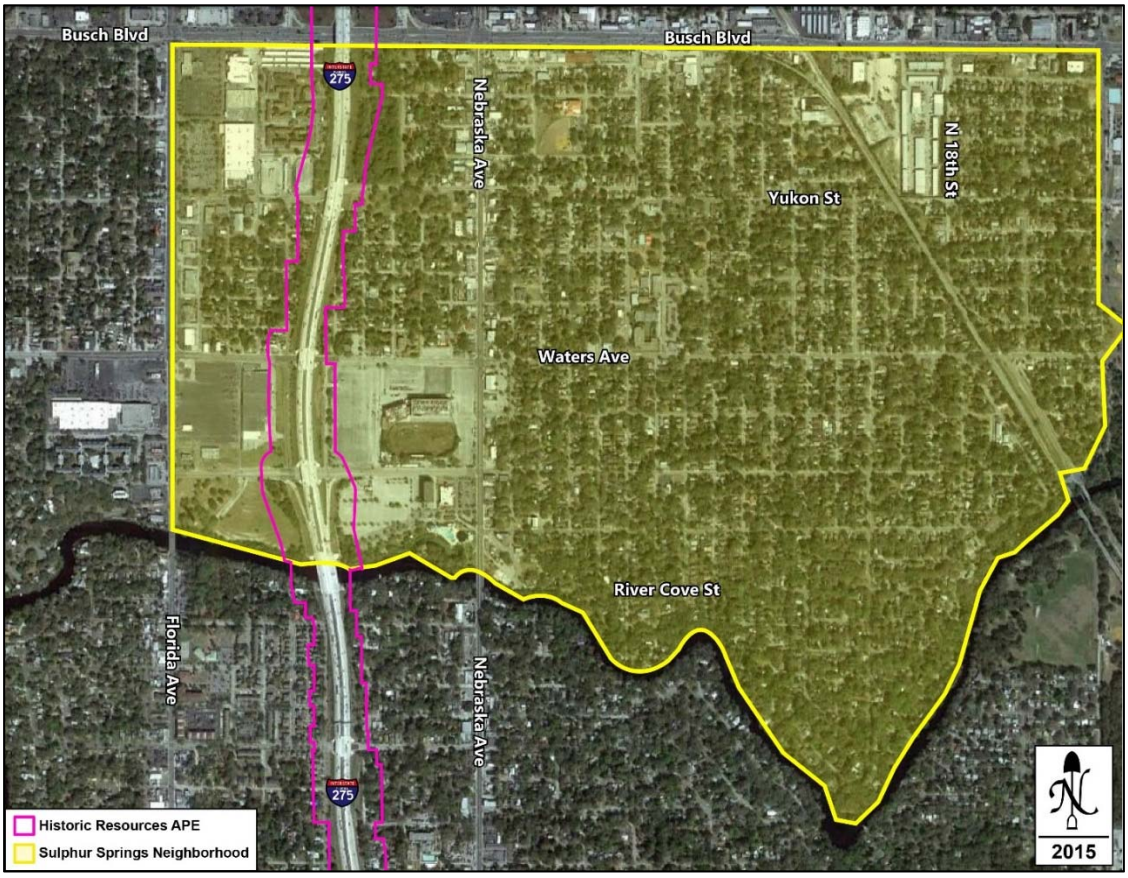

Figure 30: Location of the Sulphur Springs Neighborhood in relation to the Historic Resources APE

Figure 31: West side of Central Avenue south of Yukon Street within the Sulphur Springs Neighborhood, facing Northwest

Figure 32: Example of an altered residence at 8415 N Seminole Avenue (8HI12723) within the APE in the Sulphur Springs Neighborhood, facing Northeast

Figure 33: Example of a simple Frame Vernacular altered residence at 8507 N Seminole Avenue (8HI12733) within the APE in the Sulphur Springs Neighborhood, facing Southeast

Figure 34: Example of an altered residence at 8511 N Seminole Avenue (8HI12739) within the APE in the Sulphur Springs Neighborhood, facing Southeast

Figure 35: Examples of altered residences along E Seward Street just outside the APE in the Sulphur Springs Neighborhood, facing Southeast

East Forest Hills

The East Forest Hills neighborhood is located on the west side of I-275 between Busch Boulevard on the south and Fowler Avenue on the north (**Figure 36**). According to historic aerial photography, the area remained rural and mostly consisted of citrus groves until the 1950s and 1960s when residential development began. Therefore, virtually all of the historic residences documented within the project APE that fall within this neighborhood have construction dates from this period of development. The southern portion of East Forest Hills nearer to the Sulphur Springs neighborhood, all the way north to Linebaugh Avenue, had experienced a considerable degree of deterioration by the 1960s. The construction of the highway exacerbated this deterioration in both neighborhoods. The area north of Linebaugh Avenue was described as “fair” in the 1961 planning report.

Today, East Forest Hills remains a working class neighborhood with mostly residential buildings (**Figure 37**), but with commercial businesses along the more major thoroughfares. The commercial areas feature more modern infill, whereas the smaller residential streets seem to largely retain the 1950s and 1960s Masonry Vernacular houses. Although most of these historic homes do remain, most have substantial alterations. Room additions/extensions and garage/carport enclosures are also common in this neighborhood, as the residents began to add more square footage to their homes from the 1970s onwards. These non-historic alterations and additions have compromised the historic integrity of most of the residences in this neighborhood (**Figures 38–40**). The portion of East Forest Hills within and surrounding the current project APE would not meet the standards of National Register historic district eligibility.

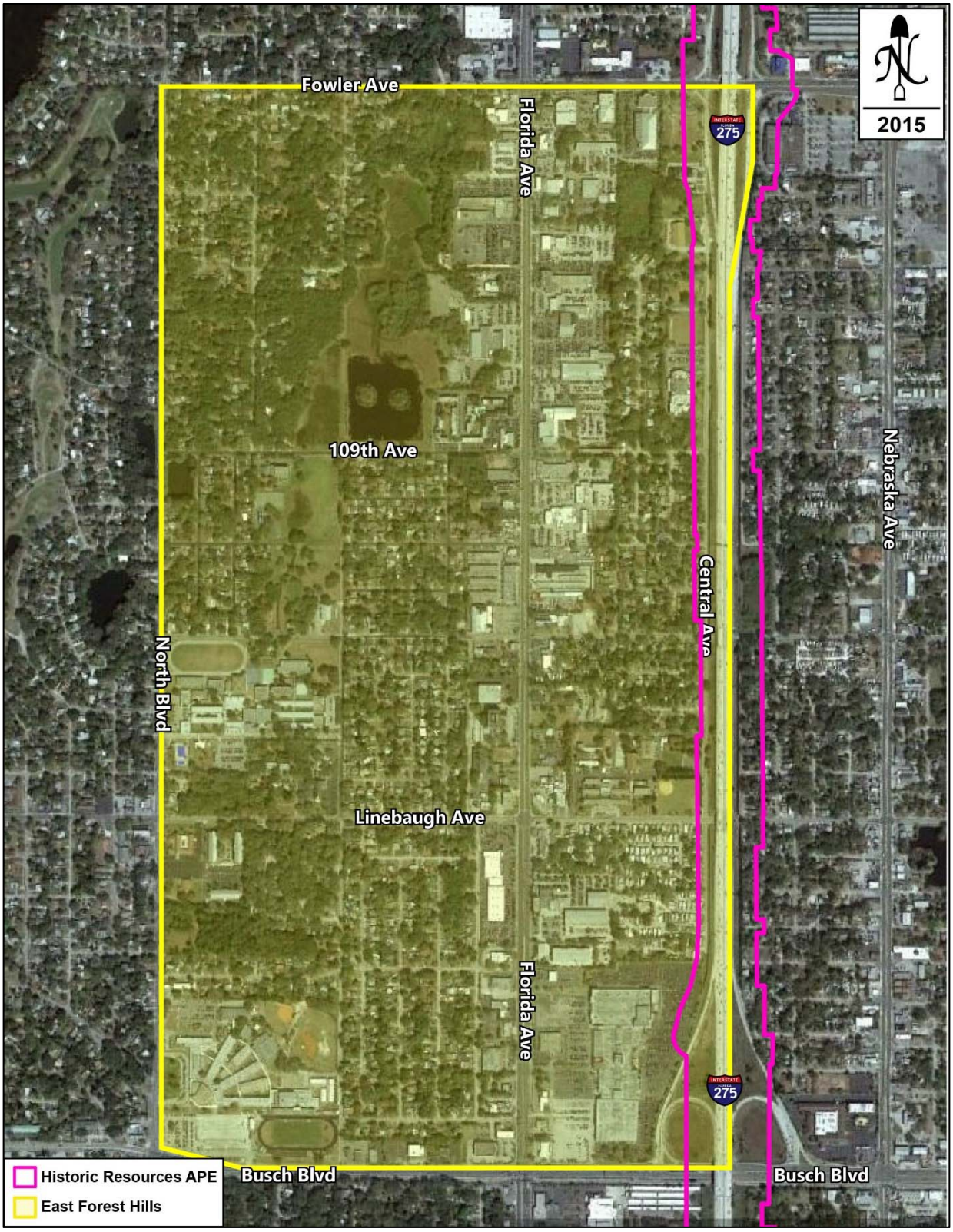

Figure 36: Location of East Forest Hills in relation to the Historic Resources APE

Figure 37: West side of N Central Avenue from E 109th Avenue within the East Forest Hills Neighborhood, facing Southwest

Figure 38: Example of an altered residence at 317 E Hydrangia Street, just outside the APE in the East Forest Hills Neighborhood, facing Southeast

Figure 39: Example of an altered residence at 10704 N Central Avenue (8HI12812) within the APE in the East Forest Hills Neighborhood, facing West

Figure 40: Example of an altered residence at 10710 N Central Avenue (8HI12815) within the APE in the East Forest Hills Neighborhood, facing West

North Tampa

North Tampa is located along the eastern side of I-275 between Busch Boulevard on the south and Fowler Avenue on the north (**Figure 41**). The neighborhood shares many characteristics with the East Forest Hills neighborhood, which has the same northern and southern boundaries but is located on the west side of I-275. Most of the residences documented in North Tampa date to the 1950s and early 1960s, and were constructed in conjunction with the residences on the west side of I-275 before being separated by the newly constructed highway in the 1960s. Almost all of the residential streets did connect before being cut off by the highway.

North Tampa remains a working class community with smaller Masonry Vernacular houses (**Figure 42**), most of which have the same issues regarding historic integrity that can be seen in the East Forest Hills neighborhood. There have been many changes to the historic fabric, non-historic additions, and enclosures. Deterioration is also a factor affecting historic integrity on many of the buildings. These changes have substantially affected the historic appearance of the neighborhood (**Figures 43–45**). Like East Forest Hills, this portion of North Tampa does not possess sufficient historic integrity to meet the criteria for National Register historic district eligibility.

Lake Magdalene

This northwestern suburb of Tampa is a CDP located on the west side I-275 from Fowler Avenue on the south to the northern end of the project APE (**Figure 46**). Although the area received its first post office in 1888, it remained quite rural until the 1960s according to historical aerial photography. Most of the historic buildings within the project APE date to the late 1950s and 1960s, when residential development spreading north from Tampa finally reached this area and began to transform it into a more suburban environment.

There is a mix of both historic and non-historic buildings, mostly residences, within the portion of the project APE that lies within Lake Magdalene (**Figure 47**). Smaller clusters of residences are separated by larger parcels. The residences are almost entirely Masonry Vernacular and feature many alterations (**Figure 48–50**). Some of these alterations were made in an effort to add more living space, with the construction of non-historic additions or the enclosure of former garages and carports. In some cases, a complete renovation was undertaken in conjunction with these additions, including new exterior fabric and openings. The streets within the APE that feature mostly historic residences lack any architectural cohesion due to the large number of alterations. Few of these residences appear as they did in the 1950s or 1960s. Although many historic residences can be found within the same neighborhoods, the architectural integrity is no longer present and none of these neighborhoods would constitute a National Register–eligible historic district.

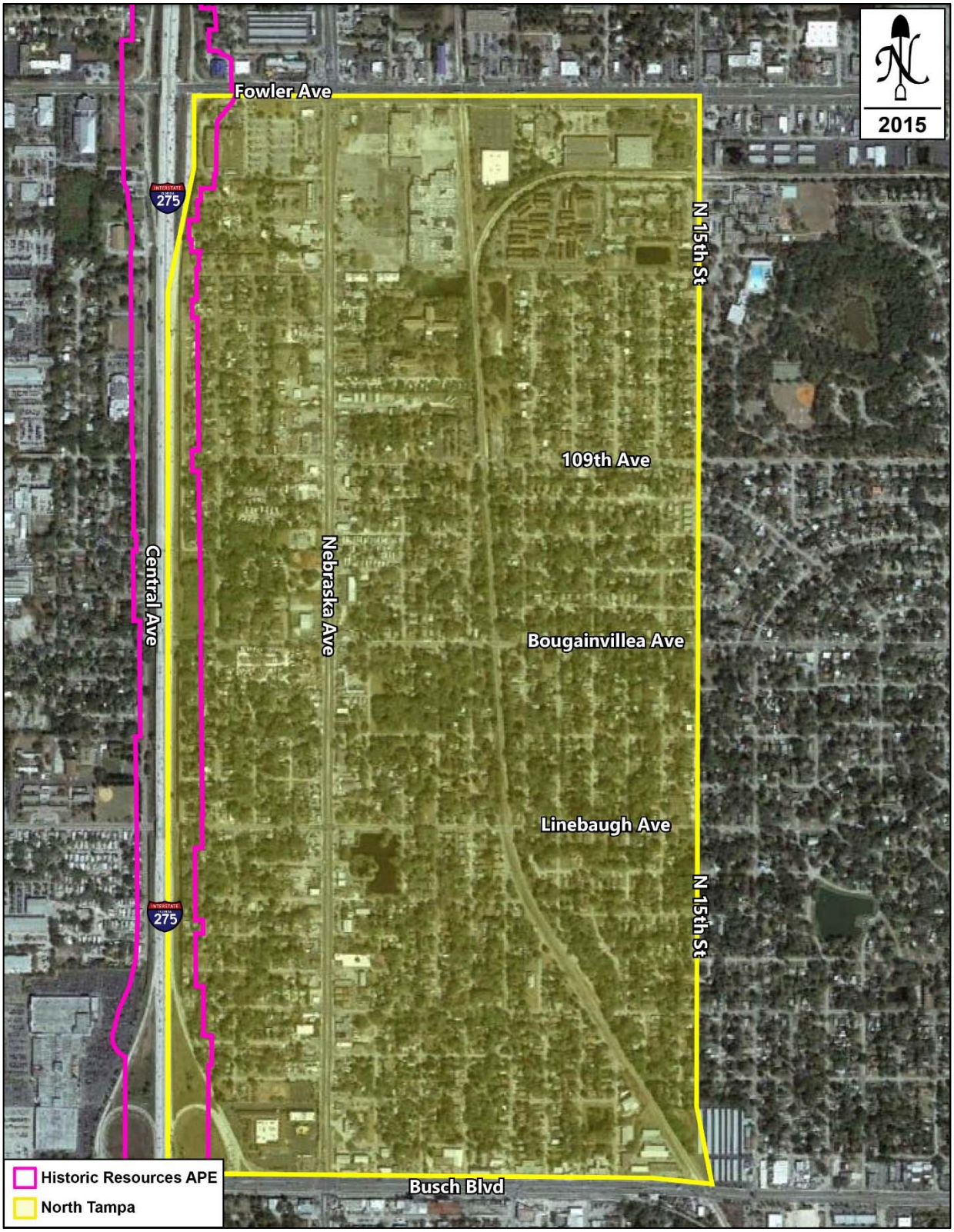

Figure 41: Location of North Tampa in relation to the Historic Resources APE

Figure 42: E 112th Avenue in North Tampa showing I-275 at the end of the street, facing Northwest

Figure 43: Example of an altered residence at 704 E Richmere Street, just outside the APE in North Tampa, facing North

Figure 44: Example of an altered residence at 703 E Castle Court, just outside the APE in North Tampa, facing South

Figure 45: Example of an altered residence at 706 E Lotus Avenue, just outside the APE in North Tampa, facing North

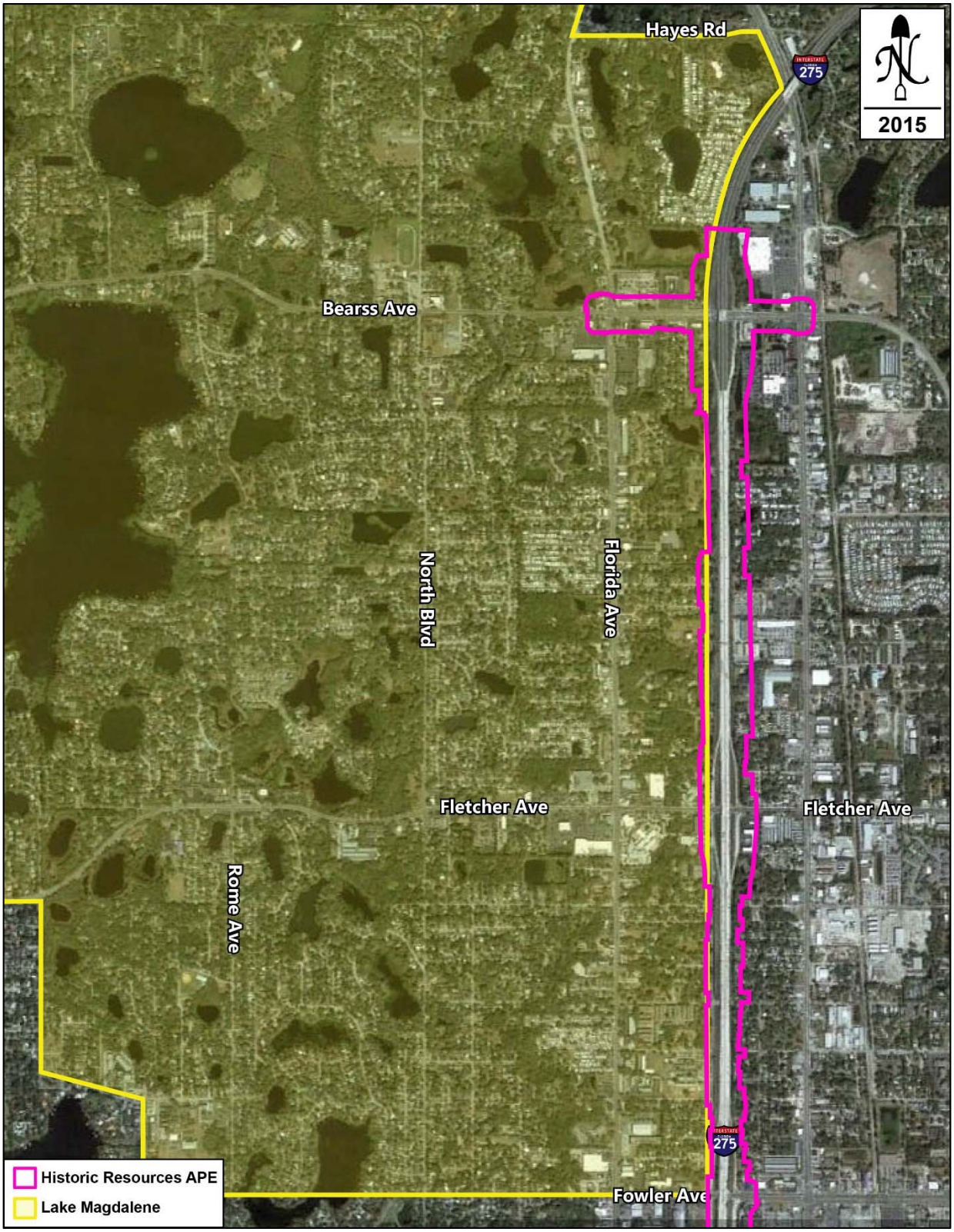

Figure 46: Location of Lake Magdalene in relation to the Historic Resources APE

Figure 47: West side of Laurie Lane south of Bearss Avenue within Lake Magdalene, facing Southwest

Figure 48: Example of an altered residence at 151 April Lane (8HI12906) within the APE in Lake Magdalene, facing South

Figure 49: Example of an altered residence at 14901 Laurie Lane, just outside the APE in Lake Magdalene, facing Northeast

Figure 50: Example of an altered residence at 14916 Laurie Lane (8HI12913) within the APE in Lake Magdalene, facing Northwest

University

University is an unincorporated CDP located just to the north of Tampa on the east side of I-275 from Fowler Avenue on the south to April Lane/Bearss Avenue on the north (**Figure 51**). The University of South Florida is located just to the east of this community, and it is the university that gives this community its name and also spurred its development beginning in the late 1950s and 1960s. University Mall, located in the southern portion of the community, spurred later growth.

Within and around the project APE, there is a mix of both historic and non-historic buildings (**Figure 52**). This non-historic infill makes a contiguous historic district impossible in this area. On streets that do contain a higher number of historic resources, such as along E 145th Avenue, the residences are highly modified Frame and Masonry Vernacular buildings that do not retain their historic appearance (**Figures 53–55**). None of these small concentrations of historic resources identified during the fieldwork for this project would meet the standards of eligibility for a National Register historic district.

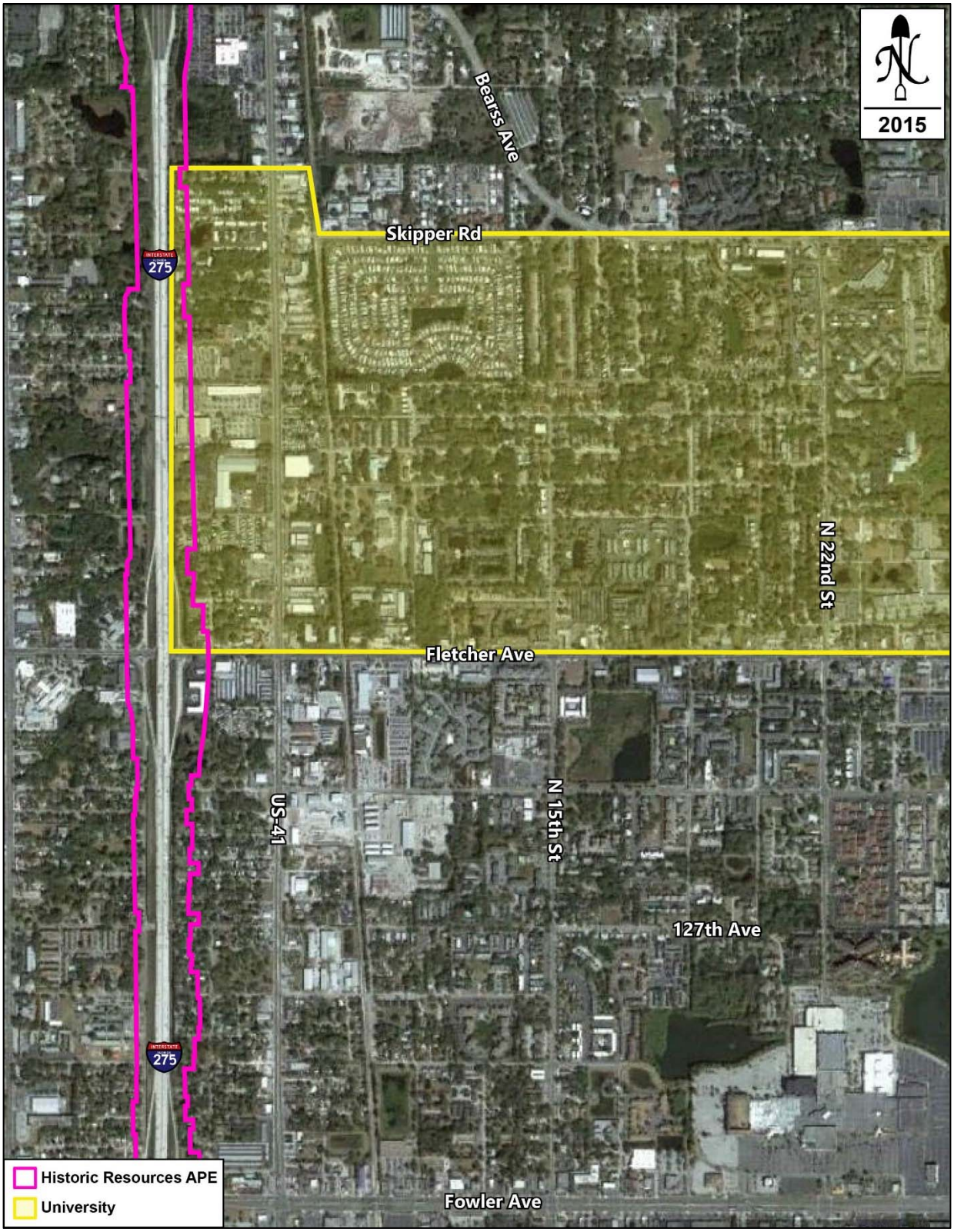

Figure 51: Location of University in relation to the Historic Resources APE

Figure 52: E 131st Avenue within the Project APE in the CDP of University, showing non-historic infill, facing West

Figure 53: Example of an altered residence at 704 Lexington Boulevard (8HI12906), just outside the APE in University, facing North

Figure 54: Example of an altered residence at 807 E 148th Avenue, just outside the APE in University, facing South

Figure 55: Example of an altered residence at 806 E 148th Avenue, just outside the APE in University, facing Northwest

9.2.2 Resources Listed in, Determined Eligible for, or Considered Eligible for Listing in the National Register

Figure 56: National Register–listed Captain William Parker Jackson House/800 E Lambright Street (8HI11581), facing North

8HI11581 Captain William Parker Jackson House/800 E Lambright Street

A narrative description is not included for the Captain William Parker Jackson House/800 E Lambright Street (8HI11581) (**Figure 56**) as this resource is National Register–listed and exhibits no alterations since its previous recordation.

8HI609 Sulphur Springs Resource Group/8100 N Nebraska Avenue

The Sulphur Springs Park Resource Group is located at 8100 N Nebraska Avenue, at the west side of N Nebraska Avenue, between E Bird Street, N Florida Avenue, and the north shore of the Hillsborough River, in Township 28 South, Range 18 East, Section 25 of the Sulphur Springs (1956 PR 1987) USGS quadrangle map, in the Sulphur Springs area of the City of Tampa, Hillsborough County, Florida. The 1960s constructed I-275 roadway intersects the park, dividing it into two distinct areas. Each area of Sulphur Springs Park is accessible through a pedestrian path beneath the Interstate overpass, located at the northern shore of the Hillsborough River. This pathway is partially simple concrete and partially a non-historic wooden bridge structure at either the east and west side of the overpass. The overall park is currently laid out on approximately five acres of land (Ricci n.d.). Originally, the park proper was developed immediately west of N Nebraska Avenue and south of E Bird Street, where the natural springs are located, during the early 1900s and into the 1920s. However, Josiah Richardson also owned the land west of I-275, and it is here he had the circa-1925 water tower constructed. Therefore, the resource group boundary includes E Bird Street at the north,

N Nebraska Avenue at the east, the north shore of the Hillsborough River at the south, and N Florida Avenue at the west. The original documentation of the Sulphur Springs Park Resource Group (8HI609) only included the historic gazebo, park on the peninsula, water tower, and spring pools (Ricci n.d.); however, all structures within the boundaries of the park were documented within the current FMSF update.

There are a total of eight contributing resources within the Sulphur Springs Park Resource Group: the circa-1925 Renaissance Revival style gazebo, circa-1920 concrete retaining wall pool, circa 1920-meandering spring pool, the circa-1925 Gothic inspired water tower, the circa-1950s wooden bridge, the recreational park on the peninsula, the circa-1953 Masonry Vernacular style utility building, and the circa-1950s park pavilion. **Table 11** lists the contributing resources within the Sulphur Springs Park Resource Group and **Figure 57** is a current aerial photograph which illustrates the location of the eight contributing resources within the complex. The first phase of the park was developed during the turn-of-the-century; however, the second phase of the park was famously developed during 1920s by Josiah A. Richardson. Resources constructed after this 1920s time period are also considered contributing to the Sulphur Springs Park Resource Group (8HI609), as they are over 50 years of age, and are still significantly related to the development of the park. Following **Table 11**, are photographs and discussions of resources which contribute to the Sulphur Springs Park Resource Group (**Figures 58–76**).

Table 11. Contributing Resources within the Sulphur Springs Park Resource Group (8HI609)

Resource	Construction Date
Renaissance Revival Gazebo	c. 1925
Concrete Retaining Wall Spring Pool	c. 1920
Meandering Spring Pool	c. 1920
Gothic Revival Style Water Tower	c. 1925
Sulphur Springs Peninsula Recreational Park	c. 1920
Wooden Bridge	c. 1950s
Masonry Vernacular Utility Building	c. 1953
Park Pavilion	c. 1950s

At the west side of the I-275 roadway, southeast of the N Florida Avenue and E Bird Street intersection, is the 225 foot water tower, which Richardson had modeled to resemble a Gothic tower (**Figure 58**). This tower was built after 1925, upon the completion of the now demolished Sulphur Springs Arcade building, out of poured-in-place concrete in ten foot tall sections, with a capacity to hold approximately 200,000 gallons of spring water (Ricci n.d.; City of Tampa Architectural Review Commission 1989:7). The tower served as the principal water supply for the park. Engineer Grover Poole was involved in the actual construction of the water tower for Josiah Richardson. According to Poole, the tower was constructed at a height of 214 feet and 45 feet deep into the bedrock over one of the springs. A central core within the tower was constructed to house an elevator; however, an elevator was never installed (City of Tampa Architectural Review Commission 1989:3).

At the base of the tower are buttresses which are capped with cast concrete console brackets with foliated shell motif embellishment (**Figure 59**). The upper levels of the water tower contain an observation deck which was once supported by simple concrete brackets however, these were removed after 1945 and before 1954 (City of Tampa Architectural Review Commission 1989:3). Decorative elements of the tower also include pilasters, which run from the tower base to the top of the holding tank, and Gothic inspired slit windows. The top of the holding tank exhibits battlement crowning, inclusive of crenellated parapet walls (**Figure 60**). During the Great Depression, the water tower was leased to Purity Springs Water Company as early as 1930, prior to the time Richardson sold Sulphur Springs Park (City of Tampa Architectural Review Commission 1989:7). This company utilized the tower until 1940, when the City of Tampa took over the water supply, and continued to be used until the early 1970s (City of Tampa Architectural Review Commission 1989:7). The Sulphur Springs Park water tower was locally listed as a City of Tampa Landmark in 1989 due to its significant association with developer Josiah Richardson, and due to the fact that it is one of only two known architecturally styled structures designed to disguise its function (City of Tampa Architectural Review Commission 1989:5).

The Sulphur Springs Park landscape at the west side of I-275, where the water tower is located, is relatively undeveloped in nature, and includes a large open grassy field with areas of mature tree growth (**Figure 61**). A meandering dirt path outlined by wood posts extends off of E Bird Street, and leads up to the water tower. In 1952, this open area was known as the "Tower Drive-In Theatre" (**Figure 62**). No portion of this drive-in movie theatre remains.

The two-story reinforced concrete gazebo was constructed circa-1925 over one of the springs and exhibits Renaissance Revival inspired features (Ricci n.d.). **Figure 63** is a historic photograph of the gazebo and **Figure 64** is a current photograph of the gazebo. The dome of the octagonal shaped structure is supported by fluted columns with Temple of the Winds capitals at the gazebo second level (**Figure 65**). A caryatid sculpture rises above the top of gazebo dome and historically, a finial extended from the sculpture (see **Figure 63**). A classical entablature is located above column capitals, with modillions below the frieze. The base of the columns rest upon a classical cornice set with consoles. Simple concrete seating lines the edges of the second level gazebo interior, and a non-historic metal balustrade is placed between each column.

The lower level arcaded portion of the gazebo incorporates concrete scored to resemble heavy structural stonework. These openings are reminiscent of Richardsonian Romanesque arches. There are concrete cartouches above each arch with the letter "R" in the center of each cartouche for Josiah Richardson. This design served as a crest for the Richardson family (Steele 2013). Integral planters are located between each arch of the lower gazebo level (see **Figure 63**). Central within the lower level is a concrete pool with concrete benches around the perimeter of the fountain.

At the west of the gazebo is a grand staircase with a single flight connected to an intermediate landing, where two single flights of stairs rise to the landing from the north and south (see **Figure 64**). The gazebo is situated at the entrance into the contributing Sulphur Springs peninsula recreational park (**Figures 66 and 67**). The recreational park can be accessed by the contributing circa-1950s wooden bridge at the west end of the peninsula, over the lagoon which flows into the Hillsborough River (**Figure 68**). Within this park is the contributing circa-1953 wooden pavilion (**Figure 69**). An Alligator Farm, attributed to Richardson's 1920s development, was once located on the peninsula park. The second level of the gazebo was enclosed around the 1960s, with windows incorporated by 1968 (**Figures 70 and 71**). In 2013, the gazebo underwent a $288,000 restoration, and was locally listed as a landmark within the City of Tampa (Steele 2013).

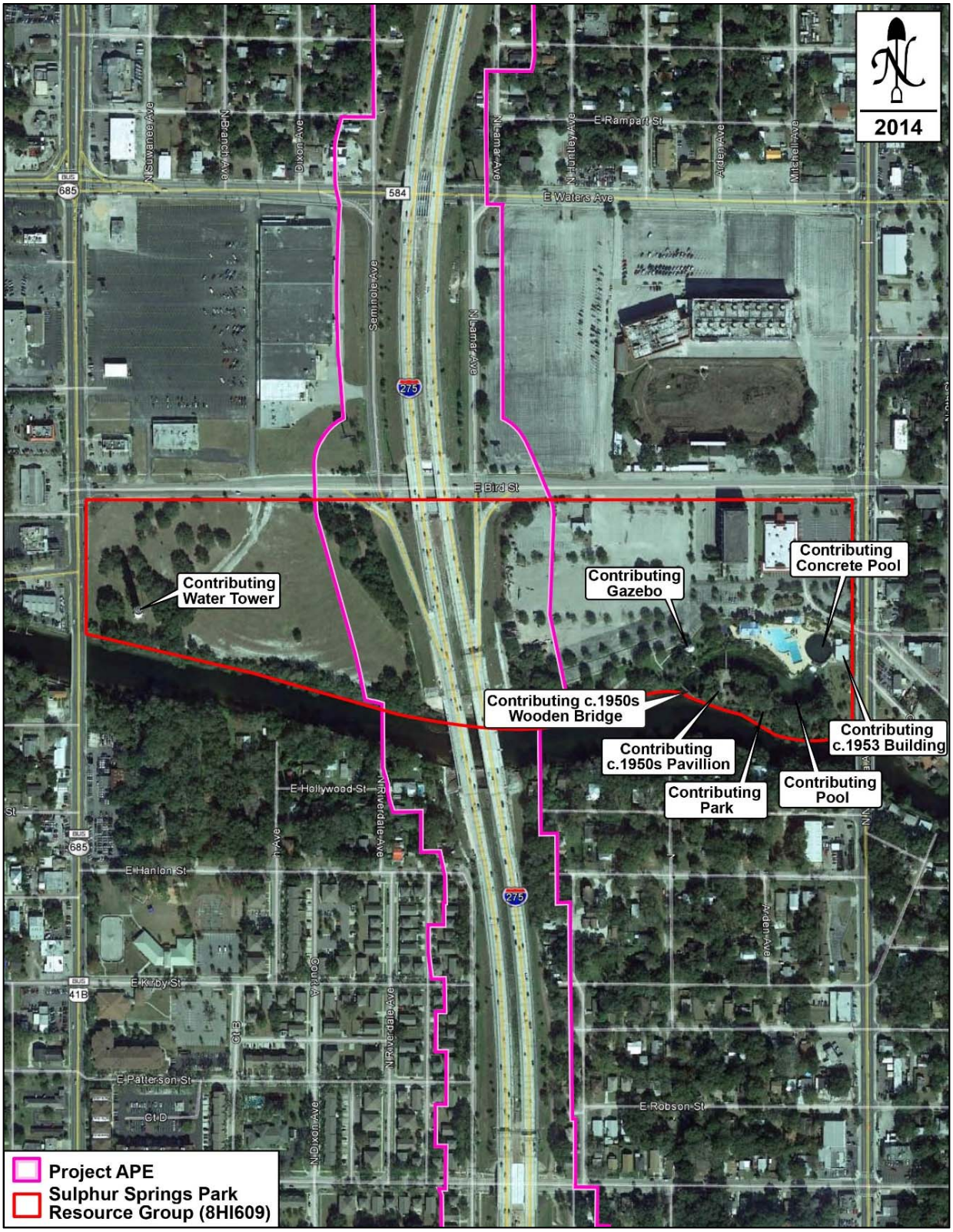

Figure 57: A Current Aerial Photograph Illustrating the Location and Boundaries of the Sulphur Springs Park Resource Group (8HI609), Contributing Resources, and the Approximate Location of the Current Project APE

Figure 58: The Contributing Gothic Inspired Water Tower within the Sulphur Springs Park Resource Group (8HI609), facing Southwest

Figure 59: The Concrete Buttresses of the Water Tower with Foliated Shell Motif Embellishment, facing Northwest

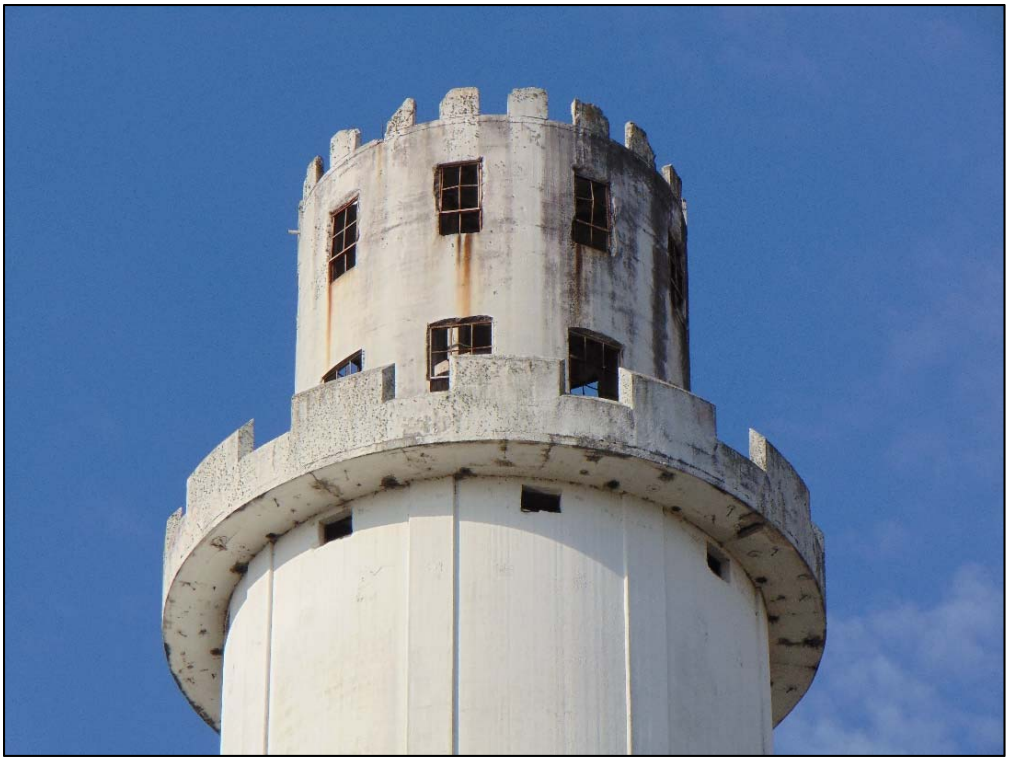

Figure 60: The Embattlements and Crenellated Parapet Walls at the Top of the Tower Holding Tank, facing Southwest

Figure 61: The Landscape of the Sulphur Springs Park Resource Group (8HI609) at the West Side of I-275, facing Southwest

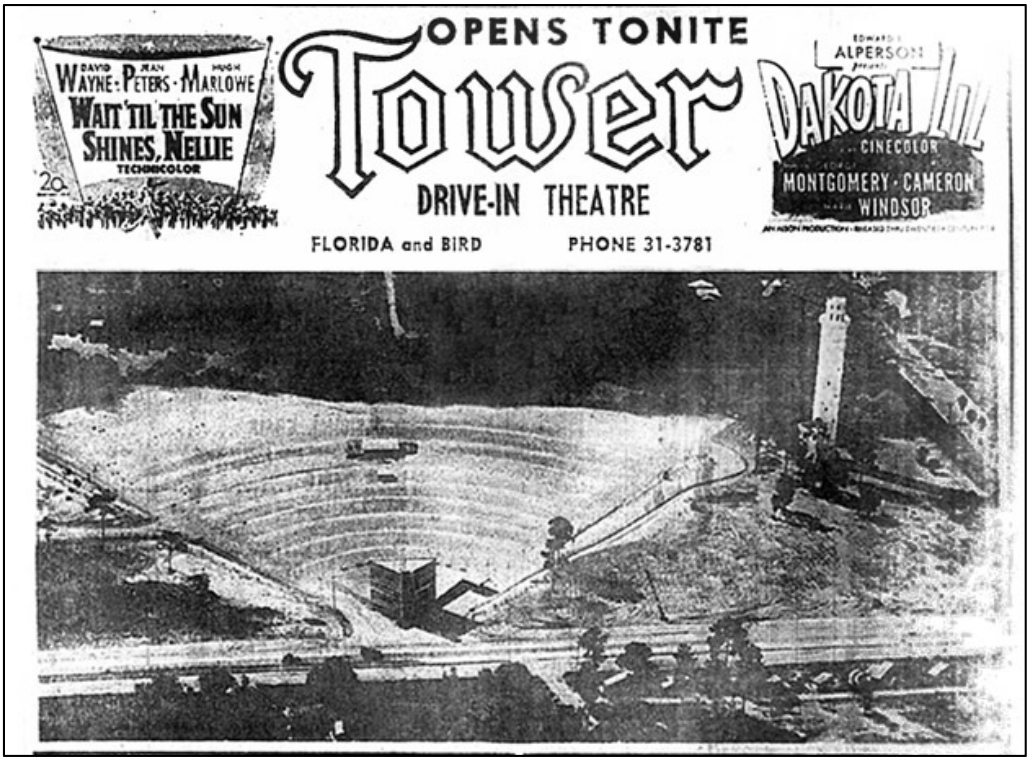

Figure 62: A 1952 Advertisement for the "Tower Drive-In Theatre,"

(Courtesy of Tampapix.com)

Figure 63: A Historic 1945 Photograph of the Contributing Sulphur Springs Park Gazebo

(Courtesy of the Hillsborough County Public Library Burgert Brothers Photographic Collection)

Figure 64: The Contributing Sulphur Springs Park Resource Group Gazebo, facing Southeast

Figure 65: The Dome and Second Level of the Sulphur Springs Park Resource Group Gazebo, facing Southwest

Figure 66: A Photograph Looking towards the Contributing Sulphur Springs Peninsula Recreational Park, facing Southeast

Figure 67: The Contributing Peninsula Recreational Park, facing East

Figure 68: The Contributing circa-1950s Wooden Bridge, facing Southeast

Figure 69: The Contributing circa-1953 Pavilion, facing Southeast

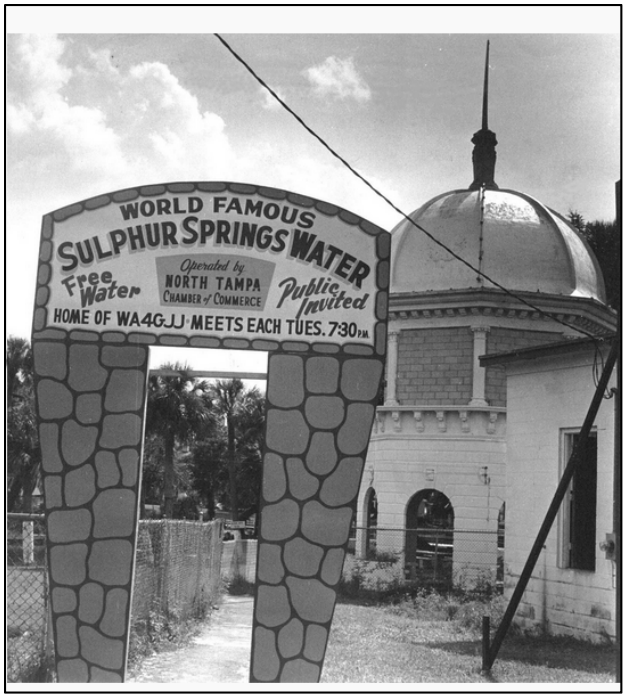

Figure 70: A 1962 Photograph of the Enclosed Gazebo

(Courtesy of the Tampa Tribune)

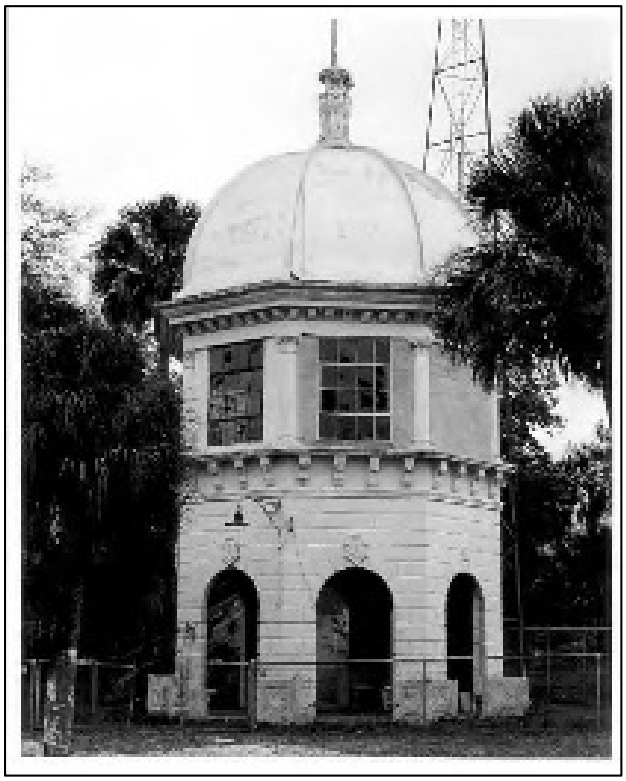

Figure 71: A 1968 Photograph of the Enclosed Sulphur Springs Gazebo with Added Windows

(Courtesy of the Hillsborough County Public Library Burgert Brothers Photographic Collection)

The historic pool or “cup” associated with Sulphur Springs Park is located at the east side of I-275, immediately west of N Nebraska Avenue, and south of E Sitka Street, the road which extends west from N Nebraska Avenue into the park. **Figure 72** is a historic photograph of this pool and **Figure 73** is the current photograph. This pool is enclosed with a concrete retaining wall and is 80 feet in diameter (Ricci n.d.). The natural spring flows into this “cup,” and into the contributing “bathing pool” (**Figures 74 and 75**), which originates at the southwestern edge of the “cup,” meandering south to west, until it flows into the Hillsborough River (Ricci n.d.). The natural spring bathing pools associated with the historic Sulphur Springs Park are no longer utilized by patrons. The spring pools closed in 1986 due to high bacteria counts. A non-historic swimming pool is located immediately west of the concrete pool, and two associated non-historic buildings surround the modern pool and historic “cup.” **Figure 76** is a photograph of the contributing circa-1953 utility outbuilding immediately east of the circular historic pool.

There are a total of nine non-contributing resources within the Sulphur Springs Park Resource Group, which are not historic and/or are not related to the development of the park. The circa-1950 Nancomb building, circa-1969 Associated Outdoor Clubs, Inc. building, circa-2012 Tampa Family building, circa-2001 Sulphur Springs Park main building, circa-2001 storage building, circa-2000s steel bridge, circa-1970s concrete bridge, non-historic I-275 overpass pathway and bridge, and the non-historic pool are included within boundaries for the resource group, as the property they are sited on is historically related to Sulphur Springs Park. The area where the current parking lot and non-contributing buildings are located historically included another spring pool, the dance hall, Arcade building, a sanitarium, electric car shed, and several smaller buildings related to Richardson’s 1920s development of the park. **Figure 77** is a current aerial map, which depicts the locations of non-contributing resources within the Sulphur Springs Park Resource Group, and **Table 12** is a comprehensive listing of all non-contributing resources. Current photographs of each of the nine non-contributing resources are included in **Figures 78–86**.

Figure 72: A Historic 1923 Photograph of the Contributing Sulphur Springs Park Concrete Retaining Wall Pool

(Courtesy of the Hillsborough County Public Library Burgert Brothers Photographic Collection)

Figure 73: A Photograph of the Contributing Concrete Retaining Wall Pool within the Sulphur Springs Park Resource Group, currently closed, facing Southwest

Figure 74: A Current Photograph of the Contributing Meandering Sulphur Springs Pool, currently closed, facing Northeast

Figure 75: A Historic circa-1935 Photograph of the Contributing Meandering Springs Pool, note the waters of the contributing circular concrete retaining wall pool flowing into the secondary "bathing pool"

Figure 76: The Contributing circa-1953 Utility Building, facing Southwest

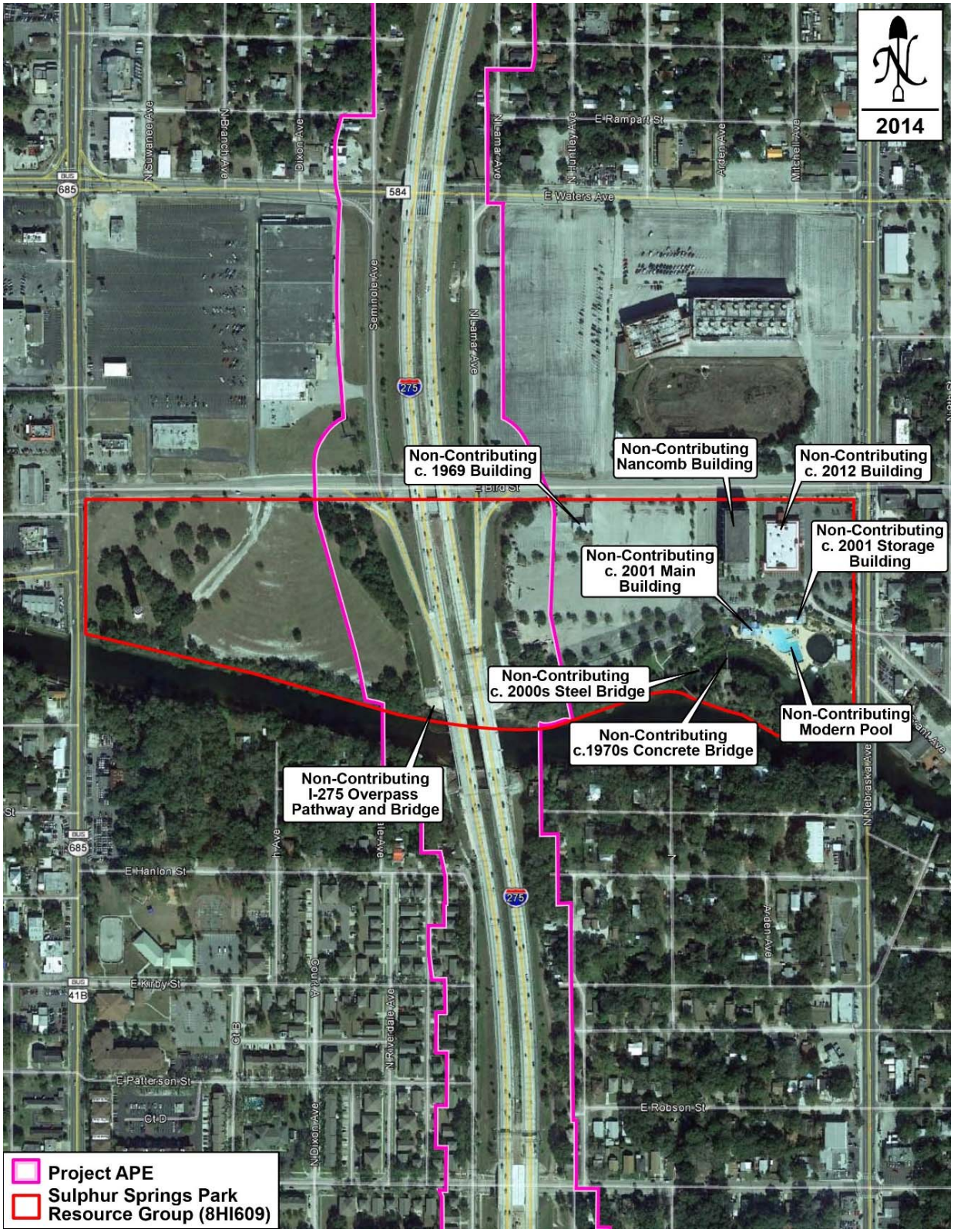

Figure 77: A Current Aerial Photograph Illustrating the Location and Boundaries of the Sulphur Springs Park Resource Group (8HI609), Non-Contributing Resources, and the Approximate Location of the Current Project APE

Table 12. Non-contributing Resources within the Sulphur Springs Park Resource Group (8HI609)

Resource	Construction Date
Nancomb Building	c. 1950
Associated Outdoor Clubs, Inc. Building	c. 1969
Tampa Family Building	c. 2012
Sulphur Springs Park Main Building	c. 2001
Storage Building	c. 2001
Steel Bridge	c. 2000s
Concrete Bridge	c. 1970s
I-275 Overpass Pathway and Bridge	c. 2000s
Modern Pool	c. 2000s

Figure 78: The Non-contributing circa-1950 Nancomb Building, facing Southeast

Figure 79: The Non-contributing circa-1969 Associated Outdoor Clubs, Inc. Building, facing Northwest

Figure 80: The Non-contributing circa-2012 Tampa Family Building, facing Southeast

Figure 81: The Non-contributing circa-2001 Sulphur Springs Park Main Building, facing southeast

Figure 82: The Non-contributing circa-2001 Storage Building, facing North

Figure 83: The Non-contributing circa-2000s Steel Bridge which Rests on the Western Lock of the Meandering Spring Pool, facing Northeast

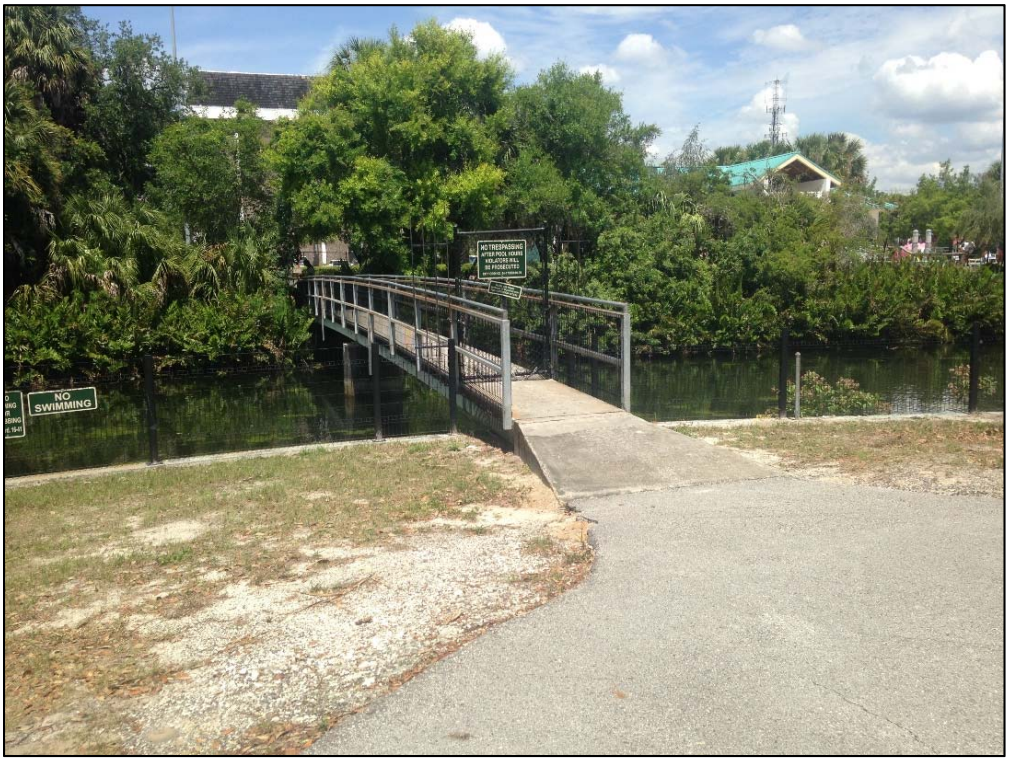

Figure 84: The Non-contributing circa-1970s Concrete Bridge Leading to the Pavilion on the Peninsula Park, facing Northeast

Figure 85: The Non-contributing and Non-historic I-275 Overpass Pathway and Bridge, facing southeast

Figure 86: The Non-contributing circa-2000s Modern Pool, facing West

The natural spring pools were the impetus for development of the Sulphur Springs area, and prior to the turn-of-the-century, the land that would become the park was purchased by Dr. John H. Mills, who in turn opened his private land to allow use of the springs. Mills purchased a 100 acre tract of land in the area that would become Sulphur Springs from J.H. Krause, a successful wagon manufacturer and real estate investor. By the early 1900s, Mills had placed walkways, built a dock, created a fish pond, and had cottages and bathhouses constructed. The smaller of the springs was noted as having healing medicinal purposes. In 1901, a pool had been brought into the complex and a steamer began transporting people between downtown Tampa and Mill's spring. A plat for the Sulphur Springs subdivision was filed in 1903 with the clerk of the circuit court in Hillsborough County Courthouse, and Dr. Mills began to sell parcels of his holdings in Sulphur Springs by the middle of the first decade of the twentieth century (City of Tampa Architectural Review Commission 1989:6; Ricci n.d.).

Josiah Richardson, a native Kentucky man, came to the area about 1898 and leased, with the option to buy, the remaining parcel of land owned by Dr. Mills, inclusive of the area of the park, after working several years as a painter. In April 1906, Richardson sold 51 percent interest in his Sulphur Springs property to D.E. Frost, of Stevens Point, Wisconsin, and signed an agreement to complete a "suburban railroad" from Tampa to his property in Sulphur Springs. At the end of 1908, the Tampa and Sulphur Springs Traction Company opened a street car line which provided access to Sulphur Springs, and also was the first direct connection by public transit between West Tampa and Ybor City. In 1910, Richardson filed for a plat of the Sulphur Springs Addition with Hillsborough County (City of Tampa Architectural Review Commission 1989:6; City of Tampa City Council 2013:9).

By the early 1920s, Richardson had finished the second stage of the park's development, and it was officially listed in the Tampa city directories as "Sulphur Springs Amusement Park." Richardson brought to the park a pool which utilized one of the natural springs, a dance pavilion (**Figure 87**), slides and platforms, elaborate bathhouses, toboggan slide (**Figure 88**), an alligator farm (**Figure 89**), a one story wooden electric train shed (**Figure 90**), shops, tourist cottages, beach, and restaurants (Ricci n.d.). **Figure 91** is a 1922 Sanborn Fire Insurance Map which illustrates the layout of Richardson's "Sulphur Springs Amusement Park," as originally constructed. This Sanborn Fire Insurance Map illustrates the location of the now demolished 1923 constructed steel Nebraska Avenue Bridge (**Figure 92**). This bridge carried the street car line into Richardson's Sulphur Springs Amusement Park.

In 1925, Richardson added onto the park with the construction of the Sulphur Springs Arcade, which included a hotel with shops below (**Figure 93**). The Gothic inspired water tower and the gazebo were added to the park after the completion of the Sulphur Springs Arcade building. The tower was constructed at a staggering fund for the time of between $180,000 and $200,000. By 1931, the park was completed with all its components. Richardson donated money to fund the construction of the bridge across N Florida Avenue, and also gave money to the dog track across the road. The Great Depression of the 1930s and the flood which occurred in 1933, damaged Sulphur Springs Park and its future (Ricci n.d.).

The Treasure Coast Hurricane of 1933 caused the failure of the Tampa Electric Company Dam, releasing storm waters which washed out bridges, overflowed banks, and sent water surging through town. The Great Depression, combined with the flooding, forced Richardson to sell his Sulphur Springs holdings. Richardson's holdings in Sulphur Springs were acquired by A.T. Hendrick in 1934, and the area continued to serve as an attraction to residents and tourists (City of Tampa City Council 2013:14).

Figure 87: A 1930s Historic Photograph of the Dance Pavilion of the Sulphur Springs Amusement Park

(Courtesy of www.tampapix.com)

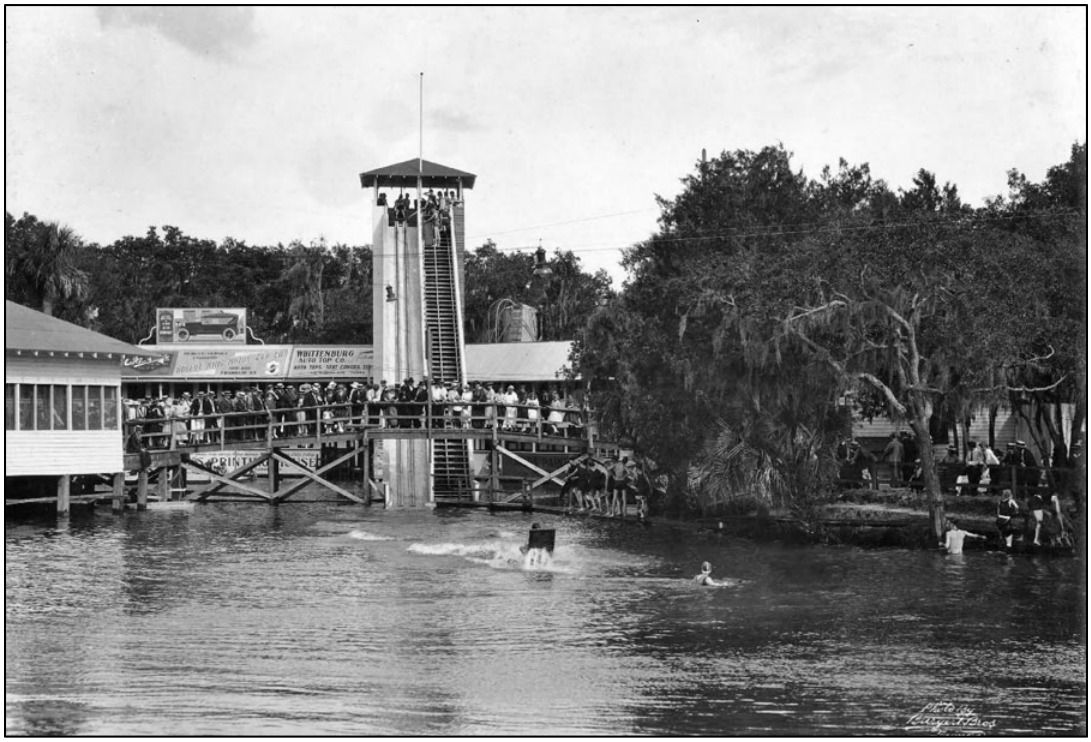

Figure 88: A 1922 Photograph of the Sulphur Springs Amusement Park Toboggan Slide

(Courtesy of www.tampapix.com)

Figure 89: A 1921 Photograph of Patrons at the Alligator Farm of the Sulphur Springs Amusement Park

(Courtesy of www.tampapix.com)

Figure 90: A 1920 Photograph of the Electric Train Shed

(Courtesy of www.tampapix.com)

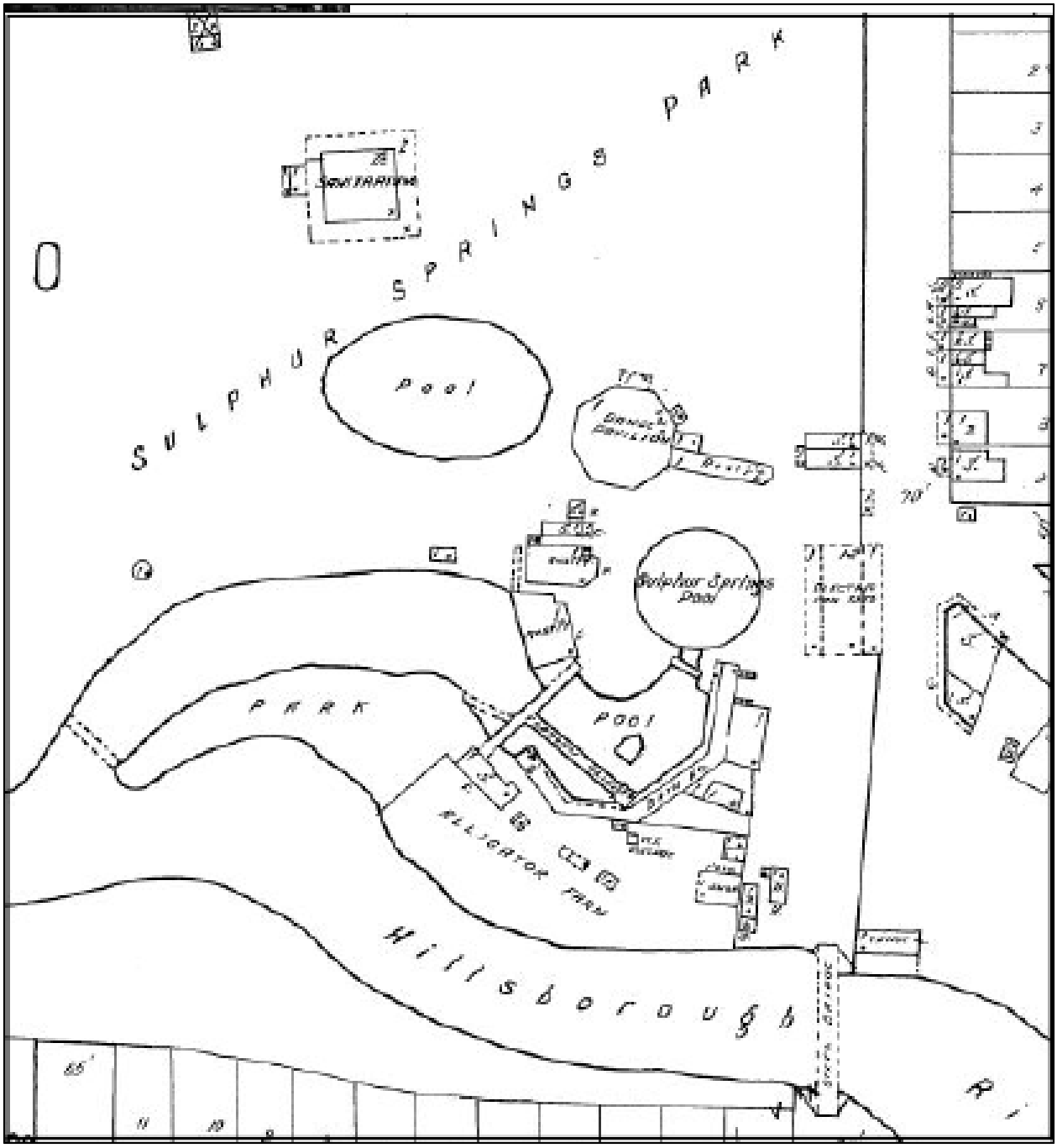

Figure 91: A 1922 Sanborn Fire Insurance Map Illustrating the Layout of Sulphur Springs Amusement Park, as originally constructed by Josiah A. Richardson

Figure 92: A 1935 Photograph of the Steel Nebraska Avenue Bridge

(Courtesy of www.tampapix.com)

Figure 93: A 1947 Photograph of the Sulphur Springs Arcade

(Courtesy of www.tampapix.com)

After this time, the park stayed relevant in the Sulphur Springs community; however, the most popular elements of the park, the alligator farm, dance pavilion, toboggan slide, and street car shed, were demolished (Ricci n.d.). The iconic Arcade was demolished in 1976, in order to pave a parking lot for the dog track at the north side of E Bird Street. As previously mentioned, the pool and lagoon was closed to swimmers in the late 1980s due to the discovery of harmful bacteria, and in 2000, a traditional pool was constructed west of the remaining historic pools of the "Sulphur Springs Amusement Park."

The remaining historic resources attributed to Richardson's Park include the water tower, gazebo, and two historic spring pools which allow the Sulphur Springs Park resource to still convey its importance to the Sulphur Springs area, City of Tampa, and Florida. The park has remained a relevant source of recreation and tourism in the area from the turn-of-the-century, when it was initially cultivated as a tourist spot by Dr. Mills, through the 1920s with the construction of Richardson's "Sulphur Springs Amusement Park," to the current day with its continued use as a swimming facility and park. The natural springs within the park are significant as the driving force for settlement and development of Sulphur Springs. Despite the lack of historic structures attributed to the development of the two phases of Sulphur Springs Park, some of the natural setting qualities remain, such as the vegetated lagoon and park with mature tree growth. The general arrangement of the park and significant components retain integrity, inclusive of the concrete enclosed pool, overflow pool, water tower, wooden bridge, circa-1953 utility outbuilding, circa-1950s pavilion, and gazebo. Aerial Photographs from 1938, 1957, and 1968 (**Figures 94–96**), in comparison with the current aerial photograph of the Sulphur Springs Park (**Figure 57**), illustrate the retained qualities of the park setting and arrangement. Structures within these aerials, both extant and non-extant, are labeled for locational purposes and show the development timeline of the park.

This resource group is further significant for its association with Josiah Richardson, the man who most influenced the development of Sulphur Springs, both as a residential area and tourist/recreational destination. Richardson assisted in large ventures, such as funding of public works and establishment of restaurants and businesses, leading to the creation of a vibrant commercial hub in Sulphur Springs centered on N Nebraska Avenue. The previous surveyor of the park (Ricci n.d.) considered this resource significant; although, the SHPO has not evaluated National Register significance for Sulphur Springs Park. As previously stated, two resources, the Renaissance Revival style gazebo and Gothic Revival style water tower, are locally designated within the City of Tampa. Due to Sulphur Springs Park's significance as the impetus for the development of Sulphur Springs, its association as an important and enduring recreational and tourist destination, in addition to its association with notable developer Josiah Richardson, it is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development, Commerce, Entertainment/Recreation, and Tourism. Additionally, the park is considered eligible for listing in the National Register under Criterion C in the area of Architecture, for the well preserved water tower and gazebo, which were constructed during the 1920s and are attributed to Josiah Richardson.

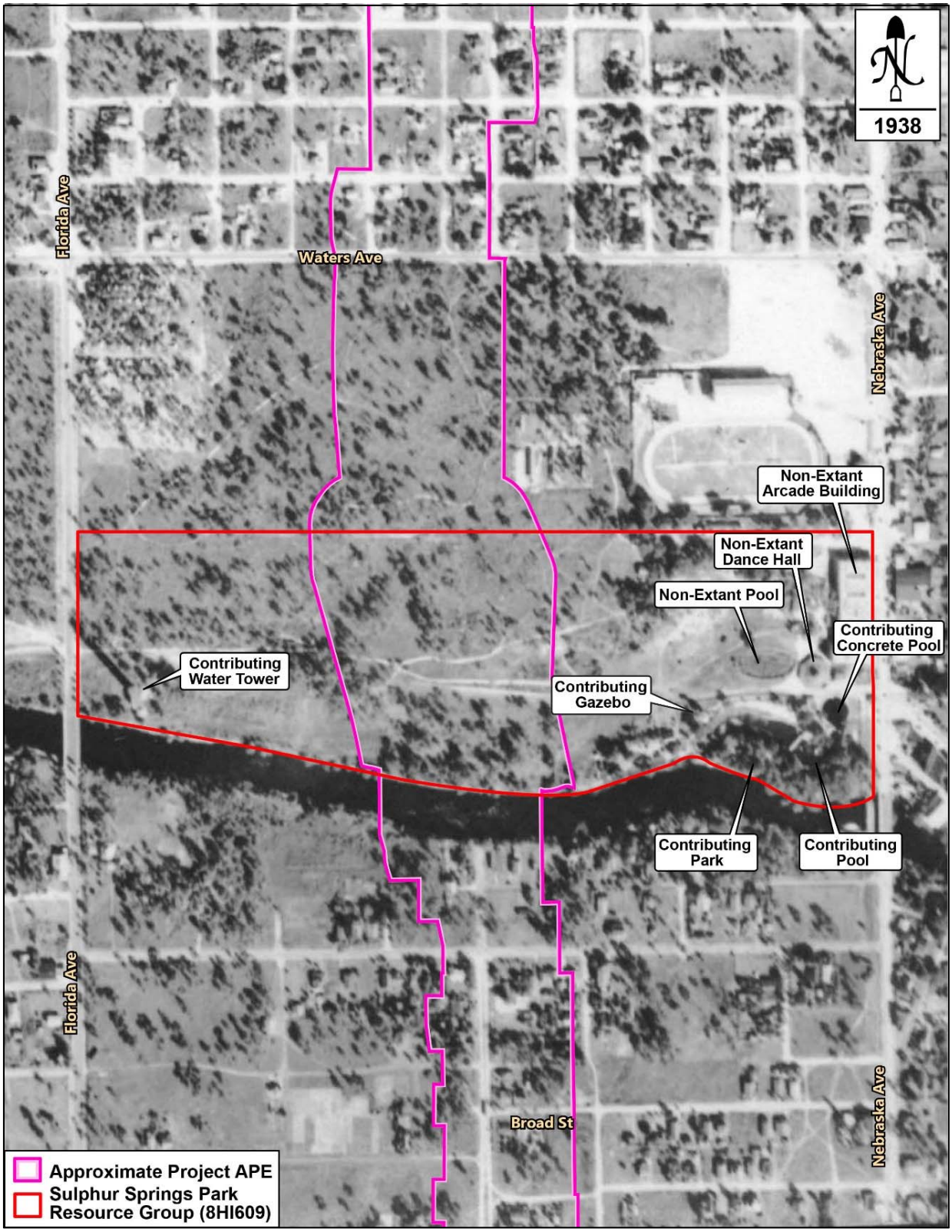

Figure 94: A Historic 1938 Aerial Photograph Illustrating the Location of the Sulphur Springs Resource Group and Structures within it During the Time Period

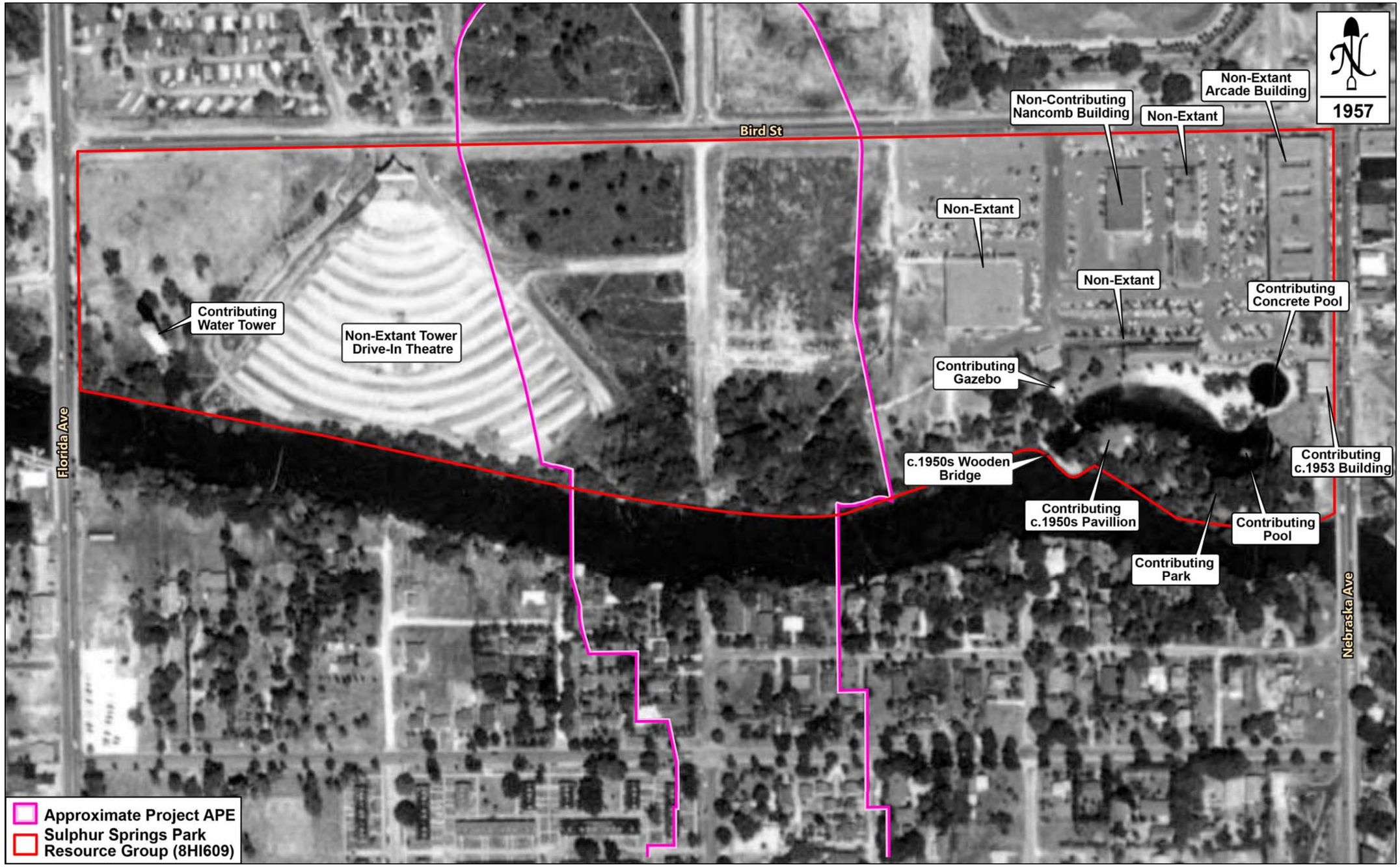

Figure 95: A Historic 1957 Aerial Photograph Illustrating the Location of Sulphur Springs Resource Group and Structures within it During the Time Period

Figure 96: A 1968 Aerial Photograph Illustrating the Location of Sulphur Springs Resource Group and Structures within it During the Time Period

8HI6132 Harding's Court/5912 N Nebraska Avenue

Harding's Court/5912 N Nebraska Avenue is located at the west side of N Nebraska Avenue, between E Henry Avenue and E Idlewild Avenue, in Township 28 South, Range 18 East, Section 36 of the Sulphur Springs (1956 PR 1987) USGS quadrangle map, within the Southeast Seminole Heights neighborhood of the City of Tampa, Hillsborough County, Florida. **Figures 97 and 98** are representative photographs of Harding's Court/5912 N Nebraska Ave. This resource group is an example of a 1920s Florida Boom period cabin court, and consists of a total of 18 historic buildings constructed adjacent to a U-shaped driveway. Harding's Court was first recorded in 1997 as part of the *Seminole Heights Expansion/Hampton Terrace Survey and Registration Grant Survey Report* (Historic Tampa/Hillsborough County Preservation Board 1997). At this time, the grouping of buildings was recorded as "Keen's Circle Court Apartment Motel," and buildings within the grouping were recorded under FMSF 8HI6132A through 8HI6132Q. For the purposes of this recordation update, the resource group of buildings is recorded as 8HI6132. **Figure 99**, the 1951 Sanborn Fire Insurance Map, illustrates the location of the buildings within the resource group. The previous lettering assignment for buildings from the 1997 survey were utilized as part of the current study.

Figure 97: Harding's Court/5912 N Nebraska Avenue (8HI6132), from N Nebraska Avenue, facing west

Figure 98: Harding's Court/5912 N Nebraska Avenue (8HI6132), from N Nebraska Avenue, facing northwest

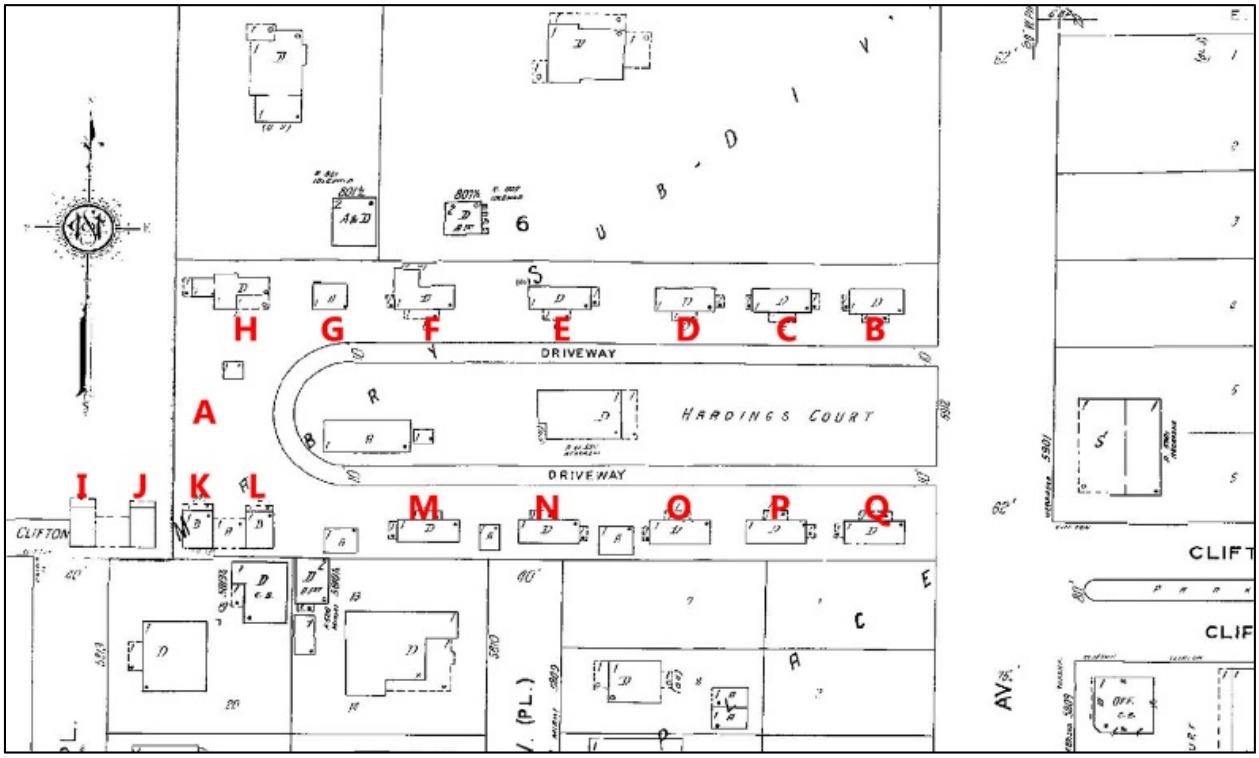

Figure 99: A 1951 Sanborn Fire Insurance Map Illustrating the Locations of Resources within Harding's Court/5912 N Nebraska Avenue

It should be noted that only general overview photographs of the cabin court from the public right of way were able to be obtained. Management of the cabin court, currently known as “Live Oak Cabins,” requested that photographs not be taken of the individual buildings within the resource group for the sake of the privacy of the residents. However, Janus Research was able to note the architectural detailing and integrity of individual resources during the field survey.

Of the 18 total resources, 16 are Frame Vernacular style cabins (Cabins A-F and H-Q). The remaining resources include a Frame Vernacular style office building (Cabin G) which, according to 1951 Sanborn Fire Insurance Maps, was historically an automobile garage, and a small frame flat roof storage shed (**Figures 100 and 101**). A letter assignment was not given to this shed during the original recordation, and for consistency purposes, this structure has not been delineated with a letter assignment and is treated as an outbuilding. The cabins located within Harding’s Court were primarily constructed in the later 1920s. Cabin A was constructed after 1957 and before 1968, according to aerial photographs (**Figures 101 and 102**). In consultation with Tampa city directories (R.L. Polk & Co.) and 1951 Sanborn Fire Insurance Maps, Cabin L appears to have been constructed by 1935, and cabins I, J, and K were constructed at some point after 1935, but prior to 1951. Cabin H appears to be a former tack shed for the non-extant circa-1918 private residence owned by William C. Harding. Only buildings A and I are located within the current APE; however, the full parcel was evaluated for the purposes of the current study.

The majority of the circa-1925 cabins (Cabins B-F and M-Q) are nearly identical in construction. They are one-story in height and rest on concrete block pier systems. These buildings are irregular in form and clad in wood drop siding. Each of the cabins feature a main side gable roof system clad in composition shingles and a front gable extension porch. A number of the front gable porches have been enclosed for additional interior space, or else have been screened in. The remaining Cabin H is also of wood frame construction and one-story in height, but features a steeply pitched side gable roof with a south shed roof extension, where an open porch has been enclosed at the southeast corner of the building.

The four one-story Frame Vernacular style cabins constructed during the 1930s (Cabins I-L) are rectangular in form, rest on concrete block foundation systems, and are clad in wood drop siding. They feature a main front gable roof with north front gable extension porches, all of which have been screened in. As previously mentioned, Cabin A was constructed before 1968. This one-and-a-half story frame building appears to contain two apartments. It is irregular in form with a steeply pitched side gable roof that includes an east shed extension enclosed porch. The remaining office building/former automobile garage (Cabin G), is constructed of wood frame and rectangular in form, with a side gable roof and south roof extension addition. Windows on all buildings are either historic wood one-over-one double-hung sash or replacement metal windows of various types. Many buildings retain historic wood panel doors. Exterior ornamentation on the buildings include cornerboards, knee braces, and wood surrounds.

The 5912 N Nebraska Avenue address first appears in Tampa city directories of 1924. At this time, William G. Harding and his wife Anna are listed as living at the address. According to the 1924 City Directory, Harding was a painter by profession. The 1926 City Directory lists ten people as living at the 5912 N Nebraska Avenue address, implying that the cabins have been constructed; however, the individual cabin buildings are not listed. Additionally, the owner of the cabin court is listed as Otis Malcom, and not Harding. The City Directory of the following year illustrates that 11 of the cabins had been constructed and the cabin court is officially listed under the moniker “Harding’s Court.”

Figure 100: A Historic 1938 Aerial Photograph of Harding's Court/5912 N Nebraska Avenue (8HI6132)

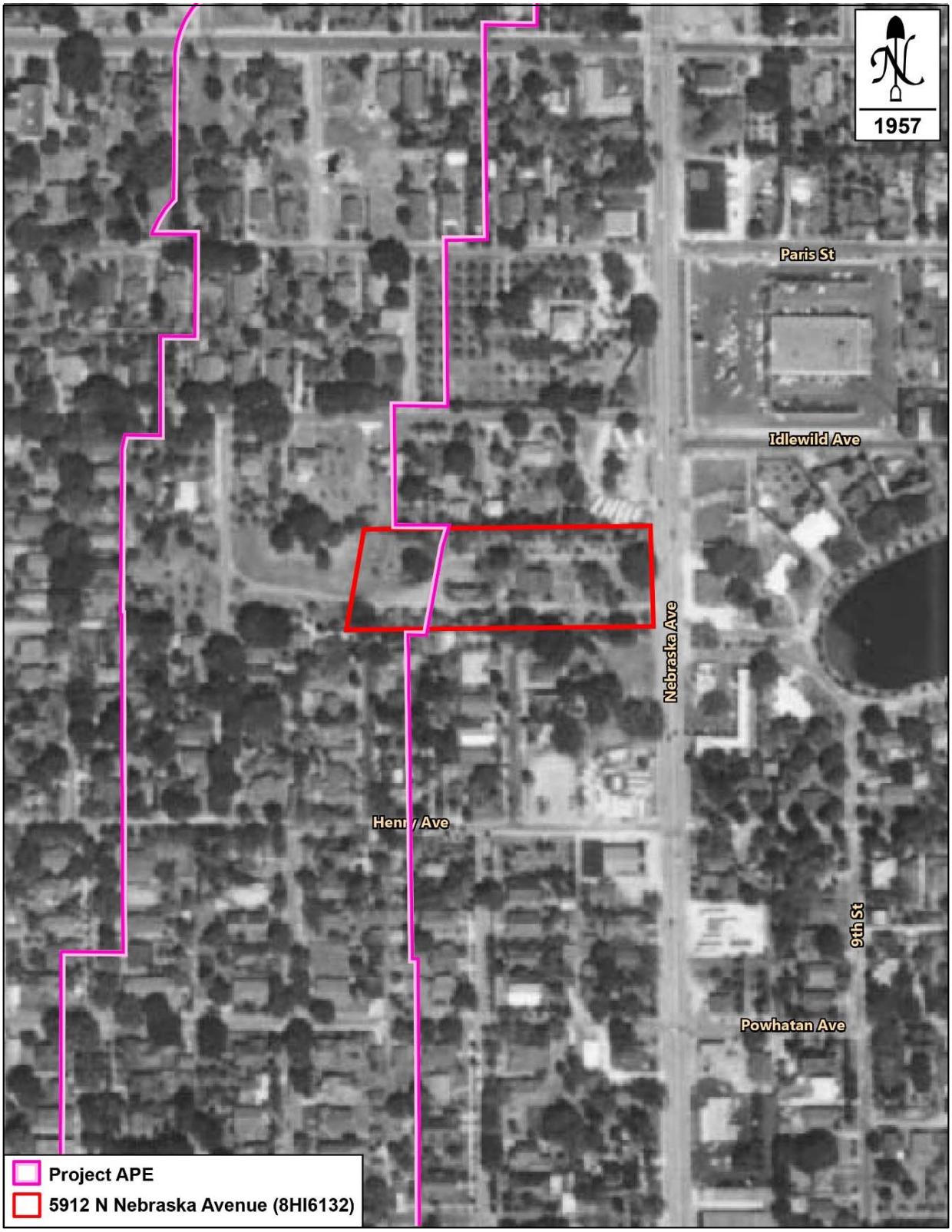

Figure 101: A Historic 1957 Aerial Photograph of Harding's Court/5912 N Nebraska Avenue (8HI6132)

Figure 102: A 1968 Aerial Photograph of Harding's Court/5912 N Nebraska Avenue (8HI6132)

Each small cabin appears to have housed a single occupant, with the exception of two vacant cabins. Another two cabins simply list occupants as “tourists” in the 1927 City Directory. The 1935 Tampa City Directory lists the addition of cabin L, but not I, J, and K. In 1955, the City Directory lists the cabin court as “Harding’s Court Cottages.” The last year the cabin court appears to have been associated with Harding was 1964, when the cabins were known as “Harding Cottage Court Apartments.” By 1970, according to city directories, the cabin court was the “Circle Court Apartment Hotel.” Currently, the cabin court is privately owned under the name “Live Oak Cabins.”

A historic aerial photograph from 1938 (see **Figure 100**) illustrates the presence of the U-shaped driveway. The private residence and a rectangular building, an automobile garage according to the 1951 Sanborn Fire Insurance Map, are located within the grassy center of the U-shaped driveway. This garage is extant on aerial photographs from 1957 (see **Figure 101**), and was demolished prior to 1968 (see **Figure 102**). The Harding residence was located within the center of the U-shaped driveway (see **Figure 100**) and was demolished at some point after 1968, according to aerial mapping of the time period (see **Figure 102**). Due to mature tree growth evident in the various aerial photographs, it is difficult to observe the individual cabins of the cabin court; however, the circa-1930s constructed cabins I, J, K, and L are clearly visible on the 1957 and 1968 aerial photographs. The 1951 Sanborn Fire Insurance Map (see **Figure 99**), illustrates the presence of other automobile garages to the south of the driveway, which are no longer extant.

The neighborhood surrounding Harding’s Court/5912 N Nebraska Avenue, known as Southeast Seminole Heights, is not an area which could potentially lend itself to a National Register Historic District due its disjointed nature. The neighborhood is located east of I-275 and south of the Hillsborough River, and was historically part of the greater Seminole Heights neighborhood prior to the construction of I-275 in the 1960s. This created the artificial boundaries of the Southeast Seminole Heights neighborhood. Further, it should be noted that N. Nebraska Avenue, located east of Harding’s Court/5912 N Nebraska Avenue, is a main thoroughfare which effectively acts as a borderline between historic neighborhoods, as these neighborhoods were platted adjacent to the east and west of the roadway, inclusive of Hampton Terrace and Lakewood Manor, and do not extend past the roadway. Both Hampton Terrace and Lakewood Manor are not located within the current APE. Additionally, generally historic buildings within Southeast Seminole Heights do not possess a good degree of historic integrity. This is due to substantial exterior alterations and additions, and this adds to the lack of a historic district related to Southeast Seminole Heights.

The previous surveyor noted that Harding’s Court/5912 N Nebraska Avenue was a unique cabin court within the City of Tampa related to the Florida Boom period of the 1920s, and each individual building would be contributing to a historic district related to the cabin court (Mohlman 1997). The SHPO has not made a decision regarding National Register eligibility for Harding’s Court. This cabin court has maintained its integrity of setting and design, and appears today much as it did during the mid-1920s. All 11 cabins (Cabins B-F, H, and M-Q) related to the original Florida Boom period construction of the cabin court, in addition to the four Depression-era cabins (Cabins I-L), are extant. These cabins remain situated around the historic driveway in the same setting as they were originally constructed, surrounded by mature tree growth with a grassy central courtyard. The demolition of the private residence and automobile garages do not detract significantly from the integrity of the overall cabin court landscape. In comparison of historic aerials (see **Figures 100–102**), to a current aerial photograph (**Figure 103**), the integrity of setting is evident.

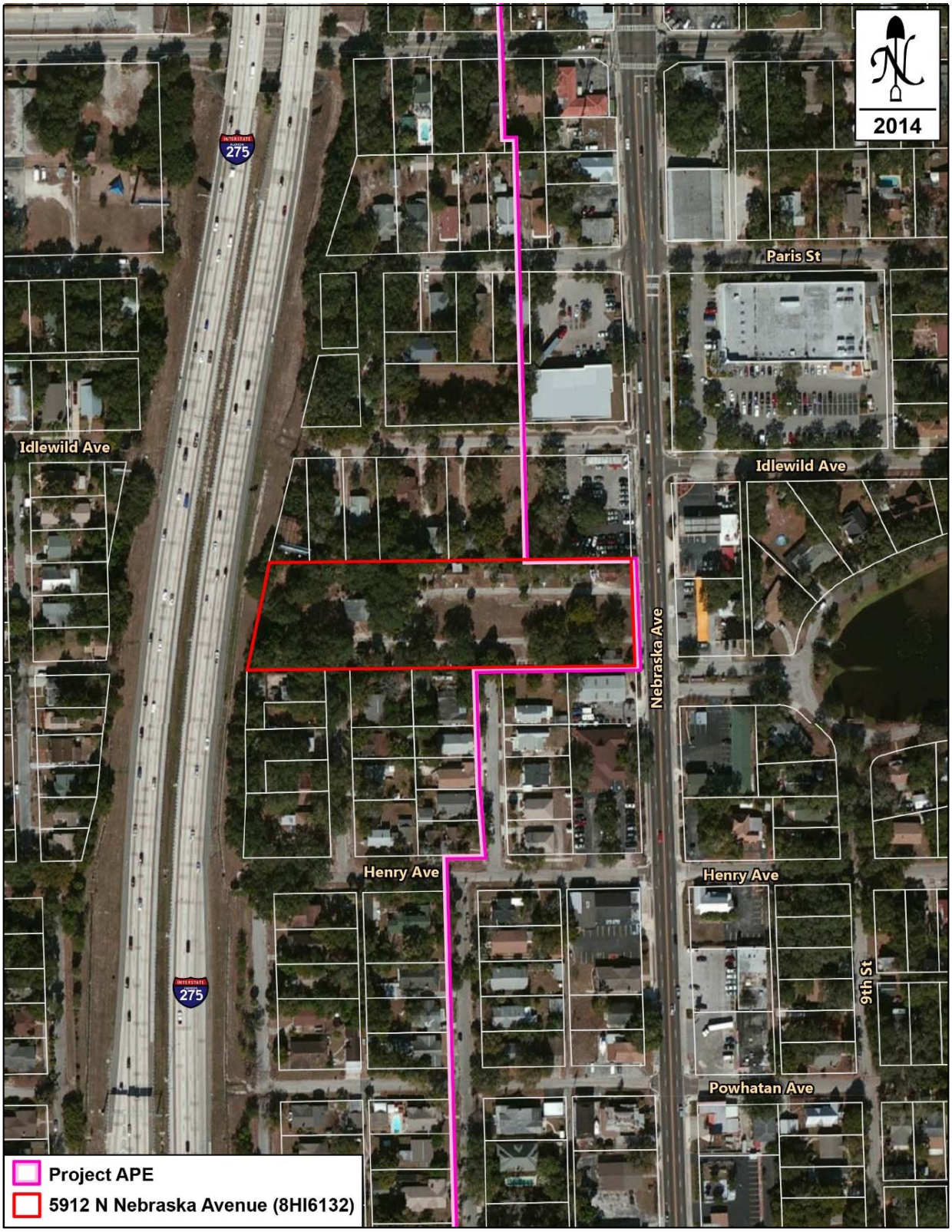

Figure 103: A Current Aerial Photograph of Harding's Court/5912 N Nebraska Avenue

Additionally, although some cabins have sustained modification through the screening in or enclosure of porches, the essential building form and materials have not been altered. The cabins have not sustained major additions which affect their form. Historic wood drop siding, wood window surrounds, and many of the historic doors and windows remain. Furthermore, the alterations exhibited by the cabins are reversible. This intact cabin court is significant to the community, as it has continuously operated as a cabin court from the mid-1920s until the present day, with 40 years of its operation attributed to the Harding family, who originally owned the property at 5912 N Nebraska Avenue.

The Harding's Court/5912 N Nebraska Avenue Resource Group is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Tourism, and under Criterion C in the area of Architecture as part of the current study. It is National Register–eligible as a remaining intact example of a collection of Frame Vernacular style cabins related to a 1920s Florida Boom period cabin court, the predecessor to the more modern roadside motel, within the City of Tampa.

Figure 104: Tampa and Gulf Coast Railroad/CSX Railroad within the APE, looking towards I-275, facing northeast

8HI10243 T&GC Railroad/CSX Railroad

The portion of the T&GC Railroad/CSX Railroad track within the current APE runs parallel to E Busch Boulevard at its south side, for a distance of approximately 580 feet. The segment is located in Township 28 South, Range 18 East, Section 24 of the Sulphur Springs (1956 PR 1987) USGS quadrangle map, in the Sulphur Springs neighborhood of the City of Tampa, Hillsborough County, Florida (**Figure 104**). Within the APE, the T&GC Railroad/CSX Railroad exhibits one standard set of railroad track over raised gravel ballast. The railroad tracks extend beneath a non-historic I-275

vehicular bridge within the APE and the tracks are fenced off from the E Busch Boulevard roadway by a simple metal chain link fence. The railroad track extends to the east outside of the APE and meets with another railroad track running roughly north and south of the current track. This north/south track, which is not within the current APE, extends south into downtown Tampa, and at the north extends outside of Hillsborough County. At the west, the tracks extend outside of the APE following their east/west route into Pinellas County.

The segment of railroad track within the current APE is historically associated with the T&GC Railroad. The current portion of the track is part of the "Orange Belt Route" of the T&GC Railroad, which ran from Gulf Coast Junction (in Sulphur Springs) to Clearwater and St. Petersburg (Turner 2003:104). The T&GC Railroad also operated branches of the line to Port Richey, Tarpon Springs, and Indian Rocks Beach (Turner 2003:104). It should be noted that current aerial mapping illustrates that the entire Tampa to St. Petersburg portion of the Orange Belt Route is not extant. This route is illustrated in **Figure 105**, a circa-1915 map showing the railroad lines associated with the T&GC Railroad. In Pinellas County, the line currently terminates within the limits of the City of Clearwater. The Atlantic Coast Line Route (**Figure 105**), which historically connected with the T&GC Railroad track at this location, continues into St. Petersburg, in consultation with current aerial mapping.

By around the turn of the century, Tampa and Hillsborough County residents were anxious for a rail line which would allow for reliable travel from the Tampa area to the Florida West Coast. Prior, residents had to depend on regular rail service which was supplemented by shorter runs that would only occur a limited number of times per day, such as the twice daily "Toonerville Trolley" from St. Petersburg to Pasco County (Schnur 2004:306). Additionally, "commuter rails" such as the "Toonerville Trolley" were not regularly scheduled, and reduced services made it difficult for Tampa residents to get to Tarpon Springs (Schnur 2004:306). Even by 1908, many Tampa residents traveled by steamer from Tampa to St. Petersburg in order to catch the train from St. Petersburg to Tarpon Springs (Schnur 2004:306). Work on a railroad line from Tampa to Sulphur Springs had begun by spring 1908 after officials received right of way from council members for a route along 19th Street, between 2nd and 8th Avenues (Schnur 2004:307). Around 1909, the railroad track extended over the Hillsborough River to Gulf Coast Junction, in Sulphur Springs (Schnur 2004:307). A depot existed in Sulphur Springs at Gulf Coast Junction by 1910 (Schnur 2004:307), however this is no longer extant. A Gulf Coast Junction depot of later construction replaced this original structure, and is now on display at Heritage Village, in Pinellas County.

The T&GC Railroad was constructed mostly as a subsidiary of the Seaboard Air Line Railroad, and utilized their funding; however, it operated independently from 1915 until 1927, when it was absorbed by its parent company (Kolianos 2009). The railroad line known as the Tampa and Gulf Coast Railway was organized in 1909. The intention of this line was originally to operate a logging and lumber railroad from a junction with the Tampa Northern Railroad at Lutz, Florida, westward to Tarpon Springs on the Gulf (Kolianos 2009). Ten miles of railroad line from Lutz to Fern Lake, and on to the saw mill at Gulf Pine, was originally built by the Gulf Pine Company as a logging line (Kolianos 2009). By 1910, The Tampa and Gulf Coast Railway had acquired this ten miles of railroad and completed construction on an 11 mile extension westward from Gulf Pine to Tarpon Springs (**Figure 105**) (Kolianos 2009). On March 22, 1910, the Tampa and Gulf Coast Railway offered its inaugural service, and a delegation which included members of the Tampa Board of Trade traveled north and then west to meet fellow Board of Trade members in Tarpon Springs (Schnur 2004:307). At Gulf Coast Junction (in Sulphur Springs), trains were switched onto the Tampa Northern Railroad,

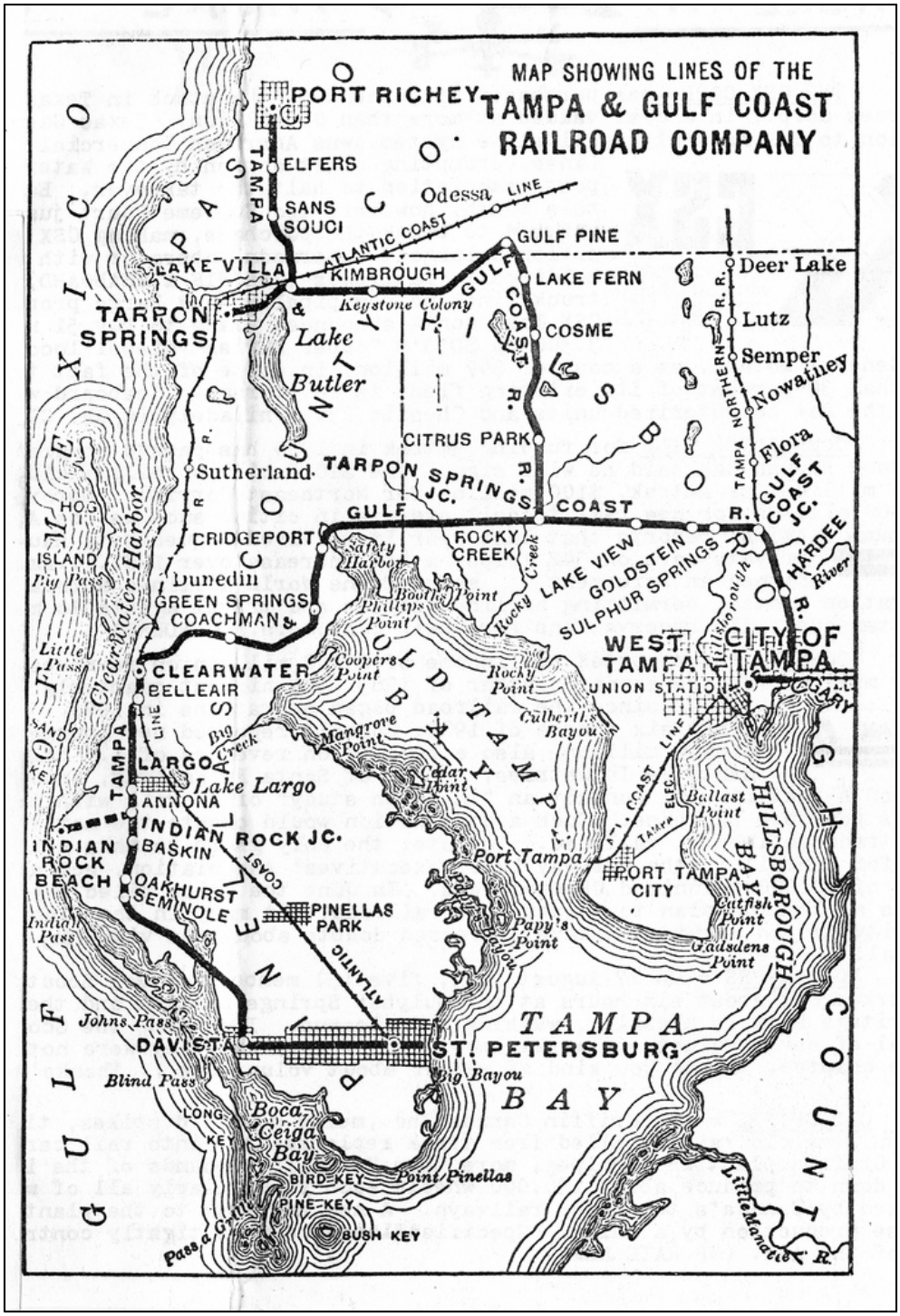

Figure 105: A circa-1915 Map of the Railroad Lines Associated with the Tampa and Gulf Coast Railroad Company

which reached Tampa proper (Turner 2003:104). The roughly north/south railroad segment that was historically part of the Tampa Northern Railroad, is presently located east outside of the APE, where Gulf Coast Junction was located. **Figure 105** illustrates the Tampa Northern Railroad line north of Gulf Coast Junction. Additionally, the seven mile long Port Richey branch of the Tampa and Gulf Coast Railway was acquired from J.N. Weeks & Co. in 1912.

The T&GC Railroad Company was then organized in 1913, and acquired the approximate 21 miles of track from the former Tampa and Gulf Coast Railway line west of Fern Lake to Tarpon Springs and Port Richey (Kolianos 2009). By September 1914, a new line was completed from Gulf Coast Junction (in Sulphur Springs), on the Tampa Northern Railroad, just north of Tampa and the Hillsborough River, westward for 47 miles through Tarpon Springs Junction and Clearwater, on to St. Petersburg (Schnur 2004:308; Kolianos 2009). Regular passenger service of the T&GC Railroad to the City of Clearwater was introduced by spring of 1914 (Schnur 2004:308). Services of the T&GC Railroad Company was extended to Largo by June of 1914, and three months later the line was completed in St. Petersburg (Schnur 2004:308). Additionally, in 1915, a three mile branch of the railroad line was constructed between Annona and Indian Rocks Beach, facilitating a travel route for Tampa families who had purchased waterfront summer homes, and bringing the total track owned by the T&GC Railroad Company to approximately 78 miles (Schnur 2004:309; Kolianos 2009). The T&GC Railroad began advertising through passenger service into St. Petersburg by winter 1915-1916 (Kolianos 2009). During this same time period, an eight mile connection was also constructed from Tarpon Springs Junction north, to the original Lake Fern, and the old eastward route to Lutz was not utilized by the T&GC Railroad Company (Kolianos 2009). Apparently, according to the circa-1915 map of railway lines (see **Figure 105**), the T&GC Railroad Company, by that time, owned the Tampa Northern Railroad line from Tampa's Union Station to Gulf Coast Junction in Sulphur Springs.

The parent company of the T&GC Railroad Company, the extensive Seaboard Air Line Railroad, started in the 1880s, and consisted of numerous branches in Florida, Georgia, and North Carolina. In the early part of the 1920s, the Seaboard Air Line had a new president, S. Davies Warfield. When the railroad emerged from government control following World War I, it was not in particularly strong shape, along with most other Florida railroads. Warfield felt that the key to the railroad's success was expansion (Mann 1983). As previously mentioned, the Seaboard Air Line Railroad incorporated the T&GC Railroad Company in 1927. In 1967, the Seaboard Air Line Railroad was merged with its competitor the Atlantic Coast Line Railroad to form the Seaboard Coast Line Railroad. In 1982, The Seaboard Coast Line Railroad merged with Louisville & Nashville Railroad to become the Seaboard System Railroad. These two railroads had been in common ownership by the Seaboard Coast Line Industries, whose entire railroad subsidiaries were known as the Family Lines System. Eventually, Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation which combined the Family Lines System as the Seaboard System Railroad. In 1980, the Chessie units were merged into the Seaboard System Railroad creating CSX Transportation (Janus Research 2012).

The current railroad line within the APE is associated with Sulphur Springs/Gulf Coast Junction railroad line to Clearwater and St. Petersburg, and thus was constructed during the 1913-1914 time period. **Figure 106**, a historic 1938 aerial photograph, shows the portion of the T&GC Railroad/CSX Railroad within the current APE. The current single-track configuration of the T&GC track is evident in the historic 1938 aerial photograph. **Figures 107–109** are aerial photographs from 1957, 1968, and 2015, which show the continuity of historic integrity of this portion of the historic T&GC/CSX Railroad line. Although the surrounding area has changed from rural (**Figure 106**) to commercial in nature (**Figure 109**), the track retains its historic path and one track configuration, and thus possesses sufficient integrity for listing in the National Register.

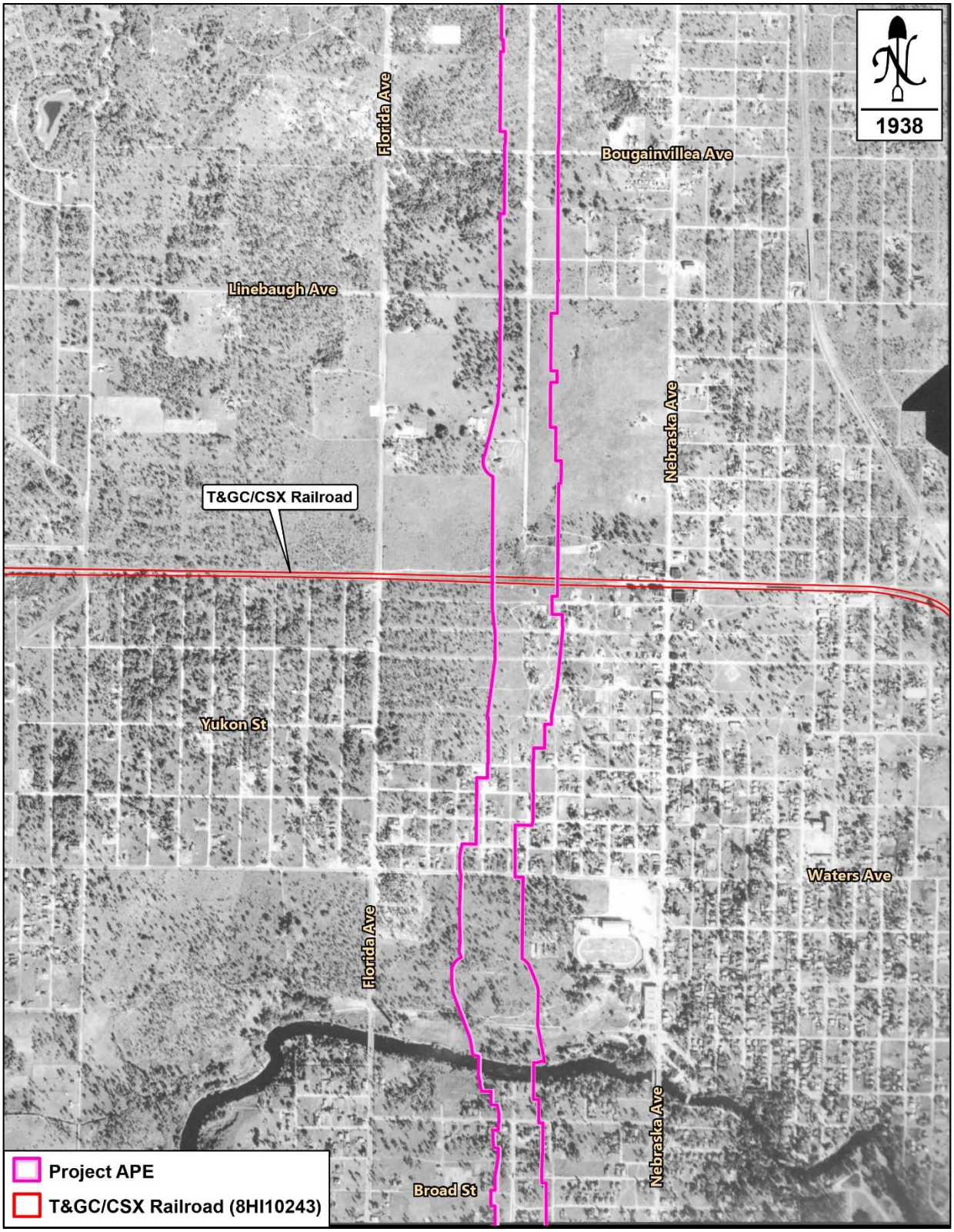

Figure 106: A Historic 1938 Aerial Photograph of the Tampa and Gulf Coast Railroad/CSX Railroad (8HI10243) within the APE

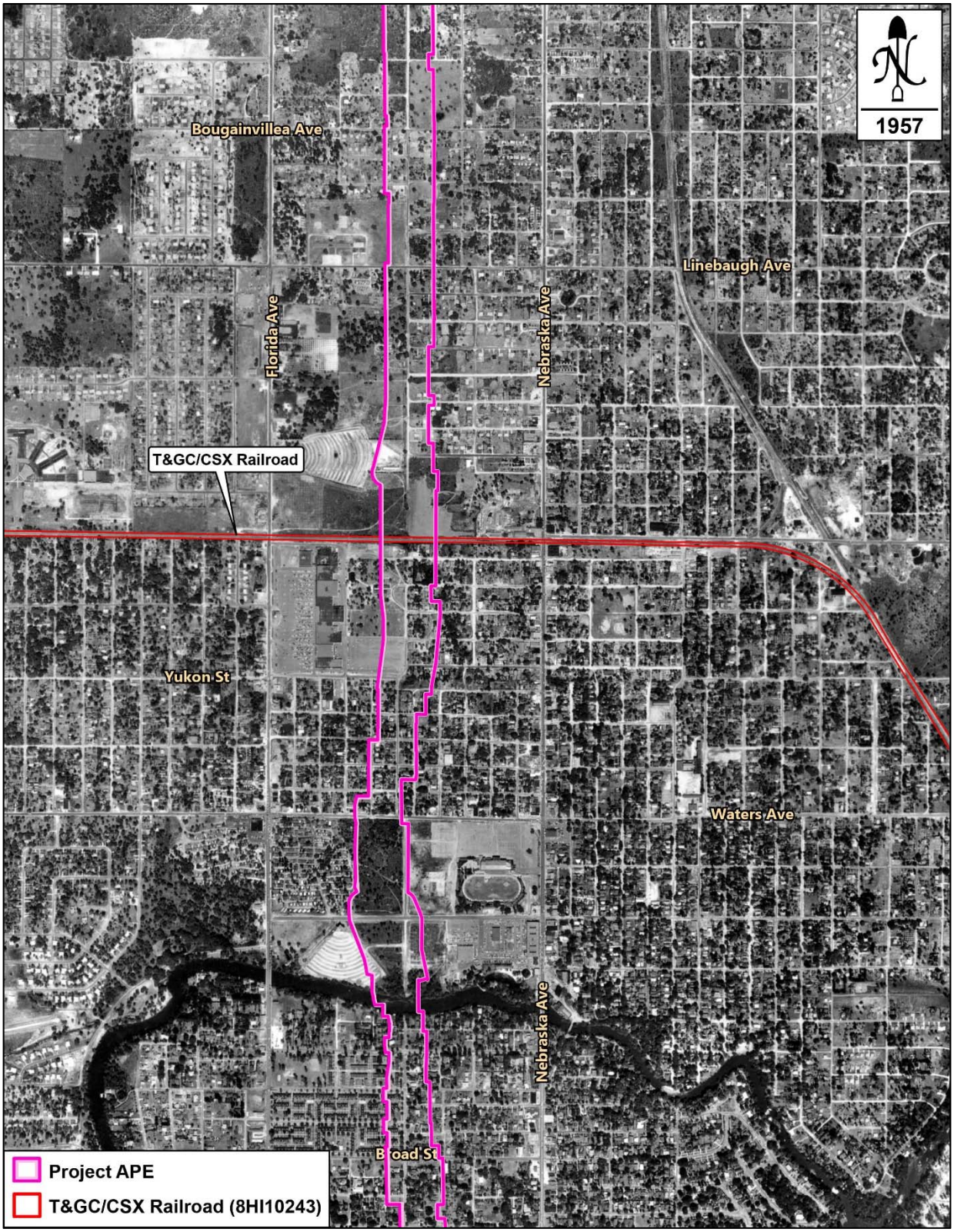

Figure 107: A Historic 1957 Aerial Photograph of the Tampa and Gulf Coast Railroad/CSX Railroad (8HI10243) within the APE

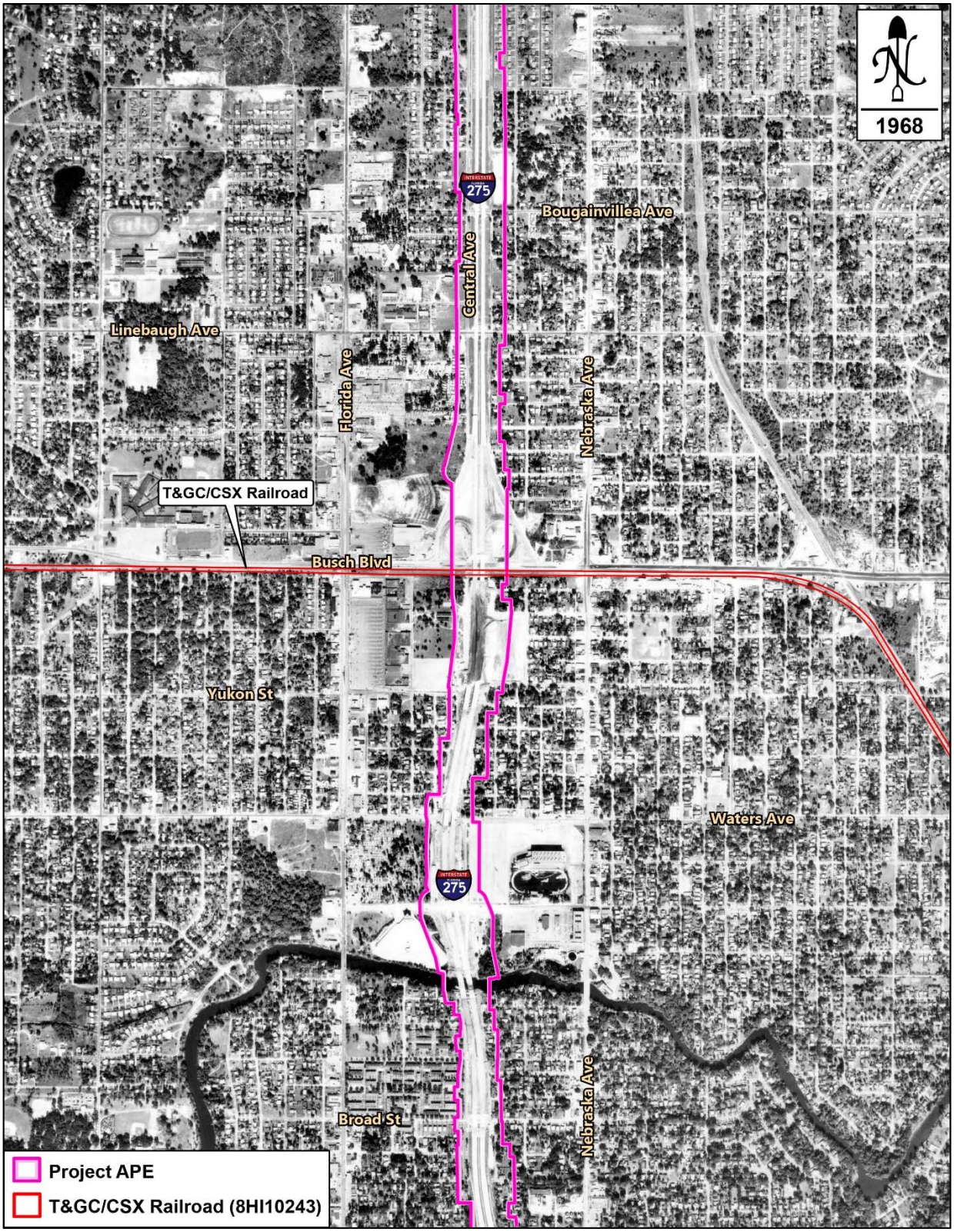

Figure 108: A 1968 Aerial Photograph of the Tampa and Gulf Coast Railroad/CSX Railroad (8HI10243) within the APE

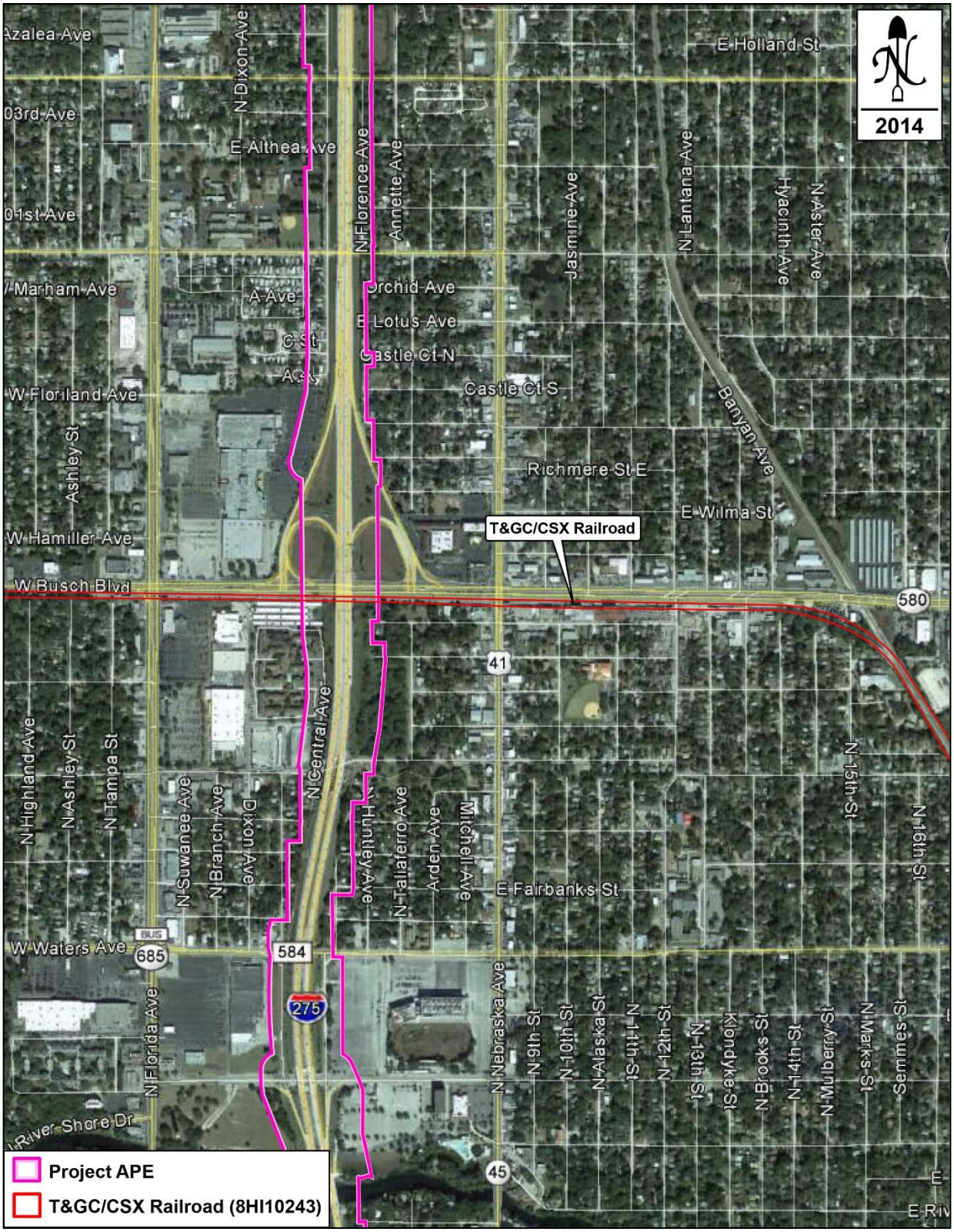

Figure 109: A Current Aerial Photograph of the Tampa and Gulf Coast Railroad/CSX Railroad (8HI10243) within the APE

Portions of the T&GC Railroad line in Hillsborough County, outside of the current APE, have been previously documented as FMSF number 8HI10243 in 2007, 2009, 2010, and 2011. It should be noted that these portions of the T&GC Railroad line recorded within the County were part of the overall system of rail line associated with the company, but were not part of the Sulphur Springs/Gulf Coast Junction to Clearwater and St. Petersburg route. However, as the segment of the T&GC Railroad track within the current APE is part of the overall "Orange Belt Route," like the other previously recorded railroad segments in Hillsborough County, the FMSF assignment of 8HI10243 was utilized. A portion of the railroad documented in 2011, located northwest of the APE, was determined ineligible for listing in the National Register due to lack of historic integrity, as only scattered gravel associated with the rail line was retained (Driscoll 2010). This portion was part of the Gulf Pine to Tarpon Springs rail line extension of the T&GC Railroad, which was constructed in 1910.

The railroad within the current APE is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Transportation. This segment is considered National Register–eligible as it retains historic integrity, and is associated with the T&GC Railroad Company's construction of a significant railway line which facilitated direct and reliable travel between the greater Hillsborough County area and the West Coast of Florida. This segment of line is specifically significant for its direct connection with the Sulphur Springs to Clearwater and St. Petersburg line of the T&GC Railroad Company. Further, the construction of this specific line also facilitated the eight mile expansion of the line from Tarpon Springs Junction, west of the portion of the railroad within the APE, north to the Tarpon Springs and Port Richey area, creating a more direct route of transportation to these northern west coast areas of Pinellas and Pasco counties. Prior to this, these areas could only be accessed indirectly via the old eastern route, which incorporated transfer of service onto the Tampa Northern Railroad line (see **Figure 105**).

8HI12470 Seminole Heights Baptist Church/801 E Hillsborough Avenue

Figure 110: East Façade of Seminole Heights Baptist Church/801 E Hillsborough Avenue (8HI12470), facing West

The circa-1949 constructed Neo-classical Revival style Seminole Heights Baptist Church is located at 801 E Hillsborough Avenue, at the southeast intersection of E Hillsborough Avenue and N Taliaferro Avenue, in Township 29 South, Range 18 East, Section 1 of the Tampa (1956 PR 1981) USGS quadrangle map, in the Southeast Seminole Heights neighborhood of the City of Tampa, Hillsborough County, Florida. **Figure 110** is a current overview photograph of the Seminole Heights Baptist Church from the main east façade. The church is irregular in form, sits on a continuous concrete block foundation, and is constructed of concrete block. There are three distinct building portions which make up Seminole Heights Baptist Church. The original portion was constructed in approximately 1949. A large flat roof addition stemming south of the original church was constructed before 1965. A second large flat roof addition was constructed during the 1970s, and is appended immediately west of the previously mentioned addition, which was constructed before 1965. **Figure 111** is a current aerial photograph which depicts all construction dates associated with Seminole Heights Baptist Church.

The original circa-1949 church (**Figure 112**) consisted of the north gabled roof sanctuary and a flat roof two-story extension portion at the south wall of the sanctuary, immediately adjacent to the east façade entrance. The exterior walls of the sanctuary are clad in brick veneer, which has been decoratively patterned to resemble structural American Common Bond brick. The gabled truss constructed roof system is clad in composition shingles, and at the east and west, a classically styled concrete pediment is set within each gabled end, and incorporates a circular vent. A wide classical concrete cornice is present below the roofline at the gabled roof sanctuary. There is a pedimented front gable entry porch at the east (**Figure 113**). This pedimented porch was constructed before 1965, according to aerial photographs of the time period. The porch is situated just below the main east gable roofline. Below the pediment is dentil molding and classical

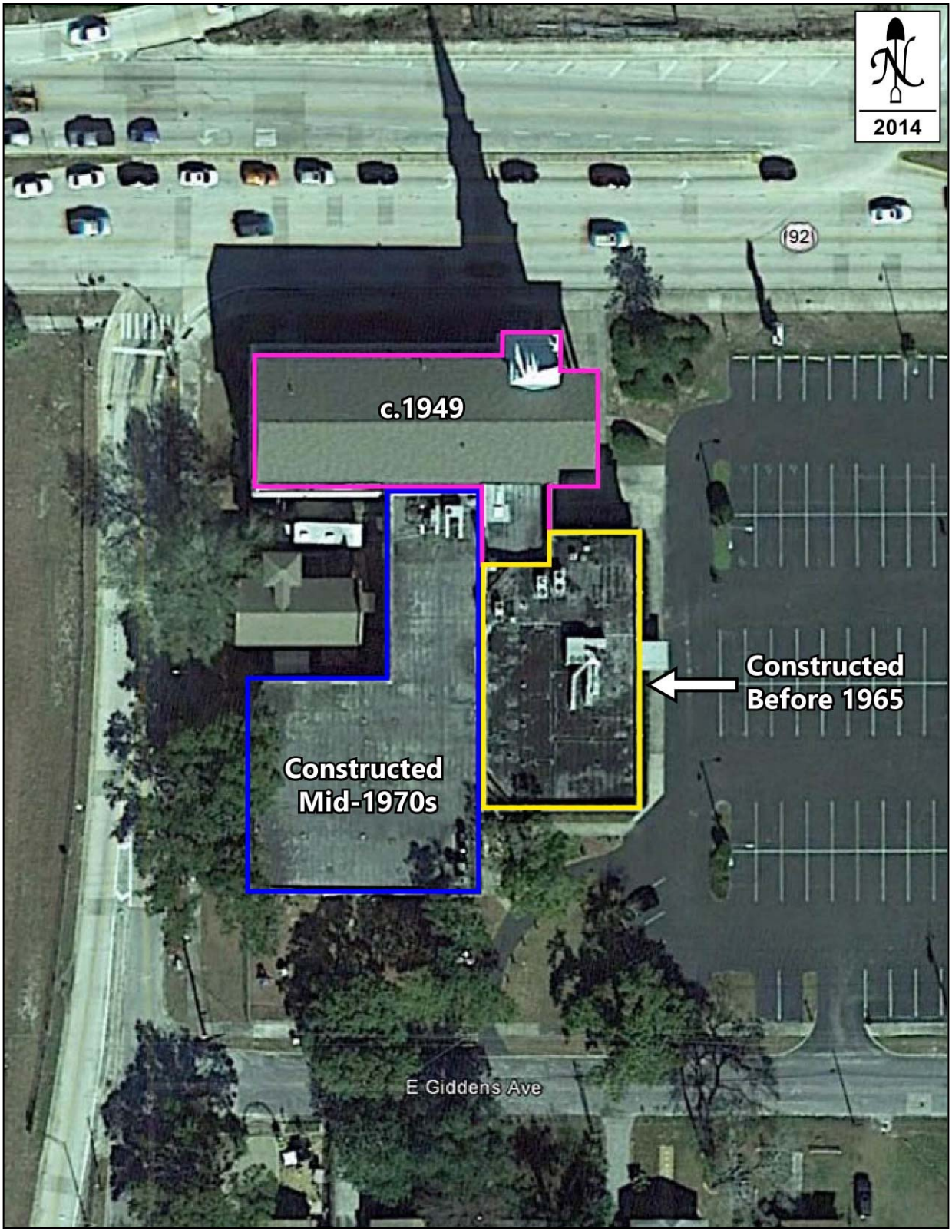

Figure 111: A Current Aerial Photograph Depicting the Dates of Construction Attributed to the Seminole Heights Baptist Church

Figure 112: The Original Circa-1949 Sanctuary of the Seminole Heights Baptist Church/801 E Hillsborough Avenue (8HI12470), facing Southeast

Figure 113: The Pedimented Entrance of the Seminole Heights Baptist Church, facing West

entablature. This entry porch also incorporates unfluted Corinthian style columns and pilasters. Entry doors here are replacement glass and metal, with classically inspired surrounds. A circular multiple-light fixed window is set centrally within the porch and includes a concrete surround. Windows immediately below the roofline of the sanctuary at the north and south elevations are replacement metal multiple-light fixed with concrete entablature above. Other windows of the sanctuary are multiple-light metal pivot, and incorporate lintels with concrete keystones. All windows on the building employ brick sills. Additionally, to the north and south of the sanctuary are flat roof one-story building portions, which accommodate church pews of the interior.

A prominent steeple is located at the northeast corner of the building (**Figure 114**). The portion of the steeple tower, which is brick, includes strings of decorative projecting brick header rows. The remaining portion of the tower is concrete with areas of classical entablature. Four concrete finials are placed at the top of the tower. The belfry utilizes Ionic pilasters, dentil molding, vents, and entablature prior to a simple lantern. The tower is accessed by a pedimented entrance at the north elevation. At the top of the steeple is a pyramidal spire. **Figure 115** is a historic circa-1950 photograph of the sanctuary and steeple; however, the steeple spire was not in place at this time. The circa-1949 sanctuary also features a concrete watertable. It appears that there was once a concrete clad building portion at the south end of the original flat roof building portion according to **Figure 116**, a historic 1949 photograph of the church during construction. **Figure 117** is a historic Sanborn Fire Insurance Map from 1951 which shows the original building footprint of the church.

Figure 114: The Steeple of the Seminole Heights Baptist Church, facing Southeast

Figure 115: A 1950 Photograph of the Sanctuary and Steeple of Seminole Heights Baptist Church

(Photograph Courtesy of the Hillsborough Public Library Burgert Bros. Collection)

Figure 116: A 1949 Photograph of Seminole Heights Baptist Church During Construction of the Steeple

(Photograph Courtesy of the Hillsborough Public Library Burgert Bros. Collection)

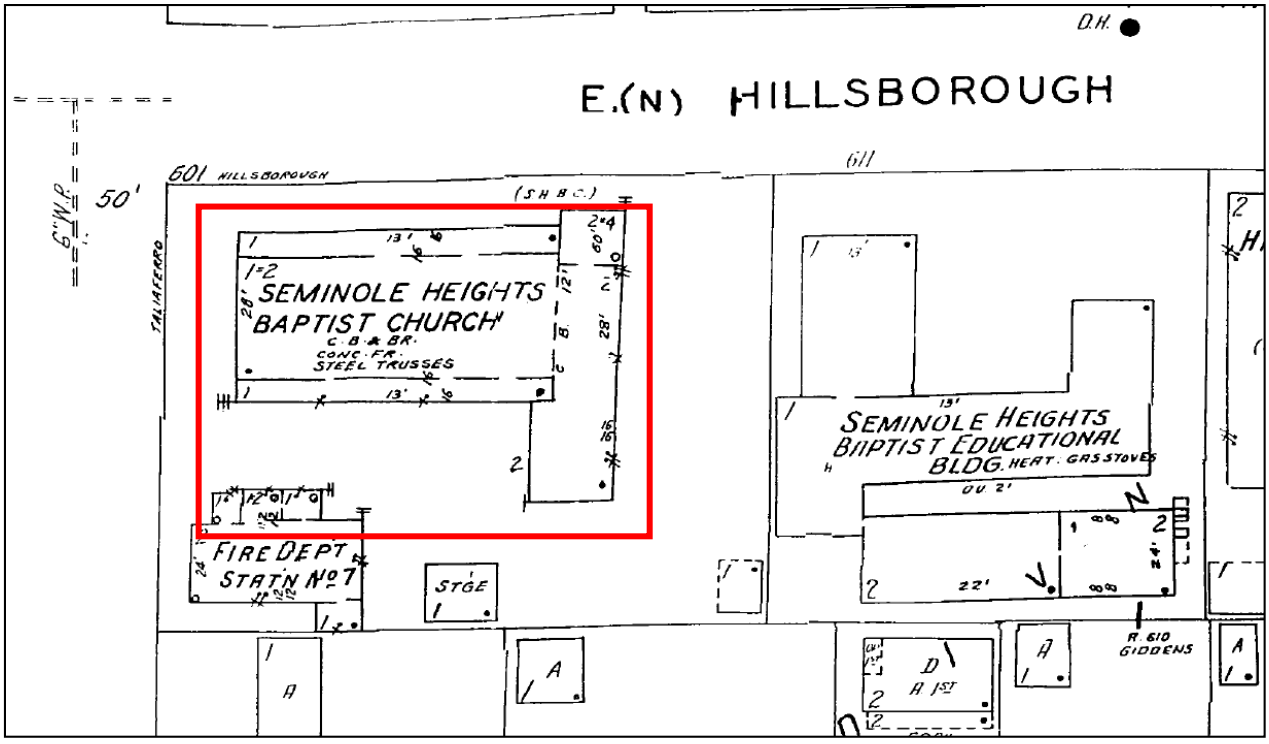

Figure 117: 1951 Sanborn Fire Insurance Map of the Seminole Heights Baptist Church/801 E Hillsborough Avenue

The south flat roof portion immediately adjacent to the east entrance porch of the sanctuary, is visually connected by a pilaster of brick veneer, which resembles quoining. The American Common Bond brick veneer patterning is featured, and a concrete roof ledge is present in addition to a string course which mimics the classical cornice of the gabled sanctuary. Windows at this flat roof portion are metal ten-light pivot. There is a replacement glass and metal entrance door beneath a one-story porch, which is supported by unfluted Roman Tuscan columns. The one-story porch is attached to the flat roof building addition, constructed before 1965. An aerial photograph from 1968 illustrates the foot print of the flat roof addition (**Figure 118**), and **Figure 111**, the current overview photograph, shows the brick veneer clad flat roof addition at the left hand corner. This addition incorporates some of the details of the original church sanctuary, including a classical cornice, concrete roof ledge coping, and windows with lintel, keystones, and brick sills. Windows configurations at the addition are metal replacement four and five-light awning.

The final two-story flat roof addition to the church, located immediately west of the flat roof addition completed before 1965, took place in the mid-1970s (**Figure 119**), according to current Seminole Heights Baptist Church Pastor Brant Adams. This building portion is also clad in brick veneer. It features concrete roof ledge coping and a simplified cornice with dentil molding. Four-light awning windows are set within concrete panels that span form the first floor to the second floor. In the mid-1970s the church was renovated, partially due to destruction caused by a Tornado, according to Pastor Brant Adams.

Figure 118: A 1968 Aerial Photograph of Seminole Heights Baptist Church

Figure 119: The Mid-1970s Flat Roof Addition of the Seminole Heights Baptist Church/801 E Hillsborough Avenue (8HI12470), facing Northeast

The Baptist church was organized in 1921 by Reverend J.L. Hampton with 42 charter members (*Tampa Tribune* 2013). The church originally met in a two-room wood frame building, which is no longer extant (*Tampa Tribune* 2013). The original church building is pictured in **Figure 120**, a photograph taken about 1922. One room served as the church's Sunday school, and the other as the sanctuary (*Tampa Tribune* 2013). According to the 1951 Sanborn Fire Insurance Map (see **Figure 117**), the Seminole Heights Baptist Educational Building was located adjacent to the church sanctuary at the east. This building was demolished by 1965 (see **Figure 118**).

The Seminole Heights Baptist Church is considered eligible for individual listing in the National Register. Typically, religious properties are considered ineligible for listing in the National Register as historic significance cannot be established on the merit of religious doctrine (National Park Service 1995:26). However, according to National Register Bulletin 15 under Criteria Consideration A, a religious property deriving primary significance from architectural or artistic distinction or historical importance may be eligible for listing in the National Register (National Park Service 1995:26). This Seminole Heights landmark church is a good example of Neo-classical Revival architecture. The original circa-1949 gabled sanctuary features little alteration. The flat roof addition appended to the south wall of the sanctuary was constructed before 1965 and; therefore, is historic and does not diminish the integrity of the church. The remaining addition, constructed during the mid-1970s, is located to the west rear of the church (see **Figure 119**). The setback of this non-historic addition is compatible, and can be differentiated from historically constructed portions of the Seminole Heights Baptist Church.

Figure 120: A Photograph of the Original Building Utilized by the Seminole Heights Baptist Church, taken circa-1922

(Photograph Courtesy of the Seminole Heights Baptist Church Archives)

The neighborhood surrounding Seminole Heights Baptist Church, known as Southeast Seminole Heights, is not an area which could potentially lend itself to a National Register Historic District due its disjointed nature. The neighborhood is located east of I-275 and south of the Hillsborough River, and was historically part of the greater Seminole Heights neighborhood, prior to the segmentation caused by the construction of I-275 in the 1960s. This segmentation created the artificial boundaries of the Southeast Seminole Heights neighborhood. Historic buildings within Southeast Seminole Heights generally do not possess a good degree of historic integrity. This is due to substantial exterior alterations and additions, which adds to the lack of a historic district related to Southeast Seminole Heights. Non-historic infill is also located within the vicinity of this building.

8HI12472 City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue

Figure 121: The West Façade of the City Fire Department Engine Company No. 7/5315 N Taliaferro Ave (8HI12472), facing East

The 1924 constructed City Fire Department Engine Company No. 7 (Station No. 7) building is located at 5315 N Taliaferro Avenue, at the east side of N Taliaferro Avenue, between E Giddens Avenue and E Hillsborough Avenue, in Township 29 South, Range 18 East, Section 1 of the Tampa (1956 PR 1981) USGS quadrangle map, in the Southeast Seminole Heights neighborhood of the City of Tampa, Hillsborough County, Florida (**Figure 121**). This Mission style fire station is constructed of brick, rests on a poured concrete slab foundation, and features rusticated stucco cladding. The building is irregular in form with a front gabled south portion, which includes a parapet wall at both the east and west gable end, and hip roof north tower. This tower features a one-story east and west flat roof portion projecting from it. The north tower also incorporates Italianate style detailing. At the west flat roof projection is the main entry to the fire station, which consists of a simple replacement metal door. South of the main entry, at the west façade is a one-bay garage with a metal door.

A non-historic metal awning with cable supports is above this one-bay garage. Windows on the building are historic wood one-over-one double-hung sash. Some window openings have been boarded up. Below window openings are stucco sills scored to resemble brick. At the west, north, and south elevations, stucco has also been decoratively scored to resemble brick veneer (**Figure 122**). To the north and south of the west garage opening are round exterior light bulbs set into stucco diamond appliques.

The original embossed stucco signage associated with the 1924 fire station has been retained at the west façade (**Figure 123**). This signage incorporates the official City of Tampa seal with a depiction of the steamship Mascotte, owned by Henry Plant, and the words “City of Tampa Florida Organized July 15, 1887.” Below the seal is entablature and the name and year of the fire station. The building is currently retired from use by the fire department and is vacant, remaining in fair condition.

Station No. 7 is an example of Florida Boom Time architecture and is one of three identical fire station buildings constructed during the time period within the City of Tampa. The other stations are Station No. 2 and Station No. 8. Station No. 2 is retired from use and was previously recorded within the FMSF as 8HI952. This building is located at 2611 12th Street in the Ybor City neighborhood, and is currently owned by the Tampa Police Department (**Figure 124**). Station No. 8 is located at the southwest intersection of W Azeele Street and S Albany Avenue within the Hyde Park neighborhood of the City of Tampa, is also retired, and currently is utilized for commercial purposes (**Figure 125**). The extant Station No. 5, constructed in 1925 in Tampa Heights, is similar in its Mission style detailing, but is not an identical structure (**Figure 126**).

The first organized volunteer fire department in the City of Tampa was founded in 1884, with seven “bucket brigades” to serve the city. The City Council passed Ordinance number 307 on May 10, 1895, which authorized the first paid fire department for the City of Tampa, and A.J. Harris was appointed Fire Chief, presiding over five fire stations on an annual budget of $18,000. The “bucket brigade” evolved in the coming years and was slowly replaced by hand operated pumpers. From there, fire hydrants and steam engines were introduced to pump water to firefighter’s hoses. Horses were required to pull steam engines, but by 1914, the “horseless carriage” replaced the need for horse driven steam engines, and the Tampa department began to use gasoline powered engines (City of Tampa 2015).

Station No. 7 was constructed to serve the area of Seminole Heights, and first appears in the 1929 City of Tampa City Directory (Tampa’s Bravest 2015; R.L. Polk & Co.). City directories from various time periods show that this building was utilized by the Tampa City Fire Department until 1982. In 1983, it is listed as vacant in the City Directory of that year. According to Pastor Brant Adams of the adjacent Seminole Heights Baptist Church, the Baptist church currently owns the vacant fire station.

The current Station No. 7 building retains a good degree of historic integrity, appearing much the same as when it was first constructed, and is representative of a wave of fire station construction spurred on by the Florida Boom period within the City of Tampa. Previous photographs (**Figures 127–129**), in comparison of current photographs (see **Figures 121 and 122**), of the station illustrate it maintains architectural integrity.

Figure 122: The North and West Elevations of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue (8HI12472), facing Southeast

Figure 123: Historic Embossed Stucco Signage of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue (8HI12472), facing Northeast

Figure 124: The circa-1924 Constructed Station No. 2/2611 12th Street, City of Tampa

(Courtesy of www.tampasbravest.com)

Figure 125: The circa-1924 Constructed Station No. 8, located at the Southwest Intersection of W Azeele Street and S Albany Avenue, City of Tampa

(Courtesy of www.tampasbravest.com)

Figure 126: The circa-1925 Constructed Station No. 5 in the Tampa Heights Neighborhood of the City of Tampa

(Courtesy of www.tampasbravest.com)

Figure 127: A Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue, taken prior to 1971

(Courtesy of www.tampasbravest.com)

Figure 128: A circa-1971 Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue

(Courtesy of www.tampasbravest.com)

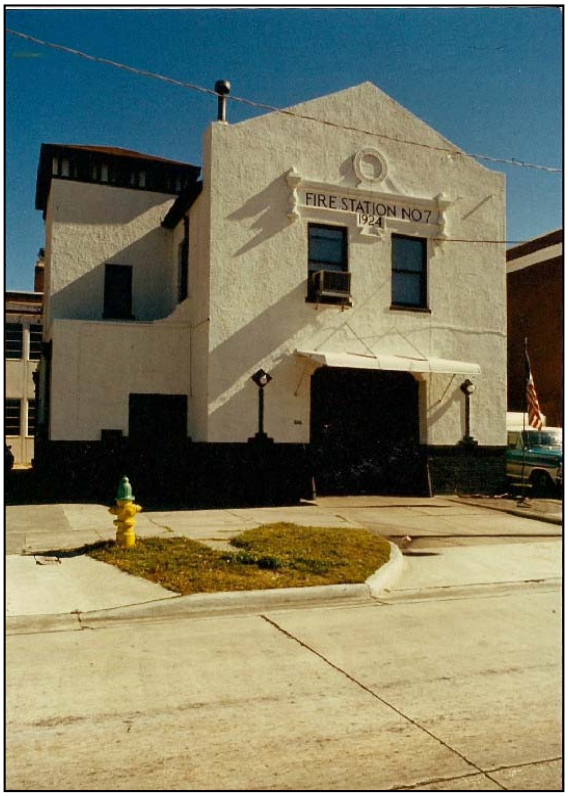

Figure 129: A circa-1970s Photograph of City Fire Department Engine Company No. 7/5315 N Taliaferro Avenue

(Courtesy of www.tampasbravest.com)

City Fire Department Station No. 2, No. 5, and No. 8 are also representative of Florida Boom period fire stations within the City and, as previously mentioned, stations No. 2 and No. 8 were architecturally identical to Station No. 7. The current station represents the most intact example of the two identical fire stations constructed in 1924. Station No. 2 (see **Figure 124**), sustained a large flat roof addition which contains two garage bay openings, and a shed carport addition, both likely constructed around 1976 in conjunction with the transitioning of the building for use by the City of Tampa Fire Department Supply Division (Tampa's Bravest 2015). These additions are located at the south elevation. The historic garage bay at the west façade of Station No. 2 has also been enclosed, and windows replaced. Station No. 8, has not sustained any additions; however, the most significant defining feature of the fire stations, the fire truck garage bay, has been enclosed at the east façade with fixed glass windows. Additionally, metal one-over-one single-hung sash windows have replaced historic windows of Station No. 8. Due to the historic integrity exhibited by Station No. 7 as a Mission style building, it is considered eligible for individual listing in the National Register under Criterion C, in the area of Architecture. It is also considered individually National Register–eligible under Criterion A in the area of Community Planning and Development for its association with the City Fire Department of Tampa, and the department's expansion to serve the community during the growth of the Florida Boom Period.

While Station No. 7 is located in an area with a noted concentration of buildings with historic construction dates, it is not considered eligible for listing in the National Register as a contributing resource to a potential historic district. The neighborhood surrounding the fire station, known as Southeast Seminole Heights, is not an area which could potentially lend itself to a National Register Historic District due its disjointed nature.

8HI12539 Seminole Heights Elementary School/6201 N Central Avenue

Figure 130: Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing Northeast

The circa-1925 constructed Seminole Heights Elementary School building is located at 6201 N Central Avenue, at the northeast intersection of N Central Avenue and E Hanna Avenue, in Township 28 South, Range 18 East, Section 36 of the Sulphur Springs (1956 PR 1987) USGS quadrangle map, in the City of Tampa, Hillsborough County, Florida (**Figure 130**). The school is two-stories in height, rests on a continuous brick foundation, and is constructed of masonry clad in yellow brick veneer (**Figure 131**). Various areas on the building incorporate polychromatic banding and brick pilasters (**Figure 132**). The school features a flat roof system which includes wide overhanging hipped roof eaves. While the school as a whole is decidedly Masonry Vernacular in style, it exhibits elements of the Colonial Revival style, especially in regards to the roof system and flanking wings, as well as some Arts and Crafts influenced architectural detailing. This is seen through the employment of wooden brackets at the southwest entrance and wide, open overhanging roof eaves.

The historic portion of the school is irregular in form. **Figure 133** is a 1951 Sanborn Fire Insurance Map of Seminole Heights Elementary School. Set diagonally northwest/southeast is the central portion of the school building. From this central portion, to the north and east, are the above mentioned building wings. Immediately southwest of the central building block is the auditorium, inclusive of the centrally set main recessed entry to the school building, which is non-historic according to a 1936 historic photograph of the building auditorium (**Figure 134**). Replacement glass and metal double-doors with flanking sidelights and transom are located here. This entrance includes a front gabled roof extension atop brick supports. Historically, according to the 1936 photograph (**Figure 134**), there were two entrance doors beneath the hip roof overhangs located to either side of the present non-historic entry. These hip roof overhang entrances employ the wooden Arts and Crafts inspired brackets. A non-historic metal door is located northwest of the non-historic entrance, and the doorway has been enclosed to the southeast of the non-historic entrance with fixed glass windows. In comparison of the historic 1936 photograph (**Figure 134**) to the current photograph (see **Figure 130**), windows have been enclosed above the hip roof overhangs of the original main entries.

Fenestration consists of metal replacement three-over-three, four-over-four, and six-over-six single-hung sash windows. Some windows are set in pairs, and some are arranged in bands of four. Windows with three-over-three single-hung sash configurations are miniscule in nature. Below all windows are brick sills. Unique to this building are the two exterior concrete staircases clad in yellow brick, extending from each of the building wings (**Figure 135**). Each staircase incorporates a concrete arcaded opening, and an entrance into the school building is located below the staircase. The simple historic balustrade is retained running centrally within the concrete stairs, and the doors beneath the stairs are historic wood double-doors with square fixed glass panel. Covered walkways span the entirety of the school complex, connecting the original school building to various flat roof outbuildings of similar construction. The only other historic building is located adjacent to the north building wing, and is observed on aerial photographs from 1957 (**Figure 136**). The historic buildings remain in good condition with a good degree of historic integrity.

On the 1951 Sanborn Fire Insurance Map (see **Figure 133**), it notes that the central portion of the school was constructed in 1922. It is unclear if this portion was actually constructed in 1922. According to Tampa city directories, Seminole Heights Elementary School was constructed by 1925. Interestingly, the distinctive yellow brick utilized for Seminole Heights Elementary School was also used for the Gothic Revival style Seminole Heights Methodist Church building, located across the street from Seminole Heights Elementary School at the southeast corner of E Hanna Avenue and N

Figure 131: South Wing of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), from E Hanna Avenue, facing Northwest

Figure 132: Polychromy and Pilasters of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing South

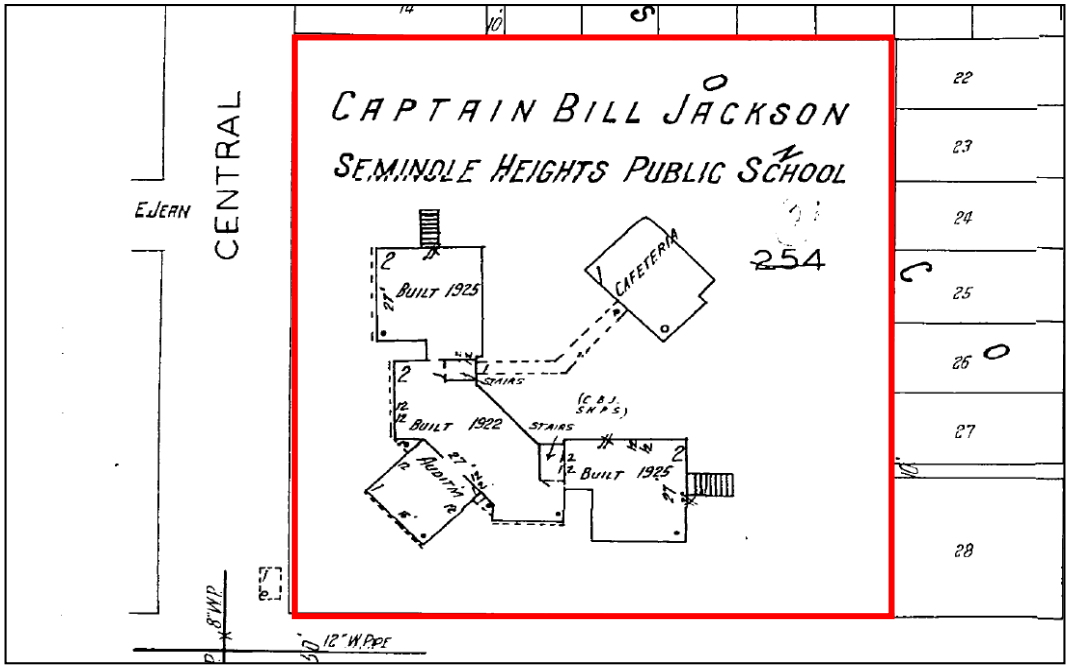

Figure 133: A Historic 1951 Sanborn Fire Insurance Map of Seminole Heights Elementary School/6201 N Central Avenue

Figure 134: A Historic circa-1936 Photograph of Seminole Heights Elementary School/6201 N Central Avenue

(Courtesy of Hillsborough County Public Library Burgert Bros. Collection)

Figure 135: The Concrete Exterior Stairs of the North Wing of Seminole Heights Elementary School/6201 N Central Avenue (8HI12539), facing Southwest

Figure 136: A Historic 1957 Aerial Photograph of Seminole Heights Elementary School/6201 N Central Avenue

Central Avenue. According the 1951 Sanborn Fire Insurance Map of the school building, the school was previously known as the Captain Bill Jackson Seminole Heights Public School, after Captain William Park Jackson, a noted early settler to Hillsborough County, Florida (McDonald 2010:8-1). By 1890, Captain Jackson homesteaded on 152 acres of land in what would become the Seminole Heights residential neighborhood (McDonald 2010:8-5). Captain Jackson donated the land on which the Seminole Heights Elementary School was later constructed from his vast land holdings (Danielson 2015).

This building is considered individually eligible for listing in the National Register under Criterion A in the areas of Community Planning and Development and Education, and under Criterion C in the area of Architecture. It stands as an example of a 1920s Florida Boom Time period institutional building in the area, which possesses historic integrity. The Masonry Vernacular style school retains integrity of design and form. The building foot print has not been altered since it was originally constructed; the foot print of the building observed from the 1951 Sanborn Fire Insurance Map (see **Figure 133**) is identical to the current aerial photograph of Seminole Heights Elementary School (**Figure 137**). The only notable addition/alteration to the building is the non-historic southwest entrance with front gable projection atop brick supports. This alteration is relatively minor visually, and does not significantly impact the building when comparing the current photograph (see **Figure 130**) to the historic 1936 photograph (see **Figure 134**). Further, the main historic school building is connected to various outbuildings by unobtrusive covered walkways, which are not permanent and could be removed. Windows of historic institutional buildings such as Seminole Heights Elementary School are often replaced. This replacement of windows is not detrimental to the historic integrity of the school, as these windows are compatible replacements. The fenestration patterns have been primarily maintained. Additionally, the building has consistently served as a school for 90 consecutive years within the Seminole Heights neighborhood, from its initial construction in 1925 until present day.

While Seminole Heights Elementary School is part of the Seminole Heights Neighborhood, It is not included within the boundaries of the National Register–listed Seminole Heights Historic District (8HI3294), and it is not proposed to expand the district boundaries to include the school building. The northern boundary of the Seminole Heights Historic District (8HI3292) is E Hanna Avenue, just south of the Seminole Heights Elementary School. The boundary for the National Register–listed district was justified as encompassing the “most significant concentration of extant resources located in the area historically known as the Seminole Heights neighborhood” which are “associated with the early residential suburban development of the City of Tampa during the period c. 1912-1939” (Shiver 1993). In consultation with the 1951 Sanborn Fire Insurance Map, it is apparent that development at this north side of E Hanna Avenue in the vicinity of the school building differed from development south of the roadway associated with traditional Seminole Heights. This is shown through larger lot size, street layout, and the sheer number of open, un-built upon lots. As discussed during the Seminole Heights portion of the *Historic Neighborhoods within the Project APE* section, the current survey noted that residential buildings in the vicinity of Seminole Heights Elementary School were extensively altered, with many experiencing levels of deterioration, and this deterred a possible expansion of the northern boundary of the Seminole Heights Historic District. Therefore, Seminole Heights Elementary School/6201 N Central Avenue is not a potential contributing resource to this district. It should also be noted that Seminole Heights Elementary School is also not included in the boundaries of the local Seminole Heights Historic District.

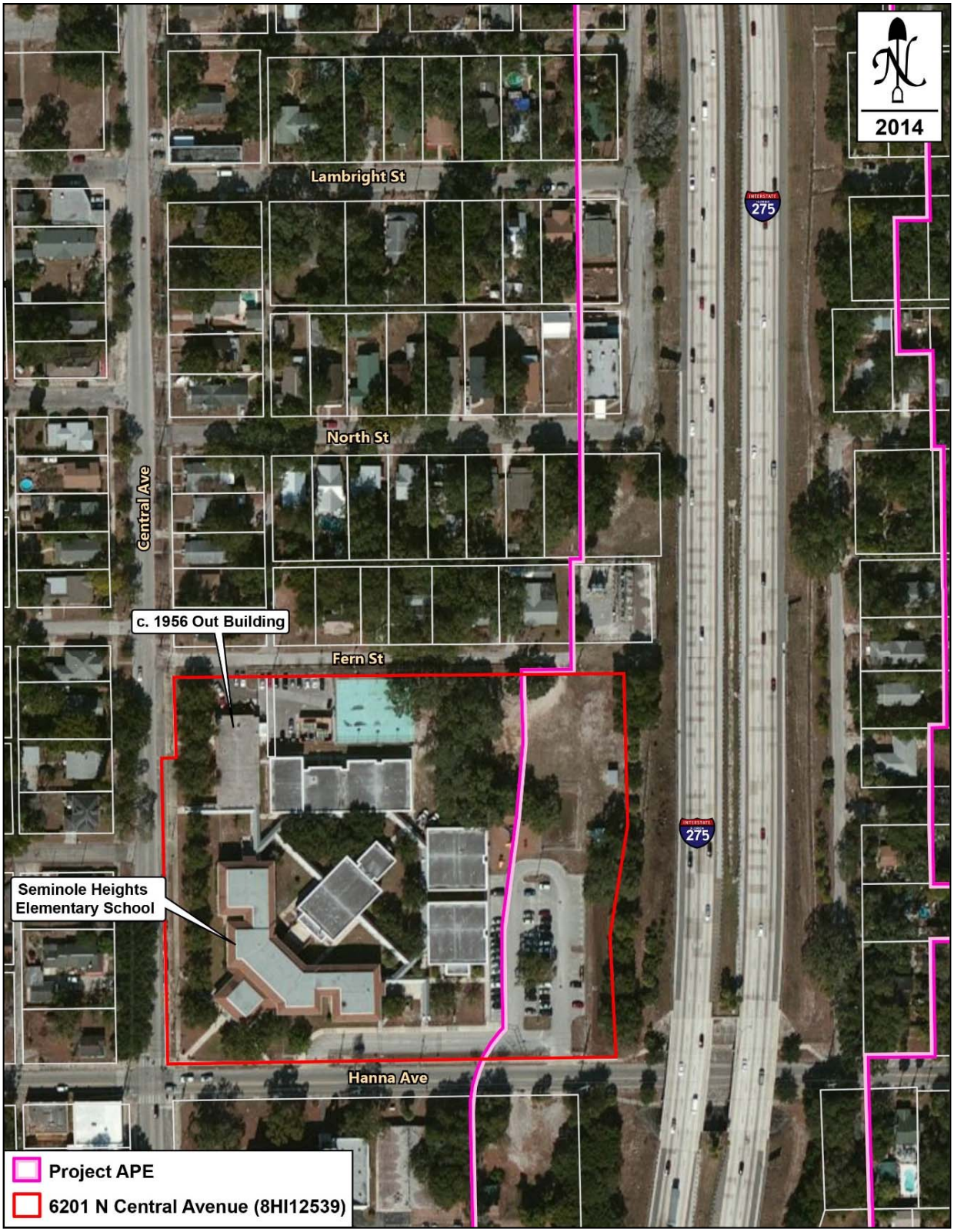

Figure 137: A Current Aerial Photograph Illustrating the Location of Seminole Heights Elementary School/6201 N Central Avenue

9.2.3 Historic Resources within the APE Considered Ineligible for Listing in the National Register

A total of 233 historic resources documented during this CRAS are considered ineligible for inclusion in the National Register either individually or as part of a district (8HI2527, 8HI4845, 8HI5622, 8HI5623, 8HI5625, 8HI6153, 8HI6154, 8HI12356, 8HI12364, 8HI12369, 8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468, 8HI12469, 8HI12471, 8HI12479, 8HI12482, 8HI12483, 8HI12487, 8HI12490, 8HI12491, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12526, 8HI12527, 8HI12535, 8HI12538, 8HI12540–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792, 8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946).

In general, these resources tend to feature simple forms and common design types, which can be found on buildings constructed during their respective periods throughout the state. Most have undergone alterations that detract from their historic integrity, and they are similar to many other structures that can still be found throughout Hillsborough County. In addition, there are no known connections between these structures and any significant persons or events. Therefore, all of these historic resources are considered individually ineligible for the National Register under Criteria A, B, C or D. Finally, the majority of these resources are not located within an area that would form a potential historic district. While many of these ineligible structures are located within neighborhoods that contain many historic residences, these neighborhoods also contain non-historic infill, exhibit substantial modifications, and lack any significance for historical, architectural, or cultural significance. Please refer to the previous discussions of the neighborhoods in this *Results* section for additional information on district eligibility.

This section contains representative photographs of National Register–ineligible resources located within the historic resources APE (**Figures 138–181**). These representative photographs are arranged moving south to north within the APE. Please refer to **Appendix B** of this report for maps showing the locations of all historic resources within the project APE. FMSF forms for each historic resource that was documented as part of this CRAS can be found in **Volumes III–V** of this report.

Figure 138: 611 E Louisiana Avenue (8HI12377), c. 1923, facing Southeast

Figure 139: 509 E New Orleans Avenue (8HI12394), c. 1950, facing Southwest

Figure 140: 802 E Osborne Avenue (8HI12369), c. 1942, facing Northeast

Figure 141: 802 E Louisiana Avenue (8HI12385), c. 1926, facing Northwest

Figure 142: 801 E New Orleans Avenue (8HI12393), c. 1926, facing Southeast

Figure 143: 800 E New Orleans Avenue (8HI12402), c. 1925, facing Northwest

Figure 144: 510 E Frierson Avenue (8HI12460), c. 1918, facing Northeast

Figure 145: 507 E Giddens Avenue (8HI12469), c. 1929, facing Southeast

Figure 146: 701 E Caracas Street (8HI12427), c. 1939, facing Southwest

Figure 147: 5702 N Cherokee Avenue (8HI12491), c. 1922, facing Northwest

Figure 148: 5803 N Cherokee Avenue (8HI12501), c. 1950, facing Northeast

Figure 149: 5806 Osceola Place (8HI12504), c. 1950, facing Northwest

Figure 150: 5808 Osceola Place (8HI12506), c. 1941, facing Northwest

Figure 151: 5811 N Cherokee Avenue (8HI12514), c. 1956, facing Northeast

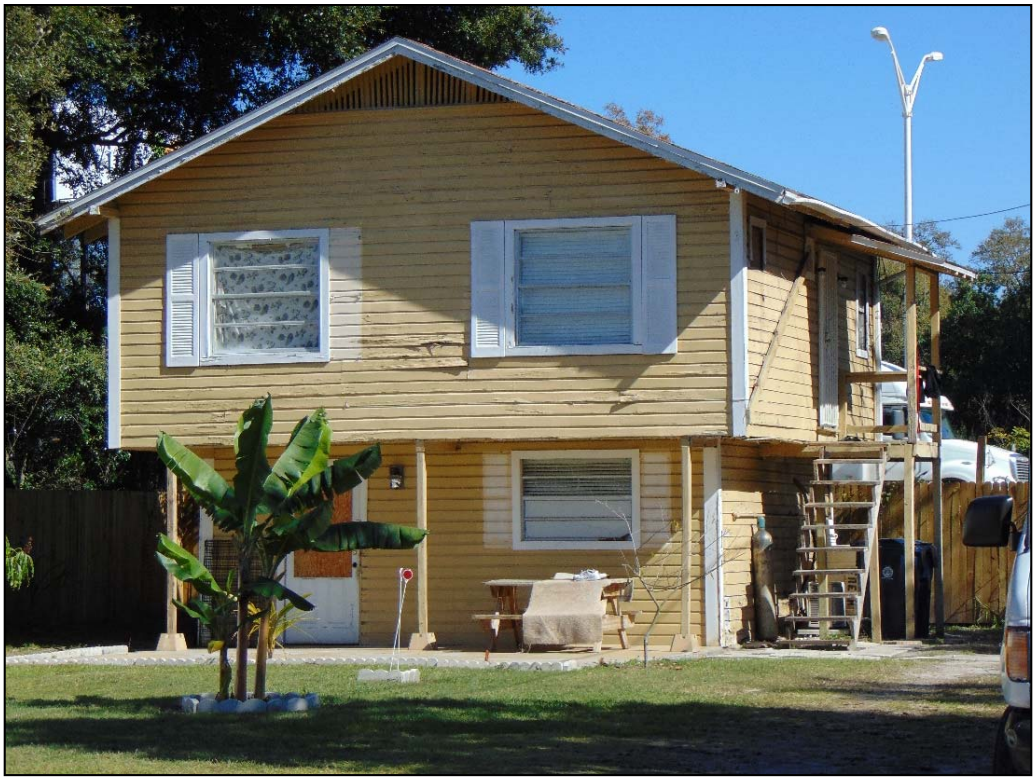

Figure 152: 5901 N Cherokee Avenue (8HI12516), c. 1928, facing Northeast

Figure 153: 6010 King Street (8HI12526), c. 1923, facing Northwest

Figure 154: 805 E Hanna Avenue (8HI12535), c. 1925, facing Southwest

Figure 155: 6303 N King Street (8HI12540), c. 1924, facing Southeast

Figure 156: 6305 N King Street (8HI12541), c. 1927, facing Southeast

Figure 157: 610 E North Street (8HI12552), c. 1925, facing Northwest

Figure 158: 610 E Lambert Street (8HI12565), c. 1931, facing Northwest

Figure 159: 6608 N Taliaferro Avenue (8HI12576), c. 1922, facing Southwest

Figure 160: 6605 N Harer Street (8HI12572), c. 1948, facing Northeast

Figure 161: 6706 N Harer Street (8HI12590), c. 1928, facing Northwest

Figure 162: 6700 N Taliaferro Avenue (8HI12587), c. 1921, facing Northwest

Figure 163: 612 E Pocahontas Avenue (8HI12603), c. 1926, facing Northeast

Figure 164: 506 E Elm Street (8HI12613), c. 1928, facing Northwest

Figure 165: 6718 N Harer Street (8HI12446), c. 1930, facing Southwest

Figure 166: 7102 N Taliaferro Avenue (8HI12641), c. 1946, facing Northwest

Figure 167: 7106 N Taliaferro Avenue (8HI12645), c. 1949, facing Southwest

Figure 168: 7300 N Central Avenue (8HI12670), c. 1918, facing Southwest

Figure 169: 7309 N Huntley Avenue (8HI12676), c. 1932, facing Southeast

Figure 170: 7708 N Huntley Ave (8HI12699), c. 1945, facing Southwest

Figure 171: 8505 N Seminole Avenue (8HI12729), c. 1930, facing Southeast

Figure 172: 10704 N Central Avenue (8HI12812), c. 1962, facing Southwest

Figure 173: 10708 N Central Avenue (8HI12814), c. 1961, facing Southwest

Figure 174: 10710 N Central Avenue (8HI12815), c. 1961, facing Northwest

Figure 175: 319 E 119th Avenue (8HI12846), c. 1961, facing Southwest

Figure 176: 10705 N Florence Avenue (8HI12803), c. 1957, facing Northeast

Figure 177: 10919 N Florence Avenue (8HI12826), c. 1959, facing Southeast

Figure 178: 151 April Lane (8HI12906), c. 1961, facing Southeast

Figure 179: 14922 Laurie Lane (8HI12916), c. 1959, facing Southwest

Figure 180: 701 E 114th Avenue (8HI12837), c. 1957, facing Southeast

Figure 181: 13810 Salvation Army Lane (8HI12893), c. 1949, facing Northwest

10.0 Conclusions

The CRAS resulted in the identification of 264 historic resources, 28 of which were previously recorded (8HI609, 8HI2524–8HI2527, 8HI2529, 8HI2531, 8HI2561, 8HI3294, 8HI4839–8HI4843, 8HI4845, 8HI4888, 8HI5622, 8HI5623, 8HI5625, 8HI6132, 8HI6153, 8HI6154, 8HI6217–8HI6220, 8HI10243, 8HI11581), and 236 of which were newly recorded (8HI12356, 8HI12364, 8HI12369, 8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468–8HI12472, 8HI12479, 8HI12481–8HI12483, 8HI12486, 8HI12487, 8HI12490, 8HI12491, 8HI12493, 8HI12495, 8HI12496, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12520, 8HI12526, 8HI12527, 8HI12535, 8HI12536, 8HI12538–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792, 8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946). The majority of the identified historic resources are buildings, but also included is one historic park complex (Sulphur Springs Park Resource Group [8HI609], one historic district (Seminole Heights Historic District [8HI3294]), one railway segment (T&GC Railroad/CSX Railroad [8HI10243], and seven historic resource groups (Harding's Court at 5912 N Nebraska Avenue [8HI6132], Miles Elementary School at 317 E 124th Avenue [8HI12356], Most Holy Redeemer School at 10110 N Central Avenue [8HI12939], Johnny's Mobile Home Park at 107 E Linebaugh Avenue [8HI12940], Central Mobile Home Park at 9614 N Central Avenue [8HI12941], 5113–5115 N Central Avenue [HI12945], and 710 E Hanlon Street [8HI12946]).

There are a total of eight historic resources that are either National Register–listed or are considered National Register–eligible based on the current survey. Seminole Heights Historic District (8HI3294) and Captain William Parker Jackson House (8HI11581) are currently listed in the National Register. A segment of the T&GC Railroad/CSX Railroad (8HI10243) was previously documented in an area outside of the current project APE, and was determined ineligible for inclusion in the National Register. However, the segment within the current project APE is considered eligible for inclusion in the National Register based on the current survey. The five remaining historic resources have not been evaluated by the SHPO, but all are considered eligible for listing in the National Register: Sulphur Springs Park Resource Group (8HI609), Harding's Court (8HI6132), Seminole Heights Baptist Church (8HI12470), City Fire Department Engine Company No. 7 (8HI12472), and Seminole Heights Elementary School (8HI12539). An additional 23 historic resources within the current project APE that are not individually eligible are considered contributing to the Seminole Heights Historic

District. These contributing historic resources are listed in **Table 10** in the *Results* section of this document.

In addition to their National Register–listed status, Captain William Parker Jackson House (8HI11581) and Seminole Heights Historic District (8HI3294) are also locally designated historic resources within the City of Tampa. The Sulphur Springs Water Tower and the Sulphur Springs Gazebo, both of which are contributing features within the National Register–eligible Sulphur Springs Park Resource Group (8HI609), have also been designated as local landmarks by the City of Tampa.

A total of 233 historic resources are considered ineligible for inclusion within the National Register individually or as part of a historic district (8HI2527, 8HI4845, 8HI5622, 8HI5623, 8HI5625, 8HI6153, 8HI6154, 8HI12356, 8HI12364, 8HI12369, 8HI12370, 8HI12376, 8HI12377, 8HI12385, 8HI12393, 8HI12394, 8HI12402, 8HI12403, 8HI12409, 8HI12410, 8HI12417, 8HI12418, 8HI12427, 8HI12428, 8HI12434, 8HI12438, 8HI12441, 8HI12445, 8HI12446, 8HI12452, 8HI12460, 8HI12468, 8HI12469, 8HI12471, 8HI12479, 8HI12482, 8HI12483, 8HI12487, 8HI12490, 8HI12491, 8HI12499, 8HI12501, 8HI12504–8HI12507, 8HI12509, 8HI12514, 8HI12516, 8HI12526, 8HI12527, 8HI12535, 8HI12538, 8HI12540–8HI12542, 8HI12546, 8HI12551, 8HI12552, 8HI12557, 8HI12565, 8HI12570–8HI12572, 8HI12576, 8HI12582, 8HI12583, 8HI12586–8HI12588, 8HI12590, 8HI12591, 8HI12594, 8HI12596–8HI12600, 8HI12603, 8HI12608, 8HI12613, 8HI12616, 8HI12619, 8HI12625, 8HI12636, 8HI12639, 8HI12641, 8HI12643, 8HI12645, 8HI12648, 8HI12651, 8HI12653, 8HI12667, 8HI12669–8HI12672, 8HI12674, 8HI12676, 8HI12678, 8HI12680, 8HI12684, 8HI12687, 8HI12690, 8HI12692–8HI12695, 8HI12697, 8HI12699, 8HI12700, 8HI12707, 8HI12715, 8HI12716, 8HI12719, 8HI12723, 8HI12725, 8HI12728, 8HI12729, 8HI12731–8HI12735, 8HI12739, 8HI12746–8HI12749, 8HI12764, 8HI12767, 8HI12769, 8HI12773, 8HI12777, 8HI12779, 8HI12783, 8HI12785, 8HI12787–8HI12790, 8HI12792, 8HI12793, 8HI12795, 8HI12796, 8HI12798, 8HI12800, 8HI12802–8HI12809, 8HI12811–8HI12830, 8HI12832–8HI12835, 8HI12837, 8HI12841, 8HI12843, 8HI12844, 8HI12846, 8HI12849, 8HI12850, 8HI12853–8HI12855, 8HI12857, 8HI12858, 8HI12861, 8HI12863, 8HI12865–8HI12869, 8HI12871–8HI12876, 8HI12879–8HI12882, 8HI12884, 8HI12885, 8HI12891–8HI12895, 8HI12900, 8HI12903, 8HI12904, 8HI12906, 8HI12912–8HI12919, 8HI12939–8HI12941, 8HI12943, 8HI12945, and 8HI12946).

Four previously recorded historic resources were noted as demolished during the field survey. These resources have not been included in the total number of previously identified historic resources. The previously identified historic resources that are no long extant include: 701 E 129th Avenue (8HI5628), 13002 Central Avenue (8HI5629), Riverview Terrace (8HI6296), and 7408 N Central Avenue (8HI8369).

FMSF forms were prepared for all newly recorded historic resources. In addition, forms were prepared for previously recorded historic resources that have undergone notable alterations since their previous recordation or if there is a change in their National Register–eligibility. The FMSF forms are included in **Volumes III–V** of this report.

No newly recorded archaeological sites were identified during the current survey. One previously recorded archaeological site, Red Leaf (8HI5631), was identified within the current archaeological APE during past survey work. This site consists of low density lithic scatter and was previously determined by the SHPO to be ineligible for listing in the National Register in 1995. The SHPO concurrence letter is included for reference in **Appendix A**. Site conditions have not changed since the initial recording and no additional subsurface testing was conducted within the site boundary during the current survey. Therefore, no updated archaeological site form was prepared for this resource. Background research indicated that zones of high and moderate archaeological site potential are located within the archaeological APE. Subsurface testing was not feasible due to the presence of existing pavement, berms, drainage features, and buried utilities within the archaeological APE.

10.1 Unanticipated Finds

Should construction activities uncover any archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, the provisions of Chapter 872.05 of the *Florida Statutes* will apply. Chapter 872.05 of the *Florida Statutes* states that, when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner (if the remains are less than 75 years old) or the State Archaeologist (if the remains are more than 75 years old). If human remains that are less than 75 years old are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are determined to be more than 75 years in age, then the State Archaeologist overtakes jurisdiction in determining appropriate treatment and options for the remains.

10.2 Curation

Original FMSF forms (**Volumes III–V**), photographs, and survey log (**Appendix E**) are curated at the FMSF, along with a copy of this report. Field notes and other pertinent project records are temporarily stored at Janus Research until their transfer to the FDOT storage facilities.

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Appendix A
SHPO Concurrence Letter for FMSF Manuscript No. 4195

HILLSBOROUGH
DOT 1

4/25

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Director's Office
(904 488-1480

Telecopier Number (FAX)
(904) 488-3353

June 29, 1995

Mr. J. R. Skinner
Division of Administration
Federal Highways Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

In Reply Refer To:
Robin D. Jackson
Historic Sites
Specialist
(904) 487-2333
Project File No. 951508

RE: Cultural Resource Assessment Review Request
Cultural Resources Assessment Survey of Interstate 275/75 (SR 93) PD&E Study Section 1 from Busch Boulevard to Bearss Avenue Hillsborough County, Florida.
By Archaeological Consultants, Inc. February 1995.
SPN: 10320-1402
WPIN: 7143153
FAPN: NH-275-7(294)48

Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, Florida Statutes, we have reviewed the results of the field survey of the above referenced report and find them to be complete and sufficient.

We note that one previously unrecorded archaeological site, 8HI5631, and nine historic structures (8HI5621-8HI5629) were located as a result of the survey. None of these were found to be eligible for listing in the National Register. We concur with these conclusions and recommendations. It is the determination of this office, therefore, that this project will have no effect on any significant resources listed or eligible for listing, in the National Register of Historic Places.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

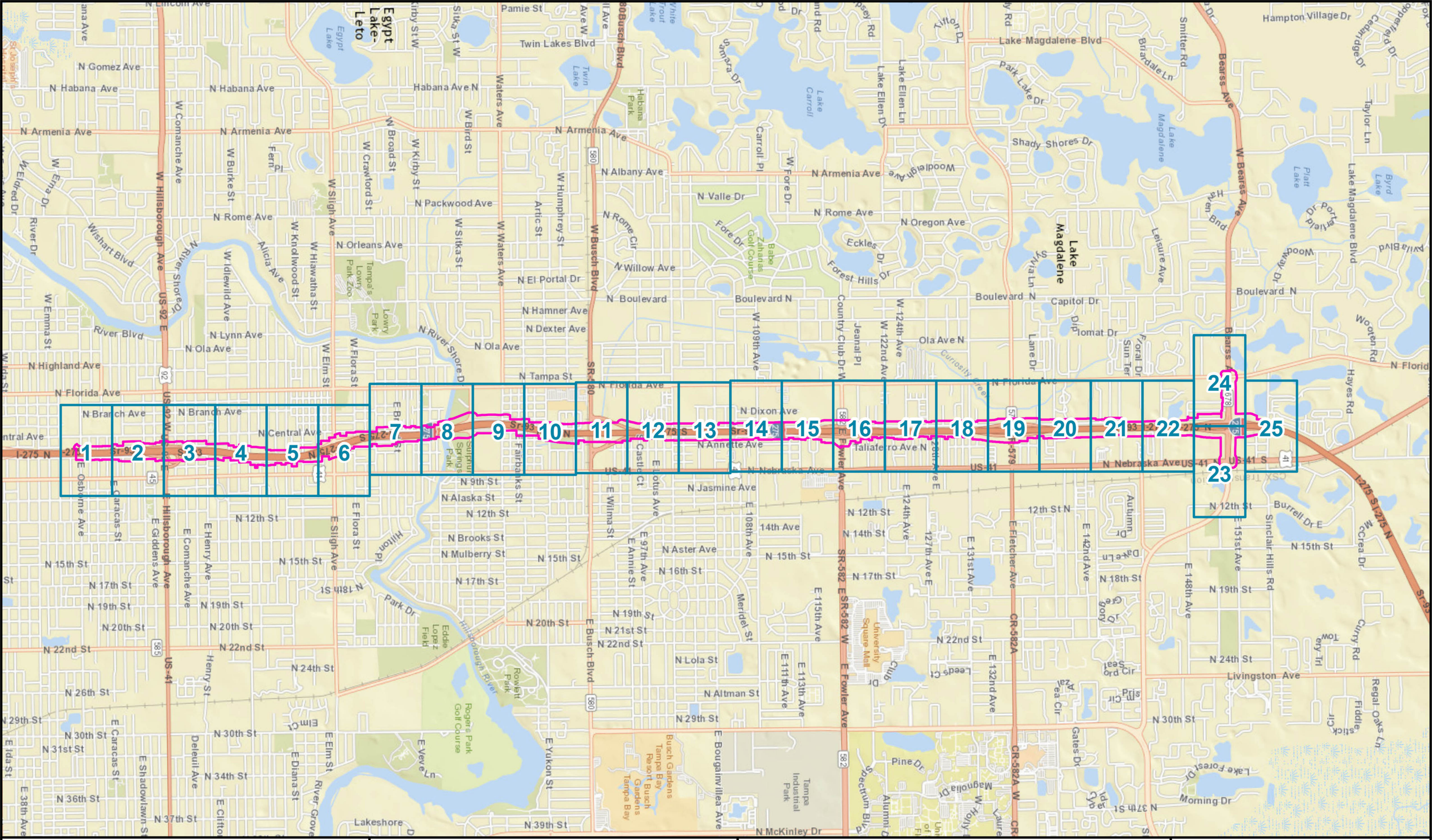
Sincerely,

Laura A. Kammerer

for George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Jrj
xc: C. L. Irwin, FDOT
Rick Adair, FDOT - 7

Appendix B
Identified Historic Resources on Aerial Maps



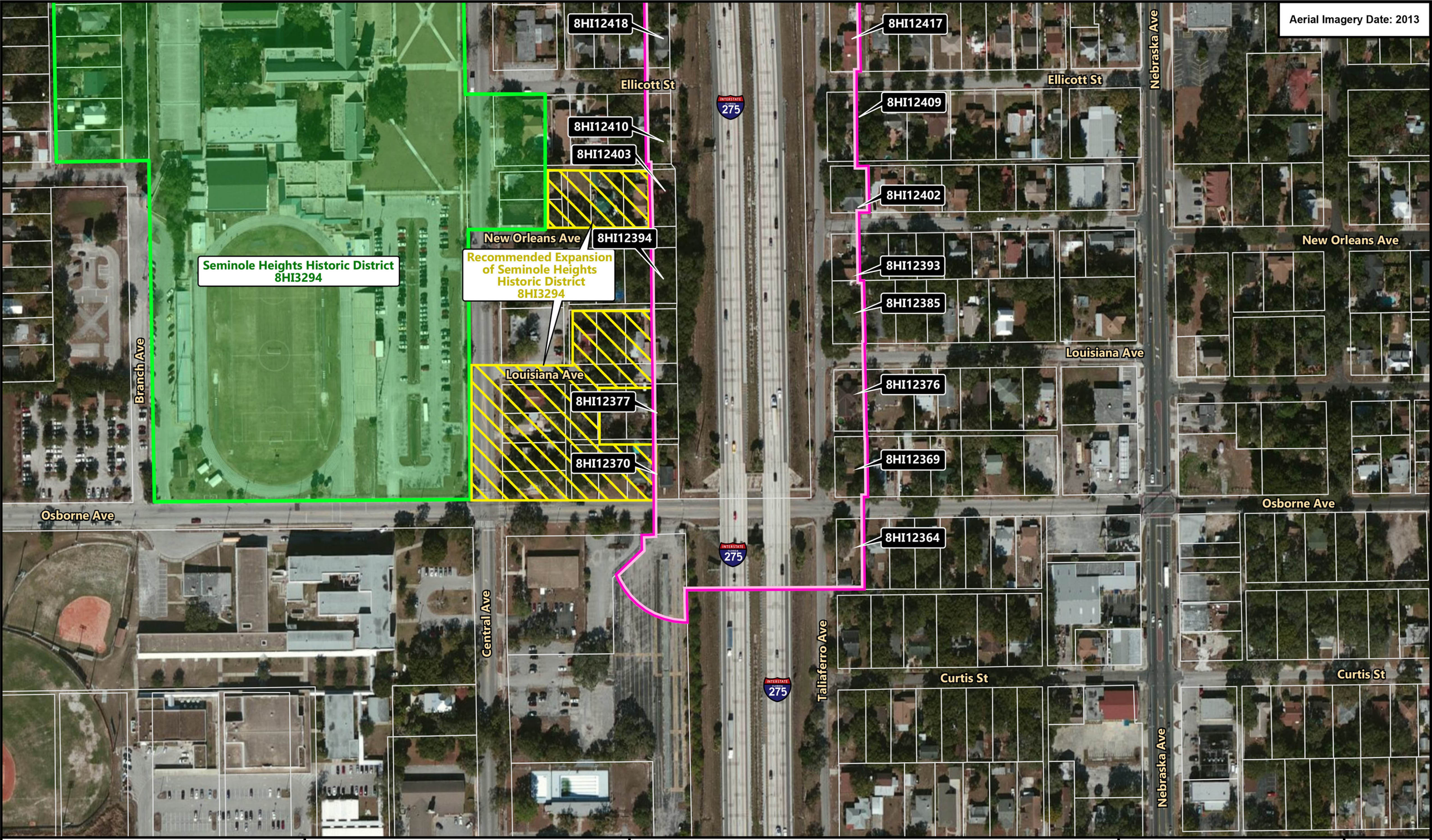
Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

▭ Mapping Frames

▭ Historic Resources APE

0 0.5 1 Miles



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

0 Feet 250

Map 1

Aerial Imagery Date: 2013

8HI12472
8HI12470
8HI12471
8HI12469
8HI12468
8HI12460
8HI2561
8HI12452
8HI12945
8HI12445
8HI12441
8HI12438
8HI12434
8HI12428
8HI12427

Branch Ave
Seminole Ave
Giddens Ave
Frierson Ave
Wilder Ave
Conover St
Caracas St
Shadowlawn Ave
McBerry St
Nebraska Ave
Tialiaferro Ave
Central Ave
INTERSTATE 275

Seminole Heights Historic District
8HI3294

Recommended Expansion of Seminole Heights Historic District
8HI3294

Identified Historic Resources within the Historic Resources APE

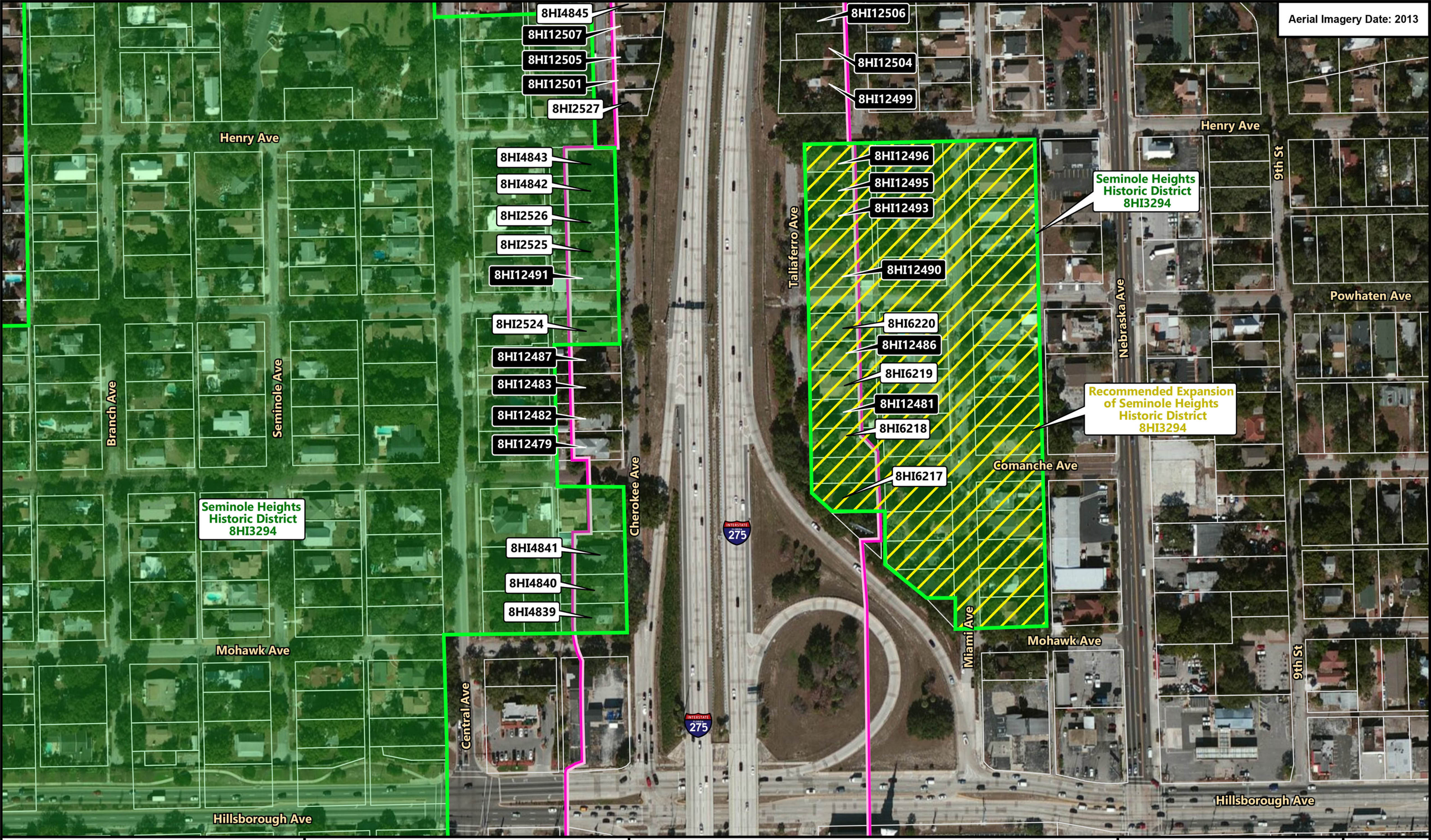
I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

0 250 Feet

Map 2



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

0 Feet 250

Map 3

Aerial Imagery Date: 2013

8HI12540
8HI12539
8HI12538
8HI12536
8HI12535
8HI6154
8HI12527
8HI12526
8HI4888
8HI12520
8HI2531
8HI6132 - Harding's Court
8HI2529
8HI12697
8HI12516
8HI6153
8HI12514
8HI12509

Jean St
Fern St
Nebraska Ave
Hanna Ave
Branch Ave
Central Ave
Paris St
Seminole Heights Historic District 8HI3294
Idlewild Ave
Clifton St
INTERSTATE 275

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 4

Aerial Imagery Date: 2013

8HI12599
8HI12598
8HI12597
8HI12596
8HI12594
8HI12600
8HI12590
8HI12591
8HI12588
8HI12587
8HI12586
8HI12583
8HI12582
8HI12576
8HI12572
8HI12571
8HI12570
8HI12565
8HI11581
8HI12557
8HI12551
8HI12552
8HI12546
8HI12542
8HI12541

Minnehaha St
Central Ave
Dixon Ave
Navin Ave
Knollwood St
Diana St
Taliaferro Ave
Harer St
Nebraska Ave
Pine St
Knollwood St
9th St
Lambright St
Lambright St
North St
Central Ave
North St
Nebraska Ave
Fern St

INTERSTATE FLORIDA 275

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 5

Aerial Imagery Date: 2013

8HI12653
8HI12651
8HI12648
8HI12645
8HI12643
8HI12641
8HI12639
8HI12636
8HI12625
8HI12619
8HI12616
8HI12613
8HI12608
8HI12603
8HI12446
8HI12599

Cluster Ave
Crawford St
Nebraska Ave
9th St
Flora St
Dixon Ave
Central Ave
Tallaferro Ave
Sligh Ave
Elm St
Hiawatha St
INTERSTATE 275

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 6

Aerial Imagery Date: 2013

8HI12694
8HI12693
8HI12692
8HI12690
8HI12687
8HI12684
8HI12680
8HI12678
8HI12676
8HI12674
8HI12672
8HI12671
8HI12670
8HI12669
8HI12667
8HI12653

Kirby St
Patterson St
Robson St
Broad St
Clinton St
Crenshaw St
Hamilton Ave
Branch Ave
Central Ave
Florida Ave
Dixon Ave
Huntley Ave
Taliaferro Ave
Nebraska Ave
INTERSTATE 275

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 7

Aerial Imagery Date: 2013

Bird St

Sulpher Springs Park
8HI609

Florida Ave

Hollywood St

Riverdale Ave

Nebraska Ave

8HI12707

Hanlon St

Branch Ave

8HI12946 - 710 E Hanlon Street Resource Group

8HI12700

8HI12699

8HI12695

Taliaferro Ave

Identified Historic Resources within the Historic Resources APE

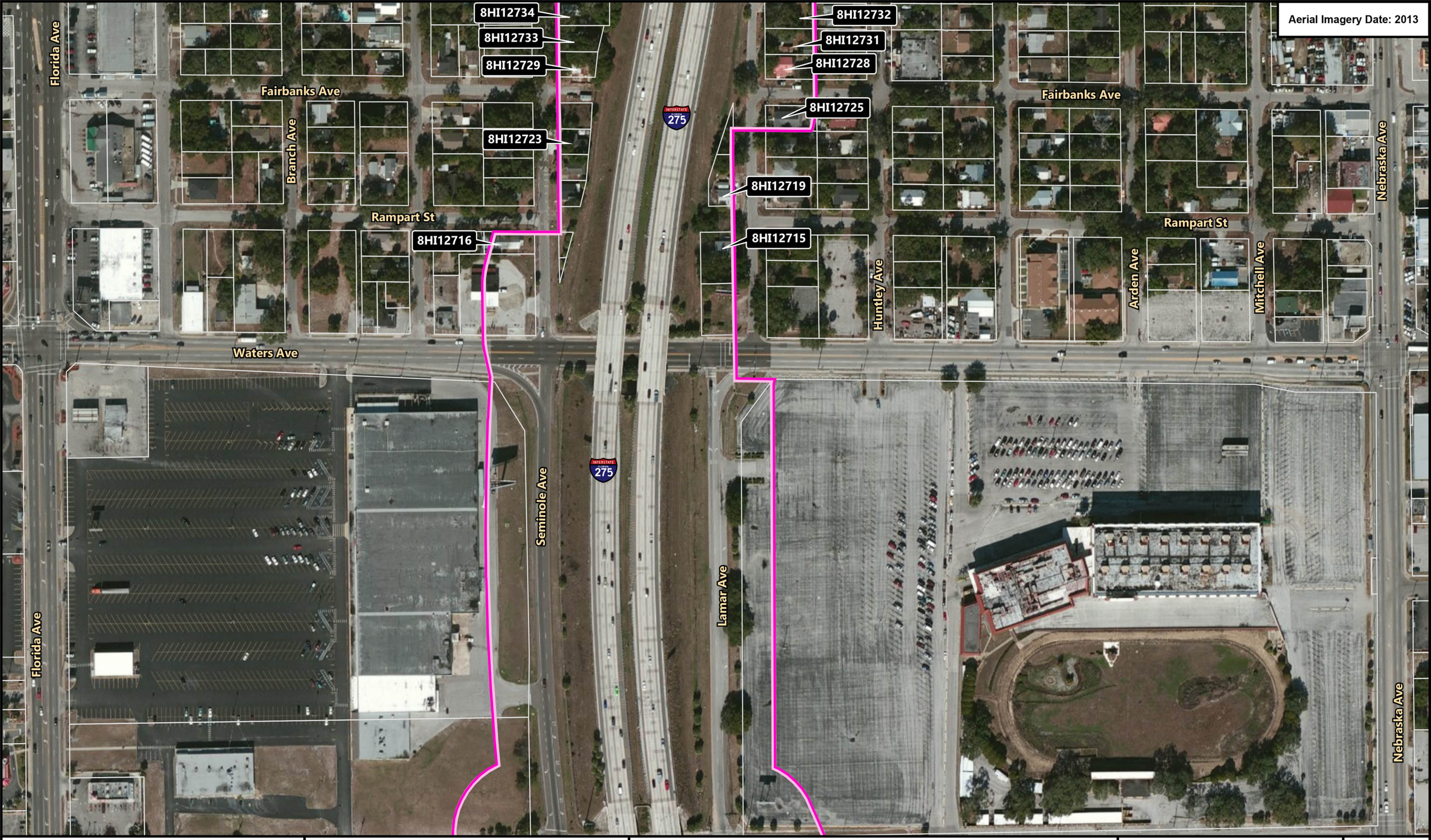
I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

0 250 Feet

Map 8



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

0 250 Feet

Map 9

Aerial Imagery Date: 2013

Florida Ave
Yukon St
Suwanee Ave
Branch Ave
Central Ave
Okaloosa Ave
Humphrey St
Taliaferro St
Nebraska Ave
Eskimo Ave
Yukon St
Seward St
Florida Ave
Dixon Ave
Wood St
Arden Ave
Seward St
Wood St
Nebraska Ave

8HI12749
8HI12748
8HI12747
8HI12746
8HI12739
8HI12735
8HI12732

INTERSTATE FLORIDA 275

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

0 250 Feet

Map 10

Aerial Imagery Date: 2013

8HI12767

8HI12764

8HI10243 - T&GC/CSX Railroad

Florida Ave

Busch Blvd

Richmere St

Nebraska Ave

Skagway Ave

INTERSTATE 275

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE

Historic District

Recommended Historic District Expansion

Resource Group

8HI000 Previously Recorded Historic Resources

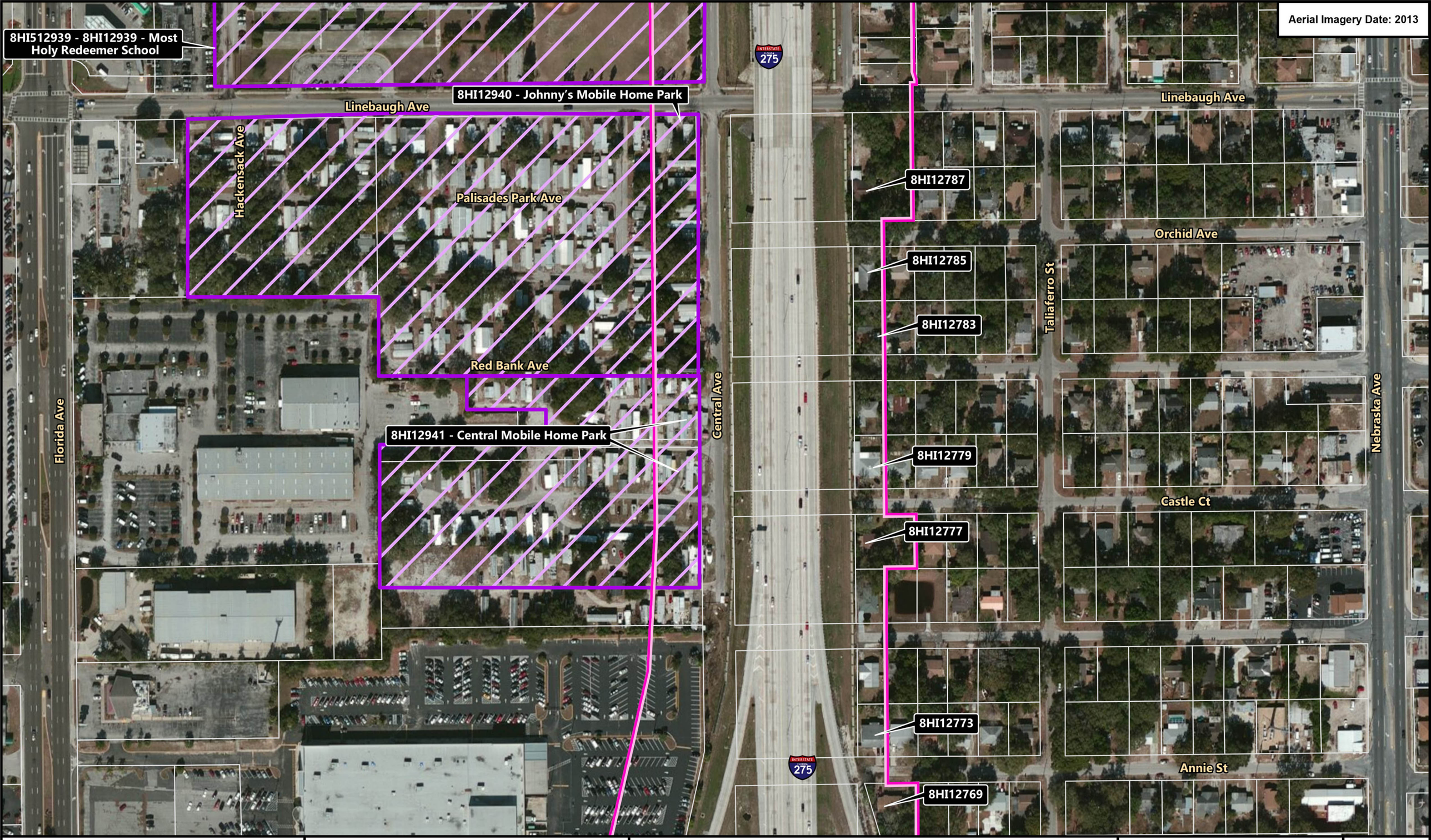
8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 Feet 250

Map 11



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 Feet 250

Map 12

Aerial Imagery Date: 2013

Florida Ave
Azalea Ave
Bougainvillea Ave
Arden Ave
Nebraska Ave
INTERSTATE 275
8HI12800
8HI12798
Hydrangia Ave
8HI12796
8HI12793
Althea Ave
8HI12790
8HI12939 - Most Holy Redeemer School
Central Ave
8HI12795
8HI12792
McEwen Ave
Florence Ave
Annette Ave
8HI12789
8HI12788
Brawin Ave
8HI5622
8HI5623

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

0 Feet 250

Map 13

Aerial Imagery Date: 2013

Florida Ave
Dixon Ave
Central Ave
Arden Ave
Nebraska Ave
Florence Ave
Annette Ave
Seneca Ave
109th Ave
INTERSTATE 275

8HI12827
8HI12826
8HI12825
8HI12824
8HI12823
8HI12822
8HI12821
8HI12820
8HI12819
8HI12809
8HI12808
8HI12807
8HI12806
8HI12805
8HI12804
8HI12803
8HI12802
8HI12818
8HI12817
8HI12816
8HI12815
8HI12814
8HI12813
8HI12812
8HI12811

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 14

Aerial Imagery Date: 2013

Florida Ave
Central Ave
Nebraska Ave
Belt Ct
Dixon Ave
Arden Ave
Mitchell Ave
E 113th Ave
E 112th Ave
INTERSTATE FLORIDA 275

8HI12844
8HI12843
8HI12841
8HI12837
8HI12835
8HI12834
8HI12833
8HI12832
8HI12830
8HI12829
8HI12828

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

0 Feet 250

Map 15

Aerial Imagery Date: 2013

122nd Ave
121st Ave
120th Ave
119th Ave
118th Ave
Central Ave
Taliaferro Ave
Nebraska Ave
Florida Ave
Fowler Ave
INTERSTATE FLORIDA 275

8HI12861
8HI12857
8HI12858
8HI12855
8HI12854
8HI12853
8HI12849
8HI12850
8HI12846

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 250 Feet

Map 16

Aerial Imagery Date: 2013

8HI5625

8HI12871

127th Ave

126th Ave

Oak Rose Ln

Pine Violet Ct

Oak Cedar Pl

Central Ave

Taliaferro Ave

Nebraska Ave

8HI12869

8HI12356 - Miles Elementary School

124th Ave

Florida Ave

8HI12868

8HI12867

8HI12866

8HI12865

Mitchell St

123rd Ave

8HI12863

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

0 Feet 250

Map 17

Aerial Imagery Date: 2013

Florida Ave
Central Ave
Mitchell Ave
Nebraska Ave
Taliaferro Ave
INTERSTATE 275

8HI12881
132nd Ave
8HI12880
8HI12879
131st Ave
130th Ave
8HI12876
8HI12875
8HI12874
8HI12873
8HI12872
Hoffman Blvd
8HI5625
Lexington Blvd
129th Ave

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 18

Aerial Imagery Date: 2013

137th Ave
Florida Ave
8HI12891
Central Ave
INTERSTATE 275
137th Ave
Grove Ave
Nebraska Ave
8HI12885
8HI12884
Orange Ave
8HI12882
Summit Ave
Fletcher Ave
Fletcher Ave
Florida Ave
Linnwood Dr
Illinois Ave
Hawaii Ave
Nebraska Ave

Identified Historic Resources within the Historic Resources APE

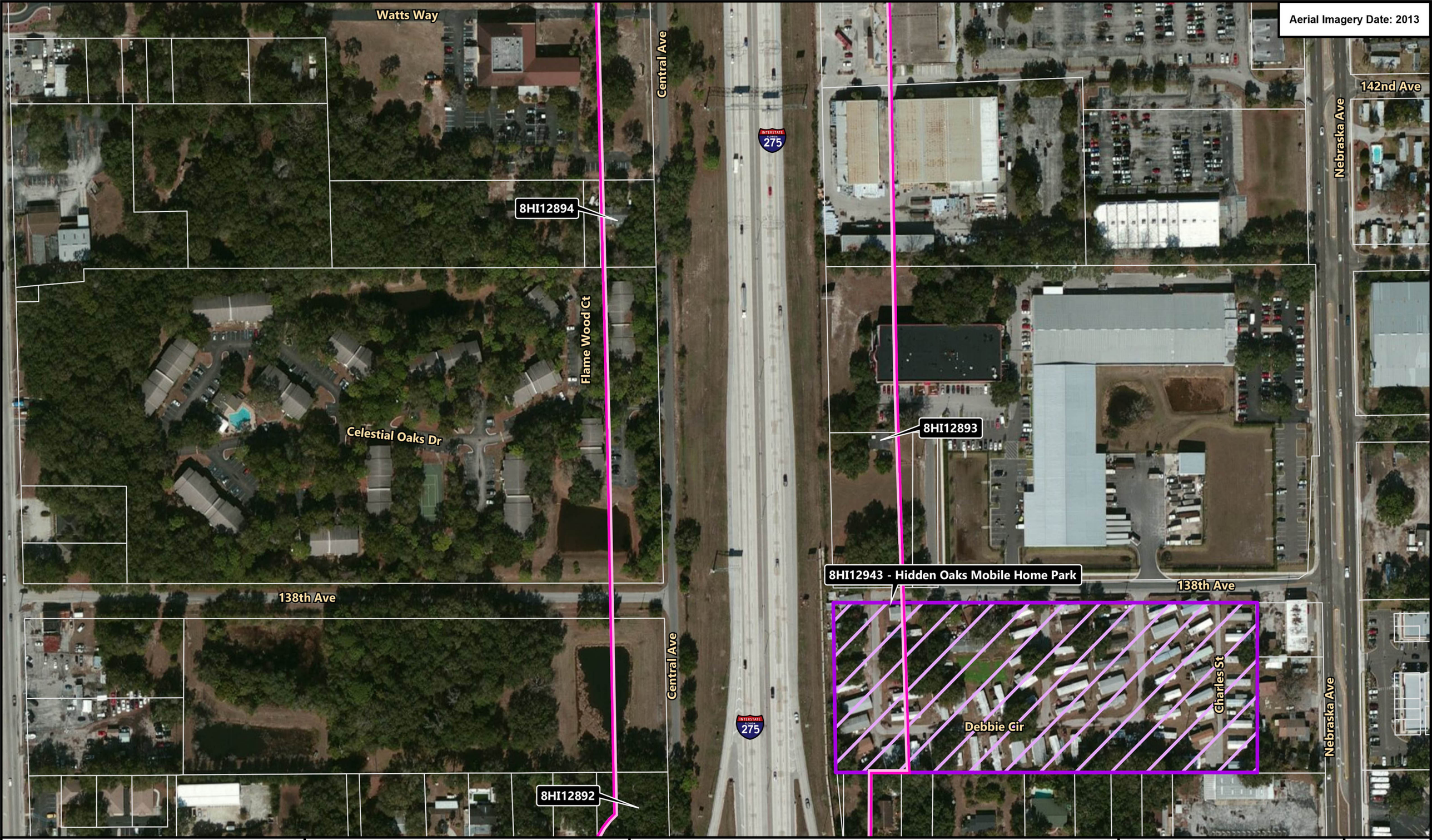
I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE
Historic District
Recommended Historic District Expansion
Resource Group
8HI000 Previously Recorded Historic Resources
8HI000 Newly Recorded Historic Resources

Hillsborough County

N
0 Feet 250

Map 19



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 — Feet — 250

Map 20

Aerial Imagery Date: 2013

Garland Ct

Colonial Dr

Nebraska Ave

145th Ave

144th Ave

143rd Ave

Central Ave

8HI12904

8HI12903

8HI12900

8HI12895

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

Historic Resources APE

Historic District

Recommended Historic District Expansion

Resource Group

8HI000 Previously Recorded Historic Resources

8HI000 Newly Recorded Historic Resources

Hillsborough County

0 Feet 250

Map 21

Aerial Imagery Date: 2013

Laurie Ln

Millstream Way

Briar Way

April Ln

8HI12906

Nebraska Ave

Walker Dr

Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

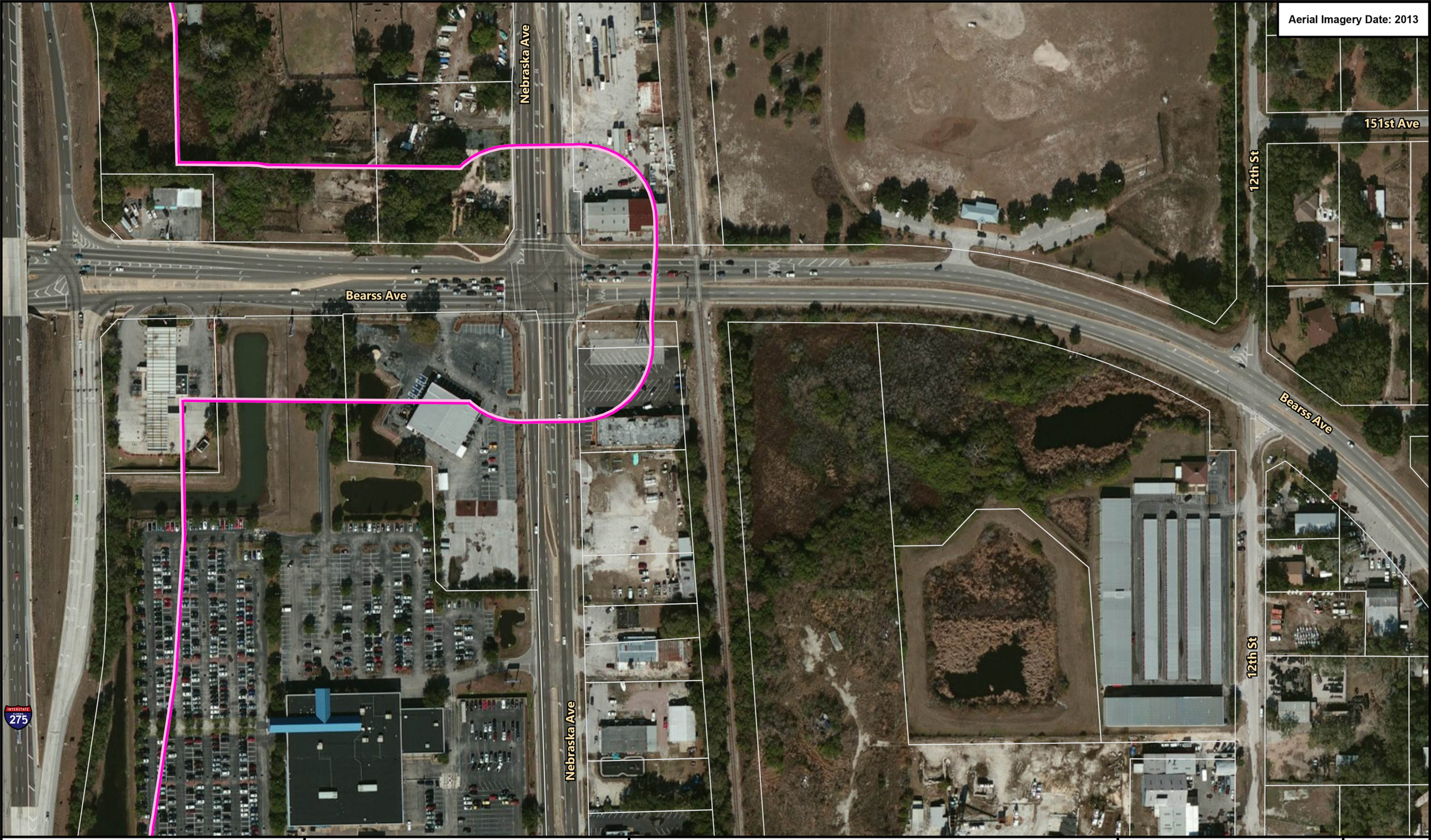
- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 250 Feet

Map 22



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

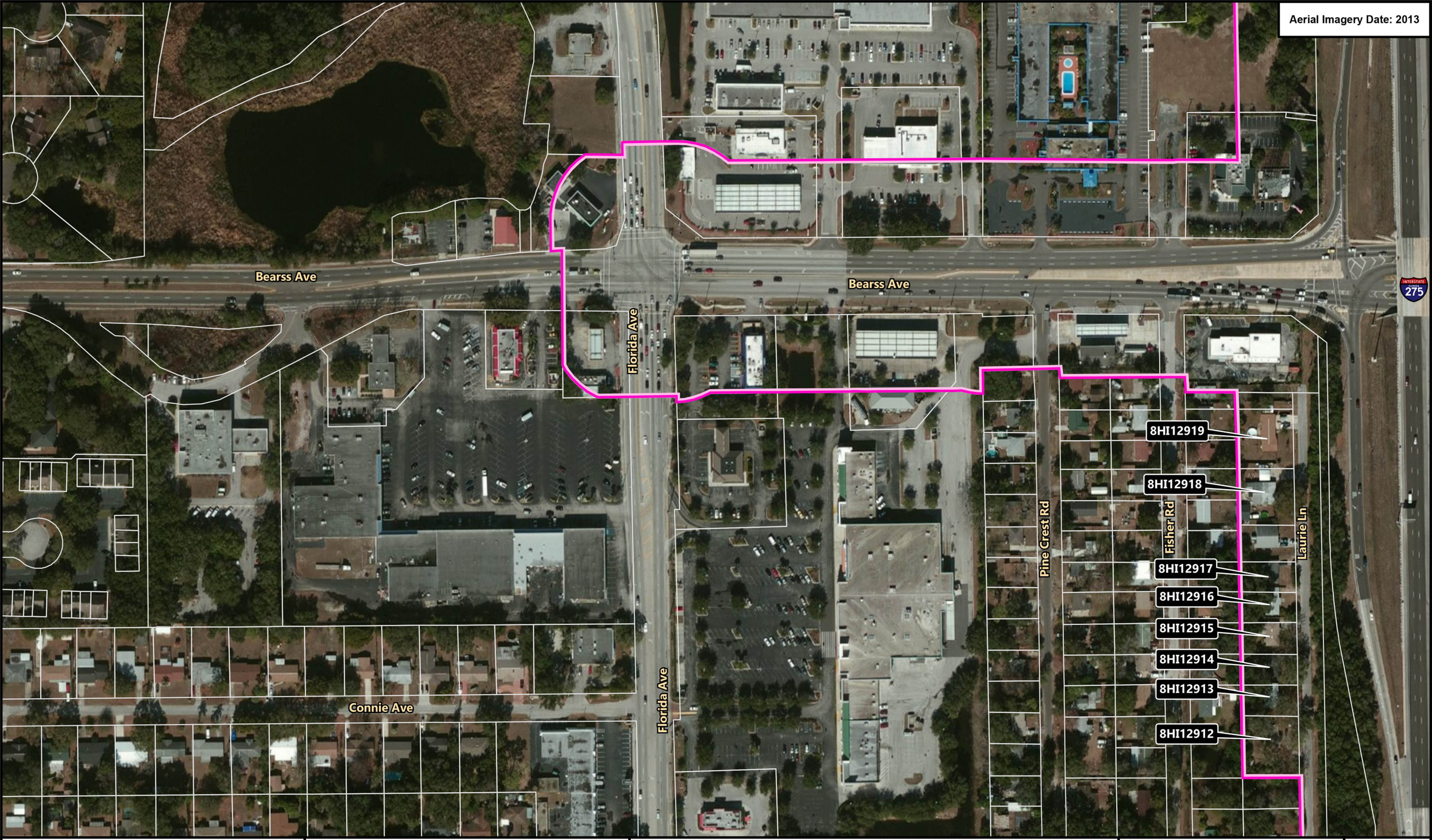
- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 Feet 250

Map 23



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

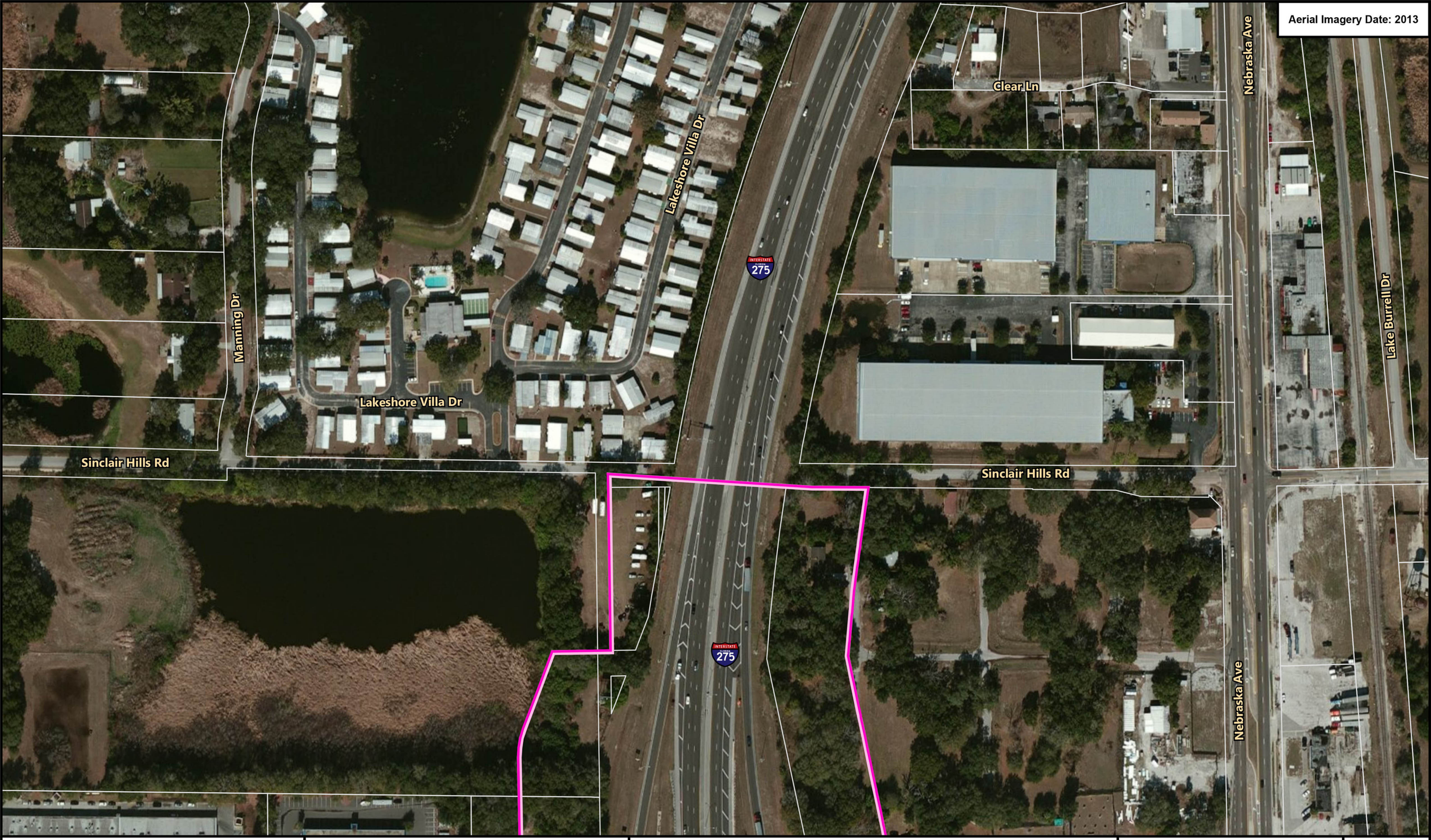
- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

Hillsborough County

N

0 Feet 250

Map 24



Identified Historic Resources within the Historic Resources APE

I-275 PD&E Study
(Work Program Item Segment Number: 431821-1)

- Historic Resources APE
- Historic District
- Recommended Historic District Expansion
- Resource Group
- 8HI000 Previously Recorded Historic Resources
- 8HI000 Newly Recorded Historic Resources

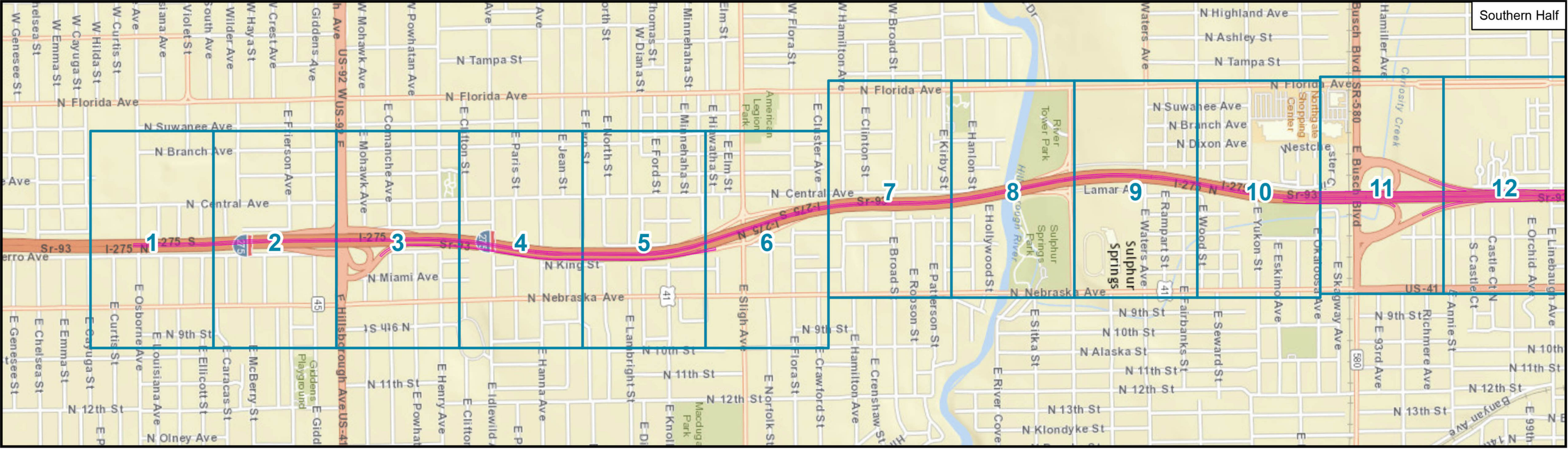
Hillsborough County

0 Feet 250

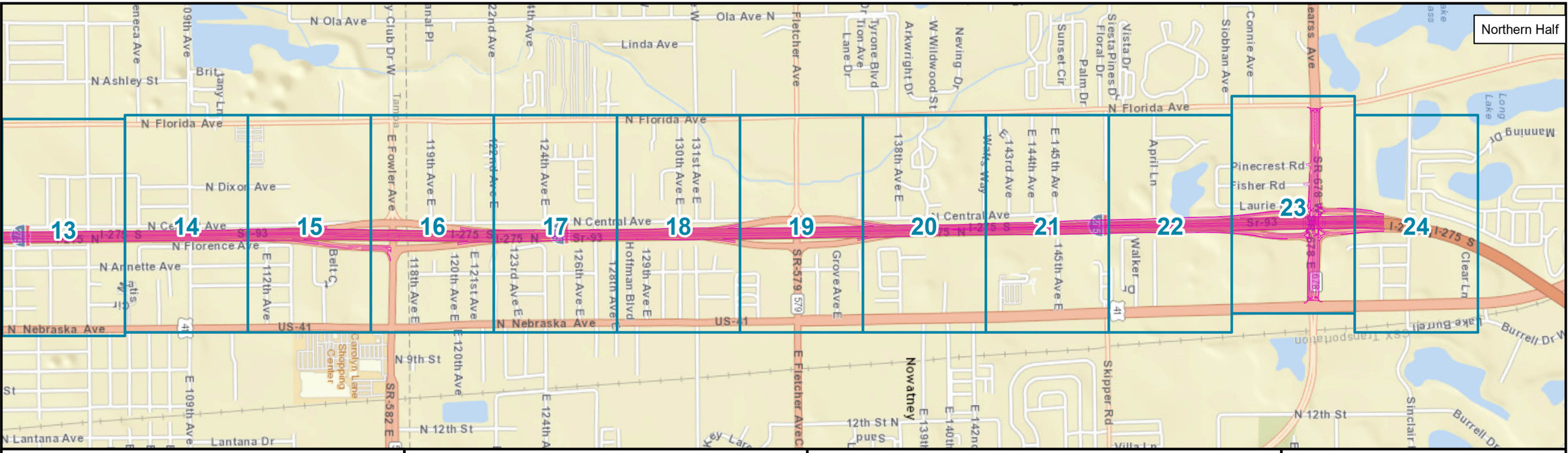
Map 25

Appendix C
Current Conditions within Project Footprint

Southern Half



Northern Half



Current Conditions within the Project Footprint

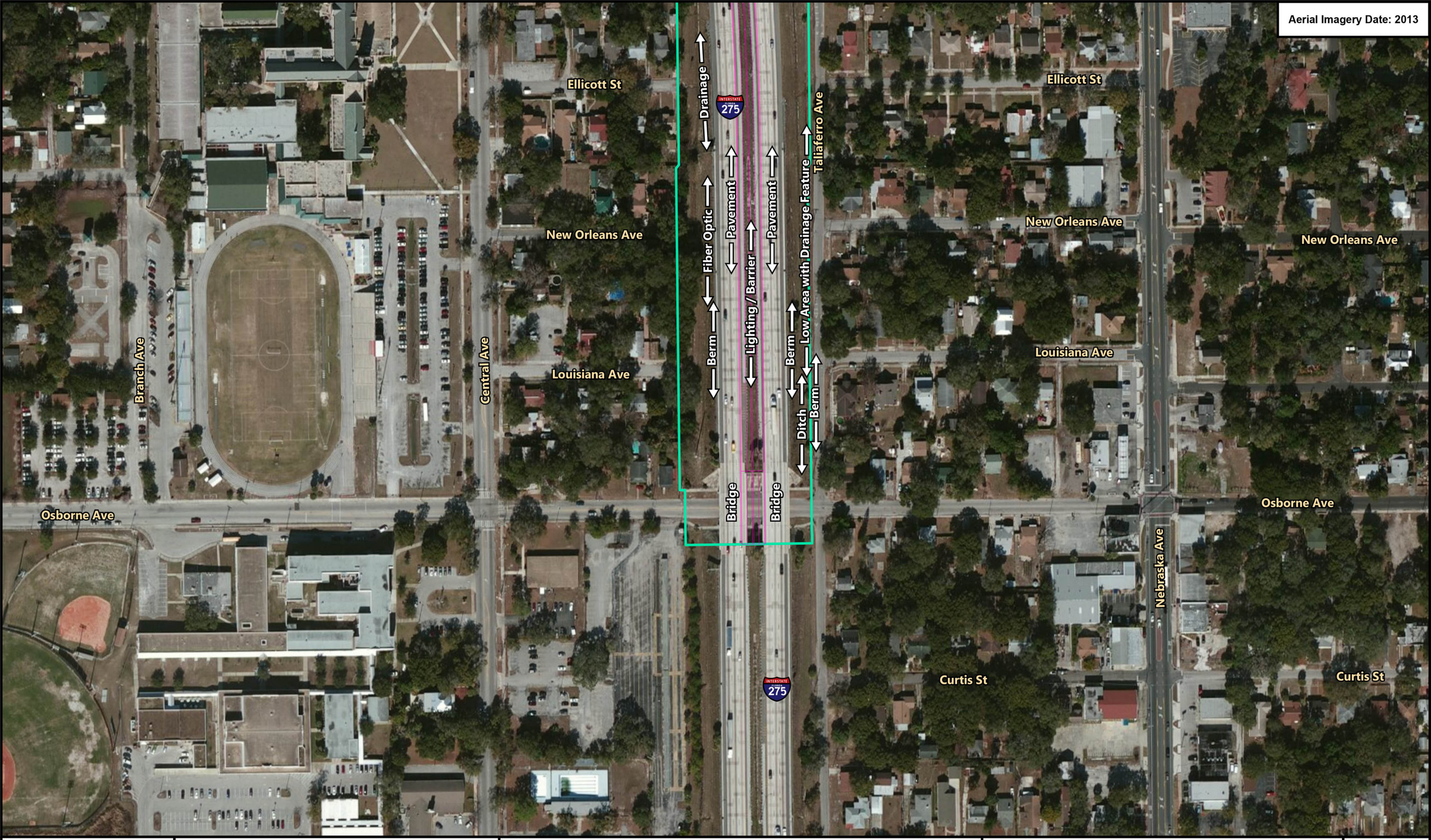
I-275 PD&E Study
(WPI Segment No.: 431821-1)

Mapping Frames

Project Footprint

Overview Map

0 0.5 Miles



Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 1

Aerial Imagery Date: 2013

Giddens Ave
Frierson Ave
Wilder Ave
Conover St
Caracas St
McBerry St
Shadowlawn Ave
Nebraska Ave
Central Ave
Seminole Ave
Branch Ave
Taliaferro Ave

Lighting / Berm / Ditch / Drainage
Paved On Ramp
Steep Berm
Pavement
Pavement
Steep Berm
Paved Off Ramp
Utility Boxes
Fiber Optic
Pavement
Lighting / Barrier
Pavement
Fiber Optic
Paved Shoulder
Paved Shoulder
Gas / Water
Berm
Berm
Drainage
Pavement
Pavement
Drainage Feature

INTERSTATE 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 2

Aerial Imagery Date: 2013

Henry Ave
Powhaten Ave
Branch Ave
Seminole Ave
Nebraska Ave
9th St
Comanche Ave
Miami Ave
Mohawk Ave
Central Ave
Hillsborough Ave
Fiber Optic
Berm
Pavement
Fence
Paved Shoulder
Lighting / Barrier
Drainage Feature
Existing Paved Road
Steep Berm
Paved Off Ramp
Junction Box
Bridge
Drainage Retention Pond
Ditch
Retention Pond
Fiber Optic / Junction Box
INTERSTATE 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 3

Aerial Imagery Date: 2013

Jean St
Hanna Ave
Branch Ave
Paris St
Central Ave
Idlewild Ave
Fern St
Nebraska Ave
Hanna Ave
Paris St

INTERSTATE 275

Fiber Optic
Steep Berm
Steep Berm
Drainage Feature / Ditch
Fence
Steep Berm
Lighting / Barrier
Steep Berm
Fiber Optic
Berm
Pavement
Pavement
Berm
Berm
Fence
Fiber Optic
Berm
Berm
Drainage Feature / Ditch

INTERSTATE 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 4

Aerial Imagery Date: 2013

Minnehaha St
Dixon Ave
Navin Ave
Knollwood St
Central Ave
Diana St
Lambright St
North St
Fern St
Fiber Optic
Berm
Paved Shoulder
Pavement
Taliaferro Ave
INTERSTATE 275
Harer St
Nebraska Ave
Pine St
Knollwood St
9th St
Drainage Feature
Drainage Feature
CAPTAIN BILL JACKSON HOUSE
8HI11609
Gas Line
Drainage Feature
Manhole Cover
Lighting / Barrier
Drainage Feature / Ditch
Fence

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 5

Aerial Imagery Date: 2013

Cluster Ave
Dixon Ave
Navin Ave
Central Ave
Sligh Ave
Elm St
Hiawatha St
Taliaferro Ave
Norfolk St
Nebraska Ave
9th St
Flora St

Guard Rail
Lighting
Pavement
Pavement
Guard Rail
Berm
INTERSTATE FLORIDA 275
Paved Off Ramp
Fiber Optic
Steep Berm
Steep Berm
Paved On Ramp
Drainage Feature / Ditch
Bridge
Bridge
Drainage Feature
Lighting
Fiber Optic
Paved On Ramp
Pavement
Pavement / Ditch
Drainage Feature / Cable / Electric
Fiber Optic
Paved Off Ramp

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 6

Aerial Imagery Date: 2013

Patterson St

Patterson St

Robson St

Broad St

Florida Ave

Branch Ave

Dixon Ave

Clinton St

Hamilton Ave

Central Ave

Huntley Ave

Taliaferro Ave

Crenshaw St

Hamilton Ave

Nebraska Ave

Fence
Fiber Optic
Steep Berm
Pavement
Bridge
Pavement
Berm
Ditch

Berm
Fiber Optic
Guard Rail
Paved Shoulder
Pavement
Bridge
Pavement
Paved Shoulder
Berm
Guard Rail
Drainage Feature / Ditch

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 7

Aerial Imagery Date: 2013

TOWER DRIVE-IN THEATRE
8HI11708

Bird St

Drainage Feature
Fiber Optic / Cable / Electric
Steep Berm
Paved On Ramp
Pavement
Steep Berm
Paved Off Ramp
Pavement
Steep Berm
Fiber Optic / Cable / Electric
Drainage Feature

INTERSTATE 275

Bridge
Bridge

Hillsborough River

Nebraska Ave

Florida Ave

Hollywood St

Riverdale Ave

Fence
Drainage Feature
Steep Berm
Pavement
Pavement
Steep Berm
Fence

Hollywood St

Hanlon St

Hanlon St

Branch Ave

Berm
Paved Shoulder
Paved Shoulder
Ditch \ Drainage Feature

INTERSTATE 275

Taliaferro Ave

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 8

Aerial Imagery Date: 2013

Fairbanks Ave
Branch Ave
Rampart St
Waters Ave
Florida Ave
Seminole Ave
Huntley Ave
Arden Ave
Mitchell Ave
Nebraska Ave
Lamar Ave
Bridge
Bridge
Fiber Optic
Fence
Steep Berm
Paved Shoulder
Pavement
Guard Rail
Construction Vehicles with Scrap Bins
Berm
INTERSTATE 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 9

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 10

Aerial Imagery Date: 2013

Florida Ave
Busch Blvd
Paved Off Ramp
Berm
Retention Pond
Berm
Berm
Retention Pond
Richmere St
Concrete Barrier
Berm
Paved On Ramp
Berm
Berm
Paved On Ramp
Berm
Berm
Retention Pond
Retention Pond
Paved Off Ramp
Berm
Steep Berm
Guard Rail
Pavement
Pavement
Lighting / Barrier
Steep Berm
Guard Rail
Fiber Optic Markers
Steep Berm
Bridge
Nebraska Ave
Busch Blvd
Skagway Ave

Current Conditions within the Project Footprint	*I-275 PD&E Study (WPI Segment No.: 431821-1)*	Project Footprint Existing Right of Way Known Archaeological Site Within or Adjacent to Right of Way	Zone of High Archaeological Site Potential Zone of Moderate Archaeological Site Potential	0 Miles 0.1 0 Meters 0 50 100 150	**Map 11**

Aerial Imagery Date: 2013

Linebaugh Ave
Hackensack Ave
Palisades Park Ave
Red Bank Ave
Florida Ave
Central Ave
Nebraska Ave
Taliaferro St
Orchid Ave
Castle Ct
Annie St
Bridge
INTERSTATE FLORIDA 275

Steep Berm
Fiber Optic
Wall
Guard Rail
Lighting / Barrier
Pavement
Berm
Fence
Drainage
Paved Off Ramp
Paved On Ramp

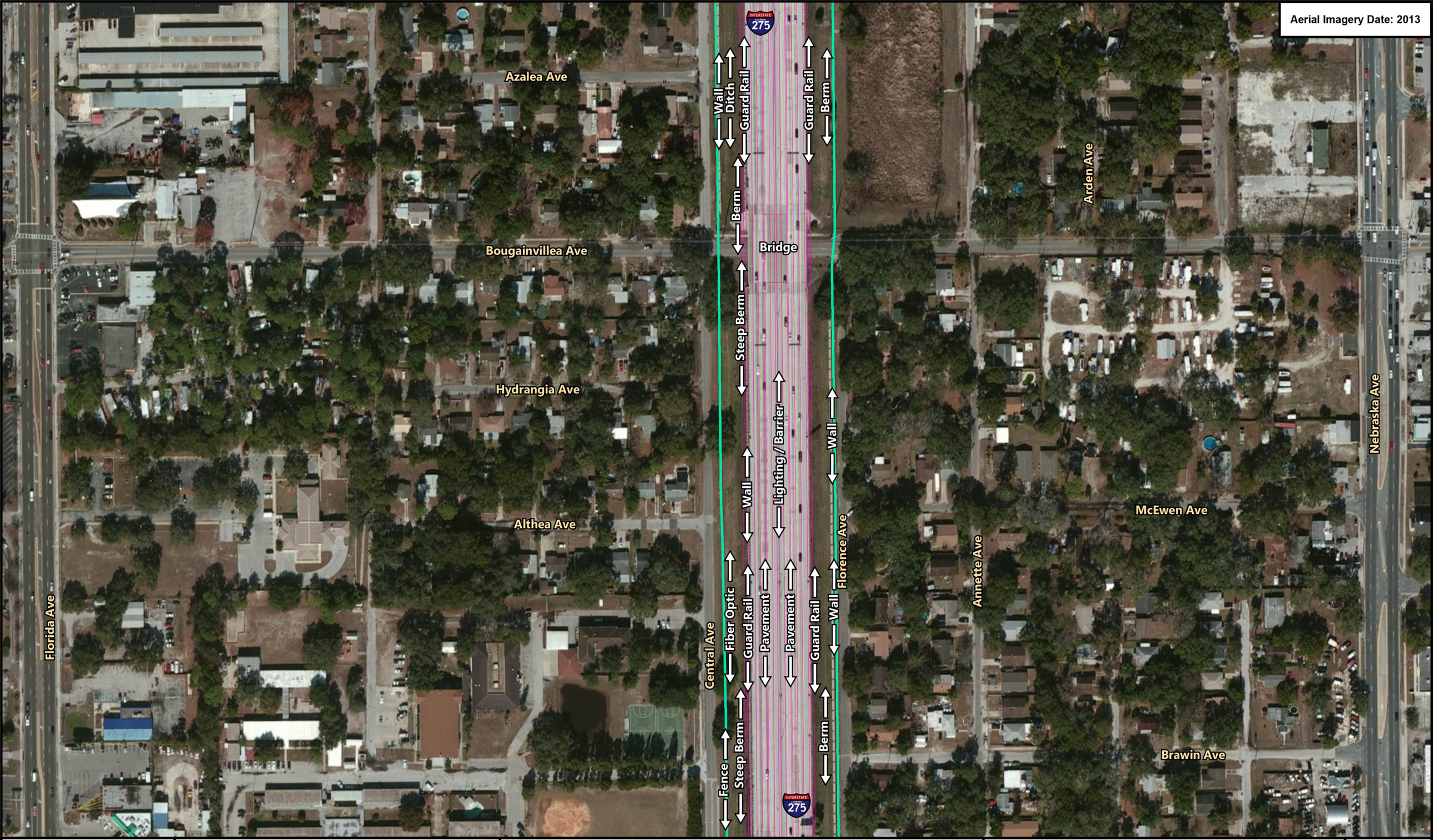
Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles
0 50 100 150 Meters

Map 12



Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 — 0.1 Miles

0 — 50 — 100 — 150 Meters

Map 13

Aerial Imagery Date: 2013

Florida Ave
Dixon Ave
Central Ave
Arden Ave
Florence Ave
Nebraska Ave
109th Ave
Seneca Ave
Annette Ave
INTERSTATE 275

Deep Ditch
Berm
Fiber Optic
Lighting / Barrier
Berm
Wall
Pavement
Pavement
Wall
Deep Ditch
Wall
Berm
Guard Rail
Guard Rail
Berm
Wall

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 14

Aerial Imagery Date: 2013

Junction Box / Lighting
Fiber Optic
Steep Berm
Guard Rail
Paved On Ramp
Central Ave
Fiber Optic
Lighting / Barrier
Guard Rail
Steep Berm
Paved Off Ramp
Ditch / Drainage
Drainage Feature
Belt Ct
Nebraska Ave
Florida Ave
Dixon Ave
Fence
Fiber Optic
Berm
Deep Ditch
Pavement
Pavement
Berm
Wall
Berm
E 113th Ave
E 112th Ave
Arden Ave
Mitchell Ave
INTERSTATE FLORIDA 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

Miles: 0 – 0.1
Meters: 0 – 50 – 100 – 150

Map 15

Aerial Imagery Date: 2013

122nd Ave
121st Ave
120th Ave
119th Ave
118th Ave
Florida Ave
Central Ave
Taliaferro Ave
Nebraska Ave
Fowler Ave
Bridge
Lighting
Paved Road
Berm
Low Area
Wall
Paved Off Ramp
Pavement
Pavement
Paved On Ramp
Guard Rail
Guard Rail
Fence / Lighting
Steep Berm
Planted Palm
Lighting / Barrier
Planted Palm
Steep Berm
Ditch
Fiber Optic
Fence
Steep Berm
Planted Pine
Planted Palm
Steep Berm

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

Miles: 0 — 0.1
Meters: 0 — 50 — 100 — 150

Map 16

Aerial Imagery Date: 2013

Wall
Low Area
Steep Berm
Pavement
Steep Berm
Wall
Bridge
Steep Berm
Pavement
Steep Berm
Wall
Lighting/Barrier
Low Area
Guard Rail
Pavement
Pavement
Guard Rail
Ditch
Berm
Wall
Wall

127th Ave
126th Ave
124th Ave
123rd Ave
Oak Rose Ln
Pine Violet Ct
Oak Cedar Pl
Central Ave
Taliaferro Ave
Nebraska Ave
Florida Ave
Mitchell St

INTERSTATE 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 17

Aerial Imagery Date: 2013

132nd Ave
131st Ave
130th Ave
Central Ave
Florida Ave
Mitchell Ave
Taliaferro Ave
Nebraska Ave
Lexington Blvd
129th Ave
Hoffman Blvd

Paved On Ramp
Steep Berm
Steep Berm
Paved Off Ramp
Berm
INTERSTATE 275
Berm
Lighting / Barrier
Berm
Wall
Fiber Optic
Pavement
Pavement
Drainage Feature
Drainage Feature
Guard Rail
Guard Rail
Drainage
Berm
Berm

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 18

Aerial Imagery Date: 2013

137th Ave

Paved Off Ramp

Berm

Central Ave

Fence

Steep Berm

Pavement

Pavement

Steep Berm

Low Ditch

Berm

Berm

Paved On Ramp

Wall

137th Ave

Grove Ave

Orange Ave

Summit Ave

Nebraska Ave

Fletcher Ave

Bridge

Gas Line

Fletcher Ave

Florida Ave

Fence

Berm

Steep Berm

Guard Rail

Lighting / Barrier

Guard Rail

Steep Berm

Paved On Ramp

Pavement

Pavement

Berm

Paved Off Ramp

Berm

Linnwood Dr.

Illinois Ave

Hawaii Ave

Current Conditions within the Project Footprint

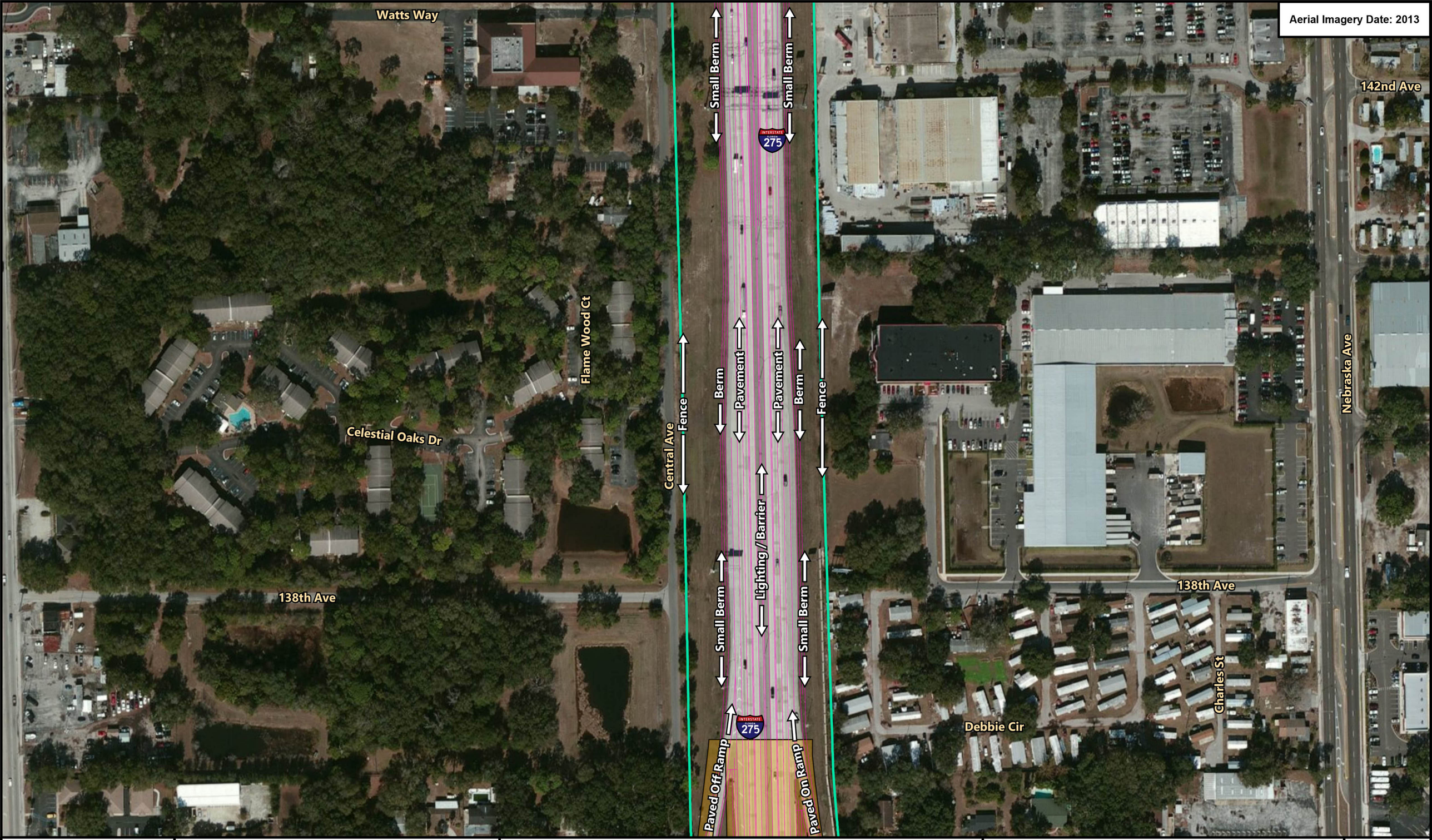
I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 19



Current Conditions within the Project Footprint

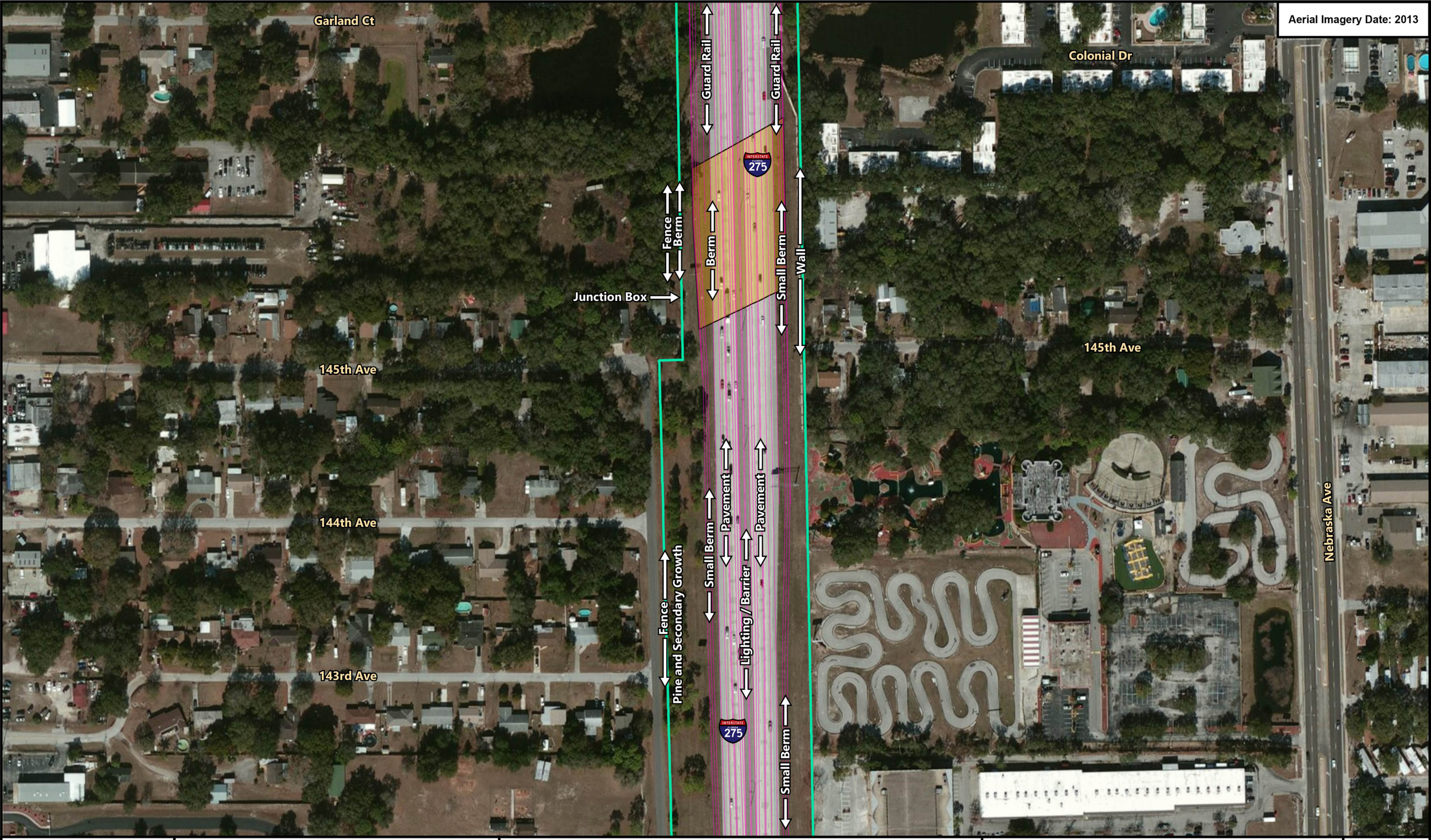
I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 20



Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 21

Aerial Imagery Date: 2013

Laurie Ln

Low Wet

Pond

Millstream Way

Briar Way

Guard Rail

Pavement

Lighting / Berm

Berm

Small Berm

Low Area between Berms

Small Berm

Fence

Pond

RED LEAF
8HI5631

Storm Water / Sewer

April Ln

Junction Box

Fiber Optic

Berm

Berm

Pavement

Wall

Guard Rail

Pavement

Guard Rail

April Ln

Walker Dr

Nebraska Ave

INTERSTATE 275

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 22

Aerial Imagery Date: 2013

Water Line
Drainage Grate
Fiber Optic
Sidewalk
Bearss Ave
Pavement
Concrete Median
Pavement
Water Line
Fiber Optic
Asphalt Shoulder
Water Line
Junction Box and Drainage
Pavement
Sidewalk
Florida Ave
Junction Box
Sidewalk
Paved Parking Lot
Bridge
Berm
Paved Off Ramp
Fiber Optic
Steep Berm
Pavement
Lighting / Berm
Pavement
Steep Berm
Paved On Ramp
Berm
Berm
Paved On Ramp
Fiber Optic
Steep Berm
Lighting / Berm
Steep Berm
Low Area between Berms
Berm
Concrete Barrier
Drainage
Pavement
Steep Berm
Lighting / Berm
Pavement
Pavement
Paved Off Ramp
Lighting / Berm
INTERSTATE 275
Paved Parking Lot
Retention Pond
Hydrant
Water
Sidewalk
Pavement
Concrete Median
Pavement
Bearss Ave
Sidewalk
Pavement
Fiber Optic
Nebraska Ave
Pine Crest Rd
Fisher Rd
Laurie Ln

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 23

Aerial Imagery Date: 2013

Clear Ln
Lakeshore Villa Dr
Manning Dr
Lakeshore Villa Dr
Sinclair Hills Rd
INTERSTATE FLORIDA 275
INTERSTATE FLORIDA 275
Nebraska Ave
Lake Burrell Dr
Sinclair Hills Rd
Fiber Optic
Drainage Berm
Paved Off Ramp
Pavement
Pavement
Lighting / Berm
Berm
Paved On Ramp
Lighting / Berm

Current Conditions within the Project Footprint

I-275 PD&E Study
(WPI Segment No.: 431821-1)

- Project Footprint
- Existing Right of Way
- Known Archaeological Site Within or Adjacent to Right of Way
- Zone of High Archaeological Site Potential
- Zone of Moderate Archaeological Site Potential

0 0.1 Miles

0 50 100 150 Meters

Map 24

Appendix D
Representative Photographs of the Archaeological APE

Location of 8HI5631 Illustrating Presence of Road Berm within Archaeological APE, facing North

Road Berm, Drainage Features, and Buried Utilities within ROW Adjacent to 8HI11609, facing North

Bridge Berm and Drainage Features adjacent to the Hillsborough River, facing South

Buried Utilities along Bearss Avenue, facing East

Road Berm and Buried Utilities near April Lane, facing South

Road Berm and Drainage Ditch North of E 109th Avenue, facing South

Appendix E
Survey Log

Ent D (FMSF only)_____

Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only) _____

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

Identification and Bibliographic Information

Survey Project (name and project phase) CRAS of SR 93/I-275 from North of Dr. Martin Luther King, Jr. Boulevard (SR 574) to North of Bearss Avenue (SR 678/CR 582)

Report Title (exactly as on title page) Cultural Resources Assessment Survey of State Road 93 (SR 93)/Interstate 275 (I-275) from North of Dr. Martin Luther King, Jr. Boulevard (SR 574) to North of Bearss Avenue (SR 678/County Road 582) Project Development and Environment Study

Report Authors (as on title page, last names first) 1. Janus Research 3. _____ 2. _____ 4. _____

Publication Date (year) 2015 **Total Number of Pages in Report** (count text, figures, tables, not site forms) 227

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

Janus Research, 1107 N. Ward Street, Tampa FL 33607

Supervisors of Fieldwork (even if same as author) Names Streelman, Amy; Pepe, Jim

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

1. SR 93 3. SR 574 5. CR 582 7. _____
2. I-275 4. SR 678 6. _____ 8. _____

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

Name _____ Organization Florida Dept of Transportation - District 7

Address/Phone/E-mail 11201 North McKinley Drive, Tampa, Florida 33612-6456

Recorder of Log Sheet Janus Research **Date Log Sheet Completed** 10-20-2015

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

Mapping

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

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

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

1. Name SULPHUR SPRINGS Year 1987 4. Name _____ Year _____
2. Name TAMPA Year 1981 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Description of Survey Area

Dates for Fieldwork: Start 1-26-2015 End 3-19-2015 **Total Area Surveyed** (fill in one) _____ hectares 490 acres

Number of Distinct Tracts or Areas Surveyed 1

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

Survey Log Sheet

Survey #_____

Research and Field Methods

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

Scope/Intensity/Procedures Cultural resource survey and documentation of historic resources; Pedestrian survey for archaeological resources.

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

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

☒other (describe): Janus Library

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

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled	☐shovel test-other screen size	☐block excavation (at least 2x2 m)
☐surface collection, **un**controlled	☐water screen	☐soil resistivity
☐shovel test-1/4"screen	☐posthole tests	☐magnetometer
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar
☐shovel test 1/16"screen	☐coring	☒pedestrian survey
☐shovel test-unscreened	☐test excavation (at least 1x2 m)	☐unknown

☐other (describe): _____

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

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☒exposed ground inspected	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☒other (describe): Visual inspection

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Sites 7 **Count of Newly Recorded Sites** 236

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

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

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

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

SHPO USE ONLY	SHPO USE ONLY	SHPO USE ONLY

Origin of Report: ☐872 ☐CARL ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational
☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report
☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc
☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: _____ **Plotability:** _____

CRAS of SR 93/I-275 from North of Dr. Martin Luther King, Jr. Boulevard to North of Bearss Avenue

A. Previously Recorded FMSF Numbers

HI609
HI4841
HI4842
HI5623
HI5625
HI6132
HI6153

B. Newly Recorded FMSF Numbers

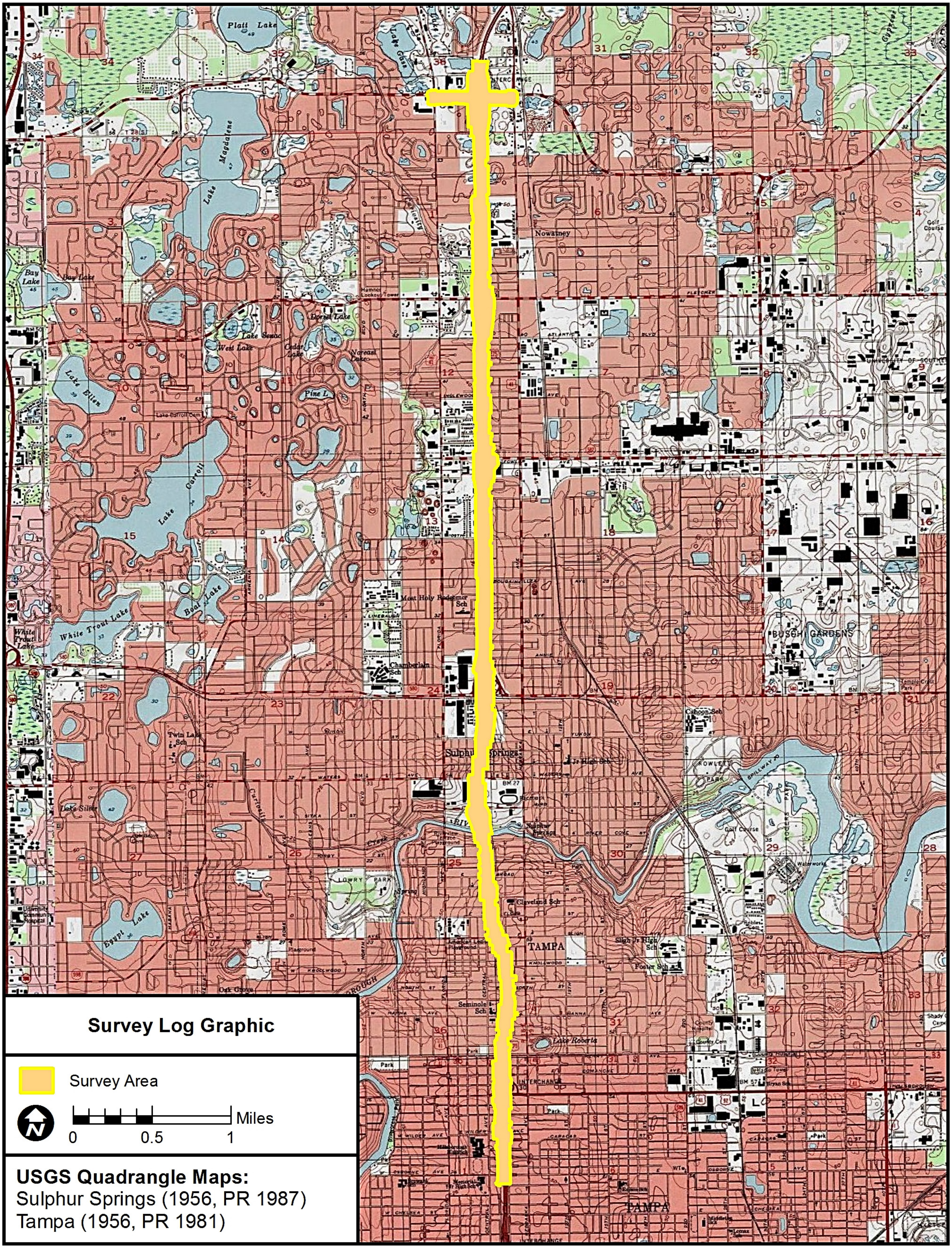
HI12356
HI12364
HI12369
HI12370
HI12376
HI12377
HI12385
HI12393
HI12394
HI12402
HI12403
HI12409
HI12410
HI12417
HI12418
HI12427
HI12428
HI12434
HI12438
HI12441
HI12445
HI12446
HI12452
HI12460
HI12468–HI12472
HI12479
HI12481–HI12483
HI12486
HI12487
HI12490
HI12491

HI12493
HI12495
HI12496
HI12499
HI12501
HI12504–HI12507
HI12509
HI12514
HI12516
HI12520
HI12526
HI12527
HI12535
HI12536
HI12538–HI12542
HI12546
HI12551
HI12552
HI12557
HI12565
HI12570–HI12572
HI12576, HI12582
HI12583
HI12586–HI12588
HI12590
HI12591
HI12594
HI12596–HI12600
HI12603
HI12608
HI12613
HI12616
HI12619
HI12625
HI12636
HI12639
HI12641
HI12643
HI12645
HI12648
HI12651
HI12653
HI12667
HI12669–HI12672

HI12674
HI12676
HI12678
HI12680
HI12684
HI12687
HI12690
HI12692–HI12695
HI12697
HI12699
HI12700
HI12707
HI12715
HI12716
HI12719
HI12723
HI12725
HI12728
HI12729
HI12731–HI12735
HI12739
HI12746–HI12749
HI12764
HI12767
HI12769
HI12773,
HI12777
HI12779
HI12783
HI12785
HI12787–HI12790
HI12792
HI12793
HI12795
HI12796
HI12798
HI12800
HI12802–HI12809
HI12811–HI12830
HI12832–HI12835
HI12837
HI12841
HI12843
HI12844

CRAS of SR 93/I-275 from North of Dr. Martin Luther King, Jr. Boulevard to North of Bearss Avenue

HI12846
HI12849
HI12850
HI12853–HI12855
HI12857
HI12858
HI12861
HI12863
HI12865–HI12869
HI12871–HI12876
HI12879–HI12882
HI12884
HI12885
HI12891–HI12895
HI12900
HI12903
HI12904
HI12906
HI12912–HI12919
HI12939–HI12941
HI12943
HI12945
HI12946



Survey Log Graphic
Survey Area
0
0.5
1
Miles
USGS Quadrangle Maps:
Sulphur Springs (1956, PR 1987)
Tampa (1956, PR 1981)