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FMSF Survey # 6216

Form Date 5/17/00

# Survey Log Sheet

Florida Master Site File
Version 2.0 9/97

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

Recorder of Log Sheet Joan Deming

## Identification and Bibliographic Information

Survey Project (Name and project phase) CRAS of US 98 Bypass, Dade City

Is this a continuation of a previous project? [X] No [ ] Yes Previous survey#(s)

Report Title (exactly as on title page) CRAS of the U.S. 98 Dade City Bypass Project Development and Environmental (PD&E) Study fromU.S. 301 South to U.S. 301 North, Pasco County, Florida

Report Author(s) (as on title page-individual or corporate)
Archaeological Consultants, Inc.

Publication Date (month/year) 5/00 Total Number of Pages in Report (Count text, figures, tables, not site forms) 66

Publication Information (if relevant, series and no. in series, publisher, and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*. See *Guide to the Survey Log Sheet.*) Archaeological Consultants, Inc.
P.O. Box 5103, Sarasota, FL 34277-5103

Supervisor(s) of Fieldwork (whether or not the same as author[s]) Joan Deming

Affiliation of Fieldworkers (organization, city) Archaeological Consultants, Inc.

Key Words/Phrases (Don't use the county, or common words like *archaeology, structure, survey, architecture.* Put the most important first. Limit each word or phrase to 25 characters). Dade City, U.S. 98 Bypass

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)
Name Florida Department of Transportation, District 7
Address/Phone 11201 N. McKinley Dr., Tampa, FL 33612-6456

## Mapping

Counties (List each one in which field survey was done-do not abbreviate) Pasco

**USGS 1:24,000 Map(s): Names/Dates:** Dade City, Fla. 1960, PR 1988

Remarks (Use supplementary sheet[s] if needed) Survey included 10 proposed pond sites and segment of U.S. 98 Bypass ROW. All newly recorded sites are historic structures.

## Description of Survey Area

Dates for Fieldwork: Start 12/99 End 01/00 Total Area Surveyed (fill in one) ____ hectares ____ acres

Number of Distinct Tracts or Areas Surveyed 11

If Corridor (fill in one for each) Width ____ meters ____ feet Length 2.6 kilometers 1.6 miles

Types of Survey (check all that apply) [X] archaeological [X] architectural [X] historical/archival [ ] underwater [ ] other:

# Survey Log Sheet of the Florida Master Site File

## Research and Field Methods

**Preliminary Methods** (Check as many as apply to the project as a whole. If needed write others at bottom).

- [ ] Florida Archives (Gray Building)
- [ ] Florida Photo Archives (Gray Building)
- [X] FMSF site property search
- [X] FMSF survey search
- [ ] other (describe)
- [X] library research - *(local public)*
- [X] library-special collection- *(non local)*
- [X] Public Lands Survey (maps at DEP)
- [X] local informant(s)
- [X] local property or tax records
- [X] newspaper files
- [X] literature search
- [ ] Sanborn Insurance maps
- [X] windshield survey
- [X] aerial photography

**Archaeological Methods** (Describe the proportion of properties at which method was used by writing in the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%, S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

- [ ] Check here if NO archaeological methods were used.

- __ surface collection, controlled
- __ surface collection, uncontrolled
- A shovel test-1/4" screen
- __ shovel test-1/8" screen
- __ shovel test-1/16" screen
- __ shovel test-unscreened
- __ other (describe):
- __ other screen shovel test (size: ___ ___)
- __ water screen (finest size: ___ ___)
- __ posthole tests
- __ auger (size: ___ ___)
- __ coring
- __ test excavation (at least 1x2 m)
- __ block excavation (at least 2x2 m)
- __ soil resistivity
- __ magnetometer
- __ side scan sonar
- __ unknown

**Historical/Architectural Methods** (Describe the proportion of properties at which method was used by writing in the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%, S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

- [ ] Check here if NO historical/architectural methods were used.

- __ building permits
- __ commercial permits
- S interior documentation
- __ other (describe):
- __ demolition permits
- A exposed ground inspected
- A local property records
- S neighbor interview
- S occupant interview
- __ occupation permits
- A subdivision maps
- A tax records
- __ unknown

**Scope/Intensity/Procedures** Archaeological and historical background reserch and field survey; archaeological field survey: 64 shovel tests (ST) total, of which 33 placed in proposed ponds and 31 dug at 25m and 50 m intervals; STs measure 0.5m diameter by 1m deep; 1/4 mesh screen

## Survey Results (cultural resources recorded)

Site Significance Evaluated? [X] Yes [ ] No If *Yes*, circle NR-eligible/significant site numbers below.

Site Counts: Previously Recorded Sites 1 Newly Recorded Sites 24

Previously Recorded Site #'s (List site #'s without "8." Attach supplementary pages if necessary) PA415

**Newly Recorded Site #'s** (Are you sure all are originals and not updates? Identify methods used to check for updates, ie, researched the FMSF records). List site #s without "8." Attach supplementary pages if necessary. PA1207-1227, PA165-1267

Site Form Used: [ ] SmartForm [ ] FMSF Paper Form [X] Approved Custom Form: Attach copies of written approval from FMSF Supervisor and Supervisor-signed form.

**DO NOT USE ********** SITE FILE USE ONLY ********** DO NOT USE**

BAR Related
- [ ] 872
- [ ] 1A32
- CARL
- [ ] UW

SHP Related
- [ ] State Historic Preservation Grant
- [ ] Compliance Review CRAT #

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

# FMSF NOTE TO IMAGE VIEWER

Some material contained in the corresponding paper manuscript has not been scanned.

Check material affected:

- ☐ Blueprints
- ☐ Map
- ☒ Site Forms
- ☐ Other, specify _____

This material can be viewed at the Florida Master Site File.

6210

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
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MEMBER OF THE FLORIDA CABINET
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Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
**Katherine Harris**
Secretary of State
DIVISION OF HISTORICAL RESOURCES

March 28, 2001

Mr. James E. St. John
Division of Administration
Federal Highway Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

RE: DHR Project File No. 2001-01641
*Cultural Resource Assessment Survey, U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North, Dade City, Pasco County.*
By Archaeological Consultants, Inc., December 2000.
WPI Segment No. 256423 1/FAP No: 3112-017P

Dear Mr. St. John:

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*, implemented through 1A-46, *Florida Administrative Code*, we reviewed the results of the field survey of the above referenced project and find them to be complete and sufficient.

Based on the information provided in the above report, we note that one previously recorded building (the Dade City ACL Railroad Depot, 8PA415) and twenty-four newly recorded buildings and structures (8PA1207-1227, 8PA1265-1267), were located and assessed as a result of the above field survey. No archaeological sites were located. The Dade City ACL Railroad Depot is listed on the *National Register of Historic Places*. The remaining twenty-four buildings and structures were determined to be ineligible. We concur with the findings and determinations in the above report. It is therefore the opinion of this agency that the twenty-four newly recorded buildings and structures are not eligible for listing in the *National Register of Historic Places*.

This office will need further documentation outlining project alternatives in order to address the potential impact of this project on the Dade City ACL Railroad Depot (8PA415). We look forward to coordinating with you on this project.

If you have any questions concerning our comments, please contact Ms. Robin Jackson, Historic Sites Specialist by electronic mail at rjackson@mail.dos.state.fl.us, or at 850-487-2333 or 800-847-7278. Thank you for your interest in protecting Florida's historic properties.

Sincerely,

Frederick P. Gaske, Deputy SHPO

for Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Jrj
xc: C. L. Irwin, FDOT
Rick Adair, FDOT, District Seven

6210

# CULTURAL RESOURCE ASSESSMENT SURVEY
# U.S. 98 DADE CITY BYPASS
# PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
# FROM U.S. 301 SOUTH TO U.S. 301 NORTH
# PASCO COUNTY, FLORIDA

**WPI Segment No: 256423 1**
**FAP No: 3112-017P**

**This project evaluates improvement alternatives for the proposed U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North in Pasco County, Florida. The approximate length of the project is 1.6 miles.**

**Prepared for:**

**Florida Department of Transportation**
**District Seven**
**11201 North McKinley Drive**
**Tampa, Florida 33612-6456**

**Prepared by:**

**Archaeological Consultants, Inc.**
**2345 Bee Ridge Road, Suite 6**
**Sarasota, Florida 34239**

**In association with:**

**Parsons Brinckerhoff Quade & Douglas, Inc.**
**5405 West Cypress Street, Suite 300**
**Tampa, Florida 33607**

CRAT# 2001-01641

**December 2000**

# EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for improvement alternatives to U.S. 98 Dade City Bypass from the vicinity of the U.S. 301 South intersection to the vicinity of the U.S. 301 North intersection in Pasco County, Florida. The Study is also evaluating proposed pond site areas. The project is approximately 1.6 miles long. A cultural resource assessment survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 ("Archaeological and Historical Resources") of the FDOT's Project Development and Environment Manual (revised January 1999), and the standards contained in "The Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources" manual (revised November 1990).

The purpose of the cultural resource assessment survey was to locate, identify, and bound any cultural resources within the project area of potential effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted in December 1999 and January 2000. This report documents the results of the CRAS component of the PD&E Study, and includes the roadway alignment alternatives as well as proposed stormwater retention/mitigation areas for this project.

Archaeological background research, including a review of the Florida Site File (FSF) and the NRHP, indicated that 32 archaeological sites have been recorded previously within 3.0 miles of the project corridor. None is located within the U.S. 98 Dade City Bypass right-of-way (ROW). A review of relevant site locational information for environmentally similar areas within Pasco County and the surrounding region indicated a moderate to high probability for the occurrence of prehistoric sites within portions of the project corridor. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results of historical research suggested a low to moderate potential for historic period archaeological sites associated with late nineteenth and early twentieth century settlements and roads. As a result of the field survey, no prehistoric or historic period archaeological sites were found.

Historical background research, including a review of the FSF and the NRHP, indicated that one historic resource (50 years of age or older) was recorded previously in the project area. This NRHP-listed property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 U.S. 98 Bypass, is located within the U.S. 98 Bypass PD&E Study project APE. Field survey resulted in the location and recording of 24 additional historic properties (8PA1207-1227, 8PA1265-67). The 24 newly recorded historic resources represent residential or commercial buildings common to the area.

Additionally, the properties are neither distinguished by their architectural features, nor are they known to be associated with significant events or with the lives of persons significant in the past. Based upon these criteria, none of the 24 properties appear to be eligible for listing in the NRHP, either independently or as part of a historic district. The Vitality Beverages, Inc. (former Lykes-Pasco) citrus plant complex at 15000 U.S. 301 was also examined during this investigation due to its historical importance to the surrounding area. Access to the property was denied by the owner. Although visual examination from the existing right-of-way and historical research suggests that a portion of this complex may be potentially eligible for listing in the NRHP, the concentration of historic buildings appears to be approximately 450 feet north of the U.S. 301/U.S.98 Bypass intersection, outside of the U.S. 98 Bypass Project APE. Due to the denial of access and the distance from the project's APE, neither a FSF form nor a request for a Determination of Eligibility were prepared for this property.

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# LIST OF FIGURES AND TABLES

# 1.0 INTRODUCTION

## 1.1 PROJECT DESCRIPTION

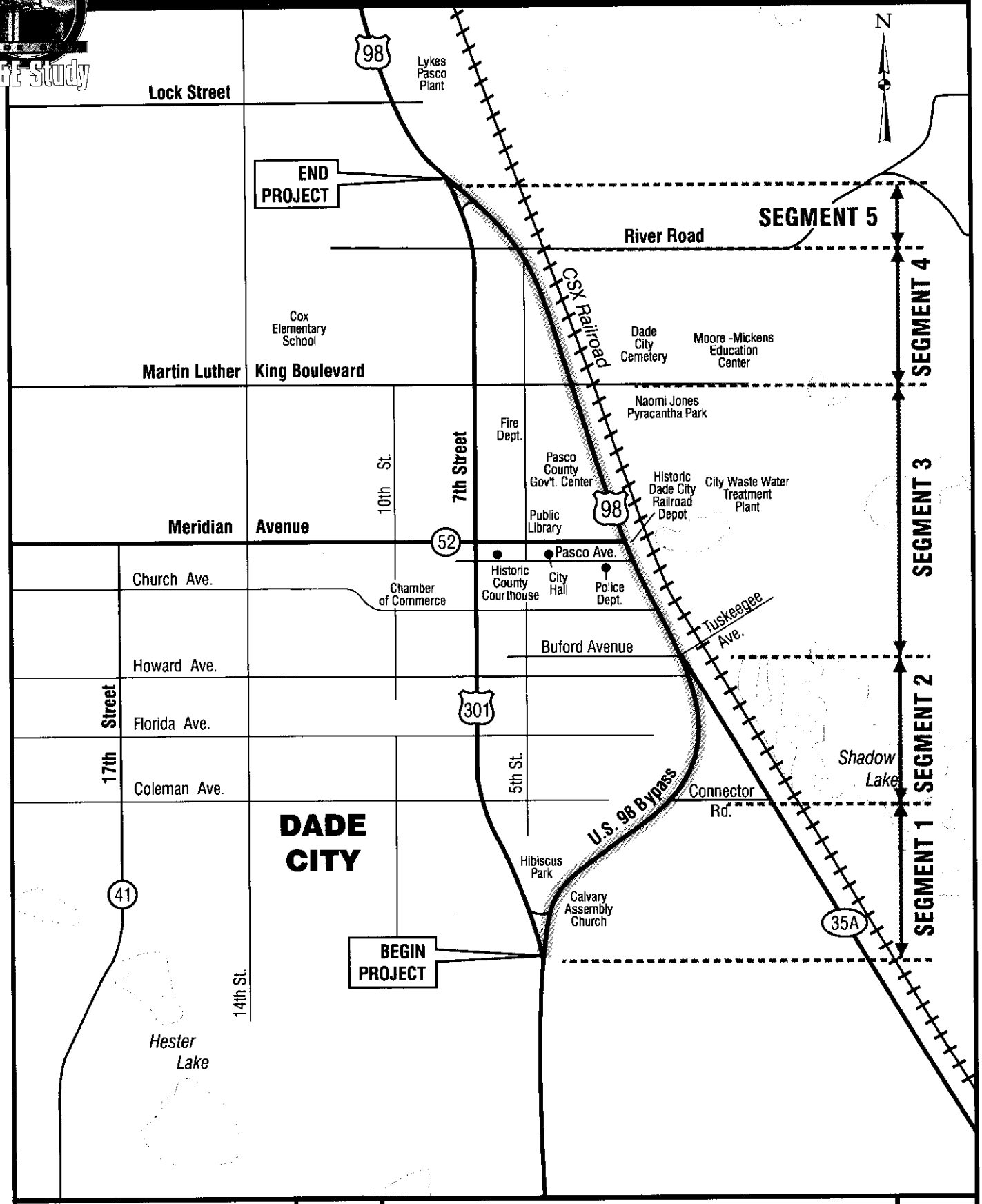
The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for improvement alternatives along the U.S. 98 Dade City Bypass from the vicinity of the U.S. 301 South intersection to the vicinity of the U.S. 301 North intersection in Pasco County, Florida. The project location map in Figure 1.1 illustrates the location and limits of the Study. The objective of the PD&E Study is to provide documented environmental and engineering analyses to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location and conceptual design of the necessary improvements, in order to accommodate future traffic demand in a safe and efficient manner. The PD&E Study also satisfies the requirements of the National Environmental Policy Act (NEPA) and the Federal Highway Administration (FHWA) in order to qualify the proposed project for federal-aid funding of future development phases of the project. This report documents the results of the cultural resource assessment survey (CRAS) component of the PD&E Study, and includes roadway alignment alternatives as well as proposed stormwater retention/mitigation areas for this project.

The total project length is approximately 1.6 miles. The proposed improvements consist of widening the existing two-lane rural roadway to a four-lane divided highway. The corridor analysis for this study recommends that the proposed improvements follow the existing U.S. 98 Bypass. Proposed improvement alternatives include left, center, and right alignments. The traffic analysis for this study recommends a four-lane divided urban typical section using about 102 feet of right-of-way (Figure 1.2). The existing U.S. 98 Dade City Bypass right-of-way varies from 60 feet to 115 feet.

## 1.2 AREA OF POTENTIAL EFFECTS (APE)

For the purposes of the archaeological survey, the area of potential effects (APE) was defined as the variable width existing right-of-way as well as the areas of potential ponds. The APE for the historical/architectural survey stretched the extent of the project limits from the vicinity of the U.S. 301 South intersection on the south to the vicinity of the U.S. 301 North intersection on the north. The east and west boundaries extended approximately 200 feet on each side of the edge of the existing right-of-way. However, the proposed project would not require any railroad right-of-way, the APE extended only to the railroad right-of-way in the areas adjacent to the railroad.

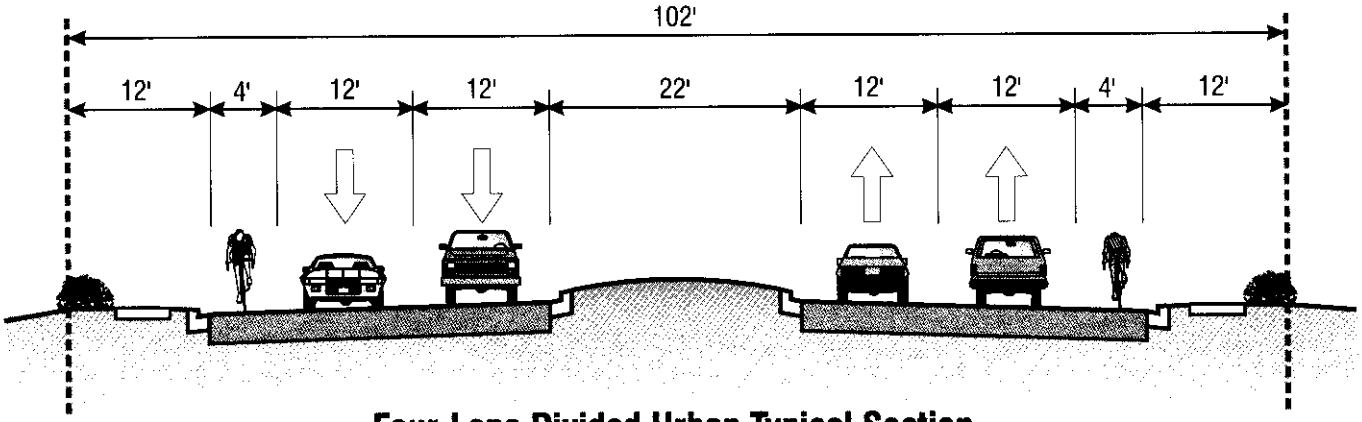
# U.S. 98 BYPASS PD&E STUDY




**From U.S. 301 South to U.S. 301 North**
Dade City, Pasco County
WPI Segment No. 256423 1
Federal Aid Project Number 3112-017P

## PROJECT LOCATION MAP

Figure 1.1




**Four-Lane Divided Urban Typical Section**

## 1.3 PURPOSE

The purpose of the cultural resource assessment survey was to locate, identify and bound any prehistoric and historic period archaeological sites and historic structures located within and adjacent to the U.S. 98 Dade City Bypass project corridor as well as ten potential pond site areas, and to assess site significance in terms of eligibility for listing in the NRHP. The historical/architectural and archaeological field surveys were conducted in December 1999 and January 2000. Field surveys were preceded by background research. Such work served to provide both an informed set of expectations concerning the kinds of cultural resources which might be anticipated to occur within the project's APE, as well as a basis for evaluating any new sites discovered.

This survey was initiated in order to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained within the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 ("Archaeological and Historical Resources") of the FDOT's Project Development and Environment Manual (revised January 1999), and the standards contained in "The Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources" manual (revised November 1990).

# 2.0 ENVIRONMENTAL SETTING

## 2.1 PROJECT LOCATION AND PHYSICAL ENVIRONMENT

The U.S. 98 Dade City Bypass PD&E Study project is located in Sections 26, 27, 34, and 35 of Township 24 South, Range 21 East (USGS Dade City, Fla. 1960, PR 1988) in Pasco County. The project corridor extends from the vicinity of the U.S. 301 South intersection to the vicinity of the U.S. 301 North intersection, a distance of approximately 1.6 miles. Existing land use along the U.S. 98 Dade City Bypass right-of-way includes residential, commercial, and industrial areas, as well as some open lands. Development is primarily concentrated within the limits of Dade City.

Environmental factors such as geology, topography, relative elevation, soils, vegetation, and water resources are important in determining where prehistoric and historic period archaeological sites are likely to be located. These variables influenced what types of resources were available for utilization in a given area. This, in turn, influenced decisions regarding settlement location and land-use patterns. Because of the influence of the local environmental factors upon the aboriginal inhabitants, a discussion of the effective environment is included.

## 2.2 PHYSIOGRAPHY AND GEOLOGY

Pasco County is located within the central or mid-peninsular physiographic zone, which is characterized by discontinuous highlands in the form of sub-parallel ridges aligned with the axis of the peninsula and separated by broad valleys (Puri and Vernon 1964). The ridges in this area tend to be above the piezometric surface while the valleys are below it. This influences the form and availability of water resources. Geologically, the project corridor lies within the southern section of the Brooksville Ridge (White 1970). It is underlain by the sandy clays, silts, and carbonates associated with the Tertiary Hawthorne formation (Arthur 1993). The topography along the right-of-way is gently sloping with elevations ranging from 75 to 100 feet above mean sea level (AMSL).

## 2.3 LITHIC RESOURCES

Stone played an important role in the lifeways of the prehistoric people that lived in this part of Florida. Due to the highly acidic nature of the Florida soils, preservation of organic cultural material is quite poor. Thus, stone tools and the debris from their manufacture are by far the most prevalent archaeological material present at inland prehistoric sites. Besides providing the medium from which implements utilized in hunting,

butchering, and hide processing were produced, stone was also used in the production of tools for working bone, wood, shell, and vegetal fiber (Purdy and Beach 1980).

Two kinds of lithic raw material were utilized by prehistoric populations in west-central Florida, namely silicified limestone, known by geologists and archaeologists as chert, and silicified coral. Chert and silicified coral are the result of silicification of two host materials, i.e., Miocene limestones and coral, respectively (Upchurch et al. 1982).

A dominant structural feature, the Ocala Uplift, controls the outcrop patterns in this part of Florida (Deuerling and MacGill 1981). Chert is restricted to the flanks of areas of tectonic upheaval, in this case, the margins of the Ocala Uplift. Over the past several decades, researchers have attempted to isolate and identify the origins of specific types of chert based on physical properties, e.g., trace elements, chemical, mineralogical, and petrological properties (Purdy and Blanchard 1973; Purdy 1976; Upchurch et al. 1982). The most successful efforts have been produced by Upchurch and his students, whose work focused on the identification of quarry clusters. Quarry clusters are defined as geographical areas containing outcrops of chert which are uniform in fabric, composition, and fossil content and which were visited and utilized by early humans (Upchurch et al. 1982). Nineteen quarry clusters have been identified in Florida, as well as several sub-areas within quarry clusters (Upchurch et al. 1982). This identification has allowed archaeologists to recognize variation in regional cherts and place them into a spatial framework with respect to location of archaeological sites.

There are three quarry clusters within and proximate to the project area: the Upper Withlacoochee, the Hillsborough River, and the Brooksville Quarry Clusters. The Upper Withlacoochee Quarry Cluster is present in the eastern half of the county. Here, the cherts were formed when the Crystal River and Suwannee Limestones were replaced with various silicates. These cherts are grayish black, medium gray, very light gray, pale grayish yellow, pale yellowish orange, and/or grayish orange in color. When heat treated, the chert becomes a moderate reddish brown (Upchurch et al. 1982:134). Miliolids are also common in these cherts. This quarry cluster is a significant source of silicified coral.

The Hillsborough River Quarry Cluster extends along the Hillsborough River and its tributaries to Hillsborough Bay. Cherts from this cluster vary widely in color and fabric, and contain few diagnostic fossils. The presence of organics in the soil and exposure to ground water containing a large amount of pyrite has resulted in the generic Hillsborough River chert appearing translucent to opaque and dark gray/black in color, as well as red and brown (Upchurch et al. 1982). Several sub-areas within the Hillsborough cluster have been identified based on more specific criteria of reference fossils, rock fabric, and rock color (Goodyear et al. 1983; Upchurch et al. 1982). The Cow House Creek sub-area extends from the Hillsborough River to Lake Thonotosassa and along Cow House and Flint Creeks. Also known as the Flint Creek sub-area (ACI/Janus Research 1994), chert from this sub-area contains fossil casts of the reproductive oogonia of charophytes, a freshwater plant that

secretes calcium carbonate. In terms of color and rock fabric, these cherts are the same as other generic Hillsborough River cherts (Upchurch et al. 1982).

Type-4 chert, first described by Goodyear et al. (1983:58-60), outcrops at Rocky Point, Rocky Creek (Deming et al. 1984; Estabrook and Williams 1992), Ballast Point, and in isolated areas along the Hillsborough River, including an area within the Cow House/Flint Creek sub-area (Goodyear et al. 1983:60). Type-4 cherts are white to buff in color and contain Peneroplid foraminifera, common to the Tampa/St. Marks Formation. Because of the large amount of fossil molds and a much more grainy rock fabric, Type-4 chert is considered a lower grade chert than other Hillsborough River materials (ACI/Janus Research 1994:2-3).

The Brooksville Quarry Cluster is located to the north. The chert here is derived from Suwannee Formation limestones. Numerous lithic procurement sites are associated with this cluster (Upchurch et al. 1982:100). Chert quarry sites and/or exposures are often associated with collapsed sinks or other karst-related features. Brooksville Quarry Cluster cherts are variable in color, including white, very light gray, medium gray, pale orange pink, pale grayish orange, and/or grayish orange pink. This chert was formed from grainstone or packstone. Miliolid foraminifera and the presence of quartz sand within the fabric distinguish this chert type (Upchurch et al. 1982:130).

Silicified coral is the product of the replacement of the original coral aragonite skeletal material with silicates. Such replacement often preserved the fabric of the coral resulting in the distinctive "star" pattern in the stone if it is broken perpendicular to the plant's axis. The fossil genus most common is *Siderastrea*, a fossil found in Miocene and Oligocene formations of Florida and southern Georgia (Upchurch et al. 1982). Silicified coral cannot as yet be identified as to source location though outcrops occur in the Green Swamp and along the Hillsborough River (Upchurch et al. 1982). Silicified coral was frequently thermally altered by prehistoric humans in order to improve its workability. Silicified coral that has been thermally altered often appears deep pink/red in color, possesses a waxy luster, and occasionally exhibits spalling in the form of potlid fractures, as well as small fissures known as crazing.

## 2.4 SOILS AND VEGETATION

The project corridor, located entirely within the Lake-Candler soil association, is characterized by nearly level to gently sloping terrain with excessively drained soils (Stankey 1982). The specific soil types include Lake fine sand, 0-5% slopes; Tavares-Urban land, 0-5% slopes; Urban land; Quartzipsamments; and Placid fine sand. The best drained soil is the Lake fine sand, which is excessively drained. This soil type is found on upland ridgetops and low hillsides and is vegetated in bluejack, turkey, and blackjack oaks, and scattered longleaf pine. The understory consists of scattered palmetto, pineland threeawn, bluestem and

paspalum. Tavares-Urban land tends to be moderately well drained and located on low ridges. The Tavares sands are more often associated with the vegetative regime consisting of slash and longleaf pine, blackjack, turkey, and post oaks, and an understory of pineland threeawn, creeping bluestem, lopsided indiangrass, hairy panicum, low panicum, purple lovegrass, and broomsedge bluestem (Stankey 1982). The Quartzipsamments and Urban lands have been altered, and thus, are not useful in archaeological site location predictive models. The Placid fine sands are nearly level and very poorly drained. The vegetation associated with this soil type includes pond pine, bay, scattered cypress, gum, and coarse, water-tolerant grasses (Stankey 1982).

## 2.5 LOCAL HYDROLOGY

Pasco County is situated within the Middle Gulf Hydrologic System (Cherry et al. 1970). The major permanent streams are the Withlacoochee, Hillsborough, Pithlachascotee and Anclote Rivers. Numerous small streams and creeks are located in the coastal areas. Springs are also somewhat common along the coast. Almost 200 lakes are scattered throughout the county (Stankey 1982) though many shrink in size or become completely dry during extended arid periods. During the Late Pleistocene/Early Holocene, many of these water features were non-existent. The surface drainage of the area is very poorly developed. The disposal of surface water through sinkhole drains has precluded general development of well defined streams (Wetterhall 1964:7). The few streams that do occur in the interior portions of the county terminate in sinkhole drains. Fresh water sources along the U.S. 98 Dade City Bypass are limited to swamps located east of the project corridor. The Withlacoochee River is approximately 3.0 miles to the east-northeast.

## 2.6 PALEOENVIRONMENTAL CONSIDERATIONS

The prehistoric environment of Dade City and the surrounding area was different from that which is seen today. Sea levels were much lower, the climate was drier, and potable water was scarce. Dunbar (1981:95) notes that due to the arid conditions during the period 16,500 to 12,500 B.P., "the perched water aquifer and potable water supplies were absent." Palynological studies conducted in Florida and Georgia suggest that between 13,000 and 5000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). The rise of sea levels severely reduced xeric habitats over the next several millennia.

By 5,000 years ago, the mid Holocene hypsithermal, a climatic event marking a brief return to Pleistocene climatic conditions, induced a change towards more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species,

grasses and sedges (Carbone 1983). At Lake Annie, in south central Florida, pollen cores are dominated by wax myrtle and pine. The assemblage suggests that by this time a forest dominated by longleaf pine, along with cypress swamps and bayheads, existed in the area (Watts 1971, 1975). By about 3500 B.C., surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to 5 feet above present levels. After this time, modern floral and climatic and environmental conditions began to be established (Watts 1975).

Faunal changes are more difficult to document due to the mixing of the species record and the lack of accessibility of sites containing faunal remains. Webb (1981) has compiled a list of 22 extinct mammal species that occupied the southeastern continent some 14,000 years ago. These include: giant land tortoise, giant ground sloth, mastodon, mammoth, camel, bison, giant beaver, wolf, jaguar, and horse. The predominant species were large grazers, some of which were herd ungulates (Carbone 1983:10). Within Florida, the presence of long nosed peccary, spectacled bear, southern llama, and giant armadillo indicate that this region possessed a rich and diverse environment (Carbone 1983).

# 3.0 PREHISTORIC REVIEW

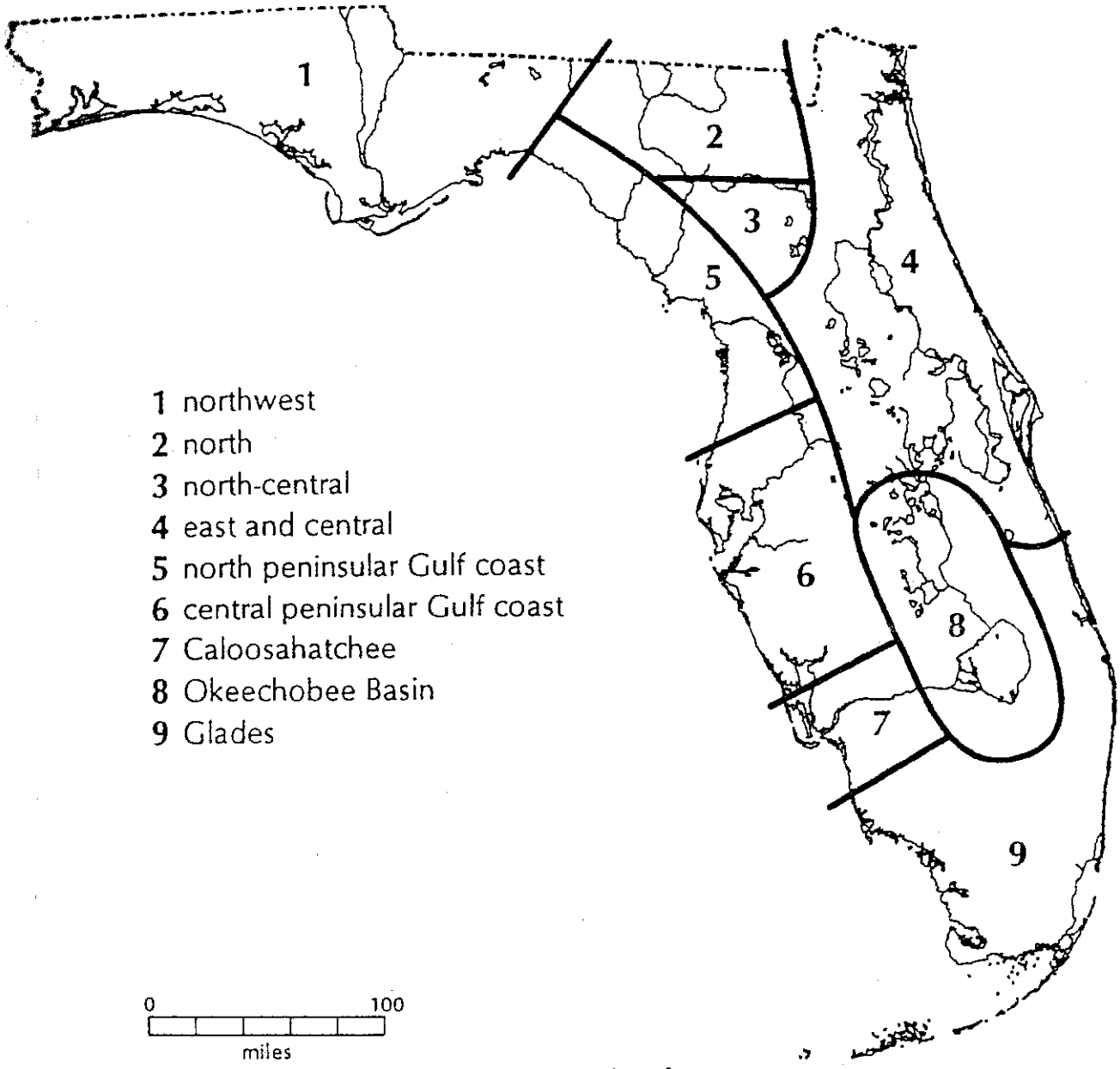
A discussion of the regional prehistory is included in cultural resource assessment reports to provide a framework within which the local archaeological record can be examined. Archaeological sites are not individual entities, but rather are part of once dynamic cultural systems. As a result, individual sites cannot be adequately examined, interpreted, or evaluated without reference to other sites and resources in the general area.

Archaeologists summarize the prehistory of a given area (i.e., an archaeological region) by outlining the sequence of archaeological cultures through time. Archaeological cultures are defined largely in geographical terms, but also reflect shared environmental and cultural factors. The Dade City Bypass project corridor in Pasco County is located in the transition zone between the Central and North Peninsula Gulf Coast archaeological regions as defined by Milanich and Fairbanks (1980:24-26). The Central Peninsula Gulf Coast region extends from the northern portion of Charlotte Harbor to north of Tampa Bay, while the North Peninsula Gulf Coast region extends from Pasco County northward to the Big Bend/Apalachee Bay area (Figure 3.1). Within these zones, Milanich and Fairbanks (1980), and, more recently, Milanich (1994) have defined the Paleo-Indian, Archaic, Formative, Mississippian, and Acculturative stages on the basis of unique sets of material culture traits such as characteristic stone tool forms and ceramics, as well as subsistence, settlement, and burial patterns. These broad temporal units are further subdivided into culture phases or periods: Paleo-Indian, Archaic, Orange, Florida Transitional, Deptford, Manasota, Weeden Island, and Safety Harbor (Table 3.1). Since the project area lies within a transitional zone, traits associated with both archaeological regions may be expected within the project area.

Aboriginal populations have inhabited Florida for at least 14,000 years. The earliest cultural stages are fairly similar throughout the southeastern U.S. Cultural regionalism began to develop approximately 4000 years ago with the advent of fired clay pottery, and was evident by 500 B.C. A summary of the major cultural stages follows.

## 3.1 PALEO-INDIAN

The earliest known cultural period in the region is the Paleo-Indian, which began with the first human arrivals in Florida at the end of the Pleistocene epoch, ca. 10,000 to 12,000 B.C., and which terminated about 6500 B.C. (Milanich and Fairbanks 1980:38). The Florida peninsula at this time was quite different than today. The climate was drier and cooler, and was typified by xerophytic species of plants, with scrub oaks, pine, open grassy prairies, and savannas most common (Milanich 1994:40). When human populations were arriving in Florida, the sea levels were still as much as 115 feet below present levels and coastal regions of Florida extended miles beyond present-day shorelines (Milliman and Emery




Post–500 B.C. regions of precolumbian Florida.

**Figure 3.1.** Florida Culture Areas (Milanich and Fairbanks 1980; Milanich 1994). The project area is located in the Transition Zone between the north peninsular Gulf Coast (5) and the central peninsular Gulf coast (6).

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**Table 3.1. Cultural Chronology and Traits.**

| Cultural Period Time Frame | CENTRAL PENINSULA GULF COAST | NORTH PENINSULA GULF COAST |
|---|---|---|
| Paleo-Indian 12,000 - 7500 B.C. | Migratory hunters and gatherers traveling between permanent and semi-permanent sources of water; Oasis model; Suwannee and Simpson projectile points; unifacial scrapers. | |
| Early Archaic 7500-5000 B.C. | Hunters and gatherers; sites found in a variety of locales; stemmed projectile points such as Arredondo, Hamilton, and Kirk varieties, increase in population size and density, burials in wet environment cemeteries; fabric and cordage available. | |
| Middle Archaic 5000-3000 B.C. | Occupation in the Hillsborough River drainage and along the Gulf coast; more evidence for coastal occupation; increased sedentism; increased variety of site types; burials also occur within midden deposits; stemmed, broad bladed projectile points; Newnan point most common; increased use of thermal alteration and silicified coral for stone tool manufacture. | |
| Late Archaic/Orange 3000-500 B.C. | Preceramic and ceramic sites; point types include Culbreath, Clay, and Lafayette; orange series ceramics are fiber tempered and molded; plain ceramics early on; by 1650 B.C. geometric designs and punctations decorate the vessels; increased occupation of the coastal lagoons. | |
| Deptford 500 B.C. - A.D. 200 Manasota 500 B.C. - A. D. 700 | Primarily a coastal manifestation with inland extractive camps; Deptford ceramics (North Peninsula Gulf Coast) were sand tempered and decorated with simple, check, and linear check stamping; Manasota ceramics (Central Peninsula Gulf Coast) were primarily sand tempered no decoration; economically focused on the exploitation of the marine resources; permanent residences along the coast; increased complexity in burial practices. | |
| Weeden Island-related A.D. 200-900 | | Ceramics tempered with sand or limestone (Pasco wares); most coastal shell midden composed of oyster; farming may have occurred at inland sites; village ceramics were primarily plain; riverine and freshwater marsh environments were also exploited; many burial mounds were continuously used. |
| Late Weeden Island-related A.D. 700-900 | Wakulla and St. Johns Check Stamped ceramics are found in village sites and burial mounds; subsistence patterns similar to the previous period; extensive trade networks; increased socio-political complexity; major sites located in the coastal areas. | |
| Safety Harbor (pre-columbian) A.D. 900-1500 | Most sites are still located along the coast, but some are inland; most village pottery is undecorated (Pinellas Plain in Central Peninsula Gulf Coast and Pasco Plain in North Peninsula Gulf Coast); mound sites have decorated ceramics; hunters and fisherfolk utilizing bay-estuarine resources; platform mound and village complexes as well as dispersed settlements; Southeast Ceremonial Complex influences though no intensive agricultural pursuits. | |
| Safety Harbor (colonial period) A.D. 1500-1725 | European artifacts appear at sites; settlement and subsistence patterns are similar to the precolumbian period until disease and warfare disrupt the aboriginal social system and decimate the populations. | |

1968). Thus, Paleo-Indian sites may exist below the waters of the Gulf of Mexico and off the Atlantic coast (Clausen et al. 1979; Ruppé 1980). Evidence of this includes sites that were discovered as a result of dredging activities in the Gulf (Karklins 1970).

Most of the information about this period, which is thought to be characterized by small nomadic bands of hunters and gatherers, is derived from underwater excavations at two inland spring sites in Sarasota County: Little Salt Spring and Warm Mineral Springs (Clausen et al. 1979). In addition, the Nalcrest Site, located on Lake Weohyakapka in southeastern Polk County (Bullen and Beilman 1973), has yielded a distinctive microlithic tool assemblage datable to the Late Paleo-Indian and/or succeeding Early Archaic time.

Excavation at the Harney Flats Site in Hillsborough County has provided a rich body of data concerning Paleo-Indian lifeways (Daniel and Wisenbaker 1987). Analysis indicates that this site was used as a quarry-related base camp (Daniel and Wisenbaker 1987). Also, research at this site has served to confirm the contention that permanent sources of water, scarce during this drier and cooler time, were very important to Paleo-Indian populations. Since the climate was cooler and drier, it is likely that the presence of permanent sources of water, such as springs, combined with the availability of certain fixed resources, such as chert, were important factors in Paleo-Indian site location. The Colorado Site, in Hernando County, contained a Paleo-Indian lithic workshop located proximate to several chert quarry areas (Horvath et al. 1998). More locally, sites 8PA467 and 8PA469 reportedly also have Paleo-Indian components (FSF).

Other research in the region has shown that at least portions of the shell deposits bordering now submerged river channels in Tampa Bay were probably middens deposited during the Paleo-Indian period (Goodyear et al. 1983; Goodyear and Warren 1972). Paleo-Indian sites are most readily identified by lanceolate-shaped stone projectile points, such as the Simpson and Suwannee types (Bullen 1975:6). During the late Paleo-Indian period, these large lanceolate points were replaced by the smaller Tallahassee, Santa Fe, and Beaver Lake types (Milanich 1994:53).

## 3.2 ARCHAIC

As the Paleo-Indian period gradually came to a close, climatic changes occurred, and the Pleistocene megafauna died out. Archaeological evidence suggests a slow cultural change which led toward an increasingly intensive exploitation of localized food resources. These changes may reflect a transition from the late Pleistocene to a more seasonal, modern climate when the pine-dominated forest began to cover the landscapes. With loss of the Ice Age mammals, Archaic populations turned to the hunting of smaller game such as deer, raccoon, and opossum, as well as a reliance on wild plants and shellfish, where available.

The Archaic stage has been divided into three periods: Early, Middle, and Late (or Ceramic) Archaic. Bullen (1959, 1975) separates the Orange (2000 to 1000 B.C.) and the Transitional (1200 to 500 B.C.) periods from the Late Archaic. Milanich (1994:35), however, suggests that even with the advent of fired clay pottery, the basic lifestyles of the aboriginal

occupations of the Late Archaic remained relatively unchanged. The local variants of the Late Archaic evolved into more recognizable regional cultures around 500 B.C.

The Early Archaic period, ca. 6500 to 5000 B.C., is well documented in Florida, and generally recognized by the presence of Dalton and/or Bolen type projectile points (Bullen 1975). Discoveries at Little Salt Spring in Sarasota County (Clausen et al. 1979) and the Windover Site in Brevard County (Doran and Dickel 1988) indicate that bone, antler, and wood tools were also used. In addition, the Windover Site "possesses one of the most complex and diverse set of textile materials from this time period in the New World"(Doran and Dickel 1988:274). The archaeological record suggests a diffuse, yet well-scheduled pattern of exploiting both coastal and interior resources. Most Early Archaic sites are small, seasonal campsites. The Early Archaic tool assemblages are more diverse than the preceding Paleo-Indian tool kits, and include specialized stone tools for performing a variety of tasks (Milanich and Fairbanks 1980).

During the Middle Archaic, ca. 5000 to 3000 B.C., a shift from the dispersed settlement pattern of the preceding period to a system of base camps with numerous, smaller satellite camps has been hypothesized. The changes in settlement pattern resulted in a maximizing of forest resources, and may indicate that larger bands of people were living together part of the year. Artifacts associated with this period include broad-bladed, stemmed projectile points such as the Newnan, Marion, and Putnam types. Thermal alteration of chert and coral as part of the tool manufacturing process was prevalent during this time (Ste. Claire 1987). Also, specialized tools such as microliths and burins, large chopping implements, as well as an array of expedient tools have been found at archaeological sites. A few regional cemetery sites, with interments in bogs, springs and other wetlands, provide the first evidence for mortuary ceremonialism during the Middle Archaic. Middle Archaic sites are found in a variety of locations including the Hillsborough River drainage northeast of Tampa Bay (Milanich 1994:76). Several Middle Archaic period campsites were also recorded and excavated as part of the Interstate 75 archaeological project in the late 1970s to early 1980s, including 8HI450(D) (Daniel and Wisenbaker 1981), 8HI483(B) (Gagel 1981), and the Deerstand (Daniel 1982) and Wetherington Island (Chance 1982) sites in Hillsborough County. The Gorges Site, located along the Anclote River, also has a Middle Archaic component (Horvath et al. 1997).

During the Late Archaic, ca. 3000 to 1200 B.C., populations increased and became more sedentary as the result of the arrival of essentially modern environmental conditions (Milanich 1994). The projectile points used by the Late Archaic populations were virtually the same as those utilized during the Middle Archaic with the inclusion of the Clay, Culbreath, and Lafayette stemmed and corner-notched varieties. A greater reliance on marine resources is indicated in coastal areas. Subsistence strategies and technologies reflect the beginnings of an adaptation to these resources. For example, it was during this period that coastal and riverine shell middens began to accumulate. One of the best known and preserved sites of this type is the Palmer Site in Sarasota County. Here, a horseshoe-shaped

shell midden apparently circles a freshwater spring adjacent to Sarasota Bay (Bullen and Bullen 1976). The introduction of fiber-tempered ceramics, the earliest pottery manufactured, also marks the Late or Ceramic Archaic period, ca. 2000 to 1000-500 B.C. (Milanich and Fairbanks 1980:60).

Bridging the close of the Archaic stage and the beginning of the Formative is the Florida Transitional period, ca. 1200 to 500 B.C., as defined by Bullen (1959). This time is characterized by a continued exploitation of shellfish, fish, and wild plants, as well as a continued reliance on hunting (Bullen et al. 1978; Bullen 1959). Bullen hypothesized that during the Florida Transitional period, the diffusion of culture traits, resulting from the movements of small groups of people, led to the spread of several ceramic and tool traditions, or the beginning of cultural regionalism. In the Central Peninsula Gulf Coast region, sand-tempered pottery became the dominant type.

## 3.3 FORMATIVE

The Formative stage in the North and Central Peninsula Gulf Coast archaeological regions is comprised of the Deptford period (500 B.C. to A.D. 200) and the Manasota and Weeden Island-related cultures (ca. 500 B.C. to A.D. 800), respectively. Within the North Peninsula Gulf Coast region, the Deptford period has been well documented as a coastal culture. The sites tend to be located in live oak-magnolia hammocks immediately adjacent to saltwater marshes. Sea level rise since the Deptford period has inundated some of these sites and formed islands out of others. Smaller inland sites, probably for hunting, are also known, but less well-understood. Deptford subsistence strategies were based on hunting and gathering with an emphasis on coastal resources. It is believed that Deptford people spent most of the year along the lagoons and salt marshes. Seasonally, small groups may have moved inland and up the rivers to exploit the riverine and hammock resources (Milanich and Fairbanks 1980:72). There is some evidence that around A.D. 200, soils better suited to cultivation were sought inland by the expanding Deptford populations (Kohler 1991). Deptford pottery is characterized by linear patterns of small rectangles or squares on the outside of pots. Burial mounds and other ceremonial mounds were constructed during Deptford times. Deptford ceramics were recovered from the Gorges Site, located along the Anclote River (Horvath et al. 1997).

In the Central Peninsula Gulf Coast region, Manasota and Weeden Island-related cultures (500 B.C. - A.D. 900) evolved out of the preceding Archaic period. Settlement patterns consisted of permanent villages located along the coast with seasonal forays into the interior to hunt, gather, and collect those resources unavailable along the coast. This pattern is similar to that seen among the Deptford peoples further north. Subsistence patterns were focused on the coastal exploitation of fish and shellfish, supplemented by hunting and gathering of inland resources (Luer and Almy 1982). The Yat Kitischee Site in Pinellas County was a Manasota period coastal hamlet (Austin 1995). The major villages were

located along the shore with smaller sites being located up to 12 to 18 miles inland. These inland sites, which probably served as seasonal villages or special-use sites, were located within the pine flatwoods on elevated lands near a source of freshwater where a variety of habitats could be readily exploited (Austin and Russo 1989; Luer and Almy 1982). The Curiosity Creek (Almy 1981), Cypress Creek (Almy 1982), and Rock Hammock (Austin and Ste. Claire 1982) sites in Hillsborough County are examples of Manasota period hinterland extractive sites.

Manasota is characterized by a wide range of material cultural traits such as the well-developed shell and bone technology, sand tempered plain ceramics, and burials within shell middens (Luer and Almy 1982). Much of the shell and bone technology evolved out of the preceding Archaic period. Through time, the burial patterns became more elaborate, with burials being placed within sand burial mounds located near the village and middens. The early burial patterns consisted of primary flexed burials in the shell middens, while later sites contained secondary burials within sand mounds. The Bay Cadillac Site in Tampa is an example of one of the early Manasota period shell midden cemetery sites (Austin et al. 1992).

Temporal placement within the Manasota period can be determined based upon diagnostic rim and vessel forms (Luer and Almy 1982:41, 44-45). The early forms (ca. 500 B.C. - A.D. 400) are characterized as flattened globular bowls with incurving rims and chamfered lips. Pot forms with rounded lips and inward curving rims were utilized from about 200 B.C. until A.D. 700. Deeper pot forms with straight sides and rounded lips were developed around A.D. 400 and continued into the Safety Harbor period. Simple bowls with outward curving rims and flattened lips were used from the end of the Late Weeden Island period (ca. A.D. 800) into the Safety Harbor period. Vessel wall thickness decreased over time.

The lithic assemblage of the Manasota culture was scarcer along the coast especially in the more southern portions of the region where stone suitable for tool manufacture was absent. Projectile point types associated with the Manasota period include the Sarasota, Hernando, and Westo varieties (Luer and Almy 1982). Inland shell middens such as the Myakkahatchee Site in Sarasota County (Luer et al. 1987) have also been attributed to the Manasota period.

Influences from the Weeden Island "heartland," located in north-central Florida, probably resulted in the changes in burial practices. These influences can also be seen in the increased variety of ceremonial ceramic types through time. The secular, sand tempered ware continued to be the dominant ceramic type. Manasota evolved into what is referred to as a Weeden Island-related culture. The subsistence and settlement patterns remained fairly consistent. Hunting and gathering of the inland and coastal resources continued. Evidence of a widespread trade network is seen by the ceramic types (Wakulla Check Stamped, St. Johns Check Stamped, and Weeden Island varieties) and other exotic artifacts present within

the burial mounds. The Muck Pond Site in Hillsborough County has a component which dates from this period (ACI/Janus 1994).

Weeden Island-related cultures (A.D. 200 - 900) also evolved out of the preceding Deptford period. Ceremonialism and its expressions, such as the construction of complex burial mounds containing exotic and elaborate grave offerings, reached their greatest development during this time period. Similarly, the subsistence economy, divided between maritime and terrestrial animals and perhaps horticultural products, represents the maximum effective adjustment to the environment. In general, Weeden Island-related period sites are found along the coast, on bay shores, or on streams, and nearly all are marked by shell refuse with burial mounds of sand situated near the middens (Willey 1949).

Many Weeden Island-related sites consist of villages with associated mounds, as well as ceremonial/burial mound sites. The artifact assemblage is distinguished by the presence of Weeden Island ceramic types. These are among some of the finest ceramics in the Southeast; they are often thin, well-fired, burnished, and decorated with incising, punctation, complicated stamping, and animal effigies (Milanich 1994:211). Coastal sites are marked by the presence of shell middens, indicating a continued pattern of exploitation of marine and estuarine resources. Interaction between the inland farmer-gatherers and coastal hunter-gatherers may have developed into mutually beneficial exchange systems (Kohler 1991:98). This could account for the presence of non-locally made ceramics at some of the Weeden Island-related period sites. There is no definitive evidence for horticulture (e.g., charred cobs, kernels, or beans) in this coastal area (Milanich 1994:215).

In the North Peninsula Gulf Coast region, sites from this period are often described as "Weeden Island-related" because Weeden Island ceramics are not the dominant wares. There is a higher percentage of plain ceramics as well as an increased prevalence of St. Johns series pottery. Weeden Island sites have been identified both on the coast and in proximity to the more productive agricultural soils of the inland areas of the region (Kohler and Johnson 1986). The New Haven #1 and Safford Burial Mound sites, located along the bank of the Anclote River in Pinellas County, date from this time (Austin and Estabrook 1991; Bullen et al. 1970).

## 3.4 MISSISSIPPIAN/ACCULTURATIVE

The Weeden Island-related cultures evolved into the Safety Harbor culture (A.D. 900-1725), named for the type site in Pinellas County. Recently, Mitchem (1989) has subdivided the Safety Harbor period into four phases: the Englewood phase (A.D. 800 to 1000), Pinellas Phase (A.D. 1000 to 1500), Tatham Phase (A.D. 1500 to 1567) and Bayview Phase (A.D. 1567 to 1625). The first two phases are precolumbian and the second two are from the colonial period. These temporal divisions are based upon radiocarbon dates associated with certain ceramic types during the precolumbian phases and datable European artifacts during

the colonial phases. The Tampa Bay area is within the Circum-Tampa Bay regional variant locale and may be considered the heartland of Safety Harbor. The areas further north are within the Northern Safety Harbor regional variant locale.

As with the preceding Manasota/Weeden Island period, the utilitarian village wares tend to be devoid of decoration. The most common type is Pinellas Plain which has a laminated paste with quartz inclusions. Further north, Pasco Plain, or limestone tempered wares dominate. It is, however, the decorated ceramics recovered from burial mound contexts that allow for the easier dating of the sites. The projectile points most commonly associated with this period are the Pinellas, Ichetucknee, and Tampa varieties.

The settlement and land-use patterns are similar to the preceding Weeden Island culture (Luer and Almy 1982; Mitchem 1989). Often, Safety Harbor components are located on top of the earlier Weeden Island deposits. The major sites tend to be located along the coast with smaller sites located inland. Large towns or villages often had a temple mound, plaza, midden, and burial mound associated with them. The platform mound-village complex probably served as the center of a political unit (Milanich 1994). Their subsistence economy also appears to mirror the earlier Weeden Island pattern of hunting and gathering, with a focus on the coastal/estuarine resources. Coastal sites include Safety Harbor (Sears 1958; Griffin and Bullen 1950), Maximo Point (Bushnell 1962; Sears 1958), Narvaez Midden (Bushnell 1966) and Tierra Verde (Sears 1967) in Pinellas County. Picnic Mound (Willey 1949), Buck Island (Bullen 1952), and the Parrish Mounds 1, 2, and 3 (Willey 1949) are inland sites in Hillsborough and Manatee Counties dating from this period. The Oelsner Mound in southwestern Pasco County also dates from this time (Garner and Williams 1992).

Evidence to date suggests that extensive agricultural pursuits were not an important factor in the diet as was the case with the Mississippian chiefdoms (Fort Walton culture) of northern Florida. This is not to say, however, that influences from the northern areas were limited. The evolution of the socio-political system and the influences of the Southeastern Ceremonial Complex can be seen in the burial practices and grave offerings placed in the mounds.

The Timucuan Indians are the historic counterparts of the Safety Harbor people. Locally they are referred to as the Tocobaga. The colonial period begins with the arrival of the Panfilo de Narvaez expedition in 1528 and Hernando de Soto in 1539. The de Soto expedition headed north from Tampa Bay and passed through several towns on its way to Apalachee. These included one near Dade City (Plain of Guancozo), Luca which was near Lacoochee, Vicela which was reported to be near Istachatta, and Tocaste which was on Duval Island at the southern end of Lake Tsala Apopka (Milanich 1995:77). Spanish influence and contact is indicated by the presence of European objects, especially beads, at the sites. The presence of cut marks on bones that could only be the result of metal swords and knives also reflected the European presence. The introduction of European diseases,

warfare, and the general disruption of their cultural system resulted in the demise of the Tocobaga as an archaeological culture.

By the mid-1700s, the native populations had all but vanished from the Tampa Bay area. Around that time, Creek Indians from Georgia and Alabama began moving into Florida to avoid the Europeans further north. These new arrivals became known as the Seminoles. Seminole sites tend to be located in the scattered oak-hickory uplands surrounding the Alachua savanna (Weisman 1989); south of that area, they tend to be located along the Brooksville Ridge. The Seminoles did not exploit heavily the maritime and riverine resources, instead focused on hunting and horticulture. The Nicholson's Grove (8PA114) and Hawes Sites, located west of Lake Pasadena, possess a wealth of information on the Seminoles during the Enterprise period ca. 1767-1821 (Weisman 1989:69-74).

The dispersed Seminole villages were situated within a reservation established by the 1823 Treaty of Moultrie Creek. By the early 1830s, governmental policy shifted in terms of relocating the Seminoles to lands west of the Mississippi River. Outrage at this policy of forced relocation resulted in the Second Seminole War (1835-1842). Following this conflict, the Seminoles who remained in Florida were driven further south, clearing the way for homesteaders. Piper and Piper (1982) report that Seminole burials were recovered from part of the old Fort Brooke cemetery. This site (Quad Block) in downtown Tampa is one of the few known sites associated with the Seminoles in the area. After the Second Seminole War, a band of Seminoles under the leadership of Billy Bowlegs reportedly settled southeast of Lake Thonotosassa (Deming 1980:34).

# 4.0 HISTORICAL OVERVIEW

The cultural traditions of the native Floridians ended with the advent of European expeditions to the New World. The initial events, authorized by the Spanish crown in the 1500s, ushered in devastating European contact. The first European to have contact with present day Pasco County was Ponce de Leon. Arriving in St. Augustine in 1513, his journals record his exploration of the Gulf Coast of Florida from Charlotte Harbor to Apalachee Bay. Next, Panfilo de Narvaez arrived in the Tampa Bay area in 1528. His party explored northward from Tampa Bay eventually crossing the Withlacoochee River near present day Dunnellon and investigating the mouth of the river in search of the Gulf of Mexico. Finally, Hernando de Soto landed in the Tampa Bay area in 1539; he sought the allegedly rich Indian village of Cale. By the early 1700s, the native populations were largely wiped out--ravaged by conquest, disease, and the typical effects of European contact.

In 1757, Francisco Maria Celi traveled up the Hillsborough River to a point located in what is now probably Hillsborough River State Park (Arnade 1968:1-24; Fryman in Grange et al. 1979). During the same century, Bernard Romans conducted another exploration of the Hillsborough River area (Romans 1961). Romans, commissioned by the British authorities to map and survey the southern district of North America, named the Hillsborough River in honor of Lord Hillsborough, England's Secretary of State for the Colonies.

The area which now constitutes the State of Florida was ceded to England in 1763 after two centuries of Spanish possession. England governed Florida until 1783, when the Treaty of Paris returned Florida to Spain; however, Spanish influence was nominal during this second period of ownership. Prior to the American colonial settlement of Florida, portions of the Creek nation and remnants of other Indian groups from Alabama, Georgia, and South Carolina moved into Florida and began to repopulate the vacuum created by the dissemination of the aboriginal inhabitants. The Seminoles, as these migrating groups of Indians became known, formed at various times loose confederacies for mutual protection against the new American Nation to the north (Tebeau 1971:72).

The bloody conflict between the Americans and the Seminoles over Florida came to a head in 1818, and was subsequently known as the First Seminole War. As a result of the war and the Adams-Onis Treaty of 1819, Florida became a United States Territory in 1821. Andrew Jackson, named provisional governor, divided the territory into St. Johns and Escambia Counties. At that time, St. Johns County encompassed all of Florida lying east of the Suwannee River, including present day Pasco County; Escambia County included the land lying to the west. In the first territorial census in 1825, some 5,077 persons reportedly lived east of the Suwannee River; by 1830 that number had risen to 8,956 (Tebeau 1971:134).

Even though the First Seminole War was fought in north Florida, the Treaty of Moultrie Creek in 1823, at the end of the War, was to affect the settlement of all of south Florida. The Seminoles relinquished their claim to the whole peninsula in return for occupancy of approximately four million acres of reservation south of Ocala and north of Charlotte Harbor (Mahon 1967:46-50). The treaty never satisfied the Indians nor whites. The inadequacy of the reservation and desperate situation of the Seminoles living there, plus the mounting demand of the whites for their removal, soon produced another conflict.

In 1824, Cantonment (later Fort) Brooke was established on the south side of the mouth of the Hillsborough River in what is now downtown Tampa by Colonel George Mercer Brooke for the purpose of overseeing the angered Seminoles. Frontier families followed the soldiers and started settling the Tampa Bay area. This caused problems for the military as civilian settlements were not in accord with the military Camp Moultrie Agreement of 1823 (Guthrie 1974:10). By 1830, the United States War Department found it necessary to establish a military reserve around Fort Brooke with boundaries extending 16 miles to the north, west and east of the fort (Chamberlain 1968:43). Within the military reservation there was a guardhouse, barracks, storehouse, powder magazine, and stables. With the establishment of Fort Brooke, a military road, called Fort King Road, was cleared in 1825 between Fort Brooke and Fort King (now Ocala) (Horgan et al. 1992:40).

On December 28, 1835 Major Francis Langhorne Dade was leading a company of soldiers from Fort Brooke to Fort King along the Fort King Road. Only five of the 111 men under Dade's command survived the Seminole attack led by Chief Jumper. The attack served as a trigger for the Second Seminole War and as a battle cry for the removal of the Seminoles. In 1837, General Thomas Jessup was traveling from Fort King to Fort Brooke when he realized the need for a supply depot between the two forts. To commemorate the slain company and their leader General Jessup established Fort Dade in 1837 near the site of the original battle. It operated only for a few months before closing. (Horgan et al. 1992:25, 94-96). Due to increasing unrest, Fort Dade was reestablished in 1849 south of the original site in present day Dade City (Horgan et al. 1992:25).

In 1837, Fort Brooke became the headquarters for the Army of the South and the main garrison for the Seminole wars. The fort also served as a haven for settlers who had to leave their farms and seek protection from the warring Seminoles (Janus Research/Piper Archaeology 1992:27-28). Several other forts were established around the area during the Seminole war years. Their uses varied from military garrisons to military supply depots; others were built to protect the nearby settlers during Indian uprisings. These included Fort Alabama (later Fort Foster), Fort Thonotosassa and Fort Simmons (Bruton and Bailey 1984).

The Second Seminole War lasted until 1842 when the Federal Government decided to end the conflict by withdrawing troops from Florida. Some of the battle weary Seminoles were persuaded to migrate west where the government had set aside land for Native American inhabitation. By 1843, 3,824 Seminoles were transported west. However, those

who were adamant about remaining were allowed to do so, but were pushed further south into the Everglades and Big Cypress Swamp. This area became the last stronghold for the Seminoles (Mahon 1967:321). The surveys, military trails, and forts resulting from the war provided invaluable assistance in the settlement of Florida.

Hillsborough County was established in 1834 by the Territorial Legislature of Florida as a result of the instrumental efforts of Augustus Steele, who arrived in 1832 (Janus Research/Piper Archaeology 1992). At that time, the county covered an area that today comprises Pasco, Polk, Manatee, Sarasota, DeSoto, Charlotte, Highlands, Hardee, Pinellas and Hillsborough counties--most of southwestern Florida. The county was named for the "river which ran through it and the bay into which the river flowed" (Bruton and Bailey 1984:18; Robinson 1928:22).

In 1840, the population of Hillsborough County was 452 with 360 of those residing at Fort Brooke (HT/HCPB 1980:7). Encouraged by the passage of the Armed Occupation Act in 1842, which was designed to promote settlement and protect the Florida frontier, Anglo-American pioneers and their families moved south through Florida. The Act made available 200,000 acres outside the already developed regions south of Gainesville to the Peace River, barring coastal lands and those within a two mile radius of a fort. The Armed Occupation Act stipulated that any family or single man over 18 years of age able to bear arms could earn title to 160 acres by erecting a habitable dwelling, cultivating at least five acres of land, and living on it for five years. During the nine month period the law was in effect, 1184 permits were issued totaling some 189,440 acres (Covington 1961:48).

Through the Armed Occupation Act, James Gibbons purchased land in 1842 in the vicinity of Fort Dade. James and his wife Mary settled the homestead. Unfortunately, Mr. Gibbons had a fatal heart attack on his way to Tallahassee to take public office (Dayton 2000). Mary later wed William Kendrick, captain of the Fort Dade Militia. Together, Mary and William Kendrick established Fort Dade's first post office in 1845. The Kendrick home, known as the "White House" because it was the only painted house in the area, served as the trading post around which the community of Fort Dade developed. The Fort Dade post office was discontinued in 1851, but was reestablished a year later (Horgan et al. 1992:70, 96; Bradbury and Hallock 1962:30). Mary Gibbons Kendrick, along with several of her children, and five to six slaves are reportedly buried on the crest of the hill at the White House plantation (Dayton 2000).

The state legislature created Hernando County in 1843 from portions of Hillsborough, Mosquito, and Alachua Counties. Although the name was changed to Benton County in 1844, it reverted to Hernando in 1850 and included present day Hernando, Citrus, and Pasco Counties. In 1845, the Union admitted the State of Florida with Tallahassee as the state capital. The project area was first surveyed during this period. B.F. Whitner surveyed Township 24 South, Range 21 East, Sections 26, 27, 34, and 35 in 1845. He described the land as consisting of good hammock, scrub, and first rate pine land. He also made mention

of the Tampa and Fort King Road and the site of Mary Gibbon's homestead and land in Sections 22 and 27. William S. Spencer had also settled the land with a homestead in Section 34 consisting of a dwelling, kitchen, smoke house, crib, stable, and lot with seven to eight acres under cultivation (Field Notes Vols. 112 and 120; Plat Map 1845). Other portions of Sections 26, 27, 34, and 35 were settled from the 1840s through the 1890s by individuals such as Benjamin Harville (1849), William Kendrick (1859), Henry Bellows (1860), James Wilson (1883), and D.H. Thrasher (1884) (Tract Book Vol. 18).

In December of 1855, the Third Seminole War or the Billy Bowlegs War (1855-1858) began as a result of pressure placed on Native Americans remaining in Florida to emigrate to the west. The war started in what is now Collier County when Seminole Chief Holatter-Micco, also known as Billy Bowlegs, and 30 warriors attacked an army camp killing four soldiers and wounding four others. The attack was in retaliation for damage done by several artillerymen to banana plants belonging to Billy Bowlegs. This hostile action renewed state and federal interest in the final elimination of the Seminoles from Florida (Covington 1982).

Military action was not decisive in this Third Seminole War; therefore, in 1858 the U.S. Government resorted to monetary persuasion to induce the Seminoles to migrate west. Chief Billy Bowlegs accepted $5,000 for himself, and $2,500 for his lost cattle. Each warrior received $5,000, and $100 was given to each woman and child. On May 4, 1858 the ship *Grey Cloud* set sail from Fort Myers with 38 Seminole warriors and 85 Seminole women and children. Stopping at Egmont Key, 41 captives and a Seminole woman guide were added to the group. This made for a total of 165 Seminoles migrating west. On May 8, 1858 the Third Seminole War was officially declared at an end (Covington 1982:78-80).

In 1861, Florida followed South Carolina's lead and seceded from the Union in a prelude to the American Civil War. Florida had much at stake in this war as evidenced in a report released from Tallahassee in June of 1861. It listed the value of land in Florida's 35 counties as $35,127,721 and the value of the slaves in the state at $29,024,513 (Dunn 1989:59). Despite the fact that Florida's coast was blockaded during the Civil War, the interior of the state saw very little military action (Robinson 1928:43). Many male residents abandoned their farms and settlements to join the Union army at one of the coastal areas retained by the United States government or joined the "Confederate cow cavalry". The Confederate cow cavalry provided one of the major contributions of the state to the Confederate war effort by supplying and protecting the transportation of beef to the government (Akerman 1976:93-95). Salt works along the Gulf Coast also functioned as a major contributor to the efforts of the Confederacy. The war lasted until 1865 when General Robert E. Lee surrendered to General U.S. Grant at Appomattox Courthouse in Virginia.

Immediately following the war, the South underwent a period of reconstruction to prepare the Confederate States for readmission to the Union. The program was administered by the U. S. Congress, and on July 25, 1868 Florida officially returned to the Union (Tebeau

1971: 251). During the Reconstruction period, Florida's financial crisis, borne of pre-war railroad bonded indebtedness, led Governor William Bloxham to search for a buyer for an immense amount of state lands. Bloxham's task was to raise adequate capital in one sale to free from litigation the reminder of state lands for desperately needed revenue. In 1881, Hamilton Disston, a Philadelphia investor and friend of Governor Bloxham, formed the Florida Land and Improvement Company which purchased four million acres of swamp and overflow land for one million dollars from the State of Florida in order to clear the state's debt. This transaction, which became known as the Disston Purchase, enabled the distribution of large land subsidies to railroad companies, inducing them to begin extensive construction programs for new lines throughout the state. Hamilton Disston and the railroad companies, in turn, sold off smaller parcels of land (Tebeau 1971).

The end of the Civil War stimulated growth in the area. Southerners sought new homes to escape the continued unrest in the neighboring ex-Confederate states, and the war brought prosperity to a large number of Northerners desiring vacation homes in warmer climates (Shofner 1995a:83). Improvements in the transportation systems to the communities played a major role in establishing cities and fostering growth within the area. The railroad had an immediate impact on the entire region. In 1883, Henry Bradley Plant, who was a prominent railroad operator in Georgia and South Carolina, wanted to expand his railway lines into Florida, a place he considered the only isolated area remaining in the south. From Alfred M. Parslow, he purchased a charter to build a railroad from Kissimmee to Tampa. Because the charter had only a seven month life remaining, Plant constructed the railroad from both ends to meet in the middle. With this segment complete, there was a cross-state railroad from Sanford connecting Tampa with the St. Johns River with Jacksonville (Bruton and Bailey 1984:72).

One of the first railroads to purchase land in Pasco County was the Orange Belt Railroad Company, organized by Peter A. Demens (Piotr DeMentieff). The Orange Belt constructed a railway line from Lake Monroe in Seminole County to the Gulf Coast town of St. Petersburg, which Demens had named after his native city of St. Petersburg, Russia. The railroad entered Pasco County in 1888 linking the county diagonally from Lacoochee in the northeast through San Antonio to Odessa in the southwest. The railway had many financial difficulties while under construction and in the early days of its operation. Consequently, the Orange Belt Railroad was overtaken by the Plant System in 1895, thereafter operating under the name of Sanford & St. Petersburg Railroad. In 1902 it became part of the Atlantic Coast Line (ACL) system which later merged with the Seaboard Air Line (SAL) Railroad in 1967. The SAL discontinued service in the early 1970s (Covington 1957:182; Horgan et al. 1992:126, 156-7).

The arrival of the railroad caused conflict amongst the residents of Fort Dade. According to J.A. Hendley in his History of Pasco County, Florida,

> When the Atlantic Coast Line entered [the area], they built the depot in the old White House field, a mile north of Fort Dade, where they surveyed a town site and expected our merchants and citizens to abandon our town and follow them to their new location, there they built their depot. This gave our little town a solar plexus blow. There was a little post office two miles south of Dade City called Hatton, kept in a store owned by M.T. Rowe. The railroad people induced Rowe to move his store and the post office to their town. This gave us another hard knock.
>
> ...All our merchants owned the store houses which they occupied and they hated to move. The railroad people were pushing the sale of lots in their town. We saw that our little town was doomed and we were both mad and chagrined.
>
> Then about this time the Seaboard railroad made its appearance and it was suggested that F.P. McElroy and Dr. Roberts lay off an addition to Dade City where the town is now located, which was done. All of our merchants secured lots on this new location and immediately built store houses in which to conduct their businesses....The merchants and citizens of Fort Dade removed their businesses into their new quarters about the same time, and left the old town for the bats and owls to roost in, and the railroad town died a borning [sic]. Our merchants gave all their patronage to the Seaboard railroad (Hendley n.d.:10).

Within a few months, the Hatton post office transferred and was renamed Dade City. In 1889, the Fort Dade post office closed for the final time and transferred to the growing community of Dade City. Dade City gained prominence after it was chosen as the temporary seat of the newly formed Pasco County. Carved from Hernando County in 1887, the county was named for Judge Samuel Pasco, the speaker of the Florida House of Representatives and, later, a United States Senator from Florida. Following the 1889 county-wide referendum in which Dade City was chosen as the permanent county seat, a frame courthouse was constructed (Bradbury and Hallock 1962; Horgan et al. 1992:41, 96; Hendley n.d.:9).

Pasco County was primarily agricultural in nature at the time of its creation; however, a scattering of small communities existed prior to the county's inception (Hendley n.d.:4-5). Fort Dade (Dade City), Tuckertown, and Lake Buddy (Pasadena) were established communities by the 1840s. Hopeville and Pleasant Plains originated during the 1850s. Sapling Woods (Elfers) and Cedar Tree (near Lake Iola) were initiated in the 1860s, and Macon (Trilby) and Hudson's Landing (Hudson) commenced by the end of the 1870s (Horgan et al. 1992:40). Many small communities developed largely as lumber and turpentine towns along the route of the railroads. These included Big Cypress, Disston, Drexel, Ehren, Fivay Junction, Godwin, Mexico, Myrtle-Denham, Shingleton, Stemper, and Tucker (Horgan et al. 1992:101). Port Richey and Gulf Key were founded in the 1880s. The Orange Belt Railway Company established Odessa around 1888 (Horgan et al. 1992:40). Initially called Wesley, Wesley Chapel had a post office established in September of 1897,

but it was discontinued in September 1902, with service continuing from Abbott Station (Bradbury and Hallock 1962:56,87). The early settlement called Abbott Station became Zephyrhills in 1910, and New Port Richey was founded in 1915. The Florida Times-Union of Jacksonville described Pasco County in 1890 in the following way:

> In spite of last March's frosts the settlers are doing well. Minnesota, Wisconsin, Michigan, Ohio, and other northern and northwestern states are well represented in Pasco County. Many more people are coming, good, industrious people who are already Americans with all that is dear to America at heart. This section of Florida is not in the rear of the army of improvement. A few years more, and the groves of Pasco County will furnish oranges and lemons for thousands in the North. May our brightest anticipations be verified (Horgan et al. 1992:134).

During the 1880s, College Street in Dade City developed as a popular residential area. At the time, Central Florida Normal College, a training facility for teachers, which shared quarters with Pasco High School, the only public high school in the county, was located along the street. Sanborn maps record the 1895 population of Dade City as 750. By 1945, the training facility had long disappeared and the street's name was changed to Church Street (later Avenue) for the four historic churches located along the street. In 1983, the area was listed in the National Register of Historic Places as the Church Street Historic District.

From Reconstruction until after World War II, turpentine and lumber were major contributors to the local economy. Around 1900, the Campbell Shingle Factory was founded east of Dade City on the Withlacoochee River. Lacoochee, north of Dade City, became the home of Cummer Cypress Company in 1922 while Odessa was the home of Dowling Lumber Mill, Lyon Pine Saw Mill, and Mueller and Lutz Saw Mill. Abbott Station, now Zephyrhills, was founded in an area known for its turpentine stills. Marine life, citrus and tobacco also provided the foundation of income for early communities. Baillie's Bluff was a center of the Florida sponge industry until the late 1880s. The Great Freeze of 1894-5 destroyed the citrus industry and saw the demise of numerous small settlements, such as Carmel, Earnestville, Saint Thomas, and Ellerslie, because owners were deprived of their major source of income. Interestingly, the freeze prompted the move of the congregation of the Mount Zion AME Church from Freedtown, located on the south side of Lake Pasadena (southwest of Dade City), to Dade City. In 1897, W.E. Embry arrived in Dade City and started a tobacco farm initially known as W.E. Embry & Son. The company, which later changed its name to Sunny Brook Tobacco Company, grew approximately 100 acres of Havana and Sumatra tobacco under shade nets in fields. Used to make cigars, the tobacco proved so profitable that the company was the county's largest employer from 1908 until the 1920s (Horgan et al. 1992:19, 40-41, 55-57, 64, 113).

As a result of the stimulus caused by the capital of the railroads and the improved transportation systems, central Florida prospered. More settlers gained access to the state, land for citrus groves grew more accessible, and adequate and economical transportation for citrus crops and naval stores destined for northern markets became a reality. The importance of the railroad in the settlement of the area is evidenced by the following:

> Until 1920 Dade City had only a few scattered single electric lights in the downtown area at night...Plans were made [by a street lighting committee] to have a 'white way' on Meridian Avenue from the Seaboard tracks east to the Atlantic Coast Line depot...Later residents have commented that they were first attracted to the city because of the pleasing views from the train on their initial visits to Florida (Dunson 1976:75).

The turn of the century prompted an optimism and an excitement over growth and development. With increased financial resources and machinery, extensive reaches of the county's lands were now available for development. An improving road system, increasing services, and a growing population were additional significant features of the era. The first twenty years of the new century witnessed the advent of progressivism in which governments expanded their services. In 1903, W.J. Ellsworth organized the first telephone exchange which featured 16 subscribers. After the initial efforts failed, Clarence Griffin took over the company and made Griffin's Drug Store the central exchange. By 1910, the system serviced 135 individuals and families in ten communities: Dade City, Trilby, Blanton, Greer, St. Joseph, Saint Thomas, Jessamine, Saint Leo, San Antonio, and Pasco. Businesses and public buildings were also constructed in Dade City. In 1909, the frame courthouse constructed in 1889 was replaced by a Neoclassical style brick structure designed by Artemus Roberts. In 1912, the Edwinola Hotel, the area's leading hotel and a popular meeting place was constructed in Dade City along with an accompanying park. The ACL Depot, located within the project APE, was constructed ca. 1912 for the Atlantic Coast Line Railroad as a combination passenger and freight station (Horgan et al. 1992:36-39, 52, 58). By 1914, Sanborn maps record the Dade City population as 1500.

The great Florida land boom of the 1920s saw widespread development of towns and highways. Several reasons prompted the boom, including the mild winters, the growing number of tourists, the larger use of the automobile, the completion of roads, the prosperity of the 1920s, and the promise by the state legislature never to pass state income or inheritance taxes. As evidence of this, Pasco County celebrated the completion of the "National Highway -- State Road 23" in November 1923. State Road 23, now State Road 39, extended through Dade City, Zephyrhills, and Crystal Springs. The November 23, 1923 Dade City Banner stated that:

> Pasco County is preparing to show her appreciation of the fact that the potential wealth of that county is being opened to the world by good roads, by hosting a grand rally and barbecue in a few days. Food for fifty thousand

people is to be prepared, it is said, and one of the biggest feeds in the history of Florida is expected in Dade City.

The road to Dade City is a very interesting drive. The scenery, after Zephyrhills is past, cannot be excelled in the state. And the new road is broad, level, free from dangerous curves, and one on which it is a pleasure to guide a car at a civilized rate of speed.

The new road system puts Pasco on the map in a big way. The county is rich in soil and other natural resources, and a rate of growth, regarded as phenomenal in any state but this may be confidently expected (Zephyrhills Depot Museum n.d.).

Subdivisions and commercial buildings were constructed throughout Florida during this period, often in the popular Mediterranean Revival style. In Dade City, the new Crescent Theater was constructed in the spring of 1926 as part of a larger complex called Crescent Park. Shows, including a 1927 gorilla act and the silent films of Tom Mix and his horse "Tony", were among the earliest features of the theater (Horgan et al. 1992). The rest of Crescent Park, including a 100-room hotel, was left unfinished, however; a casualty of the decline in the Florida real estate market of 1926-27 (Horgan et al. 1992:15-17).

Despite the prosperity of the decade, the 1920s also witnessed devastating disasters. In October 1921, a hurricane swept through the area. It demolished buildings such as the Mount Zion Methodist Church and damaged farms and crops. The hurricane destroyed the delicate nets and sheds of the Sunny Brook Tobacco Company in Dade City. When the black shank disease struck the tobacco crop soon thereafter, the company closed in the early 1920s ending tobacco-growing in the area (Horgan et al. 1992:57). Financial problems spread to other industries and businesses in 1926. At that time, the real estate market in Florida was based upon such inflated land speculations that banks could not keep track of loans or property values. By October, rumors were rampant in northern newspapers concerning fraudulent practices in the real estate market in south Florida. Confidence in the Florida real estate market quickly diminished, investors could not sell lots, and an economic depression hit Florida earlier than the rest of the nation. Simultaneously, the citrus industry suffered a devastating infestation by the Mediterranean fruit fly which endangered the future of the entire industry. To make the situation even worse, hurricanes hit south Florida in 1926 and 1928. The hurricanes destroyed the illusion of Florida as a tropical paradise and created a flood of emigrants fleeing northward. Soon after, the collapse of the Florida Land Boom, the October 1929 stock market crash, and the onset of the Great Depression left the area in a state of economic stagnation.

The 1930s saw the closing of mines and mills and widespread unemployment. The population of Dade City declined from a high of 3500 in 1926 to 1811 in 1932. Despite the difficult times, the Bank of Pasco County survived both the collapse of the Florida boom and the stock market crash, largely due to the efforts of Laura Spencer Porter and Frank Price. The two devised a system of fully repaying the bank's depositors; making the bank the only one in the county to survive both disasters (Horgan et al. 1992:22). By the mid-1930s, the

New Deal programs implemented by the Franklin D. Roosevelt administration, employed large numbers of workers and helped to revive the economy of the state. The programs, aimed at pulling the nation out of the Depression, were instrumental in the construction of parks, bridges, and public buildings. Pasco County benefitted from several small Public Works Administration's projects such as the construction of the Woman's Clubhouse in Zephyrhills and the Old State Farmer's Market and City Hall in Dade City. Interestingly, the City Hall was initially intended to be a six-story hotel. Construction started in 1925 but halted at the fourth floor due to the collapse of the land boom at which time the City reclaimed it for nonpayment of taxes. Through the assistance of the Public Works Administration and A.F. Price, the building was converted to a city hall in the 1930s (Horgan et al. 1992:46).

The Federal Writers' Project of the Work Projects Administration description of Dade City, population 1,811, follows: "Dade City...seat of Pasco County and formerly an Indian trading post, is the commercial center of a prosperous truck-farming and citrus-fruit district" (Federal Writers' Project 1939:537). By the end of the 1930s, citrus cultivation revived, and the Pasco Packing Association (later Lykes-Pasco), which pioneered the development of fruit juice concentrate, was organized in 1936 as a fresh fruit cooperative. The cooperative built a packing house along US 301 and the railroad tracks north of downtown Dade City in order to pack and ship fresh fruit. Although the plant could handle 600,000 boxes of fresh fruit, only 250,000 boxes were shipped in the first season in 1936-37. In 1938, the company erected processing facilities and started experimenting with canned citrus sections and canned juice. By 1941, canned juice represented the largest segment of the association's output. The plant expanded during World War II, shipping to overseas Army Air Corps Bases, to British children, and to school lunch programs in the United States (Horgan et al. 1992:41, 67-70).

By 1940, recovery from the Great Depression was imminent. The incoming servicemen and women renewed the area's local economy. Federal roads, channel building, and airfield construction for the wartime defense effort brought numerous Americans into Florida, the growing Tampa metropolitan area, and Pasco County. Several military bases and encampments were established during World War II in Pasco County. Dade City had a prisoner-of-war (POW) camp from 1942 (or 1943) until 1946. Known as Company 7, the compound could accommodate approximately 200 POWs, mostly from Erwin Rommel's Afrika Korps. The prisoners lived in tents; a barracks building provided washrooms, a kitchen, and a mess hall. Two barbed-wire fences, watchtowers, and searchlights surrounded the camp. The prisoners worked outside the camp making limestone bricks at the McDonald Mine near Brooksville, building warehouses at the Pasco Packing Association citrus processing plant, and making boxes at the Cummer Sons Cypress Company. In fact, a POW painted a mural of the packing house in the company's board room (Dayton 2000). In 1986, former POW Arthur Lang of Ommersheim, Germany, visited Dade City where he had spent almost two years and wrote in a letter to the Tampa Tribune that "The life in this camp was well organized. The rations were good and the treatment was adequate...The majority

saw in us people who were not responsible for that war. We even had some friends" (Horgan et al. 1992:43).

Other bases were established throughout the county. A radar base was established in San Antonio from 1943 through 1945. The base was part of a network throughout Florida to keep track of pilot trainees and to provide training for members of the 661st Army Signal Corps in the use of radar (Horgan et al. 1992:170-171). Zephyrhills received an Army Air Corps Base for the training of the 10th Fighter Squadron in 1942. The Squadron boasted 220 enlisted men and 36 officers; the site offered a mess hall, a command office, orderly room, bachelor officers quarters, an infirmary and dentist office, a United Service Organization Club, as well as an airfield complete with 5,000 foot runways. After the base was closed, the airfield briefly functioned as a flying school before becoming the city's municipal airport (Horgan et al. 1992:203-204).

As World War II ended, Pasco County, like most of Florida, experienced a population boom in the 1950s. Florida's population increased from 1,897,414 to 2,771,305 from 1940 to 1950 (Tebeau 1971:431). After the war, car ownership increased making the American public more mobile and vacations increasingly inexpensive and easier. Many who had served at Florida's military bases during World War II also returned with their families to live. As veterans returned, the trend in new housing focused on the development of small, single-family, tract homes in new subdivisions.

Communities continued to develop in Pasco County, making the county part of the greater Tampa Bay metropolitan area. Some historic communities dissolved as residents moved closer to population centers, while other areas decided to incorporate. Agriculturally, citrus continued to be a mainstay while increasing amounts of tomatoes, poultry, and shellfish were being harvested. By 1948 the Pasco Packing Association ceased handling fresh fruit and shipped only frozen concentrated orange juice. The following year Lykes Brothers, Inc. acquired 20 percent of the company's stock, and in 1954 acquired the balance of stock in the company, becoming Lykes-Pasco. Although severe freezes once again devastated the local citrus industry in 1983-84, the company, now Vitality Beverages, Inc., continues to be a financial stronghold for the area (Horgan et al. 1992:69-70).

Interstate 75, completed through Pasco County in the early 1960s, provided access allowing continued growth in the eastern half of the county. With the population explosion in western Pasco County, the character of the county changed dramatically. By 1970, development of residential communities, mobile home parks, and villages was well underway county wide. By 1993 the population of Pasco County was 293,966, ranking as the 13th largest county in the state. The largest employers in 1993 were now in the retail trade, services, and government sectors. Nearly 90% of the population now lived in the unincorporated areas which had increased nearly fourfold between 1970 and 1987. Pasco County was designated with Hillsborough, Hernando, and Pinellas Counties as the Tampa-St. Petersburg-Clearwater Metropolitan Area by the U.S. Bureau of the Census (Purdum 1994:102).

# 5.0 RESEARCH CONSIDERATIONS AND METHODS

## 5.1 BACKGROUND RESEARCH AND LITERATURE REVIEW

A comprehensive review of archaeological and historical literature, records and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the project area and vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the FSF, cultural resource survey reports, published books and articles, unpublished manuscripts, maps, and interviews. In addition to the FSF at the Division of Historical Resources in Tallahassee, other data relevant to the historical research were obtained from the Pasco County Property Appraiser's Office, the Pasco County Public Library, the Zephyrhills Depot Museum, the University of South Florida Special Collections, local informants, and from the files of Archaeological Consultants, Inc. (ACI). ACI acknowledges the generous contributions of Mr. William G. Dayton and Mr. Pete Brock, both of Dade City, who provided valuable historical and archaeological information. It should be noted that the FSF information in this report was obtained in October of 1999 from the FSF. However, according to Dr. Marion Smith, administrator of the FSF, input is typically one year behind receipt of reports and site files.

### 5.1.1 Archaeological Considerations

For archaeological survey projects of this kind, specific research designs are formulated prior to initiating fieldwork in order to delineate project goals and strategies. Of primary importance is an attempt to understand, on the basis of prior investigations, the spatial distribution of known resources. Such knowledge serves not only to generate an informed set of expectations concerning the kinds of sites which might be anticipated to occur within the project corridor, but also provides a valuable regional perspective, and thus, a basis for evaluating any new sites discovered.

A review of the FSF indicated that 28 previously recorded prehistoric archaeological sites are located proximate to (within 3 miles of) the U.S. 98 Dade City Bypass project corridor (Table 5.1). The previously recorded sites are primarily artifact and lithic scatters, and are generally situated within 300 feet of a freshwater source. Many of these sites have been recorded during surveys conducted within the last 20 years.

The archaeological survey conducted nearest the project corridor was the 125 acre Dade City Wastewater Treatment Plant Improvements tract. As a result, six archaeological sites (one historic) and three historic structures were recorded. None was considered significant in terms of NRHP eligibility (Janus 1994). The archaeological sites consisted of

three small lithic scatters, two artifacts scatters, and an isolated flake. One aboriginal sherd was also recovered from the one historic site (Sunny Brook Tobacco Farm).

**Table 5.1. Previously Recorded Archaeological Sites.**

| Site Number | Twp | Rng | Sec | Type | Reference |
|---|---|---|---|---|---|
| PA00009 | 25S | 21E | 8 | MND | FSF; JM Goggin |
| PA00024 | 25S | 22E | 6 | HI | FSF |
| PA00053A | 24S | 22E | 32 | LS | Wharton 1979; Wharton 1984 |
| PA00053B | 24S | 22E | 32 | AS | Wharton 1984 |
| PA00053C | 24S | 22E | 32 | AS | Wharton 1984 |
| PA00053D | 25S | 22E | 5 | LS | Wharton 1984 |
| PA00133B | 26S | 22E | 5 | AS | Wharton 1984 |
| PA00133C | 26S | 22E | 5 | AS | Wharton 1984 |
| PA00134A | 26S | 22E | 5 | AS | Wharton 1984 |
| PA00144A | 25S | 22E | 29 | AS | Wharton 1984 |
| PA00157G | 25S | 22E | 5 | AS | Wharton 1984 |
| PA00165 | 25S | 21E | 17 | AS | FSF |
| PA00171 | 25S | 21E | 17 | HI | FSF; WG Dayton |
| PA00172 | 25S | 21E | 17 | AS | FSF; WG Dayton |
| PA00174 | 25S | 21E | 17 | AS | FSF |
| PA00235 | 24S | 22E | 7 | LS | FSF; AL Snapp |
| PA00236 | 24S | 22E | 7 | AS | FSF; AL Snapp |
| PA00237 | 24S | 22E | 30 | AS | FSF; AL Snapp |
| PA00238 | 24S | 22E | 32 | AS | FSF; AL Snapp |
| PA00239 | 24S | 22E | 7 | LS | FSF; AL Snapp |
| PA00240 | 24S | 22E | 7 | LS | FSF; AL Snapp |
| PA00241 | 24S | 22E | 7 | LS | FSF; AL Snapp |
| PA00471 | 24S | 21E | 36 | LS | Janus 1994 |
| PA00472 | 24S | 21E | 36 | IF | Janus 1994 |
| PA00473 | 24S | 21E | 35 | AS | Janus 1994 |
| PA00474 | 24S | 21E | 35 | HI/IF | Janus 1994 |
| PA00475 | 24S | 21E | 35 | AS | Janus 1994 |
| PA00476 | 24S | 21E | 35 | LS | Janus 1994 |

AS=Artifact Scatter, LS=Lithic Scatter, MND=Mound, HI=Historic, IF=Isolated Find

Within 5 miles of the project area, three other archaeological assessment surveys have been conducted, including the proposed Cannon Ranch Development near San Antonio and St. Leo. Thirteen archaeological sites and 51 isolated artifacts (non-site loci/ archaeological occurrences) were recorded as the result of this investigation (Horvath and Austin 1986). All but one of the sites were classified as lithic scatters. The Egg Hole Site (8PA202) was considered to be potentially significant as it contained a large number of artifacts indicative of raw material procurement and processing, tool manufacture and repair, and camp maintenance activities.

Two archaeological surveys have been conducted within the Upper Hillsborough Flood Detention Area (Wharton 1979, 1984) which is located to the southeast of Dade City. These surveys resulted in the recording of 55 prehistoric and historic archaeological sites made up of some 144 subareas or loci. The prehistoric sites consisted primarily of lithic scatters with a few artifact scatters. Two of the historic periods sites represent the remains of Seminole camps.

In 1988, Williams and his students conducted limited test excavations at 8PA157D and 8PA53E, within the development areas of the proposed Agri-Timber Park tract (Williams et al. 1988). This tract is located in the northern portion of the Hillsborough Flood Detention Area. Both sites are classified as artifact scatters, and neither was considered significant.

In addition, according to the FSF, 13 other archaeological sites have been recorded within 3 miles of the U.S. 98 Dade City Bypass project corridor. Information for these sites, as well as the ones discussed above, is provided in Table 5.1.

In summary, most of the previously recorded archaeological sites in the general vicinity of the project area can be described as artifact or lithic scatters characterized by small areal extent and low artifact densities. These are believed to represent limited activity sites and short term residential or hunting camps. The debris from stone tool manufacture and/or modification with or without a small quantity of ceramics comprise the site assemblages. In addition to these recorded sites, informant William G. Dayton reported that workers at Vitality Beverages, Inc. (the former Lykes-Pasco) plant have found large, Archaic period projectile points in areas east and northeast of the plant. Also, years ago, in an effort to enlarge a pond, local resident Bill Larkin found the remains of a dugout canoe in a swampy area not far from Vitality Beverages, Inc. (the former Lykes-Pasco) plant (Dayton 2000).

On the basis of these data, informed expectations concerning the types of sites expected to occur within the project impact zone, as well as their likely environmental settings, was generated. As archaeologists have long realized, aboriginal populations did not select their habitation sites and special activity areas in a random fashion. Rather, many environmental factors had a direct influence upon site location selection. Among these variables are soil drainage, distance to freshwater, relative topography, and proximity to food and other resources including stone and clay. On the basis of the aforementioned projects, plus more general regional studies, it has been repeatedly demonstrated that archaeological sites are most often located near a permanent or semi-permanent source of potable water. In addition, prehistoric sites are found, more often than not, on better drained soils, and at the better drained upland margins of wetland features such as swamps, sinkholes, lakes, and ponds.

In general, comparative site locational data for Pasco County indicate a pattern of site distribution favoring the relatively better drained terrain proximate to rivers, creeks, ponds, freshwater marshes, lakes, and other wetland features. Upland sites well removed from potable water are rare. In the pine flatwoods, sites tend to be situated on slightly higher land, particularly small sandy ridges of somewhat poorly drained soil adjacent to wetland features. In general, sites tend to be located adjacent to stream headwaters and on stream terraces. Most are associated with swamp-creek hammocks. It should be noted that this settlement pattern cannot be applied to sites of the Paleo-Indian and Early Archaic periods, which precede the onset of modern environmental conditions.

Given these known patterns of aboriginal settlement, it was anticipated that sites, if present, would be small lithic and/or artifact scatters. The Zones of Archaeological Probability (ZAPs) are illustrated in Figure 5.1.

The likelihood for archaeological sites of the historic period was considered generally low, given the findings of the archival research and the information provided by Dade City resident William G. Dayton. According to Mr. Dayton, the original site of the White House plantation is under the existing highway at the intersection of U.S. 301 and U.S. 98 Bypass or under the Lykes-Pasco (now Vitality Beverage) property. Reportedly, the house, still standing in the 1890s, was on the rise of a hill. The exact location of the homestead remains unknown. The plantation cemetery was situated further up the hill. No markers were extant in the 1890s. The cemetery was marked only by a huge oak tree under which Mary Gibbons Kendrick, several of her children, and five or six slaves, were buried. Mr. Dayton related that he is certain that Whitehouse Road marks the southern boundary of the original homestead claim (Dayton 2000).

### 5.1.2 Historical/Structural Considerations

A review of the FSF revealed that one previously recorded historic property, the Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 U.S. 98 Bypass, is located within the project APE. It is situated along the east right-of-way of U.S. 98 at Meridian Avenue. The ACL Depot was constructed ca. 1912 for the Atlantic Coast Line Railroad as a combination station used for passenger travel and the shipment of commodities. The rectangular, one-story red brick Masonry Vernacular style depot features Folk Victorian detailing. Listed in the NRHP in July 1994, it is considered significant at the local level under National Register Criteria A and C in the areas of Architecture, Transportation, and Community Planning and Development (Appendix B). In addition to the ACL Depot, a preliminary visual examination revealed that approximately 20 buildings appeared to be 50 years of age or older. One, the Vitality Beverages, Inc. (the former Lykes-Pasco) citrus plant, appeared to have some historical significance and would require further investigation for NRHP eligibility.

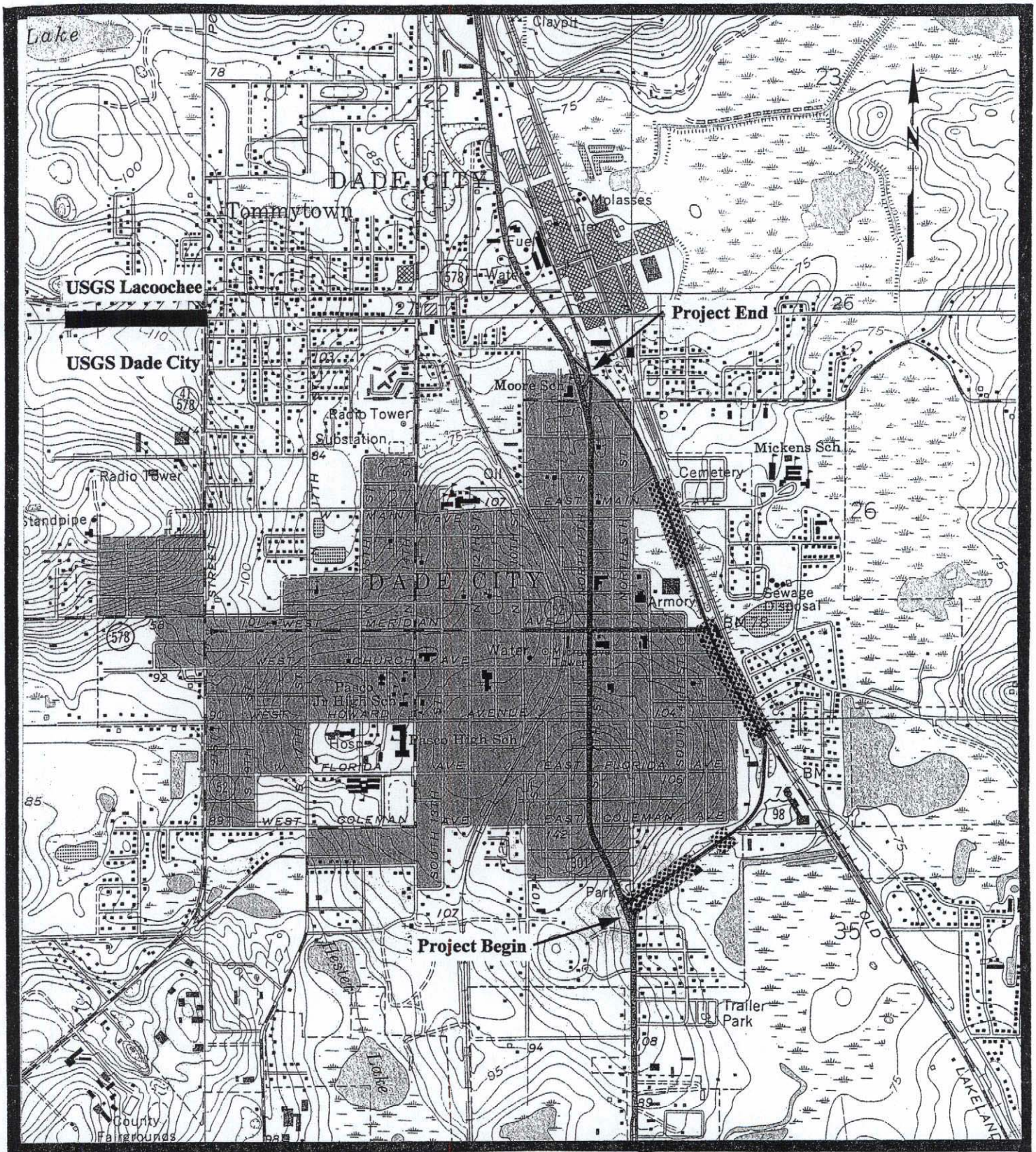


**Figure 5.1.** Location of Zones of Archaeological Probability (ZAPs). Shaded areas are moderate probability zones.

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## 5.2 FIELD METHODOLOGY

Archaeological field survey methods consisted of an initial windshield survey of the U.S. 98 Dade City Bypass PD&E Study project corridor whereby the APE was checked for discrete areas within the previously identified high and moderate probability zones where archaeological testing would be feasible. To the extent possible, field survey efforts were focused on all areas identified in the background research as having a high to moderate probability of prehistoric and/or historic period site occurrence. Those localities deemed to have a low site potential were archaeologically sampled. Following ground surface inspection, subsurface shovel testing was carried out to test for the presence of buried cultural deposits. Subsurface testing was systematically carried out at 82-foot and 164-foot intervals in the high and moderate probability zones. Additional shovel tests were also dug at 328-foot intervals within a sample of the low probability zone, and judgmentally around productive shovel tests in order to determine site dimensions, as contained within the APE.

Shovel tests were circular and measured approximately 1.6 feet in diameter by at least 3.3 feet in depth. All soil removed from the test pits was screened through a 0.25 inch mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were plotted on the aerial maps, and, following the recording of relevant data such as stratigraphic profile and artifact finds, all test pits were refilled.

Historic resources field survey consisted of a preliminary reconnaissance of the area to determine the location of all buildings and other structures (i.e., bridges and culverts) believed to have been built prior to 1951, and to ascertain if any such resources could be adjudged eligible or potentially eligible for the NRHP. This was followed by an in-depth study of each identified historic resource. Photographs were taken and information needed for the completion of FSF forms was gathered. In addition to architectural descriptions, each historic structure was reviewed to assess style, historic context, condition, and potential NRHP eligibility. Pertinent records housed at the Pasco County Property Appraiser's Office, the Pasco County Public Library, the Zephyrhills Depot Museum, and the University of South Florida Special Collections were examined, and residents or other knowledgeable persons were interviewed to obtain information concerning site-specific building construction dates and/or possible association with individuals or events significant to local or regional history. A reconnaissance of the project area vicinity was also conducted to ascertain whether any potential historic districts existed within or adjacent to the project APE.

## 5.3 LABORATORY METHODS AND CURATION

Given the discovery of only a single piece of aboriginal pottery, archaeological analyses of recovered cultural materials was limited to examination and classification of the one ceramic sherd. Classification was done on the basis of observable characteristics such as aplastic inclusions and surface treatment. At the completion of the CRAS, the single artifact and associated records (i.e., field notes and maps) were prepared for permanent storage and curation at a FDOT-designated repository.

## 5.4 UNEXPECTED DISCOVERIES

If human burial sites such as Indian mounds, lost historic and prehistoric cemeteries, or other unmarked burials or associated artifacts were found, then the provisions and guidelines set forth in Chapter 872, F.S. (Florida's Unmarked Burial Law) were to be followed. However, it was not anticipated that such would be found within the U.S. 98 Dade City Bypass project APE.

# 6.0 SURVEY RESULTS

## 6.1 ARCHAEOLOGICAL

The archaeological investigations conducted for the U.S. 98 Dade City Bypass PD&E Study included both ground surface reconnaissance and the excavation of 64 shovel tests. Of these, 33 were placed in proposed pond areas (Table 6.1), and 31 were excavated systematically at 82-foot and 164-foot intervals in zones of high and moderate archaeological probability. As a result, no new archaeological sites were discovered. One Sand-tempered Plain type pottery sherd was found at 38 inches below surface in shovel test (ST) 40; this artifact was recovered from a zone of tan colored fine sand. Four additional shovel tests placed within 82 feet to the north and south of this find within the existing U.S. 98 right-of-way did not result in the recovery of additional cultural materials. The isolated find of a single sherd, classified as an "archaeological occurrence" by the Florida Division of Historical Resources, is not recorded as a site.

**Table 6.1. Summary of Archaeological Survey Results Within Proposed Pond Areas.**

| POND | AERIAL SHEET | ARCHAEOLOGICAL PROBABILITY | NO. STs | RESULTS |
|---|---|---|---|---|
| 1 | 1 | low | 4 | Negative. Some portions impacted by prior soil removal |
| 2 | 2 | low | 3 | Negative. Some portions impacted by prior soil removal |
| 3 | 2 | moderate | 4 | Negative. Fill in some portions. |
| 4 | 2, 3 | low | 2 | Negative. 95% paved; 5% fill |
| 5 | 3 | high | 3 | Negative. Some ponded; some fill. |
| 6 | 4 | low | 3 | Negative. Ditched and filled in part. |
| 7 | 5 | low | 0 | Negative. Partially excavated; remainder covered with dirt piles, cement pipes, and heavy equipment. |
| 8 | 6 | moderate | 5 | Negative. Fill in some portions. |
| 9 | 6 | moderate | 4 | Negative. Ditched and filled. |
| 10 | 7 | moderate | 5 | Negative. Partially paved and filled. |

## 6.2 HISTORIC STRUCTURES

Twenty-five historic resources are located within the U.S. 98 Bypass PD&E Study project APE (Table 6.2, Figure 6.1). One of these resources, the Dade City Atlantic Coast Line Railroad Depot (8PA415) at 14216 U.S. 98 Bypass, is listed in the NRHP. Constructed ca. 1912 for the Atlantic Coast Line Railroad as a combination passenger and freight station,

**Table 6.2. Historic Resources within the U.S. 98 Bypass PD&E Study Project APE.**

| SITE NO. | ADDRESS | STYLE | DATE | ELIGIBILITY |
|---|---|---|---|---|
| 8PA415 | 14216 U.S. 98 Bypass | Masonry Vernacular | ca. 1912 | Listed |
| 8PA1207 | 13516 U.S. 301 | Frame Vernacular | ca. 1920 | Not Eligible |
| 8PA1208 | 13524 U.S. 98 Bypass | Masonry Vernacular | ca. 1950 | Not Eligible |
| 8PA1209 | 38210 Buford Avenue | Bungalow | ca. 1925 | Not Eligible |
| 8PA1210 | 38153 Buford Avenue | Frame Vernacular | ca. 1920 | Not Eligible |
| 8PA1211 | 14032 2nd Street | Bungalow | ca. 1920 | Not Eligible |
| 8PA1212 | 14036 2nd Street | Bungalow | ca. 1920 | Not Eligible |
| 8PA1213 | 38132 Pasco Avenue | Bungalow | ca. 1922 | Not Eligible |
| 8PA1214 | 14147 U.S. 98 Bypass | Masonry Vernacular | ca. 1950 | Not Eligible |
| 8PA1215 | 38134 Meridian Avenue | Frame Vernacular | ca. 1942 | Not Eligible |
| 8PA1216 | 14540 5th Street | Frame Vernacular | ca. 1945 | Not Eligible |
| 8PA1217 | 14610 5th Street | Frame Vernacular | ca. 1936 | Not Eligible |
| 8PA1218 | 14616 5th Street | Frame Vernacular | ca. 1928 | Not Eligible |
| 8PA1219 | 14617 U.S. 98 Bypass | Frame Vernacular | ca. 1950 | Not Eligible |
| 8PA1220 | 14621 U.S. 98 Bypass | Frame Vernacular | ca. 1928 | Not Eligible |
| 8PA1221 | 14629 U.S. 98 Bypass | Frame Vernacular | ca. 1921 | Not Eligible |
| 8PA1222 | 14624 U.S. 98 Bypass | Frame Vernacular | ca. 1945 | Not Eligible |
| 8PA1223 | 14630 5th Street | Frame Vernacular | ca. 1920 | Not Eligible |
| 8PA1224 | 14721 5th Street | Frame Vernacular | ca. 1948 | Not Eligible |
| 8PA1225 | 14741 5th Street | Frame Vernacular | ca. 1940 | Not Eligible |
| 8PA1226 | 14747 5th Street | Frame Vernacular | ca. 1940 | Not Eligible |
| 8PA1227 | 13630 5th Street | Frame Vernacular | ca. 1915 | Not Eligible |
| 8PA1265 | 38031 Dixie Avenue | Frame Vernacular | ca. 1940 | Not Eligible |
| 8PA1266 | 13448 U.S. 301 | Frame Vernacular | ca. 1923 | Not Eligible |
| 8PA1267 | 13420 U.S. 301 | Masonry Vernacular | ca. 1945 | Not Eligible |

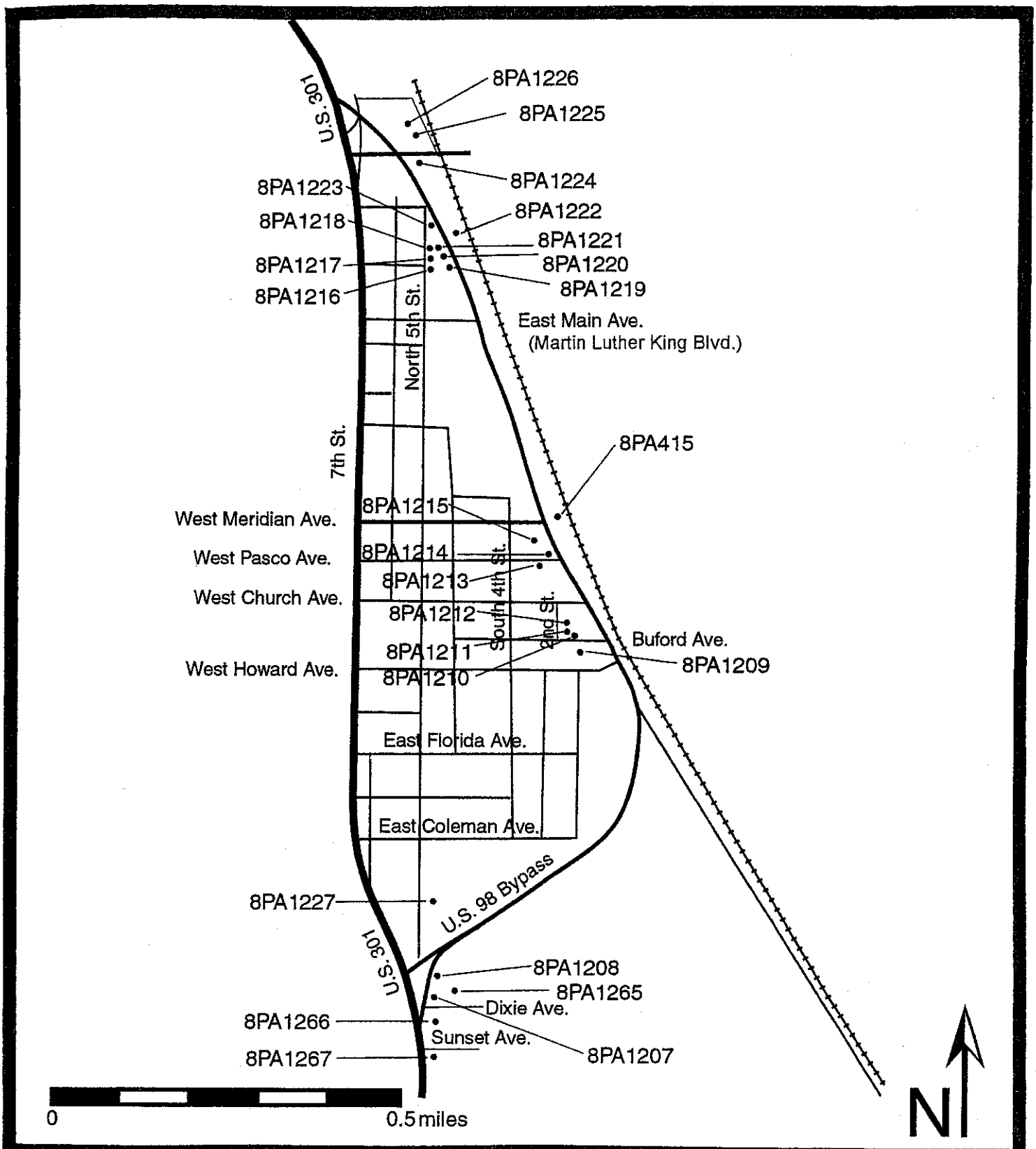


**Figure 6.1.** Location of Recorded Historic Structures.

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the Depot is a one-story, red brick Masonry Vernacular style building with Folk Victorian detailing. Notable features of the rectangular building include a combination hip and gable roof with two gable dormers, 1/1 wood double-hung sash windows with decorative transoms, and carved wood knee braces. The ACL Depot, which was listed in the NRHP in July 1994, is significant at the local level under NRHP Criteria A and C in the areas of Architecture, Transportation, and Community Planning and Development (Appendix B). The Depot was rehabilitated in 1996-97 using FDOT ISTEA enhancement funds and retains its NRHP listing.

The Vitality Beverages Inc. (former Lykes-Pasco) citrus plant complex at 15000 U.S. 301 was also examined during this investigation due to its historical importance to the surrounding area. The complex, originally established as the Pasco Packing Association, appeared to have historical significance as a fresh fruit cooperative founded in 1936. The cooperative quickly moved into processing, and supplied the United States Army with canned juice during World War II. The company was instrumental in the development of concentrates during and after World War II. Purchased by the Lykes Brothers, Inc. (later Lykes Pasco, Inc.) in 1954, the plant was more recently purchased by Vitality Beverages ,Inc. last year and now consists of approximately 41 buildings. According to the Pasco County Property Appraiser's records, 12 of the 41 buildings were constructed prior to 1951. Access to the property was denied by the owner. Based upon a visual examination from the existing right-of-way, the concentration of historic buildings appears to be approximately 450 feet north of the U.S. 301/U.S. 98 Bypass intersection, outside of the U.S. 98 Bypass project APE. The proposed right-of-way improvements will end south of the Vitality Beverages, Inc. property and no land will be acquired from Vitality Beverages, Inc. Although attempts were made to verify the location, integrity, and concentration of historic resources on the property, Vitality Beverages, Inc. was not cooperative in providing more information. Due to the denial of access and the distance from the project's APE, the Vitality Beverages, Inc. property was not recorded on a FSF form.

The 24 newly recorded historic resources date from approximately 1920 through 1950. Nineteen of these properties are residential, four are commercial, and one is a clubhouse. The majority are Frame Vernacular in style. Individually, these historic resources represent commonly occurring types of architecture for the locale, and available data did not indicate any historical significance. Thus, none of the 24 newly recorded historic structures is considered potentially eligible for listing in the NRHP, either individually or as part of a NRHP historic district. Completed FSF forms are contained in Appendix A and individual site descriptions follow.

**8PA1207:** This Frame Vernacular style residence, located at 13516 U.S. 301 at the southeast corner of U.S. 301 and U.S. 98 Bypass, was constructed ca. 1920. It is located in an area of mixed residential and commercial uses. The one-story rectangular building, clad in asbestos shingles, has a gable roof covered with composition shingles, and a continuous concrete block foundation. The windows are 1/1 wood double-hung sash and 2/2 metal

single-hung sash. An enclosed porch with a shed roof is located on the west facade. Decorative features include exposed rafter ends and a tie beam in the front gable. A one car concrete block garage, constructed ca. 1960, is situated east of the residence. Alterations to the structure include the application of asbestos shingles over the original siding and the enclosure of the west porch ca. 1945. Some original windows were replaced ca. 1970, and a sundeck was added on the east elevation ca. 1988. This building is typical of Frame Vernacular residential structures found throughout the immediate area and Pasco County. In addition, limited available data suggest no historical significance, and alterations have diminished its architectural integrity. Consequently, 8PA1207 does not appear to meet NRHP eligibility criteria.

**8PA1208:** This Masonry Vernacular style residence, constructed ca. 1950, is located at 13524 U.S. 98 Bypass in an area of mixed uses. The one-story rectangular building is constructed of concrete block with a continuous concrete block foundation. The gable roof, clad with composition shingles, features weatherboard siding and vents in the gable ends. Windows are 1/1 wood double-hung sash and are accented with brick panels and sills. The porch on the west facade has a shed roof and cast iron filigree porch supports. On the east elevation, a utility room with a gable roof was connected to the residence by a shed roof porch addition ca. 1970. A one car garage, constructed ca. 1965, is located east of the residence. Architecturally, this building is typical of Masonry Vernacular construction built throughout the area during the post-World War II era. Limited historical research did not reveal any significance. Therefore, 8PA1208 does not appear to meet NRHP eligibility criteria.

**8PA1209:** This residence, a wood frame Bungalow constructed ca. 1925, is located at 38210 Buford Avenue in a largely residential area. The one-story rectangular structure is characterized by a concrete pier foundation, a 5V crimp gable roof with exposed rafter ends in the eaves, and 2/2 wood double-hung sash windows. The north porch has a gable roof with a prominent vent in the gable end. A porch with a hip roof is located on the south elevation. Circa 1970, metal siding was applied to cover the original siding. Although this building is a fine example of the Bungalow style, it is typical of such construction found throughout Pasco County and the state. Additionally, limited information did not reveal any historical significance. Thus, 8PA1209 does not appear NRHP eligible.

**8PA1210:** This Frame Vernacular style residence, constructed ca. 1920, is located at 38153 Buford Avenue in a largely residential area. The two-story rectangular structure serves as a combination residence on the second story and three-car garage on the first story. The wood frame building is clad with wood shingles although weatherboard is visible in the incised porch on the west elevation of the second floor. The structure rests on a concrete pier foundation, has a gable roof clad with 3V crimp, and has 1/1 wood double-hung sash windows. Notable features include a gable vent and exposed rafter ends. Two second story entrances have deteriorated to the point that the staircases are largely missing and the original doors for these entrances were replaced with jalousie doors ca. 1965. This building is typical

of 1920s garage apartments found throughout Florida. Additionally, some deterioration has resulted in a corresponding loss of integrity. Based upon the limited information available indicating no historical significance, 8PA1210 does not appear NRHP eligible.

**8PA1211:** This residence, a wood frame Bungalow constructed ca. 1920, is located at 14032 2nd Street. Situated in a largely residential area, this one-story rectangular duplex features weatherboard siding, a concrete block and brick pier foundation, a gable roof, and 2/2 wood double-hung sash windows. An incised porch extends the full width of the front (west) facade while a porch with a shed roof is located on the east elevation. Decorative features include a prominent gable vent and exposed rafter ends. Available data did not indicate any significant historical associations, and stylistically, the structure is a typical example of residential housing common for the area. Thus, it appears that 8PA1211 is not NRHP eligible.

**8PA1212:** This residence, constructed ca. 1920, is located at 14036 2nd Street in a largely residential area. This rectangular wood frame Bungalow is characterized by drop siding, a concrete block and brick pier foundation, a gable roof, and 2/2 and 3/1 wood double-hung sash windows. Decorative elements include a gable vent, exposed rafter ends, and knee braces. The structure was modified with the addition of a room on the east elevation ca. 1939. The original porch, located on the west elevation, was enclosed with 8-light metal casement windows ca. 1950. This residence is a typical example of the Bungalow style constructed throughout Florida during the 1920s. Furthermore, limited research did not reveal any historical significance. Therefore, 8PA1212 does not appear eligible for listing in the NRHP.

**8PA1213:** This one-story wood frame Bungalow at 38132 Pasco Avenue was constructed ca. 1922. Located in an area of mixed commercial and residential uses, this rectangular residence has drop siding, a brick pier foundation, a gable roof with exposed rafter ends in the eaves, and 2/2 wood double-hung sash and 2-light wood casement windows. The porch, located on the front (north) facade, has a hip roof with exposed rafter ends and wood posts set on brick piers. Notable features include the 8-light, 1-panel wood door and two brick chimneys. A ca. 1970 concrete block, one-car garage is situated southwest of the residence. Although this residence remains relatively unchanged since its construction, it is a typical example of Bungalow architecture constructed during the 1920s throughout Pasco County. Available data did not indicate that this building was historically significant. Therefore, 8PA1213 does not appear to meet NRHP eligibility criteria.

**8PA1214:** This Masonry Vernacular commercial structure, constructed ca. 1950, is located at 14147 U.S. 98 Bypass in an area of mixed commercial and residential uses. The core of the original building is rectangular in plan, although subsequent additions have created an irregular shape. The one-story concrete block structure rests on a concrete slab foundation, is topped by a gable roof clad with 5V crimp, and has a combination of 2/2 wood double-hung sash and 2-light and 8-light metal casement windows. Notable features on the

original building include the wood loading dock doors, a stepped parapet, and buttresses. This commercial structure, in good condition, was modified ca. 1993 with a room addition to join the original ca. 1950 warehouse to a ca. 1956 building which fronts U.S. 98 Bypass. Although unaltered except for the addition, this property is typical of Masonry Vernacular warehouses throughout the area. Limited research revealed no historical significance. Thus, 8PA1214 does not appear to meet NRHP eligibility criteria.

**8PA1215:** This one-story Frame Vernacular warehouse at 38134 Meridian Avenue was constructed ca. 1942. Situated in an area of mixed commercial, residential, and governmental uses, this rectangular structure has corrugated metal siding, a concrete pier foundation, a gable roof, and 1/1 wood double-hung sash windows. Notable features include gable vents, exposed rafter ends, and two wood loading dock doors accessed by a loading platform. A ca. 1942 shed, with corrugated metal siding, a gable roof, and a 6-light, 1-panel door, is located south of the main building. Other ancillary structures associated with the oil business are also located on the property. Although relatively unaltered, the warehouse is typical of such construction found throughout Pasco County. Limited information did not reveal any historical significance. Therefore, 8PA1215 does not appear NRHP eligible.

**8PA1216:** This Frame Vernacular style residence, constructed ca. 1945, is located at 14540 5th Street in an area of mixed uses. The one-story rectangular building has a concrete block pier foundation and a gable roof clad with composition shingles. The structure was modified ca. 1975 with the application of vinyl siding over the original siding, the replacement of original windows with 2/2 metal single-hung sash, and the addition of a room on the east elevation. This building was constructed in a style and manner common to post-World War II residences in the immediate vicinity and throughout Pasco County. In addition, non-historic alterations have compromised its integrity. As a result, this residence, of no known historical significance, is not considered NRHP eligible.

**8PA1217:** This one-story Frame Vernacular style residence at 14610 5th Street was constructed ca. 1936. Located in an area characterized by mixed uses, this square structure rests on a concrete pier foundation and is topped by a hip roof clad with exposed rafter ends in the eaves. Circa 1965, the west porch was enclosed with 2-light metal awning windows, original siding was covered with metal siding, a room was added on the east elevation, and a concrete block chimney was added on the north elevation. The remaining original windows were replaced ca. 1970 with 2/2 metal single-hung sash windows. The historic architectural integrity of the original structure has been compromised by successive non-historic and non-sympathetic alterations. Furthermore, available data did not show any significant historical associations. Therefore, it does not appear eligible for NRHP listing.

**8PA1218:** This Frame Vernacular style residence located at 14616 5th Street was built ca. 1928. Situated in an area of mixed commercial and residential uses, this one-story building, irregular in plan, is characterized by drop siding, a pier foundation, a gable roof, and 1/1 wood double-hung sash windows. A porch with a shed roof is located on the west

facade, and a masonry chimney is situated on the south elevation. The residence was modified ca. 1970 with the addition of a room on the east elevation, the replacement of some original windows with 2/2 metal single-hung sash, and the replacement of the original porch supports with concrete block posts. Architecturally, many examples of the Frame Vernacular style residence exist throughout Pasco County. Combined with the non-historic modifications and the lack of historical significance evidenced in the available data, 8PA1218 does not appear eligible for NRHP listing.

**8PA1219:** This one-story Frame Vernacular style residence was constructed ca. 1950. It is located at 14617 U.S. 98 Bypass surrounded by both residential and commercial uses. The rectangular building retains its original drop siding, gable roof clad with 5V crimp, and a few of the 1/1 wood double-hung sash windows. It has a continuous concrete foundation, and a porch with a gable roof on the west elevation. Circa 1970, a room was added on the east facade, and most of the original windows were replaced with 2/2 metal single-hung sash. A ca. 1950 shed is situated northwest of the residence. Non-historic and non-sympathetic alterations to this modest residence have diminished its architectural integrity. Additionally, limited research has not revealed any significant historical associations. Therefore, 8PA1219 does not appear NRHP eligible.

**8PA1220:** Built ca. 1928, this Frame Vernacular style residence is located at 14621 U.S. 98 Bypass, in an area of mixed commercial and residential uses. Original features of this one-story rectangular building include weatherboard siding, a concrete pier foundation, a gable roof with exposed rafter ends, a gable vent, and 1/1 wood double-hung sash windows. A porch with a shed roof is located on the east facade, and an exterior masonry chimney is situated on the south elevation. A room with metal jalousie windows was added to the west elevation ca. 1960. The residence was modified again ca. 1997 with the replacement of original windows with 1/1 single-hung sash and the application of stucco to the north elevation. A ca. 1965 shed is northwest of the residence. Based on the available data, this Frame Vernacular residence does not have any known historical significance. In addition to being a typical example of Frame Vernacular architecture in Pasco County, this property has lost integrity due to alterations and neglect. Therefore, 8PA1220 does not appear eligible for listing in the NRHP.

**8PA1221:** This irregularly-shaped Frame Vernacular style residence at 14629 U.S. 98 Bypass was constructed ca. 1921. Surrounded by a mixture of residential and commercial uses, the one-story building retains its original drop siding, concrete pier foundation, gable roof, and 2/2 and 1/1 wood double-hung sash windows. A porch with a partially demolished hip roof is located on the east facade. Notable features include a masonry chimney on the south elevation, a gable vent, and exposed rafter ends. Architecturally, this building is typical of the Frame Vernacular style found throughout Dade City, and has lost some of its original architectural integrity due to deterioration and neglect. Limited research did not reveal any historical significance. Therefore, 8PA1221 does not appear NRHP eligible.

**8PA1222:** Built ca. 1945, this Frame Vernacular commercial building is located adjacent to the CSX railroad tracks at 14624 U.S. 98 Bypass. Situated in an area of commercial and residential uses, this one-story rectangular warehouse is surfaced with 5V crimp, rests on a continuous concrete block foundation, and is topped by a gable roof with exposed rafter ends. The windows are combination of 3-light metal awning and 12-light metal casement. It was altered ca. 1970 with the addition of a porch/carport with a shed roof on the west elevation, and again ca. 1998 with the addition of a carport/entrance porch on the south facade. A shed roof canopy is located north of the warehouse. Architecturally, this building is typical of the Frame Vernacular warehouses found throughout the area. Based upon the limited data available, this property did not have any known historical significance. Consequently, it does not appear to meet NRHP eligibility criteria.

**8PA1223:** This irregularly-shaped Frame Vernacular style residence, constructed ca. 1920, is located at 14630 5th Street surrounded by a mixture of commercial and residential structures. This one-story residence is largely clad with asbestos shingles although its original drop siding is visible on the front (west) porch. The building retains its concrete pier foundation, gable roof, and 1/1 wood double-hung sash windows. Circa 1945, a room was added on the east elevation. Other modifications include the ca. 1965 application of asbestos shingles and decorative shutters, and the ca. 1995 partial enclosure of the porch. Non-historic alterations and neglect have comprised the historic integrity of this building, which is now vacant and deteriorated. Furthermore, available data revealed no historical significance. Therefore, 8PA1223 does not appear eligible for NRHP listing.

**8PA1224:** This one-story Frame Vernacular commercial building was constructed ca. 1948. Located at 14721 5th Street, it is surrounded by commercial and residential uses. The rectangular building is clad with 5V crimp, has a gable roof with exposed rafter ends, and a continuous concrete block foundation. Original windows were replaced ca. 1995 with 1/1 and 2/2 metal single-hung sash. This building is typical of Frame Vernacular commercial structures found throughout the immediate area and Pasco County. In addition, limited available data did not suggest any known historical significance. Consequently, 8PA1224 does not appear to meet NRHP eligibility criteria.

**8PA1225:** This rectangular Frame Vernacular style residence, constructed ca. 1940, is located at 14741 5th Street in a residential and commercial area. The one-story building is characterized by drop siding, a concrete pier foundation, a gable roof, and 2/2 metal single-hung sash windows. Two porches with shed roofs are located on the east and west elevations. Notable features include a gable vent and exposed rafter ends. Alterations to this residence include the ca. 1980 replacement of original windows. Many examples of this type of residence still exist throughout Pasco County. Furthermore, limited historic information did not suggest any significance. As a result, 8PA1225 does not appear eligible for NRHP listing.

**8PA1226:** This one-story residence at 14747 5th Street was constructed ca. 1940. Located in an area characterized by commercial and residential uses, this Frame Vernacular style building has a rectangular form clad with drop siding. Set on a continuous concrete block foundation, the building has a gable roof, a few original 1/1 wood double-hung sash windows, a gable vent, and exposed rafter ends. Alterations include the ca. 1970 enclosure of the east porch and the replacement of most of the original windows with 3-light metal awning. Architecturally, this residence is a typical example of the Frame Vernacular style still found throughout the immediate vicinity and Pasco County. Moreover, limited research did not indicate any historical significance. Therefore, 8PA1226 does not appear NRHP eligible.

**8PA1227:** This one-and-one-half story Frame Vernacular building at 13630 5th Street was originally the St. Rita Catholic Church building, constructed ca. 1915. It served the congregation until 1976 when it was moved by the Dade City Garden Club to its present location in a largely residential area. The rectangular wood-frame building has a stuccoed exterior scored to resemble brick, a concrete block continuous and pier foundation, and a gable roof. An entrance porch with a gable roof is located on the west facade, and a small entrance stoop with a shed roof is situated on the south elevation. Windows are largely 6/6 metal single-hung sash, with 1-light triangular transoms, and 4/4 metal single-hung sash. Some original 6/6 wood double-hung sash windows remain on the south elevation. Decorative elements include the modern six panel, paired doors with a 3-light triangular transom and a gable vent. When it was moved to its current location, the building was extensively altered. The bell tower, added to the building in 1920, was removed. Stucco was added to the structure, most original windows and original doors were replaced, and an entrance porch was added to the west facade. A wood frame shed is located northeast of the building. Although of historical interest, this former church has been extensively altered resulting in a loss of integrity. Given the extent of the non-historic modifications and the relocation of the building from its historic site to its current one, 8PA1227 does not appear eligible for NRHP listing.

**8PA1265:** This one-story, Frame Vernacular style residence constructed ca. 1940 is located at 38031 Dixie Avenue in an area characterized by a mix of residential, commercial, and institutional uses. The irregularly-shaped building features a combination concrete pier and concrete block continuous foundation, vinyl siding, a gable roof clad with composition shingles, and an interior brick chimney. The south porch has a hip roof and square masonry porch supports. Another porch is included under an extension of the main gable roof in an addition at the southwest corner of the building. Windows are a mixture of 1/1 wood double-hung sash, 1/1 metal single-hung sash, and 2-light metal awning. The residence was altered ca. 1948 with an addition on the east elevation, ca. 1970 with an addition on the west elevation, and again ca. 1987 with the addition of a room on the north elevation. Also ca. 1987, the building was clad with vinyl siding, some original windows were replaced, and portions of the south porch were replaced. A large, one-car wood frame garage is northwest of the residence. Architecturally, this residence is a typical example of the Frame Vernacular style found throughout the immediate vicinity and Pasco County. Moreover, limited

research did not indicate any historical significance and alterations have diminished its original architectural integrity. Consequently, 8PA1265 does not appear eligible for NRHP listing.

**8PA1266:** The Frame Vernacular residence located at 13448 U.S. 301 was constructed ca. 1923. Located on U.S. 301 at the corner of Dixie Avenue, the one-story, irregularly-shaped building is now surrounded by residential, commercial, and institutional uses. It is characterized by a gable roof; asbestos shingle, stucco, and plywood siding; a concrete block pier foundation; and an interior brick chimney. Windows are a mixture of 1/1 metal single-hung sash, 6/6 metal single-hung sash, and 1/1 wood double-hung sash. A porch with a hip roof is located on the east elevation. The building was altered ca. 1965 with the application of asbestos shingles over original siding and the addition of a room on the west elevation. The residence was again modified ca. 1980 with the enclosure of the north porch, the application of plywood as an exterior fabric, and the replacement of most of the original windows. A one-car wood frame garage is located northeast of the residence, and a two-car carport is situated immediately east of the garage. A wood frame shed is south of the residence. The historic architectural integrity of this residence has been compromised by successive non-historic and non-sympathetic alterations. Furthermore, available data did not reveal any historical significance. Therefore, 8PA1266 does not appear eligible for NRHP listing.

**8PA1267:** This irregularly-shaped, one-story residence, located at 13420 U.S. 301 was constructed ca. 1945. The Masonry Vernacular building is situated on a residential parcel in an area now characterized by a mix of residential and commercial uses. The structure has a continuous masonry foundation, a stucco finish, and a gable roof clad with composition shingle. The windows are 2/2 metal single-hung sash, 1/1 metal single-hung sash, and 2-light metal awning. A garage with a flat roof was added to the building ca. 1960 but was subsequently enclosed ca. 1980. Other alterations include the application of new stucco, the replacement of original windows, and the enclosure of the front (west) entrance stoop ca. 1980. This residence is of a style common to the area and has lost its original architectural integrity due to extensive alterations. Additionally, limited data did not indicate that this building is historically significant. Therefore, 8PA1267 does not appear to meet NRHP eligibility criteria.

# 7.0 SITE EVALUATIONS AND CONCLUSIONS

All cultural resources identified as a result of this survey were evaluated for their significance, as per the criteria of eligibility for listing in the NRHP. A summary of site evaluations follows.

## 7.1 ARCHAEOLOGICAL SITES

The archaeological survey resulted in the discovery of one archaeological occurrence. This single sherd find is not considered significant. Thus, no archaeological sites considered potentially eligible for listing in the NRHP are contained within the U.S. 98 Dade City Bypass PD&E Study project APE.

## 7.2 HISTORIC STRUCTURES

One previously recorded historic resource, the NRHP-listed Dade City Atlantic Coast Line (ACL) Railroad Depot (8PA415) at 14216 U.S. 98 Bypass, is located within the U.S. 98 Bypass PD&E Study project APE. The historical resources survey resulted in the recording of 24 additional historic properties (8PA1207-1227, 8PA1265-67). Nineteen of these properties are residential, four are commercial, and one is a clubhouse. Although the majority are Frame Vernacular in style, the Masonry Vernacular and Bungalow styles are also in evidence. Generally speaking, they represent examples of architectural styles and forms popular during the Spanish-American War, World War I & Aftermath, Boom Times, Depression/New Deal, World War II & Aftermath, and Modern eras. The limited information available did not indicate any historical significance, and most have undergone alterations. As a result, the 24 newly recorded historic properties do not appear eligible for listing in the NRHP. The Vitality Beverages, Inc. (formerly Lykes-Pasco, Inc.) citrus plant context was also examined during this investigation. While visual examination from the existing right-of-way and historical research suggest that this complex may be potentially eligible for listing in the NRHP, access to the property was denied and it was determined that the historic portion of the property lies outside the U.S. 98 Bypass PD&E Study project APE. Therefore, neither a FSF form nor a request for a DOE were prepared for this property.

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**APPENDIX B: Dade City Atlantic Coast Line Railroad Depot**
**National Register of Historic Places Registration Form**
**(Prepared by Rebecca Spain Schwarz and William N. Thurston, 1994)**

NPS Form 10-900
(Oct. 1990)

United States Department of the Interior
National Park Service

# National Register of Historic Places Registration Form

* N.R. Listed 7/15/94
DADE CITY Quad
24S/21E/26

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Dade City Atlantic Coast Line Railroad Depot

other names/site number 8PA415

## 2. Location

street & number E. side of Lakeland Road at E. Meridian Avenue n/a ☐ not for publication

city or town Dade City n/a ☐ vicinity

state Florida code FL county Pasco code 101 zip code 33525

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 6/6/94
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

## 4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register
☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Name of Property

County and State

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

**Category of Property**
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

**Number of Resources within Property**
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|---|---|---|
| 1 | 0 | buildings |
| 0 | 0 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | Total |

**Name of related multiple property listing**
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

**Number of contributing resources previously listed in the National Register**

0

## 6. Function or Use

**Historic Functions**
(Enter categories from instructions)

Transportation: rail-related

**Current Functions**
(Enter categories from instructions)

Transportation: rail-related

## 7. Description

**Architectural Classification**
(Enter categories from instructions)

Other: Masonry vernacular

**Materials**
(Enter categories from instructions)

foundation Brick

walls Brick

roof Asphalt

other Wood

**Narrative Description**
(Describe the historic and current condition of the property on one or more continuation sheets.)

SUMMARY

The Dade City Atlantic Coast Line Railroad Depot is a rectangular, one-story, hip and gable roofed, red brick building constructed circa 1912 to accommodate both freight and passenger traffic. Situated along the west side of the existing railroad tracks, this is an active Amtrak passenger station, although the interior of the depot and the freight platform are no longer used. The building shows signs of decay, yet retains nearly all of its original architectural elements, including gable dormers, bay window, wraparound loading platform, and interior finishes.

PRESENT AND ORIGINAL PHYSICAL DESCRIPTION

This basically rectangular, red brick, Masonry Vernacular depot features Folk Victorian detailing. The building, approximately 46.4 m (153 ft) by 12.1 m (40 ft), was constructed circa 1912 as a combination station used for passenger travel and the shipment of commodities. The depot is located at the east end of East Meridian Avenue. The north-south Lakeland Road (US 98 Bypass) was not constructed until the early 1960s. Situated on the west side of the existing railroad tracks, the main axis of the building runs north-south, parallel to the tracks. There are no paved surfaces around the building, nor are there walkways leading to/from the adjacent street.

Two independent entrances leading into the once segregated waiting rooms are found on the north facade (Photo 1). The waiting room portion of the depot is slightly wider than the rest of the building, extending westward several feet. The centrally located station agent's office extends the width of the building between the waiting rooms on the north and the freight room on the south. A small bay projection off the agent's office space faces the railroad track on the east. A large, covered, wooden freight platform lies south of the freight room, accessed by a raised wooden walkway, two sliding freight doors, and wooden steps on the east side of the depot (Photos 2, 3, and 4).

The main portion of the brick depot rests on a continuous brick foundation with regularly spaced, rectangular, metal foundation vents featuring a diamond mesh pattern. The exterior brick walls are laid in a common bond pattern with every sixth row formed by an alternating header-stretcher combination. The wooden platform on the south end, apparently constructed in the

1920s or 1930s, rests on round wood posts set on precast concrete footers, depressed slightly into the sandy ground (Photo 5).

Designed in a traditional style for southern railroad depots constructed in the late 19th and early 20th century, this building is utilitarian in layout, yet possesses finely crafted structural and ornamental Folk Victorian style details. These are evident in the carved wood knee braces which support the wide roof overhangs along the brick portion of the depot, cast concrete lintels featuring a rustic stone appearance, and multi-paned transoms. In contrast, simple wood posts and knee braces, purely functional in design, support the gabled roof over the platform.

The roof, hipped on the north and gabled on the south, is sheathed with composition shingles. The south gabled end consists of board and batten siding. Small gabled dormers are centered on the front (north) facade and over the office bay projection on the east facade. The north dormer gable end has been covered with a triangular piece of corrugated fiberglass, but probably once resembled the east facing dormer gable end which features board and batten siding and a rectangular gable vent. One brick chimney, with a decorative cap, penetrates the roof on the west, near the waiting rooms and office.

The front (north) facade features a 5-bay combination of three windows (at each end and centered) and two offset waiting room entrance doors. The west and east facades contain four independent windows at the northern ends. The street side (west) facade also features a single door and window leading into the office area and two separate double-wide freight room doors set a few feet above grade (Photo 6). A solid wood bumper extends the length of the freight room portion of the building, just below the raised floor level. The remainder of the railroad track side (east) facade consists of the office bay projection, featuring two single windows, and two separate double-wide freight room doors accessed by the raised wooden walkway. There are no openings in the south facade leading to the adjacent covered freight platform occupying the southern two bays of the depot, probably because the platform was reportedly built at a later date. Some of the raised wooden platform and east walkway flooring is now deteriorated.

Each of the windows is composed of a wooden, 1/1, double hung sash with a multi-pane, cottage style transom (small diamond

panes along the top with vertical muntins below). The main entrance doors on the north are a 6-panel, wood (probably a replacement) and a 2-panel, wood and glass door with a large rectangular pane. Some of the windows, transoms, and other doors have been boarded up. The freight room doors are large, 4-panel, wood, sliding doors (the southern two doors have been modified with what appears to be screening in part of the upper panels). Metal plates applied to the lower edges of the masonry freight door openings protect the brick corners.

Double wide brick walls form the exterior of the building, with exposed brick walls inside. The interior brick surfaces are in good condition. The original wood floors remain intact. A lowered ceiling has been added to the agent's office, consisting of dropped panels and fluorescent lights. The waiting rooms retain their original high ceilings, and the freight room continues to feature exposed roof rafters, still in good condition.

ALTERATIONS

The Dade City Atlantic Coast Line Railroad Depot appears today much as it probably did when it was first constructed circa 1912, except for the early addition of a large covered wooden freight platform. The platform was reportedly constructed at the south end of the depot about twenty years later. The most noticeable exterior changes are boarded up doors, windows, and transoms, and some general deterioration throughout due to a lack of use and regular maintenance during the past two decades.

Name of Property | County and State

## 8. Statement of Significance

**Applicable National Register Criteria**
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**
(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**
(Enter categories from instructions)

Transportation
Community Planning & Development
Architecture

**Period of Significance**

1912-1944

**Significant Dates**

1912

**Significant Person**
(Complete if Criterion B is marked above)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Unknown/Unknown

**Narrative Statement of Significance**
(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

**Bibliography**
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

**Primary location of additional data:**

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

City of Dade City and Pasco County Historical Preservation Committee

SUMMARY

The 1912 Dade City Atlantic Coast Line Railroad Depot is significant at the local level under **Criterion A** in the areas of **Transportation** and **Community Planning and Development.** The railroad systems which began serving central Florida in the mid-1880s stimulated economic development and residential settlement in many rural communities. Railroad stations served as major community commercial and social centers, linking each of the small towns with the rest of the world. At the turn of the century, therefore, railroads and associated depots played a significant role in the development of central Florida communities such as Dade City. Of the four historic railroad depots that have served Dade City, the Dade City Atlantic Coast Line Railroad Depot is the only one that remains.

The Dade City Atlantic Coast Line Railroad Depot is also significant under **Criterion C** in the area of **Architecture** as a fine example of the traditional, one-story, red brick railroad depot commonly built in the early 20th century, used for combination passenger travel and shipment of freight.

HISTORIC CONTEXT AND SIGNIFICANCE

The Second Seminole War brought the first permanent settlement to the area around present-day Dade City with the establishment of Fort Dade in 1836. Scattered settlement followed after the conclusion of the hostilities. Industrial development and even more widespread settlement came after the Civil War, with the establishment of sawmills, turpentine stills, grist mills, and cotton gins. Fertile land and good water made agricultural prospects great for new settlers (Dunson 1976:21), and the area became dotted with sparcely populated agricultural communities.

By the mid-1880s, the southern portion of the county began growing in population, especially in the San Antonio and Fort Dade areas (Horgan 1992:1). In 1884, the community of Fort Dade was surveyed and a new post office was established in Dade City, located east of Fort Dade. The next year, the Florida Southern Railroad (later a part of the Atlantic Coast Line Railroad) was built south through the county, headed toward Lakeland. A depot was constructed on East Main Street at "White House," near the present-day Dade City Cemetery. The first telegraph line was also built that year for Western Union. A number of businesses

were established along Main Street in the newly surveyed town of Fort Dade. H. W. Coleman and W. N. Ferguson moved to town from Atlanta to build a general store (Hunt 1950; Dunson 1976:22; Dayton 1977).

The first train which passed through Fort Dade was met with some fanfare, for "oranges and lumber could now be shipped by rail, instead of being hauled by oxcart to Tampa, Wildwood, Hudson or Bayport" (Dayton 1977). Many people invested heavily in the citrus industry now that oranges could be shipped directly to northern markets. This prosperity ended abruptly, however, after the "Great Freeze" in February 1895. The trains later assisted in the extensive turpentine and lumber mill industries which flourished throughout the county at the turn of the century (Dayton 1977).

By 1886, the Florida and Peninsula (later to become a part of the Seaboard Air Line Railroad) ran a track through Dade City enroute to Plant City. The depot for the new railroad line was constructed on Eighth Street across from the Dade City Hotel in the newly surveyed town of Dade City. This was about one-half mile southwest of the first depot. All the merchants moved from Fort Dade to new buildings in Dade City. Coleman and Ferguson constructed a general store at the northeast corner of 8th Street and Meridian Avenue in 1886. It was later replaced by a two-story brick structure in the 1920s (extant today). Meridian Avenue and 7th Street became the major cross streets. A new post office was established at Dade City in 1886; the one in Fort Dade was abandoned three years later (Dunson 1976:22, 23; William Dayton, personal communication with Rebecca Spain Schwarz, August 18, 1993).

A separate rail line was constructed in 1887 by the Orange Belt Railway (later owned by the Plant System, and then by the Atlantic Coast Line). Never passing through Dade City, it traversed the county diagonally (northeast to southwest) from Sanford through Lacoochee, Odessa, and Tarpon Springs, then on to Clearwater and St. Petersburg in Pinellas County (Horgan 1992:182; Dunson 1976:23).

As the towns of southern Hernando County grew and prospered, the residents tired of traveling over 15 miles north to Brooksville, the county seat, to attend court or transact county business. In 1887, the southern third of Hernando County became Pasco County, and by 1889, Dade City was incorporated and

selected as the official county seat. A wood frame courthouse was constructed, later to be replaced by the existing brick building in 1909. The Bank of Pasco County was also established in 1889. The new town center revolved around the new Florida Central and Peninsular Railroad depot, Coleman and Ferguson's General Store, and the Pasco County Courthouse. By 1890 Pasco County had 4,500 residents, 321 living within the city limits of Dade City (Dunson 1976:23, 74; Dayton 1977; Hunt 1950).

In 1903 the Florida Central and Peninsular (FC&P) Railroad system was acquired by the Seaboard Air Line Railroad. Sometime before 1918 a new Seaboard Air Line Depot was built about one block south of the original FC&P depot location. (The original depot may have burned in 1907 along with the nearby Dade City Hotel.) The new wood frame depot was located along 8th Street, between Meridian and Church Avenues. This depot was later enlarged and stuccoed circa 1927 (Dayton, personal communication with Rebecca Spain Schwarz, August 18, 1993; Hunt 1950).

Circa 1912, a new depot for the Atlantic Coast Line (ACL) Railroad was constructed at the east end of Meridian Avenue in Dade City. This replaced the original Florida Southern Railroad depot located about one-third mile north in what was originally platted as Fort Dade. The Florida Southern Railroad was acquired by Henry Plant in 1899 and later by the ACL in 1902.

The Dade City area grew slowly from the 1930s through the 1960s. The economy depended primarily on the growing citrus, poultry, and cattle industries. By 1950, the frozen citrus concentrate business had become a major Florida industry; two large packing companies were located in east Pasco County. The railroads and highways provided easy access for passenger transportation and freight shipment to the rest of the state.

When the Atlantic Coast Line and the Seaboard Air Line railroads merged in 1967 to form the Seaboard Coast Line Railroad, many lines were dropped, especially for passenger service (Mann 1983). The Eighth Street depot (previously the SAL depot) was demolished in the early 1970s (Dunson 1976:23), and by 1976, the previous ACL depot at the east end of Meridian Avenue was used only for freight.

Amtrak, started in 1971 as a quasi-governmental corporation with neither its own tracks nor its own staff, operated a greatly reduced passenger network. This eliminated passenger service to

many large and small communities in Florida and elsewhere. Another merger occurred in 1980 between the Family Lines/Seaboard Coast Line system and the giant Chessie system to create the CSX Corporation. Still in existence, with headquarters in Jacksonville, Florida (Mann 1983), the CSX Corporation continues to own and operate the Dade City Depot.

ARCHITECTURAL CONTEXT AND SIGNIFICANCE: Railroad Depots

The evolution and significance of the railroad depot in both large and small, urban and rural communities is best described by Herbert H. Harwood, Jr. in the following excerpt from Built in the USA: American Buildings from Airports to Zoos (edited by Diane Maddex):

> During the height of the railroad era, the station was a major community commercial and social center.
>
> The first U.S. common carrier railroad ran in 1830; others appeared quickly and grew in length. The first priority was to build track, then freight-handling facilities, so in many cases the 'station' was merely a room in some adjacent inn or tavern. But growing traffic volumes demanded more space, better outdoor shelter and a layout that could efficiently handle the separate flows of people, parcels and package freight--all of which dictated a design different from any existing architecture. By the late 1830s, an almost universal pattern had been developed for the next hundred years.
>
> The essential internal components were one or perhaps two passenger waiting rooms, one or two rooms for baggage, express and small-lot freight, and an agent's office. The agent's office was centrally situated; it also generally included a projecting track-side bay so he could easily see train movements. Externally, the station was distinguished by its agent's bay and, usually, train order signals. But its most unmistakable architectural ingredient was a wide overhanging roof at first-floor level, suitable for sheltering waiting passengers and working railroaders, and supported by impressive brackets. For larger stations with multiple tracks, platform sheds or a single train shed covering the whole track area was added.

Around these basic elements grew an awesome array of architectural treatments and construction materials. Well over 80,000 U.S. stations were built, most during the railroad construction frenzy in the late 19th century. The majority were simple standardized frame structures stamped out by each railroad's engineering department. The 'typical' smaller station was one story, although many included second-floor living quarters for the agent or, at crew change points, operating offices.

At larger volume points designs became more elaborate and permanent, often expressing corporate egos or community pride. Typically, a town started with a standard wood combination passenger and freight station; as it prospered, the freight was exiled to a separate warehouse-style depot and a commodious brick or stone structure arose for passengers--often with a clock tower, dominating the town center. (Maddex 1985:129)

The Dade City Atlantic Coast Line Railroad Depot fits the above description perfectly. Although the station is still used by Amtrak, the interior of the building has not been used on a regular basis since the 1960s. It remains in good condition, appearing almost as it did when constructed circa 1912. The wooden freight platform was apparently added in the 1920s or 1930s. Some windows and doors have been damaged and the freight platform shows signs of deterioration.

MAJOR BIBLIOGRAPHICAL REFERENCES

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1976 East Pasco's Heritage. Dade City, FL: First Baptist Church of Dade City.

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1952 The Story of Florida Railroads:1834-1903. Bulletin No. 86. Boston, MA: The Railway & Locomotive Historical Society, Inc.

Reeves, F. Blair, FAIA (compiler)
1989 A Guide to Florida's Historic Architecture. Gainesville, FL: University of Florida Press.

Interviews

Dayton, William G., July 28, 1993 and August 18, 1993 (telephone conversations with Rebecca Spain Schwarz).

Sanders, Doug, Assistant City Manager for Dade City, August 18, 1993 (telephone conversation with Rebecca Spain Schwarz).

Dade City ACL RR Depot
Name of Property

Pasco Co., FL
County and State

## 10. Geographical Data

**Acreage of Property** Less than 1 acre

**UTM References**
(Place additional UTM references on a continuation sheet.)

| | Zone | Easting | Northing |
|---|---|---|---|
| 1 | 17 | 382930 | 3170940 |
| 2 | | | |
| 3 | | | |
| 4 | | | |

☐ See continuation sheet

**Verbal Boundary Description**
(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**
(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

name/title Rebecca Spain Schwarz/Cons. & William N. Thurston/Historic Preservationist Supervisor

organization Bureau of Historic Preservation date May 1994

street & number R.A. Gray Blg., 500 S. Bronough St. telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

## Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**
(Check with the SHPO or FPO for any additional items)

## Property Owner

(Complete this item at the request of SHPO or FPO.)

name CSX Transportation Inc., c/o Tax Dept. Family Lines System

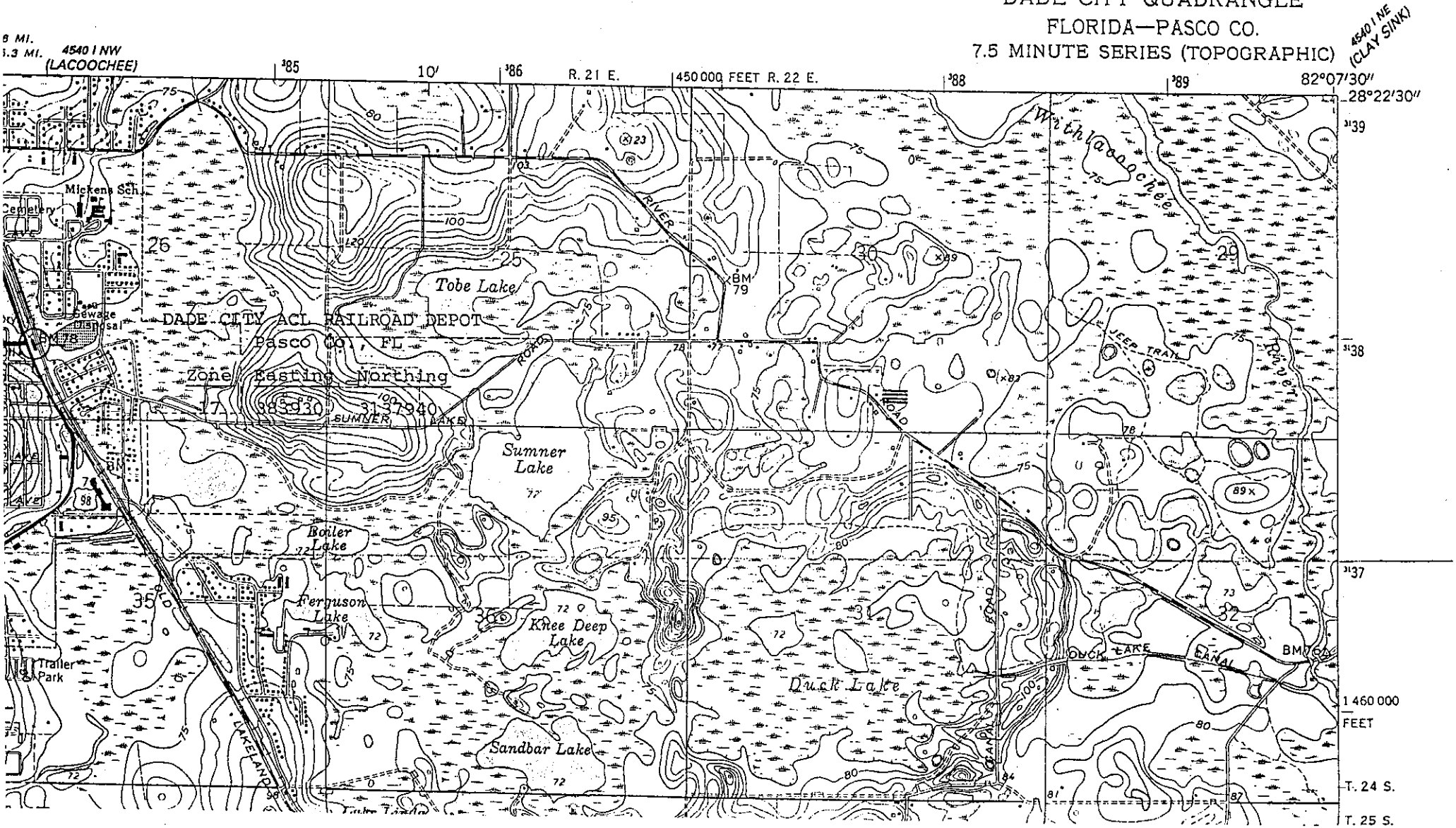
street & number 500 Water Street, Room 1208 telephone

city or town Jacksonville state FL zip code 32202-4445

ue South
FL 33701
13) 821-3530

24S/21E/24

DADE CITY QUADRANGLE
FLORIDA—PASCO CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

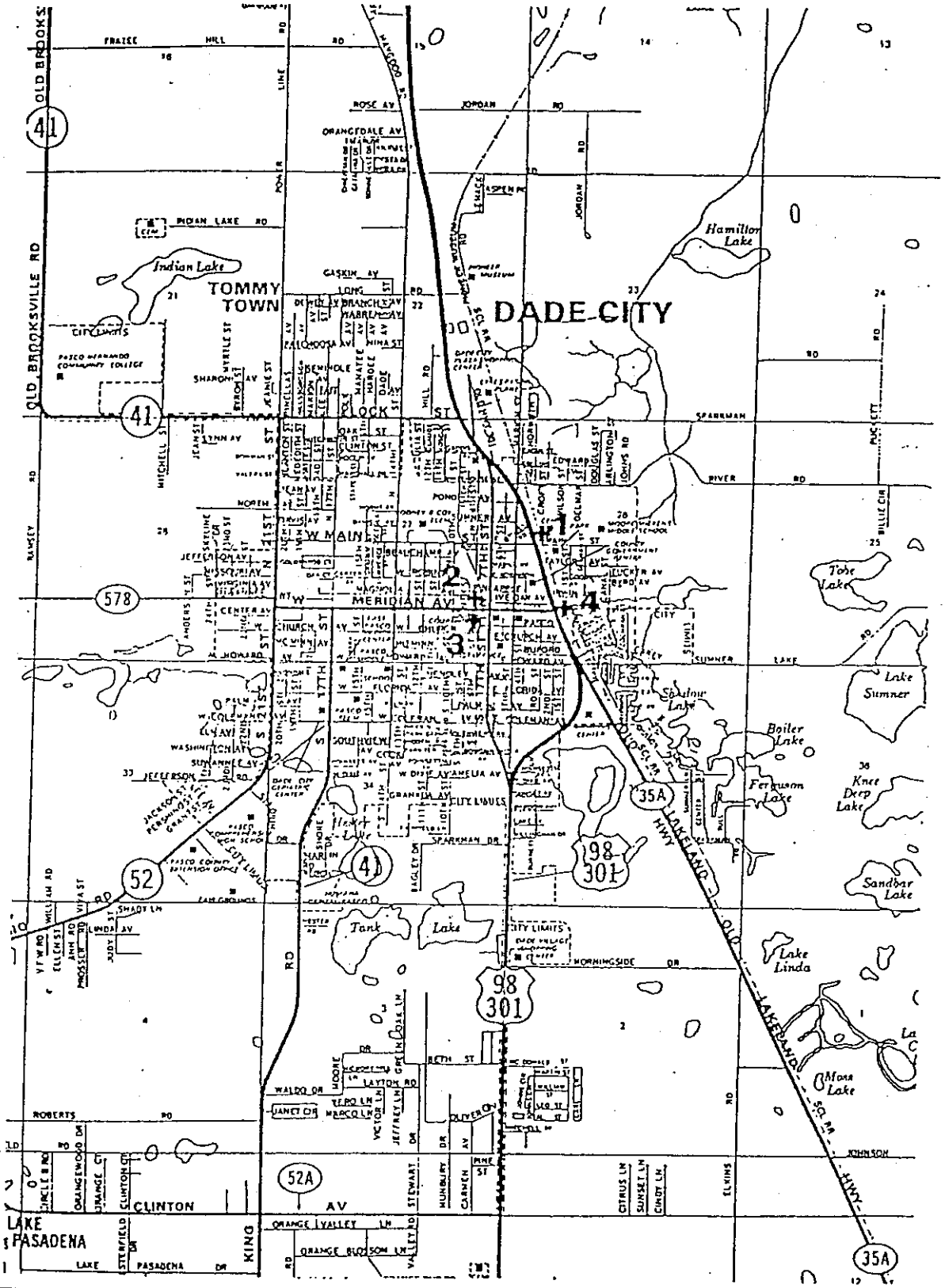


VERBAL BOUNDARY DESCRIPTION

A rectangular portion of the CSX Property, approximately 130.3 m (430 ft) north-south by 21 m (69.5 ft) east-west. This parcel is bound on the west by US 98 Bypass and lies about 2.4 m (8 ft) to 3.6 m (12 ft) from the CSX Track No. 1 (House Track) on the east (tracks are not included in NR boundary). The southern boundary is located about 3.03 m (10 ft) south of the south end of the depot.

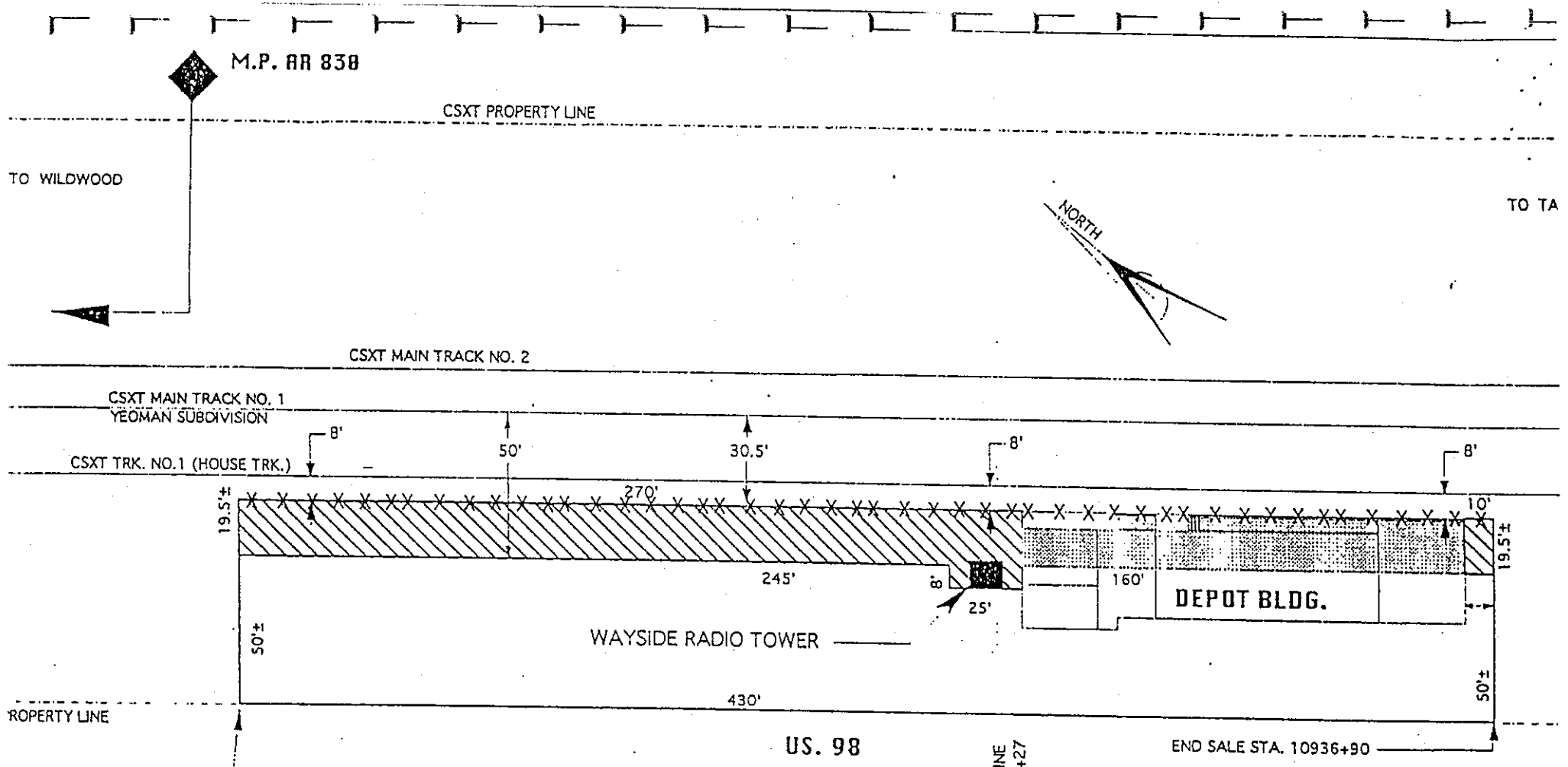
BOUNDARY JUSTIFICATION

This parcel includes the portion (15.15 m x 138.3 m; 50 ft x 430 ft) which will be purchased by the City of Dade City as well as the narrow strip (5.9 m x 138.3 m; 19.5 ft x 430 ft) fronting the house track which will have a revertible easement from CSX Corporation. The depot is located at the southeast corner of this parcel and will be donated to the City of Dade City. The City of Dade City will restore and manage the historic depot and the surrounding property included within the proposed NR boundaries described here.




Location of Railroad Depots in Dade City

1. Florida Southern RR (built 1885)
   (became part of Atlantic Coast Line RR in 1902)
2. Florida Central & Peninsular RR (built 1886)
   (became Seaboard Air Line RR in 1903)
3. Seaboard Air Line RR (built c. 1905-1918)
4. Atlantic Coast Line RR (built c. 1912)




## LEGEND

REVERTABLE EASEMENT TO CITY FOR PORTION OF DEPOT BUILDING LOCATING WITHIN 50' R/W

SALE AREA = 0.49 AC.±

NON-EXCLUSIVE PERPETUAL EASEMENT TO CITY FOR PARKING, INGRESS AND EGRESS SUBJECT TO LOCATION AND USE OF WAYSIDE RADIO TOWER = 0.129 AC.+

FENCE ALONG NORTHEAST PREMISES

# CSX REAL PROPERT

## SITUATION PLAN

DEPOT BUILDING AND SURROUNDING AREA A

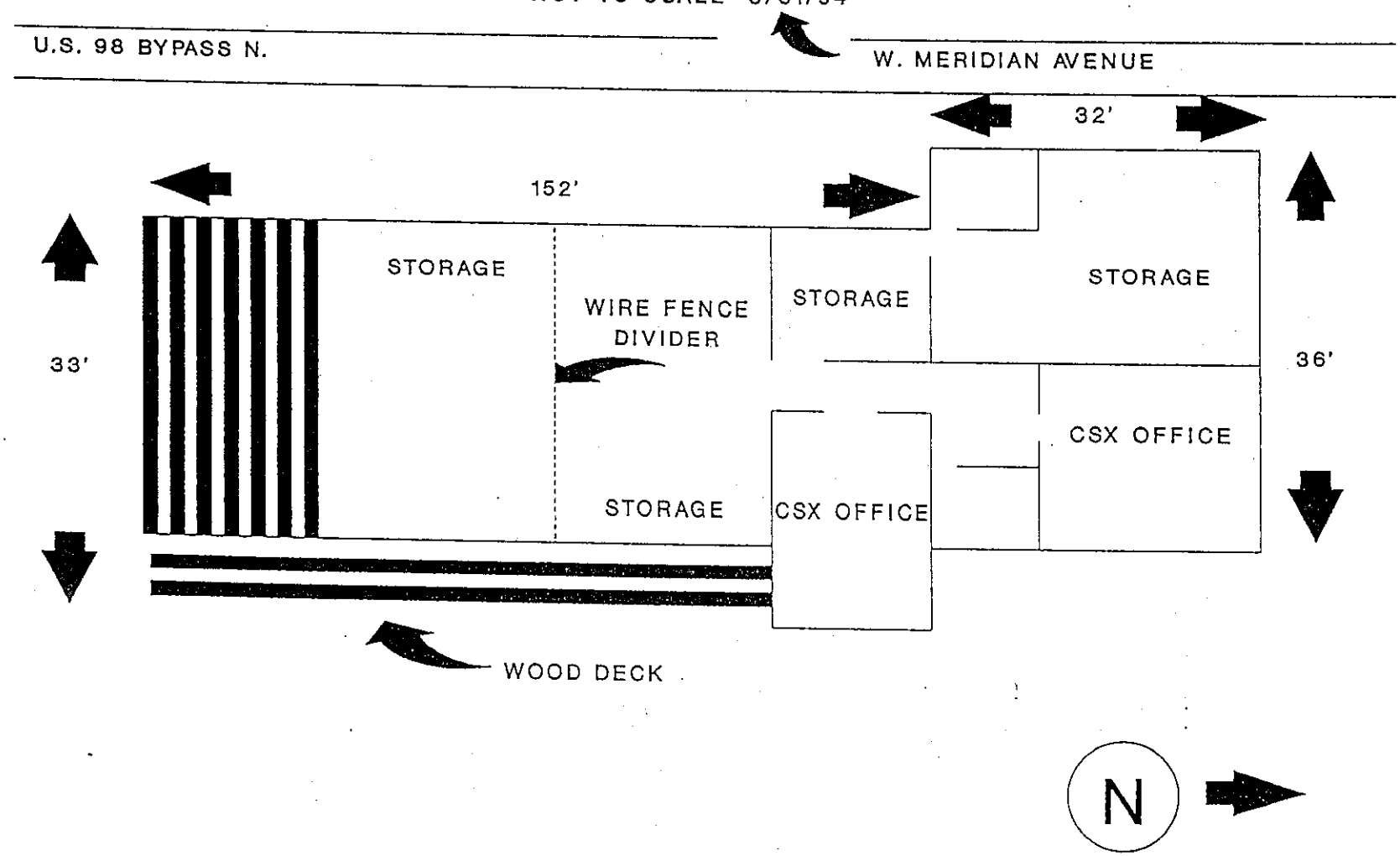
## DADE CITY, PASCO COUNTY, FLORI

SCALE: NOT TO SCALE
DATE: 6/28/93
DRAWN BY: W.E.B.
VALUATION MAP: V-5FL/91
REV.: 9/20/93

SCHEMATIC OF

# CSX DADE CITY DEPOT

NOT TO SCALE 3/31/94

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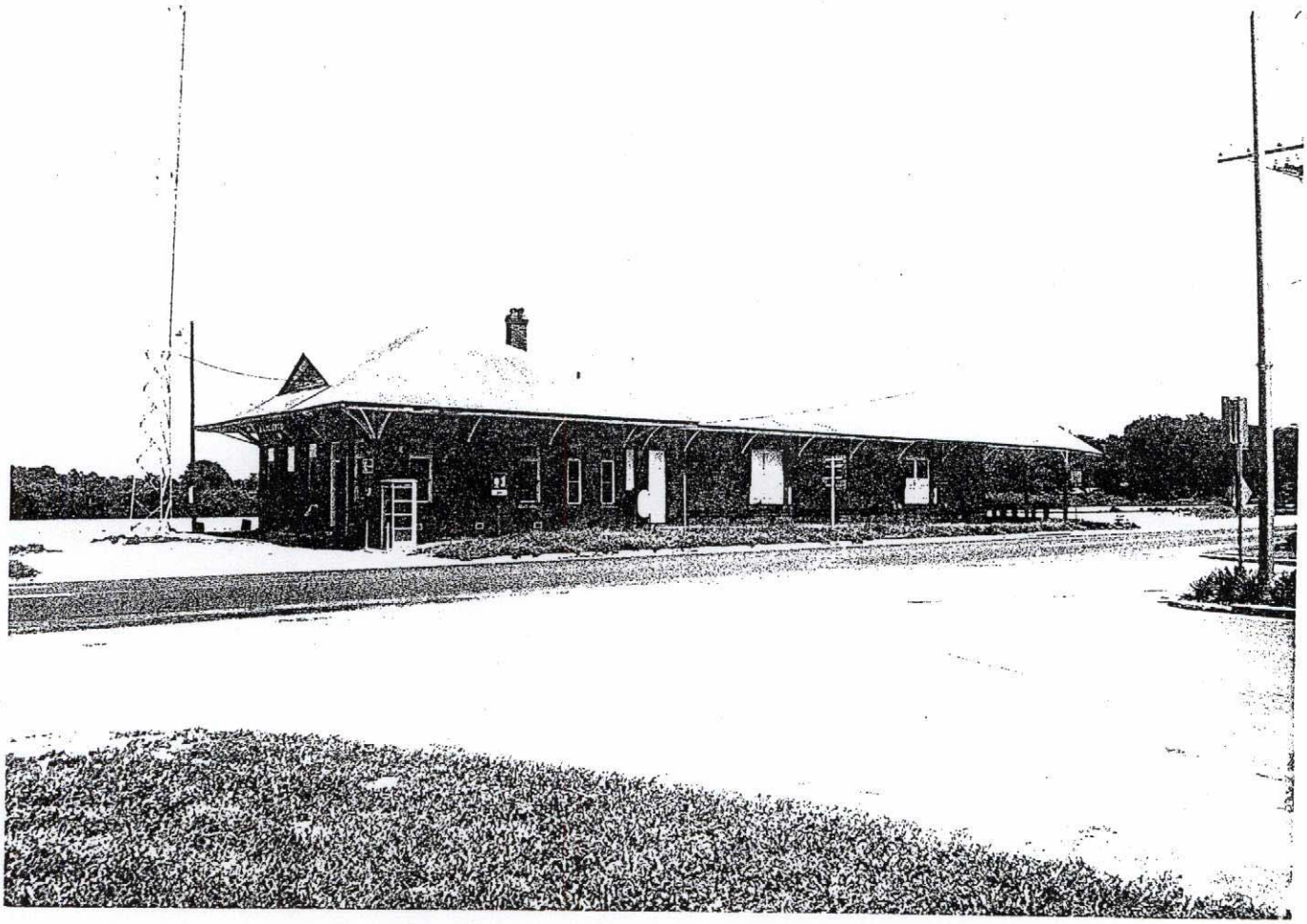

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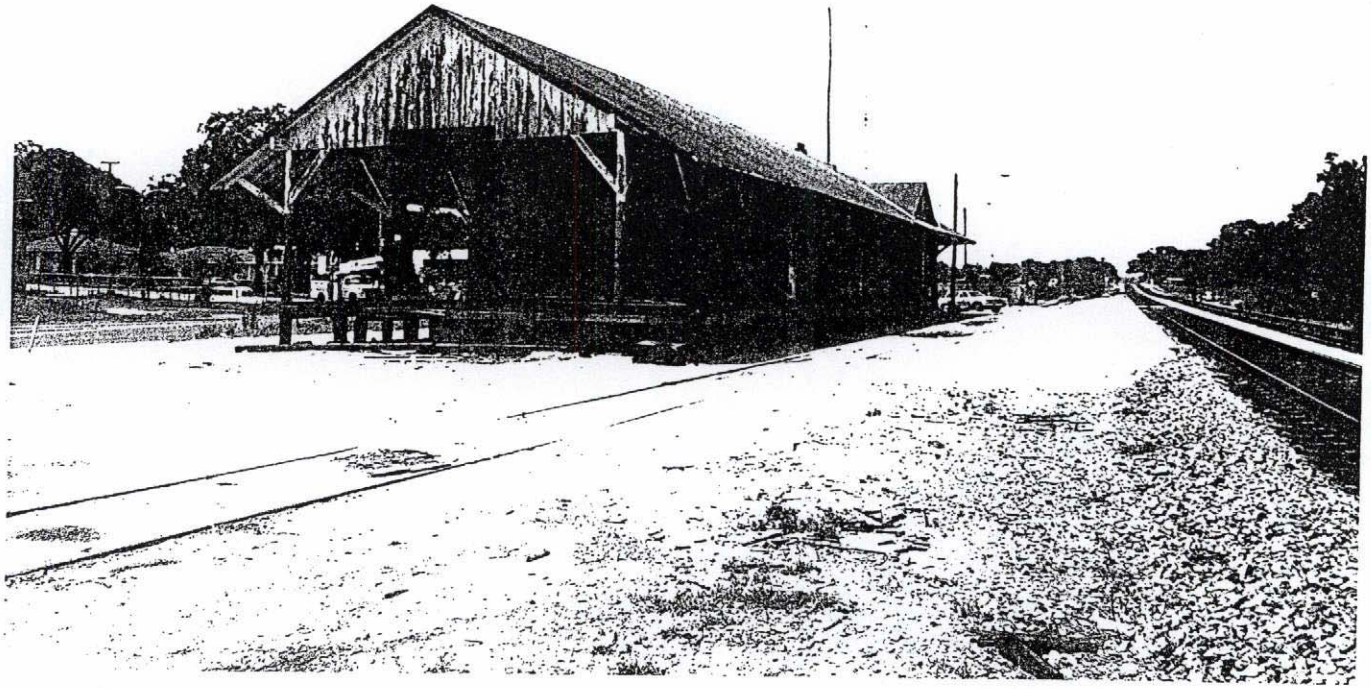

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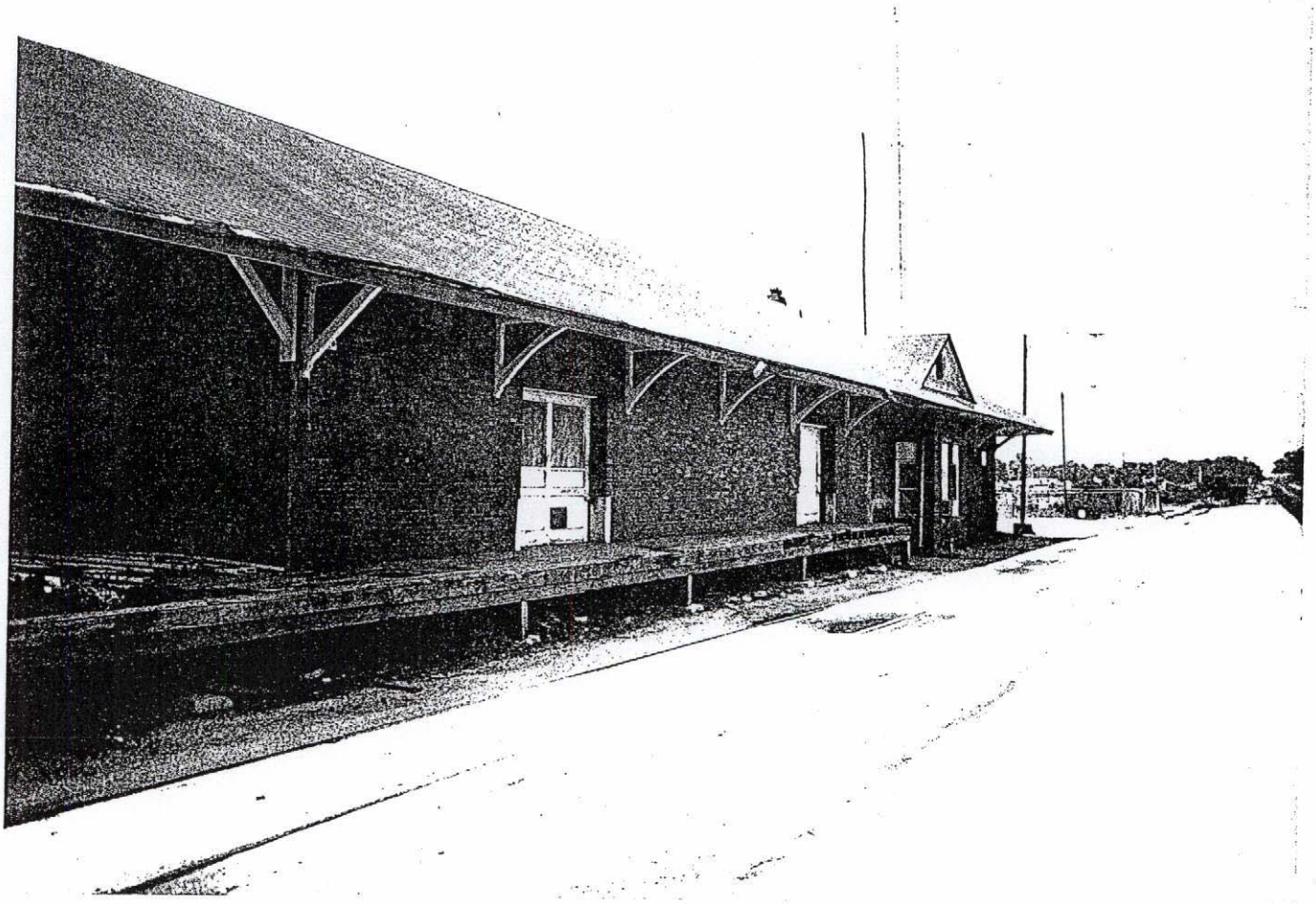

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