

**SELMON
EXPRESSWAY**

Whiting Street PD&E Study

**Cultural Resource
Assessment Survey**

August 2021

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1.0 Project Summary

1.1 Project Description

The Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, is conducting a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending Whiting Street and reconfiguring the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive. The study considers extending Whiting Street to North Meridian Avenue and includes improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street. The extension will provide a direct connection of the Whiting Street corridor to North Meridian Avenue which will improve traffic flow and safety for all transportation modes and offer additional connections within the street network.

The study will also evaluate reconfiguring the on-ramp to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive. It is anticipated that the Florida Avenue off-ramp will be widened to two lanes, the Channelside Drive off-ramp will be removed, and the new Whiting Street off-ramp will extend from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway. See Figure 1.1 for the project location map.



Figure 1.1: Project Location Map

1.2 Project Purpose & Need

The purpose of this project is to provide a direct connection of the Whiting Street corridor to North Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive to improve safety, traffic circulation, and access to Whiting Street and North Meridian Avenue.

The need for the project is based on the following criteria:

System Linkage

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the existing roadway network will be over capacity by the 2046 design year. Additional network connectivity such as the Whiting Street extension and ramp reconfigurations, are necessary to provide additional route choice and access to alleviate the congestion.

Safety

Safety and operational concerns with the Florida Avenue and Channelside Drive off-ramps include a substandard radius and a free-flow merge movement onto Florida Avenue with a sidewalk/crosswalk conflict. The ramp termini onto Channelside Drive terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. Six (6) years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, the adverse impact of geometric issues and pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, improving the ramp geometry, eliminating pedestrian conflicts, and redirecting Downtown east traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

Transportation Demand

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, Jefferson Street (39,000 AADT) and Kennedy Boulevard (AADT 34,000) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief to the parallel facilities.

1.3 Preferred Alternative

THEA has committed to provide a new connection to Meridian Avenue, by extending Whiting Street between Meridian Avenue and Brush Street. In order to construct the extension of Whiting Street, the existing railroad tracks will need to be removed. Removing the railroad tracks and completing the extension to Meridian Avenue will offer an additional connection within the street network, providing additional route choice and alleviating congestion.

The preferred alternative proposes improvements to existing ramp configurations and the existing street network at multiple locations in the Downtown/Channelside area. The improvements can be broken up into four distinct locations. See **Figure 1.2** for each location of proposed improvements.



Figure 1.2: Project Location Map

Location A

Whiting Street currently ends at Brush Street, west of the railroad tracks. The preferred alternative proposes to extend Whiting Street, from Brush Street to Meridian Avenue, with a new signal at the T-intersection of Whiting Street and Meridian Avenue. The proposed typical section for the Whiting Street extension includes two 11-foot wide travel lanes in each direction, a 15-foot wide raised median, curb and gutter, and 10-foot wide sidewalks on both the north and south sides of the road. The eastbound approach to Meridian Avenue includes two 11-foot wide dedicated left turn lanes and one 11-foot wide dedicated right turn lane. If necessary, the proposed 15-foot wide raised median can be converted to an additional dedicated left turn lane in the future. The existing grassed median on Meridian Avenue will be split in order to accommodate the proposed signalized intersection. The preferred alternative includes the addition of a southbound dedicated right turn lane and a northbound dedicated left turn lane. The preferred alternative does not propose any other improvements to Meridian Avenue.

Location B

Whiting Street is currently a two-lane roadway with on-street parking on both the north and south sides of the road. East of the Selmon Expressway, Whiting Street is a brick road in much need of repair. The preferred alternative proposes to widen/reconstruct Whiting Street from two to four lanes with two 11-foot wide travel lanes in each direction, curb and gutter, and 10-foot wide sidewalks on both the north and south sides of the road. The preferred alternative also includes installing two new traffic signals; one at the intersection of Whiting Street and the terminus of the proposed Whiting off-ramp, just east of the Selmon

Expressway, and the other at the intersection of Whiting Street and Brush Street. A dedicated eastbound left turn lane is proposed at the intersection of Whiting Street and Brush Street.

Location C

The existing exit ramp 6B provides users the ability to travel east along Channelside Drive, towards Amalie Arena and the Florida Aquarium. The preferred alternative proposes relocating exit ramp 6B approximately 700 feet north and providing a direct connection to Whiting Street. The proposed ramp includes a single 15-foot wide ramp lane, which will remain on structure beyond the existing Jefferson Street on ramp. From this point the ramp profile begins to decrease and the ramp will be supported by Mechanically Stabilized Earth (MSE) wall, which ends approximately 100 feet south of Whiting Street. The ramp widens to three 12-foot wide lanes at the intersection, with one dedicated left turn lane and two dedicated right turn lanes. The proposed ramp will cut off access north, along Nebraska Avenue, and therefore requires a horizontal curve to connect Nebraska Avenue to Finley Street. The existing Jefferson Street on ramp entrance will be shifted to the north to accommodate the new Whiting Street off-ramp.

Location D

The current configuration of exit ramp 6A includes a tight single lane loop ramp that merges onto Florida Avenue under a free-flow condition. The short, tight curve provides little room for vehicles to slow down and queue if there is any backup when trying to merge onto Florida Avenue. The preferred alternative proposes widening the ramp from one to two lanes as well as lengthening the ramp to provide a wider curve. The loop ramp terminates at Florida Avenue at a proposed signalized intersection. The proposed loop ramp includes two 12-foot wide ramp lanes and will remain on structure beyond the existing exit ramp 6B to provide an open area underneath for mixed use and to promote pedestrian travel. Approximately 300 feet north of Florida Avenue, the ramp widens to three lanes to provide more vehicle storage and efficient queue dispersion onto Florida Avenue. The increased ramp length as well as the additional lanes will minimize backup and potential vehicle queueing onto the Selmon Expressway. The preferred alternative includes a 10-foot wide sidewalk on the inside edge of the proposed loop ramp, crossing underneath the ramp at the location of the existing exit ramp 6B. Pedestrians will have the ability to cross the loop ramp, to access Channelside Drive, at a proposed crosswalk. No right of way is required to construct the proposed loop ramp.

2.0 Executive Summary

The cultural resource assessment survey (CRAS) of the THEA Whiting Street PD&E Study in Hillsborough County, Florida, was conducted for the THEA by Janus Research, in association with H.W. Lochner, Inc. (LOCHNER). Fieldwork for this CRAS was conducted in 2021. The CRAS of the project was conducted to identify cultural resources within the project area of potential effect (APE) and to assess their significance in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4. This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the Florida Division of Historical Resources' (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

As a results of the CRAS, one precontact period archaeological site and four historic resources were identified. Due to the density of development and underground utilities, archaeological subsurface testing was feasible only within portions of the archaeological APE within the area of the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during the limited testing. Eight shovel tests resulted in the identification and expansion of the boundaries of 8HI537 (Expressway End) throughout the western end of the current APE. Subsurface testing yielded both precontact period lithic artifacts and historic 20th Century material. Most of the lithic artifacts consisted of non-diagnostic flakes and shatter, but the presence of a fragment of a Florida Archaic Stemmed point suggests an Archaic to Formative period association. The majority of the historic artifacts recovered during the subsurface testing were also non-diagnostic. The two diagnostic artifacts, a solarized glass fragment and a green bottle base fragment suggest a 20th Century component. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20th Century artifact scatters in downtown Tampa that have previously been evaluated as National Register–ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE.

Four historic resources were identified within the historic resources APE, three of which are considered National Register–eligible: an unrecorded segment of the Florida Central & Peninsular Railroad (8HI11987), the previously recorded Perry Paint and Glass Company Building (8HI685), and Ardent Mills (8HI15084). The 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. The Perry Paint and Glass Company Building (8HI685) is considered National Register–eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History. The fourth resource, 200 S Nebraska Avenue (8HI15083) is considered National Register-ineligible due to its common style and diminished integrity.

2.1 Potential for Unmarked Burials

Although no human remains were identified during the CRAS, unmarked graves have been previously found near the project area and there remains a potential for unmarked graves throughout the project area. Should any suspected or known remains be identified during this project, the provisions of Chapter 872.05, *F.S.* will apply. Chapter 872.05, *F.S.* states that when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. If human remains less than 75 years are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are judged to be more than 75 years old, then the State Archaeologist may assume jurisdiction. It is also recommended the appropriate construction personnel be notified of the provisions of Chapter 872.05, *F.S.*, as well as the need to immediately notify the THEA Project Manager if human remains are encountered, who will take the steps needed to protect the remains and notify the appropriate authorities.

3.0 Area of Potential Effect

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if such properties exist. The APE is influenced by the scale and nature of the undertaking as well as its geographical setting. The APE must include measures to identify and evaluate both archaeological and historical resources. Normally, archaeological, and other below-ground resources will be affected by ground disturbing activities and changes in ownership status. Structural resources and other above ground sites, however, are often impacted by those activities as well as alterations to setting, access and appearance. As a consequence, the survey methodologies for these two broad categories of sites differ.

The archaeological APE considers the improvements that will be implemented as part of the proposed project, the extent of potential ground disturbance, and the urbanized setting and character of the project area. The survey for archaeological sites typically focuses on identifying and evaluating cultural resources within the geographic limits of the proposed action and its associated ground disturbing activities. Therefore, the archeological APE consists of the footprint of the proposed improvements within the project area, as well as the footprint of all newly proposed ROW (**Figures 3.1a and 3.1b**).

The historic resources APE was developed in consideration of the varied types of improvements proposed, and their potential for impacts. Where the proposed improvements are minor, limited, and at-grade, the historic resources APE consists of the footprint of the proposed improvements. In areas containing at-grade road widening, or the extension of Whiting Street to North Meridian Avenue resulting in the creation of a new intersection, the historic resources APE was expanded to adjacent parcels/properties for up to 150 feet from the edge of the proposed widenings, extension, and associated proposed ROW. In the areas containing the newly proposed above-grade walls and ramps connecting Florida Avenue and Nebraska Avenue to the Selmon Expressway, the APE was expanded to 200 feet out from the edge of the proposed walls, ramps, and associated widening to account for potential visual impacts. As the Selmon Expressway is an existing elevated transportation facility, the expanded APE related to the proposed walls and ramps did not extend past the edge of the existing elevated facility, as the proposed walls and ramps would not be visible from the opposite side of the Selmon Expressway. The historic resources APE is illustrated on aerial photographs in **Figures 3.2a and 3.2b**.

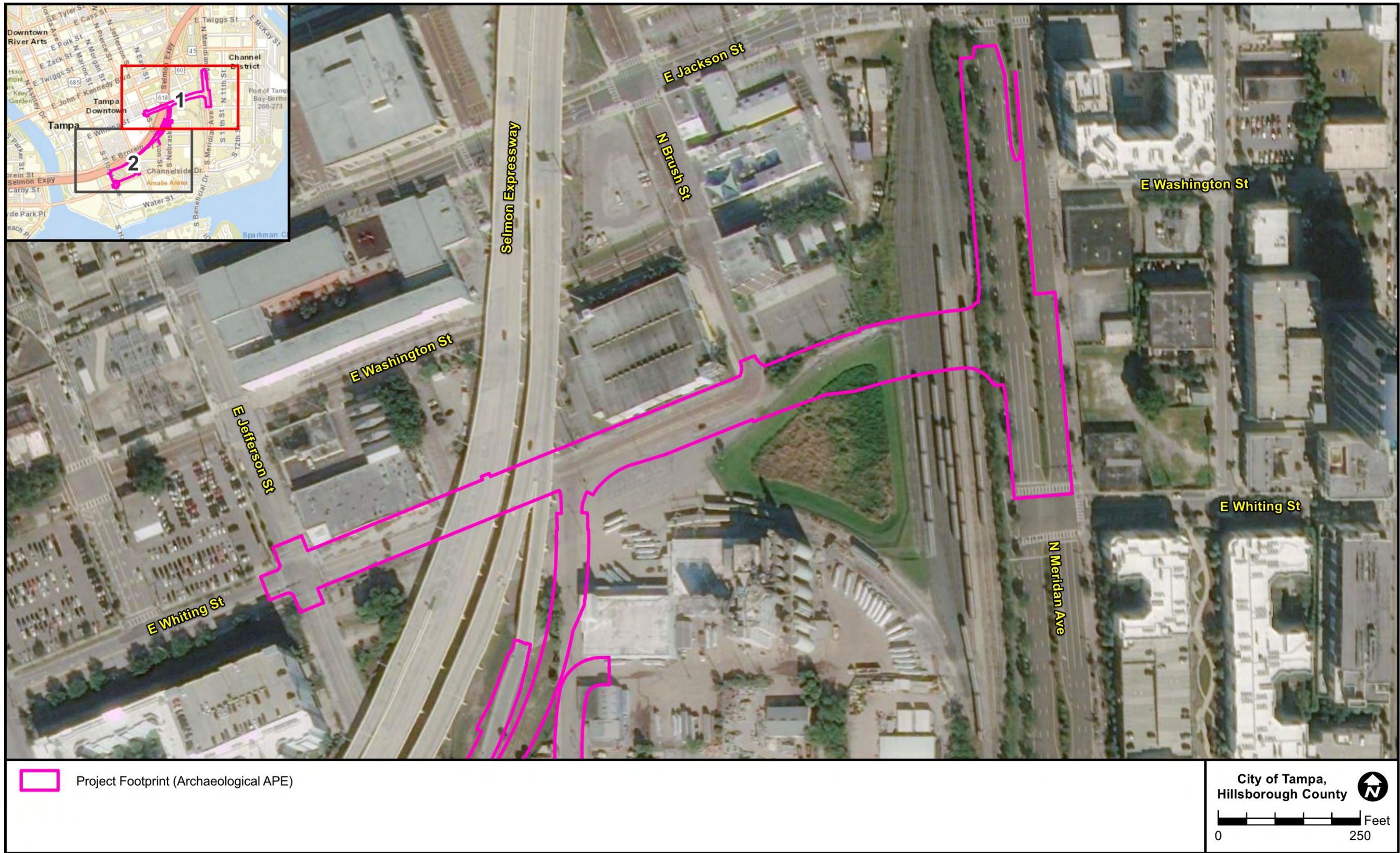


Figure 3.1a: Archaeological APE (Map 1 of 2)

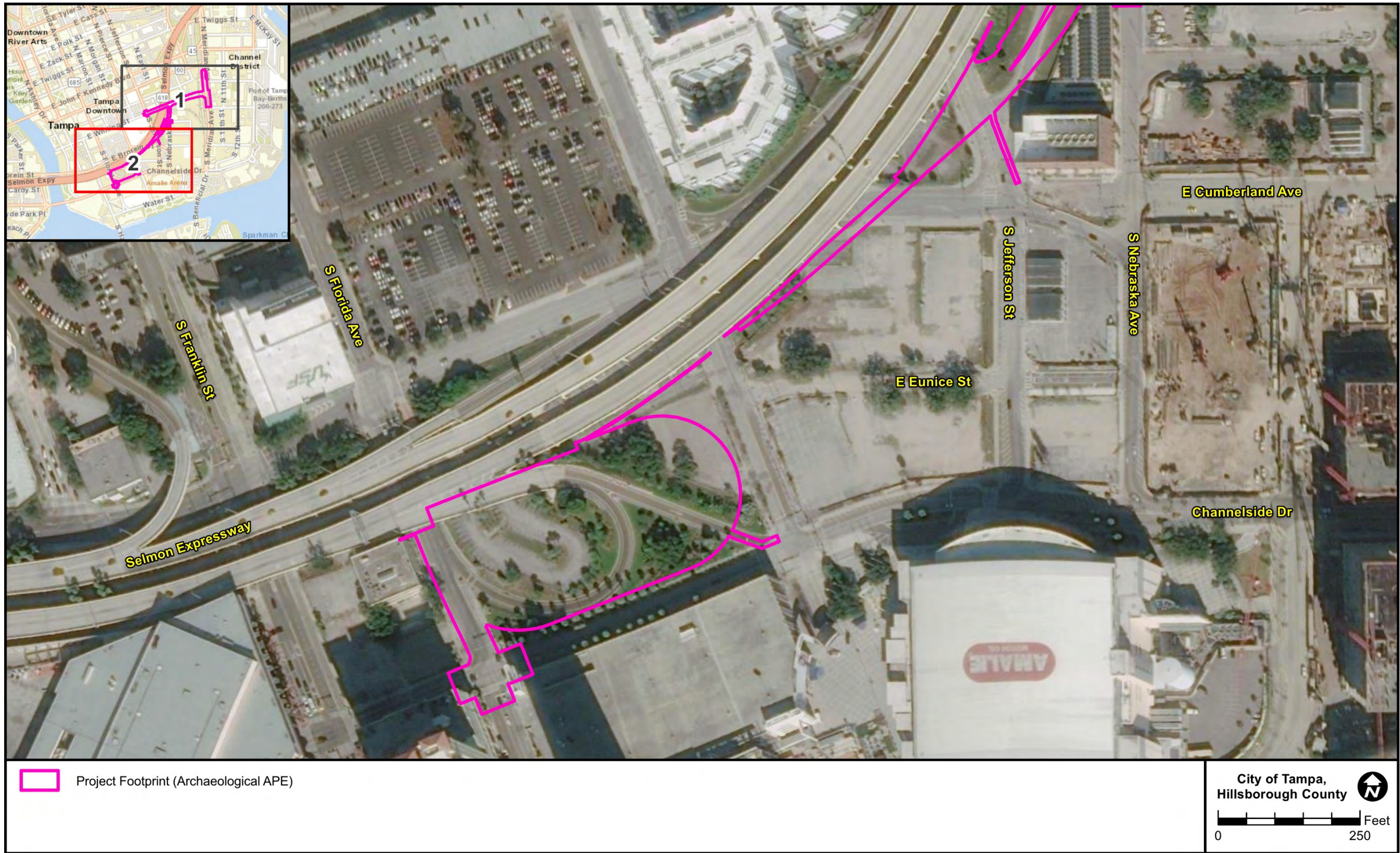


Figure 3.1b: Archaeological APE (Map 2 of 2)

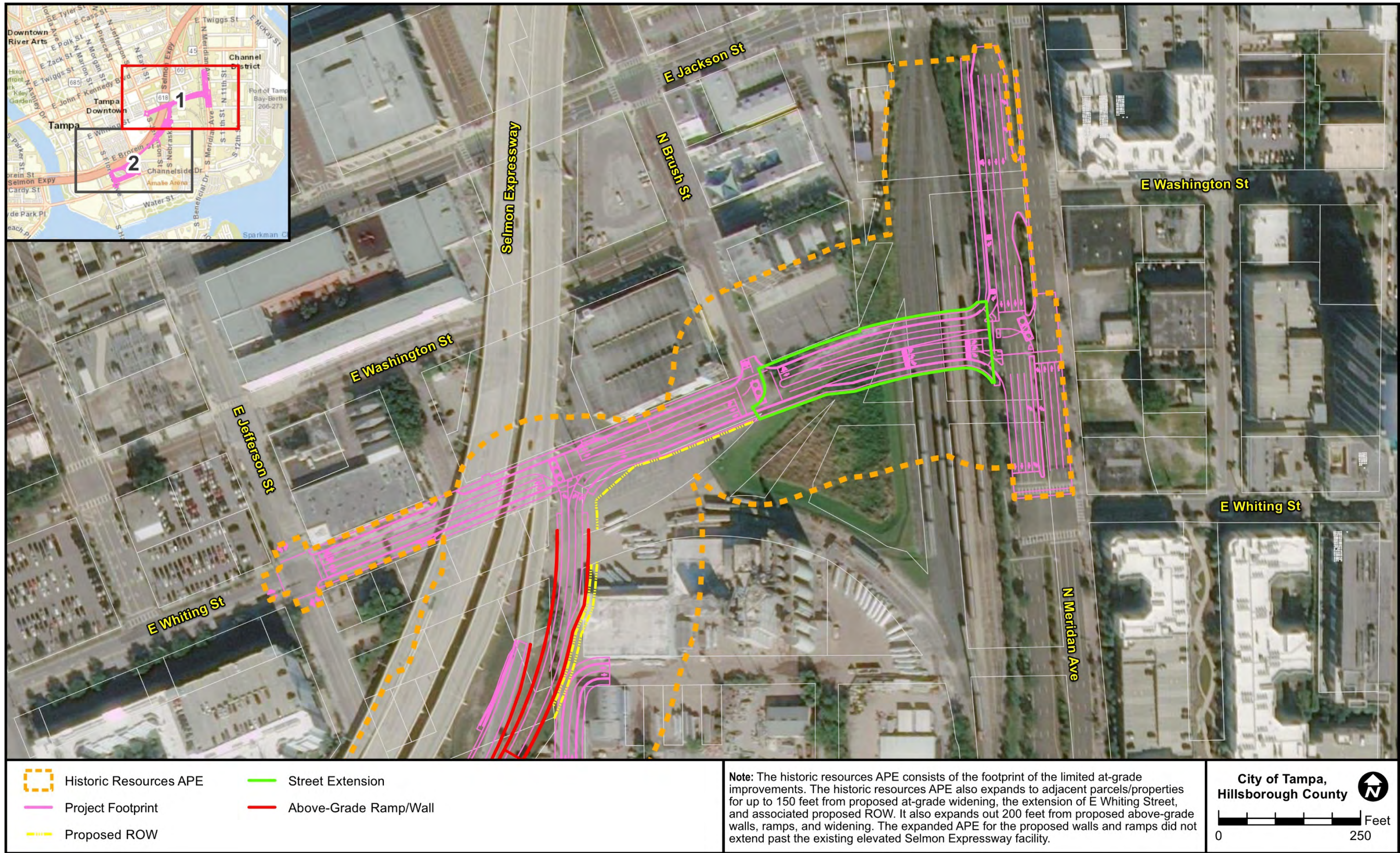


Figure 3.2a: Historic Resources APE (Map 1 of 2)

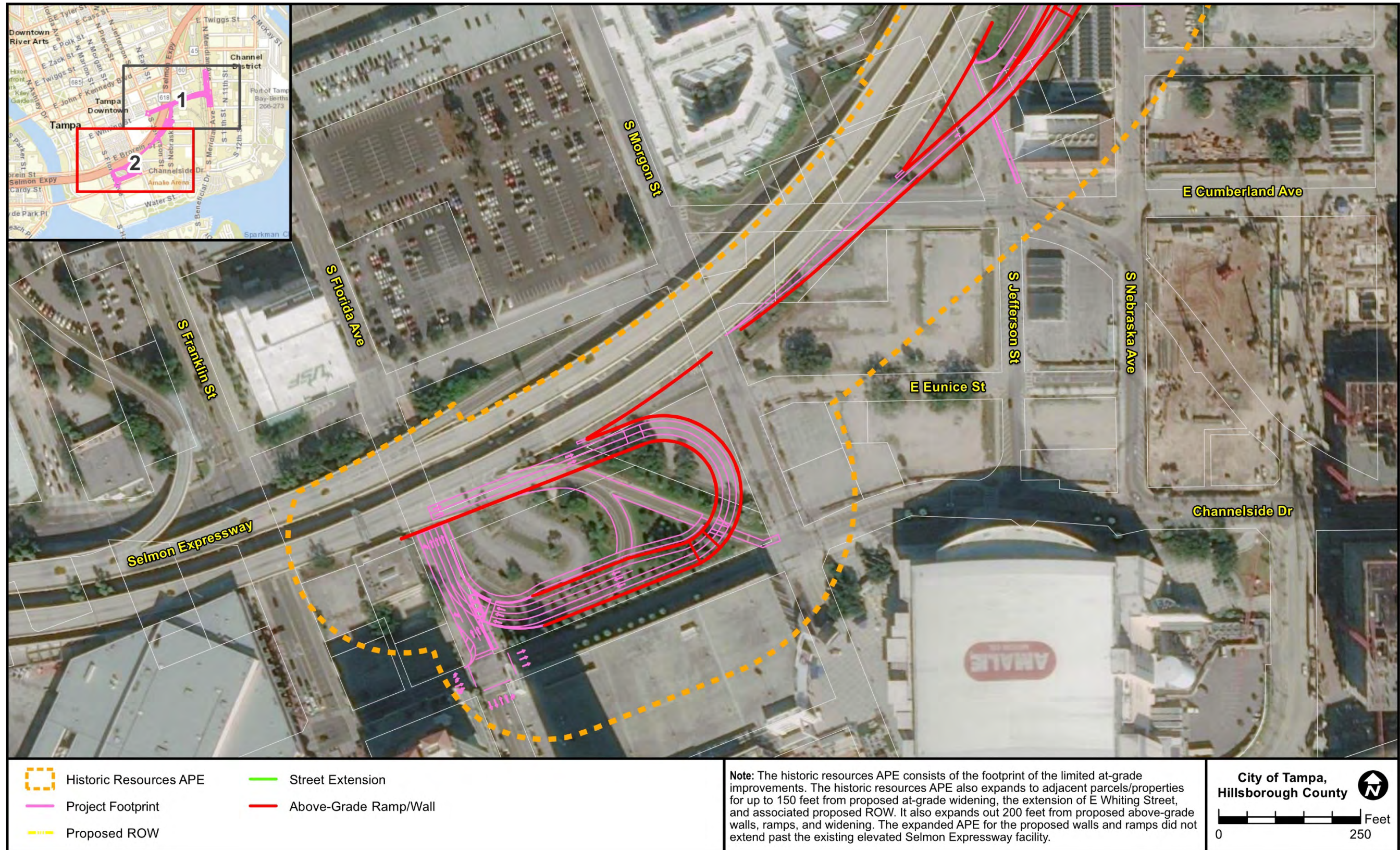


Figure 3.2b: Historic Resources APE (Map 2 of 2)

4.0 Environmental Setting

The project area is located in west-central Hillsborough County, within the Gulf Coastal Lowlands physiographic region (White 1970). Prominent features of the topography of the Tampa Bay area are five broad marine terraces that were formed during interglacial periods by the advances and retreats of the Pleistocene seas. Subsequent exposure to wind erosion, down-cutting and meandering of streams and rivers, and subsidence of the underlying limestone has helped shape the surface topography of these remnant terraces. As a result of these processes of physical weathering, the terrain of the county is generally flat to gently sloped with the present natural land contours ranging from 0–170 feet above mean sea level.

In Hillsborough County, three major rivers drain the uplands and discharge into Tampa Bay: the Hillsborough River, the Alafia River, and the Little Manatee River. Combined, these three rivers drain more than 1,300 square miles. The surface drainage is toward Old Tampa Bay, Hillsborough Bay, and Tampa Bay. The project area is located less than 1000 feet east of the former limits of the Hillsborough River (which has been channelized), and less than 600 feet north of the made land located within what used to be the northern extent of Hillsborough Bay.

Hardwood hammocks along the larger drainages and around the larger ponds and springs would have provided excellent forage for deer, which, in turn, would have attracted aboriginal hunters. A variety of edible plants could have been collected including persimmon, saw palmetto berries, oak and hickory nuts, pigeon plum, beautyberry, wild grapes, dahoon holly, arrowroot, and wild coffee. Ponds and marshes would have contained a number of edible aquatic plants including arrowroot, arrowhead, duck potato, and various rushes. Black bear, panther, bobcat, wolf, wild turkey, river otter, raccoon, opossum, rabbit, squirrel, gopher tortoise, box turtle, rattlesnake, quail, hawk, and bald eagle are all known to inhabit the river drainages along the central Gulf Coast (Puffer 1981; Estabrook and Newman 1984).

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

The project area has been heavily urbanized for many years rendering present-day environmental variables of little use in evaluating the potential for encountering precontact period sites. The earliest soil survey can, however, provide information regarding the pre-development soils to help interpret strata and identify natural soils encountered during any archaeological testing. Therefore, the 1918 *Soil Survey of Hillsborough County* (Mooney et al. 1918) was reviewed. The soil survey indicated that the project area contained Norfolk fine sand, which was excessively drained and found in uplands through the central part of the county in a northwest to southeast direction. The top 6 inches of soil are described as a light grey to yellowish grey fine sand followed by a pale yellow to bright yellow sand to over 3 feet in depth (Mooney et al. 1918:19). In lower lying areas, the top layer is darker grey sand to a depth of 12 inches. This soil is described as undulating to ridged and hummocky, with some areas that are gently undulating to nearly flat. 20th century soil surveys of Hillsborough County either did not map the urban areas of Tampa (USDA 1958:9) or identify the soils as urban land (covered by hardscape, buildings or structures) (USDA 1989:48).

Prior to urbanization, the project area would have been located within the pine flatwoods ecosystem and characterized by open woodlands containing hardwood forests with an understory of saw palmetto and

young trees. Mooney et al. (1918:20) indicate that Norfolk fine sand generally supports a vegetative complex consisting of longleaf pine, blackjack turkey and water oak, and some live oak. Historic accounts indicate that Fort Brooke was once wooded with pine and large oaks (Mc Call 1974: 133, 136 in Janus Research 1995). The mouth of the Hillsborough River was marshy, and mangroves bordered the shore of the Hillsborough Bay (Romans 1962:288, Grismer 1950:59-60). A large saltwater marsh also existed in the general location of present-day Ybor Channel.

4.1 Land Use

Historic maps and aerial photographs were analyzed to understand the historic or land use within the project area and to help inform the archaeological potential of the APE.

4.1.1 General Land Office (GLO) Maps and 19th Century Maps of Fort Brooke

A review of the 1852 GLO historic plat maps and surveyors' field notes (Florida Department of Environmental Protection [FDEP] 1852a, 1852b) was conducted to identify precontact period or fort related features and past environmental conditions within the APE. No details of the fort period structures or layout were noted, nor were any features indicative of the precontact period illustrated (**Figure 4.1**). The surveyors' notes did not provide any information related to structures or cultural features, but noted the APE formerly contained third rate pine and scrub.

Available 19th century maps of Fort Brooke, and the Janus Research in-house map developed in the 1980s that shows the approximate locations of fort related structures relative to the Tampa street system, were also analyzed. As noted in previous archaeological investigations of Fort Brooke (Piper and Piper 1979, 1980, 1982; Janus Research/Piper Archaeology 1993), a series of 19th century maps and diagrams illustrate the layout of the fort and its changes over time. Most of the maps are sketch maps lacking any scale or reference points that can be related to a modern aerial of Tampa. While useful for providing information on the evolution of the fort, they are limited in predicting the potential locations of fort period features in relation to modern city blocks and streets. The 1877 scaled map and accompanying notes created by James Bush, a U.S. Army Surveyor, are more reliable, as they more precisely indicate the locations of the principal buildings and structures at that time. This map and notes, along with archaeological and natural features that were positively located through excavations (Piper and Piper 1979, 1980; Janus Research/Piper Archaeology 1993), were used several years ago to create an in-house overlay map showing the features present in 1877 over an aerial photograph of Tampa. This map indicates that the current project area is in proximity to numerous fort period features present in 1877, including the kitchen, men's barracks, and officer's barracks located to the west of S Florida Avenue. The 1877 stable, as shown on the map may extend into the APE to the north of E Eunice Street. All cemeteries depicted on the 1877 map are located outside of the current APE

A review of recently georeferenced mapping of Fort Brooke-period features from 1876, 1877, and 1882, also using the 1877 Bush survey notes, included in FMSF Manuscript No. 24145 (Cardno 2017:33-35), suggests that the eastern portion of the kitchen building, as well as three barracks buildings, may have been formerly located within the portion of the APE located to the west of Morgan Street. The review of this mapping also suggested that any known cemeteries are not in or near the current project area.



Figure 4.1: Project Area on an 1852 Historic GLO Plat Map

4.1.2 Sanborn Fire Insurance Maps

The only available Sanborn Fire Insurance maps that include the project area are from 1915 and 1931 (Sanborn Map Company 1915, 1931). These maps were reviewed to help understand land use over time and the intensity of past construction and demolition activities. This information can help inform archaeological site potential, as areas that have experienced repeated episodes of construction and demolition are less likely to contain undisturbed archaeological deposits.

In 1915, most of the project area was undeveloped (**Figure 4.2**). Only portions of five buildings were in existence within the western end of the project area where the current Florida Avenue off-ramp is located. These included the Purity Springs Water Company Bottling Plant, a two-story concrete and wood-frame building, a possible stable, and two wood-frame dwellings. Another small concentration of predominantly one-story frame residential buildings was located between Cumberland Avenue and Bell Street. Also present were a one-story wood-frame Baptist Church and a wood frame stable.

Only two buildings were in existence within the western end of the project area where the current on-ramp is located. Another small concentration of predominantly one-story frame residential buildings was located between Cumberland Avenue and Bell Street. Also present were a one-story wood-frame Baptist Church and a wood frame stable. The portion of the project area to the north of Finley Street contained a few scattered buildings, including mostly one-story wood-frame dwellings, storage buildings, and stores, as well as a railroad spur.

Various frame dwellings are still extant on the 1931 Sanborn map, but the character of the project area transitioned from residential to predominantly commercial development and the density of buildings has increased (**Figure 4.3**). New commercial buildings in the western end of the project area included the U.S. Customs Garage, the John D. Vinegar Company warehouse, and the Model Laundry. The few frame dwellings present in 1915 remain, but several have been modified with additions or porches. Newer construction included frame and metal clad buildings and a concrete block and brick warehouse. New commercial development between Eunice Avenue and Bell Street included various warehouse buildings and an auto painting and repair shop. Increased residential development occurred east of Nebraska Avenue, between Walton Street and Finley Street, where several one-story wood-frame dwellings and a wood-frame Church designated as used by African American residents were located. Although primarily outside of the project area, these resources east of Nebraska Ave were located in the area of the Garrison Neighborhood, a former African American neighborhood, adjacent to the eastern border of the APE.

North of Bell Street, new commercial construction included various packing houses and grocery suppliers, an auto repair building, several ancillary storage buildings, and the Perry Paint and Glass Company Building, located on Brush Street north of Whiting Street. Expansions and additions to the railroad system are also noticeable on the 1931 Sanborn map.

4.1.3 Aerial Photographs

Aerial photographs from 1938, 1957, 1965, 1973, 1976, 1980, 1984, 1987, 1991, and 1995 (University of Florida, George A. Smathers Libraries 2021; FDOT, Office of Surveying and Mapping 1996–2021) were also reviewed to provide information on land use and the general nature of development within the project area. The location of the project APE is illustrated on select aerials ranging from 1938 through 1995 in the *Historic Period Overview* section of this report (see **Figures 6.2–6.7**). The early aerials do not have sufficient clarity to allow a detailed discussion of the nature of the buildings present in the project area but do provide

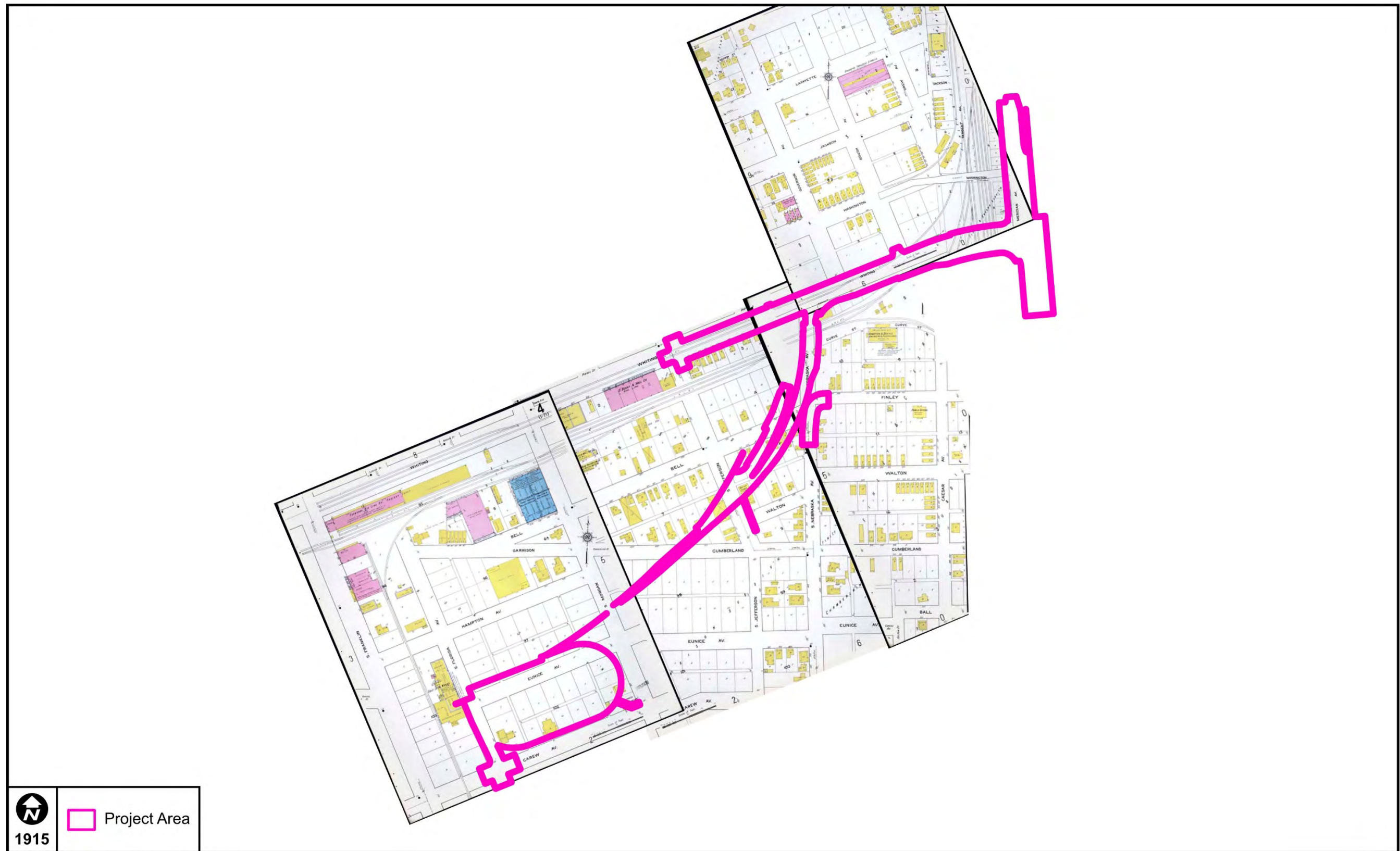


Figure 4.2: Approximate Locations of the Project Area Illustrated on Available Sanborn Fire Insurance Maps from 1915

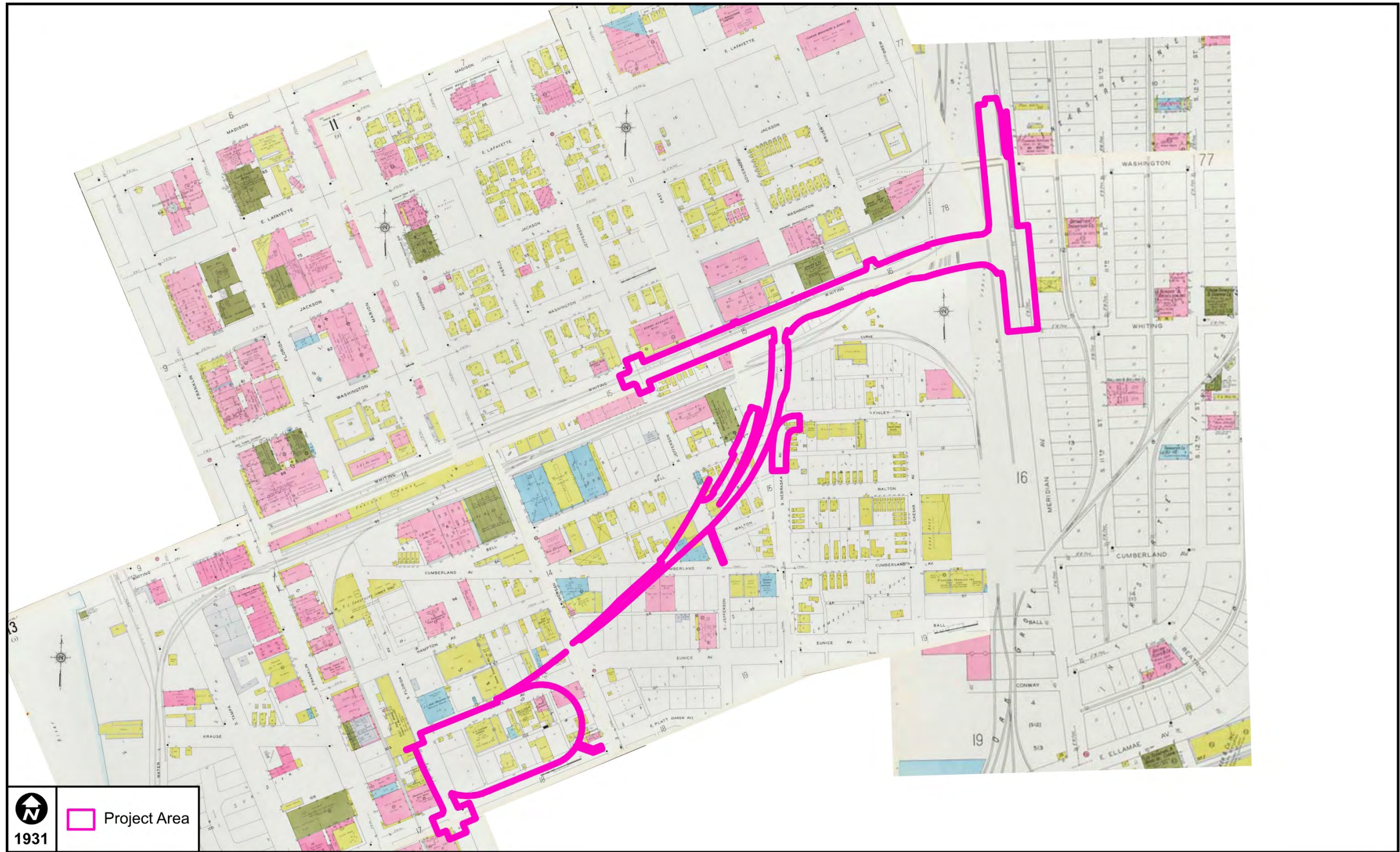


Figure 4.3: Approximate Locations of the Project Area Illustrated on Available Sanborn Fire Insurance Maps from 1931

information on the density of development within the project area, and the general trend toward more commercial and industrial development. The 1938 aerial shows a comparable density to the 1931 Sanborn map throughout the project area. By 1957, the general trend towards more commercial and industrial development is evident. A few scattered residences remain, primarily in that part of the project area adjacent to Nebraska Avenue and the Garrison Neighborhood. The area north of Finley Street contains warehouses, the railroad spur, and associated rail yards. In 1965, the project area appears to primarily contain commercial or residential buildings with some residences formerly visible in the current location of the Selmon Expressway. Surface parking lots are also evident, primarily within the current location of the Selmon Expressway. The 1976 aerial shows the construction of the Selmon Expressway adjacent to the western end of the project area, but the depth of the disturbance adjacent to the current Expressway ramps and lanes is unclear. By the 1980s, construction of the Selmon Expressway extended outside of the project area to the northeast with construction ongoing near Whiting Street.

5.0 Precontact Overview

People have inhabited Florida for at least 14,000 years. The earliest cultural periods are pan-Florida in extent, while later cultures exhibited unique cultural traits.

5.1 Paleoindian Period (12,000–7500 BC)

The earliest period of precontact cultural development dates from the time people first arrived in Florida. The greatest density of known Paleoindian sites is associated with the rivers of northern and north-central Florida where distinctive lanceolate projectile points and bone pins have been found in abundance in and along the Santa Fe, Silver, and Ocklawaha Rivers (Dunbar and Waller 1983). The majority of these have been found at shallow fords and river crossings where the Native Americans presumably ambushed Pleistocene mammals.

The prevailing view of the Paleoindian culture, a view based on the uniformity of the known tool assemblage and the small size of most of the known sites, is that of a nomadic hunting and gathering existence, in which now-extinct Pleistocene megafauna were exploited. Settlement patterns were restricted by availability of fresh water and access to high-quality stone from which the specialized Paleoindian tool assemblages were made. Waller and Dunbar (1977) and Dunbar and Waller (1983), from their studies of the distribution of known Paleoindian sites and artifact occurrences, have shown that most sites of this time period are found near karst sinkholes or spring caverns.

5.2 Archaic Period (7500–500 BC)

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

5.2.1 Early Archaic (7500–5000 BC)

The distribution of Early Archaic artifacts is wider than that of Paleoindian materials. Sites having both Paleoindian and Early Archaic components have been found to be largely restricted to natural springs and the extensive perched water sources of northern Florida. With the wetter conditions that began about 8000 BC and the extinction of some of the Pleistocene animal species that helped to sustain earlier populations, Paleoindian subsistence strategies were no longer efficiently adapted to the Florida environment. Cultural changes began in the late Paleoindian times with the onset of less arid conditions, which correlates with changes in projectile-point types, specifically a transition from lanceolate to stemmed varieties. Beginning about 7500 BC, Paleoindian points and knives were replaced by a variety of stemmed tools, such as the Kirk, Wacissa, Hamilton, and Arredondo types (Milanich 1994:63).

Kirk points and other Early Archaic diagnostic tools are often found at sites with Paleoindian components, suggesting that Early Archaic peoples and Paleoindians shared similar lifeways (Daniel and Wisenbaker 1987:33–34). However, it appears that the distribution of Early Archaic artifacts is wider than that of Paleoindian materials. Sites having both Paleoindian and Early Archaic components have been found to be

largely restricted to natural springs and the extensive perched water sources of northern Florida. As environmental conditions changed, surface water levels throughout the state increased and new locales became suitable for occupation. Early Archaic peoples might be viewed as a population changing from the nomadic Paleoindian subsistence pattern to the more sedentary coastal- and riverine-associated subsistence strategies of the Middle Archaic period.

5.2.2 Middle Archaic Period (5000–3000 BC)

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

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

Three common types of Middle Archaic sites are known in Florida (Bullen and Dolan 1959; Purdy 1975). The first are small, special-use camps, which appear archaeologically as scatters of lithic waste flakes and tools such as scrapers, points, and knives. These sites are numerous in river basins and along wetlands and probably represent sites of tool repair and food processing during hunting and gathering excursions (Milanich 1994:78). The second common site type is the large base camp. This type of site may cover several acres or more and contains several thousand or more lithic waste flakes and tools. The third common type of site is the quarry-related site that occurs in localities of chert outcrops.

Middle Archaic sites are found in a variety of locations, including, for the first time, freshwater shell middens along the St. Johns River and the Atlantic Lagoon. Middle Archaic sites have been found in the Hillsborough River drainage northeast of Tampa Bay, along the southwestern Florida coast, and in South Florida locales such as Little Salt Spring in Sarasota County.

5.2.3 Late Archaic Period (3000–500 BC)

After 3000 BC, there was a general shift in settlement and subsistence patterns emphasizing a greater use of wetland and marine food resources than in previous periods. This shift was related to the natural development of food-rich wetland habitats in river valleys and along the Atlantic and Gulf coasts (Bense 1994). By the Late Archaic period, a regionalization of precontact cultures began to occur as human populations became adapted to specific environmental zones. Based on current evidence, it appears that

relatively large numbers of Late Archaic peoples lived in some regions of the state but not in others. For example, large sites of this period are uncommon in the interior highland forests of northwestern Florida and northern peninsular Florida, regions where Middle Archaic sites are common. The few Late Archaic sites found in these areas are either small artifact scatters or components in sites containing artifacts from several other periods. This dearth of sites in the interior forests suggests that non-wetland locales either were not inhabited year-round or were only inhabited by small populations (Milanich 1994:87).

Extensive Late Archaic middens are found along the northeastern coast. The importance of the wetlands in these regions to precontact settlements was probably similar to other coastal regions, especially the Central Peninsular Gulf Coast and the Northwest (Milanich 1994:85). However, in many of these coastal areas, such as Tampa Bay, many of the Late Archaic sites are inundated (Warren 1964, 1970; Warren and Bullen 1965; Goodyear and Warren 1972; Goodyear et al. 1980).

5.2.3.1 Orange Period (2000–500 BC)

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

The earliest ceramics in Florida were tempered with plant fibers such as palmetto fiber or Spanish moss. The first use of pottery is well dated to the period from circa 2000 BC to 1000 BC, making fiber-tempered pottery a convenient horizon across the state. Originally, the Orange period was divided into sub-periods based on surface decoration. Recent research suggests that variations in Orange period paste, form, and decoration do not represent temporal changes (Sassaman 2003). In addition, early pottery was not limited to fiber-tempered wares. Sand-tempered pottery and thick St. Johns Plain (chalky wares) have also been recovered from Late Archaic period contexts.

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

Changes in pottery and technology occurred in Florida during the Late Archaic period, also known as the Florida Transitional period; these changes mark the beginning of the Formative period. Fiber-tempered wares were replaced by sand-tempered, limestone-tempered, and chalky temperless ceramics and three different projectile point styles (basally-notched, corner-notched, and stemmed) occur in relatively contemporaneous contexts. These ceramic and tool traditions suggest population movement and social interaction between culture areas. The project area is located within the Central Peninsular Gulf Coast cultural (Milanich 1994:211) (Figure 5.1).

Fiber-tempered wares were replaced by sand-tempered, limestone-tempered, and chalky temperless ceramics and three different projectile point styles (basally-notched, corner-notched, and stemmed) occur in relatively contemporaneous contexts. This profusion of ceramic and tool traditions suggest population movement and social interaction between culture areas.

Mississippian cultural development began in the central Mississippi Valley around AD 750 and was adopted by cultures in Florida between AD 800 and AD 1000. It was characterized by elaborate community developments including truncated pyramidal mounds, large plazas, and a chiefdom-level of socio-political

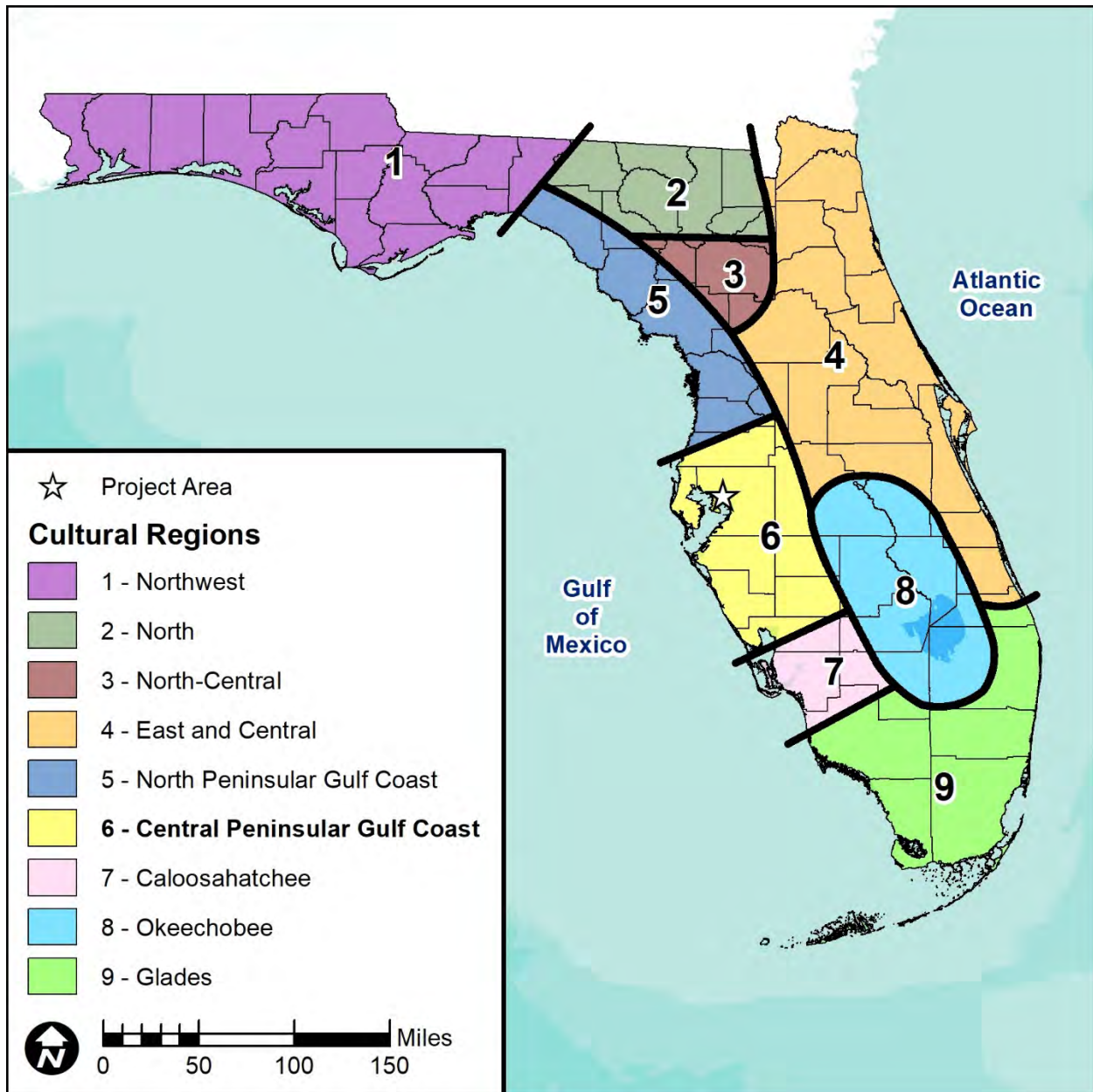


Figure 5.1: Approximate Location of the Project Area within the Central Peninsular Gulf Coast Cultural Region (Adapted from Milanich 1994)

organization. Other distinctive traits include small, triangular-shaped projectile points, the use of the bow, religious ceremonialism, increased territoriality, and warfare, and, in some areas, development of agriculture (Milanich 1994:355–412).

5.3.1 Manasota Culture

During the Formative period, the Central Peninsular Gulf Coast region was dominated by the Manasota culture, primarily known as a coastal dwelling people. Sand-tempered plain ceramics, as well as shell and

bone tools characterize their material culture (Luer and Almy 1982). The identification of interior Manasota sites has been hampered by the difficulty in distinguishing between the various types of undecorated, sand tempered ceramic wares used by different precontact cultures of South Florida (Milanich 1994: 224–226). A chronology for the Manasota Culture based on variations in ceramics and burial, is presented in **Table 5.1**.

Table 5.1: Manasota Culture Chronology

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

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

A number of inland Manasota sites have also been documented (Deming 1976; Wood 1976; Ellis 1977; Wharton and Williams 1980; Piper and Piper 1981; Piper, Hardin, and Piper 1982; Almy 1982; Austin and Ste. Claire 1982; Austin and Russo 1989). These sites share characteristics that distinguish them from the typical Manasota site, which has been defined using characteristics from coastal sites. However, they are similar to what Luer and Almy define as “inland from the shore” sites. These sites are described as existing in the pine flatwoods, often occurring on a small, low hillock or “mound” of sand near a freshwater source and having similar artifact assemblages as the coastal sites except for a significantly lesser amount of shell and shell tools (Luer and Almy 1982:39–43). Luer and Almy distinguish these sites from “inland” sites, which are sites situated in interior regions of the peninsula (1982:51).

5.3.2 Weeden Island–Related Manasota Culture

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

5.3.3 Safety Harbor Culture

The final precontact cultural manifestation to occur in this region was the Safety Harbor culture, which evolved out of the Manasota and later Weeden Island–related Manasota cultures. Similar to the preceding Manasota and Weeden Island–related cultures of the region, the Safety Harbor culture had a subsistence economy based on gathering shellfish and other marine resources (Grange et al. 1979; Milanich 1994:412). Although similar to the Mississippian cultures of northern Florida, Safety Harbor peoples apparently borrowed only certain ideas and practices that helped them adjust to larger populations and to maintain the greater level of political complexity needed to support stronger territorialism. The Safety Harbor culture, known after Spanish contact to be the culture of the Tocobaga, is typified by ceremonial centers with

truncated, pyramidal temple mounds and open village plazas surrounded by middens, as well as burial mounds with associated charnel structures. Most Safety Harbor sites are found along the coast, although villages, camps, and mounds are also located inland (Milanich 1994:395, 403). Although the Safety Harbor culture is centered on the Tampa Bay area and the adjoining river drainages, it extends well to the north into Pasco, Hernando, and Citrus counties, and to the south and west into Sarasota, Polk, Manatee, Hardee, and Desoto counties. Safety Harbor pottery has also been found in mounds south of Charlotte Harbor in the Caloosahatchee archaeological area (Milanich 1994:391).

5.3.4 Regional Variant: Circum-Tampa-Bay

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

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

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

6.0 Historic Period Overview

6.1 Pre-Fort Brooke Period (ca. 1513-1824)

When the first Spanish explorers arrived in the early 16th century, the east bank of the Hillsborough River was inhabited by a Native American group known as the Tocobaga Indians, a subgroup of the much larger Timucuan tribe that inhabited much of north and central Florida (Bullen 1978). Although the Tocobaga were concentrated in the Tampa Bay area, their influence extended along the Gulf Coast from Citrus County south to near the Charlotte Harbor area (Mitchem 1989). Many of the shell middens and mounds that are found in the Tampa Bay Area were made and used by the Tocobaga and their prehistoric ancestors who are known archaeologically as the Safety Harbor culture.

The first documented Spanish expedition to the Tampa Bay area was that of Juan Ponce de Leon who explored the Charlotte Harbor area in 1513 and, again, in 1521. It is likely, however, that native peoples had already experienced contact with Europeans prior these expeditions through their journeys into Cuba and the Bahamas (Marquardt 1988:176-178). In 1528, Panfilo de Narvaez is believed to have landed in the Tampa Bay area, although the exact location is unknown. Swanton (1946:37) felt that Narvaez made landfall in the Boca Ciega Bay area on the western shore of modern day Pinellas County. It is known that he marched north from the Bay area through the interior of Florida (Tebeau 1971:44).

In 1539, Hernando de Soto landed on Florida's west coast, probably in the vicinity of Tampa Bay (Milanich 1989:295-301), and then proceeded to travel northward by land following roughly the same route as Narvaez. De Soto was followed in 1566 by Pedro Menendez de Aviles who made contact with the Calusa Indians who lived in the Charlotte Harbor area. Menendez also visited the Tampa Bay area and established a mission at the native town of Tocobaga which today is located at Philippi Park near Safety Harbor (Gannon 1965:29). The mission was short-lived, however, lasting only about two years (Solis de Meras 1964:223-230). Hostilities; the hot, humid climate; and the lack of any exploitable resources, such as gold or silver, caused the Spanish to all but abandon their efforts at exploring south Florida by the end of the 16th century. Interest in developing the west coast was renewed somewhat in the mid-18th century, and Francisco Marfa Celi was sent to explore and map the Hillsborough River. He traveled up the river as far as present-day Hillsborough River State Park before abandoning the effort (Arnade 1968:4-5).

In 1769, the British, who held title to Florida from 1763 to 1783, commissioned an extensive survey of portions of Florida by Bernard Romans. Romans described Tampa Bay as containing "an abundance of wood, water, fish, oysters, clams, venison, turkeys, large and small water-fowl, etc." (Romans 1962:LXXIX-LXXX). He also wrote an account of the mouth of the Hillsborough River describing it as marshy with numerous cypress trees with the surrounding area "being plentifully timbered and watered, [though] the soil is poor" (Romans 1962:288).

After the Spanish reclaimed Florida in 1783, the Bay area was resurveyed for possible settlement. In that year, Jose de Elzia, "located several big rivers bordered by substantial forests of pine and oak" (Holmes 1965:101). Presumably, the Hillsborough river was one of the rivers described by Jose de Elzia. Tampa Bay was recognized as a strategic location from which to combat either the British or French fleets which were operating in the Gulf (Cline 1974:41). However, the Spanish government felt the establishment of a post would require too heavy an investment in both men and materials. This, coupled with uncertainty about the Native Americans, prevented the Spanish from establishing a permanent settlement in the Tampa Bay area.

By the early 18th century, the native population of Florida had been decimated by exposure to European diseases and warfare among the various tribal entities. The influx of Creek Indians from southern Georgia also contributed to the overall disintegration of the indigenous native cultures. These transplanted Creek Indians later became known collectively as the Seminoles.

18th century reports by the Spanish and British coastal mapping expeditions mention encounters in the Tampa Bay area with Native Americans but are unclear whether they were Seminoles or "Spanish Indians." It is possible that small populations of both groups lived in the region at this time (Arsenault 1988:27-29). The Spanish Indians were formerly regarded as survivors of the Tocobago and Calusa tribes, but recent research suggests that many were instead Musculgee people who emigrated to the Tampa Bay area after the 18th century. They were often employed as workers in Spanish fish *rancheros*, hence the origin of their name in Anglo-American documents (Wright 1986:218-219). Group self-liberated African Americans also settled in the Tampa Bay area in the 1810s (Brown 1990:5-19).

Cuban fishing *rancheros* are known to have been present in several spots around Tampa Bay during the late-18th and early-19th centuries (Neill 1968; Pizzo 1968:1). The earliest documented European settlement near Tampa was located on the west side of the Hillsborough River near present day Bayshore Boulevard (Pizzo 1968:xi). This area, known as Spanish Town Creek, consisted of a 600-acre farmstead established by Andrew Gonzalez in 1808 (Estabrook et al. 1992). In 1817 a British trader, William Arbuthot, established a small trading post. Arbuthot traded with the Indians as well as Spanish and Cuban fisherman who frequented the bay area (Cline 1974).

On May 29, 1818, Richard S. Hackley, a wealthy New York lawyer, purchased approximately eleven million acres of land from the Duke of Alagon. The Duke had been granted the tract, which extended from the Bay east to the Atlantic Ocean, by King Ferdinand of Spain earlier that year. The grant was nullified, however, by the Adams-Onis Treaty wherein the United States purchased the Florida Territory from Spain. The treaty, which was signed in 1819, was to become effective in 1821. Apparently unaware of the treaty and its effect on his purchase, Hackley sent his son Robert to establish a settlement at Tampa Bay in 1823. He arrived therein November and along with 16 laborers, began immediately to clear the land on the east bank of the Hillsborough River. The men also built a house and outbuildings, and planted citrus and other crops (Burnett 1972:23).

Hackley's was the first European settlement in the area that was to become Fort Brooke. Levi Collar, who arrived shortly after Hackley, also occupied the east bank for a short period before moving in 1824 to the west side of the river. Collar established a farm in the area that is now known as Hyde Park and engaged in trade with the garrison at Fort Brooke in later years. Hackley's settlement was a short-lived one as his land and buildings were taken over by the United States government in 1824. The nullification of Hackley's purchase was later disputed in a series of lawsuits by Hackley and his heirs. The legal battle continued until 1904 when the United States Supreme Court finally ruled to disallow Hackley's claim (Burnett 1972:22).

6.2 The Territorial Period (ca. 1824-1860)

Hillsborough County was created on January 25, 1834 and reached north to present day Dade City, south to Charlotte Harbor, and encompassed eight future counties (Mormino and Pizzo 1983:45). The first settlement in the area occurred in 1823 with the establishment of a large military fort, Fort Brooke. The fort was built to suppress Native American unrest as a result of the First Seminole War. The First Seminole War began in 1818 when General Andrew Jackson invaded Spanish Florida. The brief bouts that took place during this war were localized in northern Florida. Before and upon becoming a U.S. territory in 1821, control of the Native American population became a primary concern for the Monroe Administration. The U.S.

Government increased its control over the Seminoles' rights through the Treaty of Moultrie Creek. Signed in 1823, it restricted the Seminoles to 4,032,894 acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967:50). The northeast corner of Hillsborough County was included within the new reservation boundary (Mahon 1967). The treaty was unpopular with the Seminoles, who recognized the agricultural inferiority of the reservation, and were reluctant to move.

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

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

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

The Second Seminole War ended in 1842 and on February 19, 1845 the Secretary of War authorized reduction of the Fort Brooke military reserve to 16 square miles. In 1848, Fort Brooke was again reduced to include only that portion of Tampa south of Whiting Street. The fort was used sporadically during the next 35 years. The portions of the current project area south of Whiting Street are located within the Fort Brooke cantonment. Due to its isolated location, Hillsborough County grew little after the Seminole Wars. However, a civilian community, Tampa, had developed around Fort Brooke. Early settlers included Levi Collar, who constructed a log dwelling in 1824; William Saunders, who established a general store in 1828; Maximo Hernandez, a farmer; and a few Cuban immigrants. Along with the garrison, these residents established a village with a "Tampa Bay" post office in 1831 (Stafford 1973).

An 1838 map of Fort Brooke indicates that the southern portion of the military reservation contained various structures. However, the lack of a reliable scale on this map makes it difficult to relate these structures to present-day downtown Tampa in anything other than general terms. The configuration of the fort remained basically the same until 1848 when a hurricane struck the Tampa area and substantially altered its appearance. The structures along the south shore were destroyed and a later map of the fort from 1852 shows that new quarters were constructed for the officers in an area northwest of their earlier location, closer to the Hillsborough River. For the remainder of its history, Fort Brooke was only occupied sporadically and new construction was minimal.

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

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

Wartime and reconstruction impeded the county's development until the late nineteenth century. The population of Tampa in the 1850s had been 1,000 residents, by 1860 it was 885 and by 1870 it was 796. Population declined through 1880 (Mormino and Pizzo 1983:68). Beginning in 1887, a Yellow Fever outbreak infected more than 1000 people in Tampa, resulting in over 100 documented deaths. The outbreak was likely caused from fruit traded from Cuba, which was thought to carry infected mosquitos (Huse n.d.). Human remains from this outbreak could be located in the Garrison district of downtown Tampa, as remains were placed randomly in undeveloped areas and not necessarily in formal cemeteries (Kite-Powell 2020b).

The decades of the 1880s and 1890s introduced an era filled with activity. Two railroads were extended to Tampa, a deepwater port was dredged, the cigar industry was established, phosphate was discovered, and the Spanish-American War took place (Hillsborough County Planning Commission 1973: I-13). The majority of cigar makers were exiled Cubans who had family ties and political interests in Cuba, their homeland. As a result, many guns and ammunition were sent from Ybor City to Cuban revolutionaries fighting for independence from Spain. Tampa sent arms and other supplies for the Cuban revolution between 1895 and 1898.

The South Florida Railroad, established by Henry Plant, reached Tampa in 1883 and entered downtown through Ybor City along Sixth Avenue before following Polk Street. A depot was constructed on Ashley Street near the Hillsborough River, where wharves for travel by boat were located (Tampa Bay Trains n.d.). The second railroad to reach downtown Tampa, the Florida Central & Peninsular Railroad, was constructed in Tampa in 1890 by the Florida Railway & Navigation Company. The Florida Central & Peninsular Railroad traveled into Tampa via First Avenue and curved southwest towards downtown Tampa before running west along Whiting Street (Tampa Bay Trains n.d.; Tampa Bay Regional Planning Council 1968).

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

The homesteaders included Elizabeth Carew who claimed the land bordered by water on the west and south, Nebraska Avenue on the east, and Whiting Street and Garrison Avenue on the north. Mrs. Carew partnered with Hendry and Knight to plat the subdivision in 1899. Another homesteader, William Bell, claimed land north of the Carew property, south of Whiting Street and west of Nebraska Avenue. The Bell property was platted in 1899 as Bell's Subdivision (Kite-Powell 2020a; Hillsborough County Property

Appraiser 2021). Garrison Avenue was later renamed as Cumberland Avenue, but many of the historic street names remain.

A portion of the former fort property known as the Garrison and located east of the Carew property was claimed by three African American homesteaders: Julius Caesar, Frank Jones, and Mrs. Stilling. The southern portion of the Garrison was the site of a small black neighborhood with homes and businesses and represented one of the few owner-occupied African American areas of Tampa. Samuel J. Finley, an attorney from Gainesville, represented the three African American homesteaders during the claims case regarding the property and later assisted in the platting of subdivisions. The subdivisions were platted between 1895 and 1897 and are listed in order from south to north: Finley and Caesar, Finley and Stillings, and Finley and Jones subdivisions (Kite-Powell 2020a; Hillsborough County Property Appraiser 2021).

The African American neighborhood known as the Garrison was roughly bounded by Meridian Avenue on the east, Eunice Street on the south, Nebraska Avenue on the west, and Whiting Street on the north. The area east of Meridian Avenue was known as the Estuary section of Tampa, and remained largely undeveloped during this time as the land was at low elevation and would flood regularly (Kite-Powell 2020a; Hillsborough County Property Appraiser 2021). **Figure 6.1** depicts these platted subdivisions relative to the historic resources APE.

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

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

Around the same time the Spanish-American War was underway, the phosphate industry was developing. The largest phosphate deposits were found in the County's eastern portion, and Tampa became the main port for shipping phosphate, which developed into its primary export item (Hillsborough County Planning Commission 1973:I-14–15). Cigars and phosphate remained the backbone of Tampa's industry through the 1920s. Other industries, such as agriculture and shipbuilding, also contributed to Tampa's growth (Ingalls 1985:129–130).

Tampa's port and railroad became increasingly important as the demand for Florida's citrus, vegetables, and phosphate grew. During the previous decade, 11,000 acres were under cultivation, and beef cattle outnumbered the county's population. County farms produced rice, corn, oats, sugar, potatoes, and honey (HDR Engineering, Inc. 1992:17, 20). Citrus production increased, and lumber and turpentine were harvested. All these products went through Tampa's port to be distributed around the nation (HDR Engineering, Inc. 1992:15).

By 1902, the South Florida Railroad had been absorbed into the Atlantic Coast Line Railroad system and the Florida Central & Peninsular Railroad had been absorbed into the Seaboard Air Line Railroad system (Tampa Bay Trains n.d.). The Seaboard Air Line Railroad established a major shipping area along Tampa's waterfront where it built warehouses, rail tracks, and loading docks. Phosphate was mined and shipped from Seddon Island, which was created from dredged fill in 1906 (Mormino and Pizzo 1983:130–131, 133, 136).

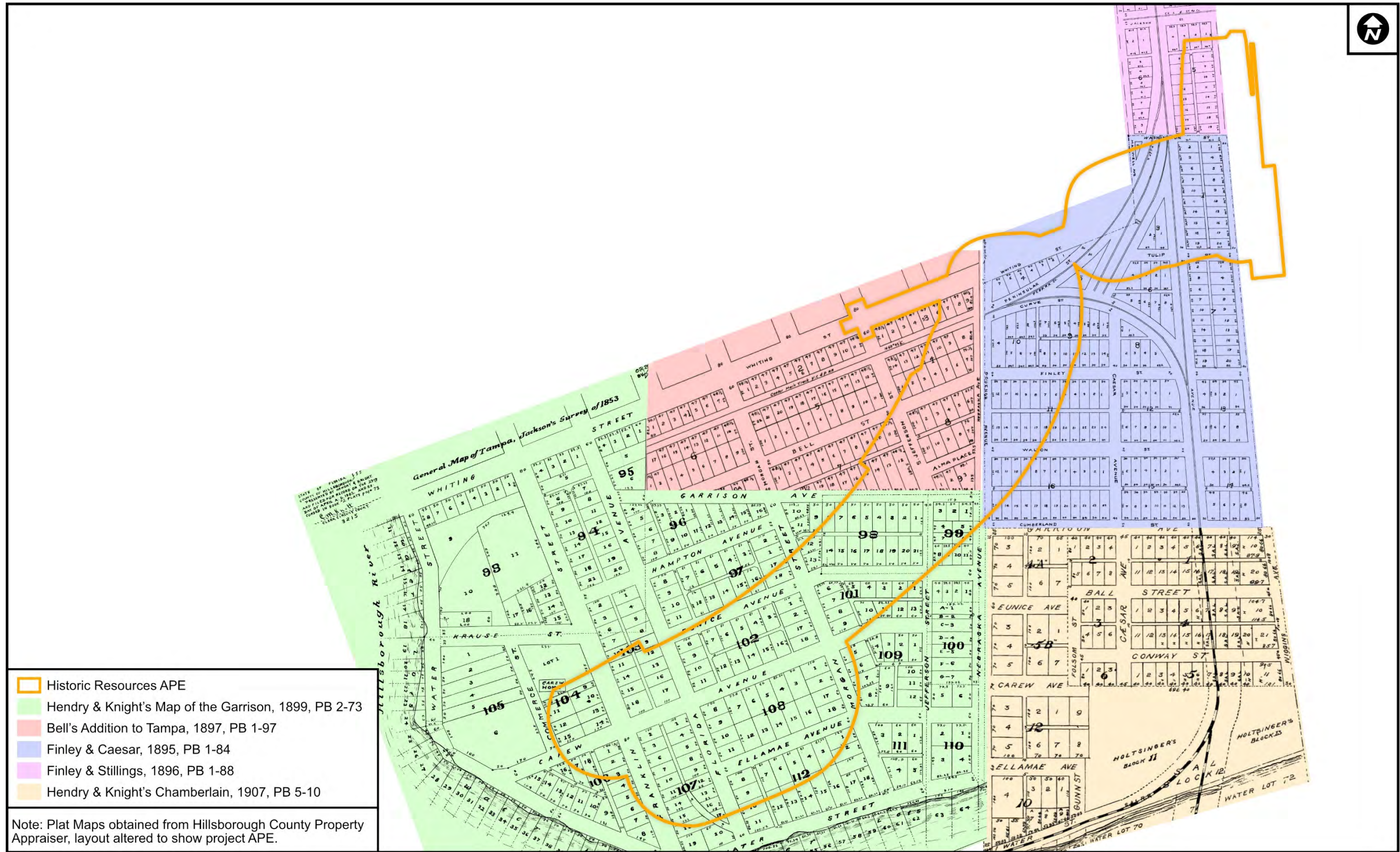


Figure 6.1: Historic Platted Subdivisions in the Vicinity of the Historic Resources APE

Construction of Ybor and Sparkman Channels connected the east side of Hillsborough Bay with the old channel running from the Hillsborough River to Tampa Harbor. The construction of those channels marked the beginning of the development of the Port of Tampa. Commercial shipping companies began to take advantage of the port. Cargoes arriving by rail to be loaded aboard ships in the port included feed, fertilizer, sugar, scrap iron, and citrus (Tampa Bay History Center 2007). The Ybor Channel was located in the Estuary section of Tampa and was soon developed with wharves and warehouses as the Tampa waterfront was expanded (Kite-Powell 2020a).

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

As one of Florida's port cities, Tampa became a major shipbuilder during World War I (Mormino and Pizzo 1983:150). Along with Jacksonville, Tampa became a center for ship construction, a supply depot, and an embarkation point for servicemen. Schooners had been built prior to the war, but American involvement in the War ushered in an era of large-scale shipbuilding.

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

6.6 Florida Boom Period (1920–1930)

The Florida Land Boom era of the 1920s ushered in a time of great prosperity for Hillsborough County. Tampa became a modern city with electric lights, a sewage system, intra-urban trolley, paved streets and congested sidewalks. During the boom years, warehouse buildings were constructed in the Estuary section (the area presently known as the Channelside district) to house the materials unloaded from the trains and ships. By 1925, Tampa had a population of 100,000 (Mormino and Pizzo 1983:148, 166).

One of the major developments of the early 1920s that contributed to Tampa's economic revitalization was the deepening and expansion of Ybor Channel. The improvements to the channel helped stimulate industrial and commercial growth in Tampa, as more products could be shipped in and out of the city. The Ybor Channel was close to the Seaboard Airline Railroad, and several spur tracks provided access from the railyard along Meridian Avenue to the warehouses and wharves along the channel.

During the 1920s, real estate was a booming business with developers buying any available land and promoting it (Trigaux 1999:10h). Downtown Tampa was subject to rapid development with many new buildings constructed during this time including hotels, office buildings, and warehouses and commercial properties. (Mormino and Pizzo 1983:153). The eastern portion of downtown Tampa, the Estuary section, was largely industrial with warehouses, machinery shops, shipyards, and facilities related to the railroad.

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

6.7 Depression and New Deal Period (1930–1940)

The next decade brought the Depression and the decline of development. During the Great Depression, the cigar industry was damaged when smokers gave up the luxury of cigars for less expensive cigarettes. Tampa's cornerstone industry was in decline; factories closed or moved to the north; and 4,000 workers were laid off during the decade (Ingalls 1985:129–130). In addition, many mines, mills, and citrus packing plants were closed. In 1931, Tampa decided to legalize gambling at horse and dog tracks to recover economically. To aid Tampa's economic recovery, the government established a Tampa headquarters for the Works Progress Administration (WPA). The WPA employed 8,000 people and funded large-scale projects such as the Davis Island airport (Mormino and Pizzo 1983:168). In other areas of the county, modern citrus canning plants and cooperatives were established in citrus grove areas (HDR Engineering, Inc. 1992:21).

The earliest available aerial photograph containing the project area from 1938 depicts the Seaboard Airline Railroad along Meridian Avenue, east of the Garrison neighborhood (**Figure 6.2**). Several spur lines from the railroad are visible and provided access to nearby warehouses. The uniform grid of the city plan is visible, especially in the western portion of downtown closer to the Hillsborough River. The Garrison neighborhood was located within the grid system but features organic street patterns between the blocks, which was a common feature of segregated African American neighborhoods during this period as the roads were often unpaved and lacking municipal funding. The project area had not yet been densely developed, and open lots are visible throughout.

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

The outbreak of World War II returned prosperity to Hillsborough County. Three air bases were located in the County: MacDill Field, Drew Field, and Henderson Field (Hillsborough County Planning Commission 1973:I-15). Shipbuilding was again producing at full capacity with the industry employing 16,000 people (Mormino and Pizzo 1983:174). Many military personnel were introduced to the area during the war and after the war, many returned as permanent residents (Hillsborough County Planning Commission 1973: I-16).

World War II also produced a demand for food, which caused a rapid expansion in citrus canning in the grove belt region that included Brandon and Valrico (HDR Engineering, Inc. 1992:21). After World War II, Tampa continued to prosper as a place for corporate offices, retirees, and tourists. As retirees earned pensions that freed them from being dependent on their children, many moved to Florida. Building activity during the post-war years was equivalent to the market during the 1920s, but "without the speculative aspects" (Grismer 1950:286). Wholesalers and distributors of various goods that residents had been without during the lean war years were also flourishing (Grismer 1950:286).

6.9 Modern Era (1950–Present)

The Federal Interstate founded in the 1950s also helped bring many Florida residents to their new homes. The retirees fueled real estate development of affordable housing and retirement centers (Trigaux 1999:11h). Between 1950 and 1960, a 59 percent population increase occurred in Hillsborough County, with concentrations in Tampa. Hillsborough County and the Tampa area continued to expand, although the cigar industry suffered after World War II. Phosphate remained the number one product exported from Tampa and Seddon Island. However, the port diversified its cargo to include frozen chicken, cars, and melons. By the 1950s, downtown Tampa was densely developed, with commercial development, hotels, and offices

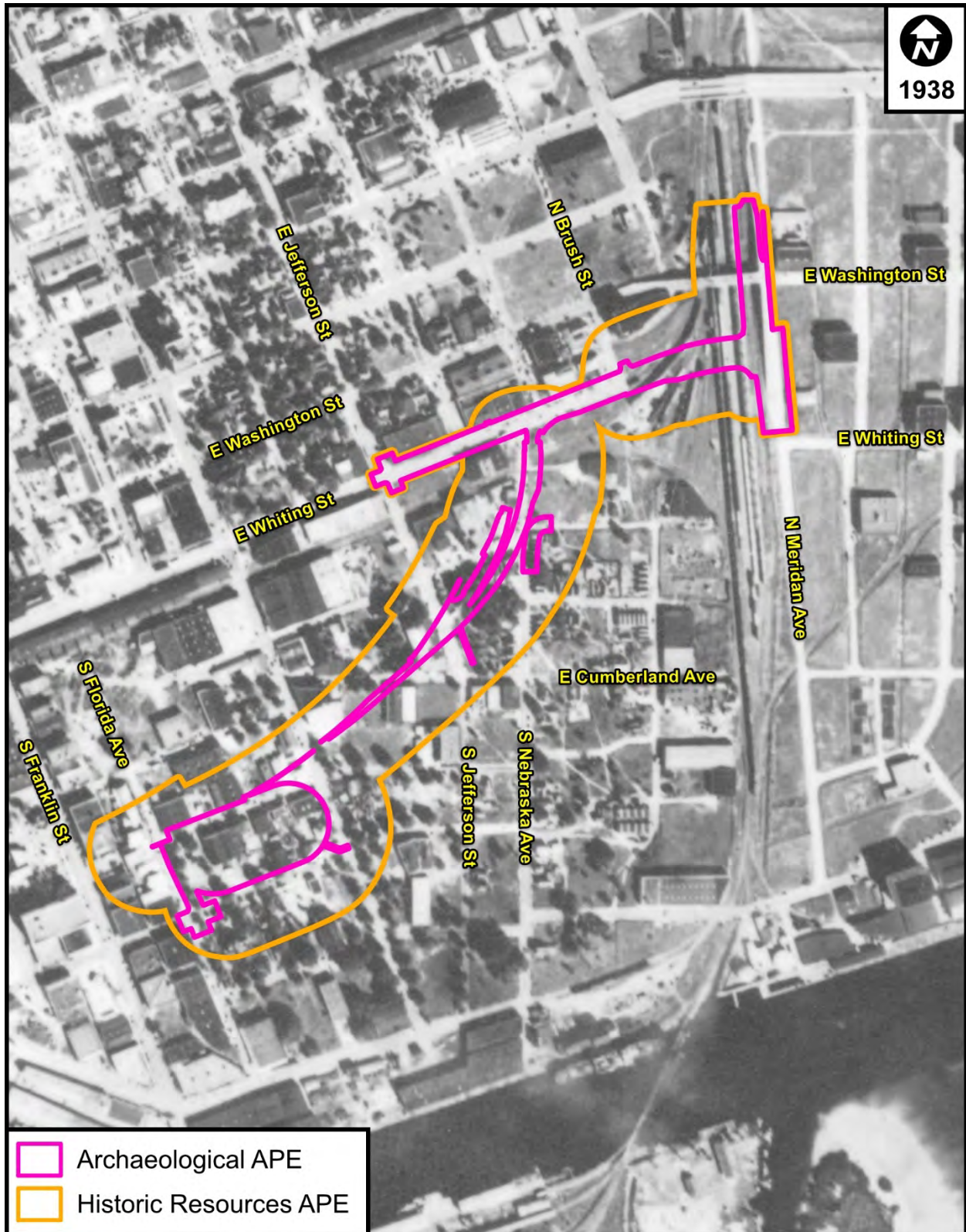


Figure 6.2: Approximate Location of the Project APE Illustrated on a 1938 Historic Aerial Photograph

focused on the west portion of Tampa and industrial development focused on the east portion in the former Estuary section (**Figure 6.3**). Property along the waterfront was almost entirely industrial at this time, including along the Hillsborough River to the west, Garrison Channel to the south, and Ybor Channel to the east. These areas were adjacent to rail lines and home to multiple docks and wharves.

Beginning in the late 1950s, Tampa's civic leaders began to redevelop the waterfront in attempt to clean up and reclaim the heavily industrial property. The first phase of this redevelopment occurred along the Hillsborough River in the 1960s, with the introduction of a public library and convention center. These new projects removed the railroad track lines which had first entered the city in the 1880s along the riverfront (Kite-Powell 2020a). In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad (Johnston and Mattick 2001). The sections of downtown Tampa within the project area remained largely industrial in the 1960s, and several spur lines of railroad are visible at this time (**Figure 6.4**). The southern and eastern waterfronts along the Garrison and Ybor Channels also remained industrial, with phosphate mining continuing on Seddon Island until the late 1960s.

By 1973, many of the spur rail lines near the project area had been removed, particularly east and west of the APE (**Figure 6.5**). In 1980, the Seaboard Coast Line Railroad merged with the Chessie System, creating the CSX Corporation (Johnston and Mattick 2001). The segment of rail in the historic resources APE (formerly known as the Florida Central & Peninsular Railroad) became the southern terminus of the CSX Railroad in downtown Tampa, as the line to the former Seddon Island was removed and the rail lines along the riverfront were no longer extant.

Beginning in the late 1970s, the southern portion of the downtown Tampa waterfront was redeveloped beginning with the plans for Harbour Island, the renamed former Seddon Island, to be developed with mixed-use residential and commercial properties (Kite-Powell 2020a). This redevelopment of Harbour Island did not occur on a large scale until the 1980s. The creation of the Lee Roy Selmon Expressway in the 1970s followed decades of attempts to create a crosstown expressway. The downtown section of the expressway was first visible in a 1975 aerial photograph, outside of the project area along the Hillsborough River. Over the next several years the construction of the expressway continued, with the road curving north parallel to the railroad line in the project area (**Figure 6.6**). This construction removed many of the industrial buildings and warehouses west of the railroad and east of the downtown core.

Following the completion of the expressway through downtown Tampa, a period of rapid redevelopment of the former industrial section of the city began in the late 1980s continued for the next few decades (**Figure 6.7**). The west waterfront along the Hillsborough River continued to be redeveloped with the creation of the Tampa Riverwalk, park space, the Tampa Museum of Art, and the Straz Center. The area south of the project area along the Garrison Channel was redeveloped as the Tampa Convention Center, Amalie Arena, Tampa Bay History Center, The Florida Aquarium, and large hotels. The former Estuary section to the east of the project area along the Ybor Channel has been subject to ongoing redevelopment as the Channelside, Sparkman's Wharf, and Water Street developments took shape, with the addition of new mixed-use residential, commercial, and office buildings. Today, downtown Tampa consists of the historic downtown core east of the Hillsborough River and a former industrial core which is evolving to a modern mixed-use destination.

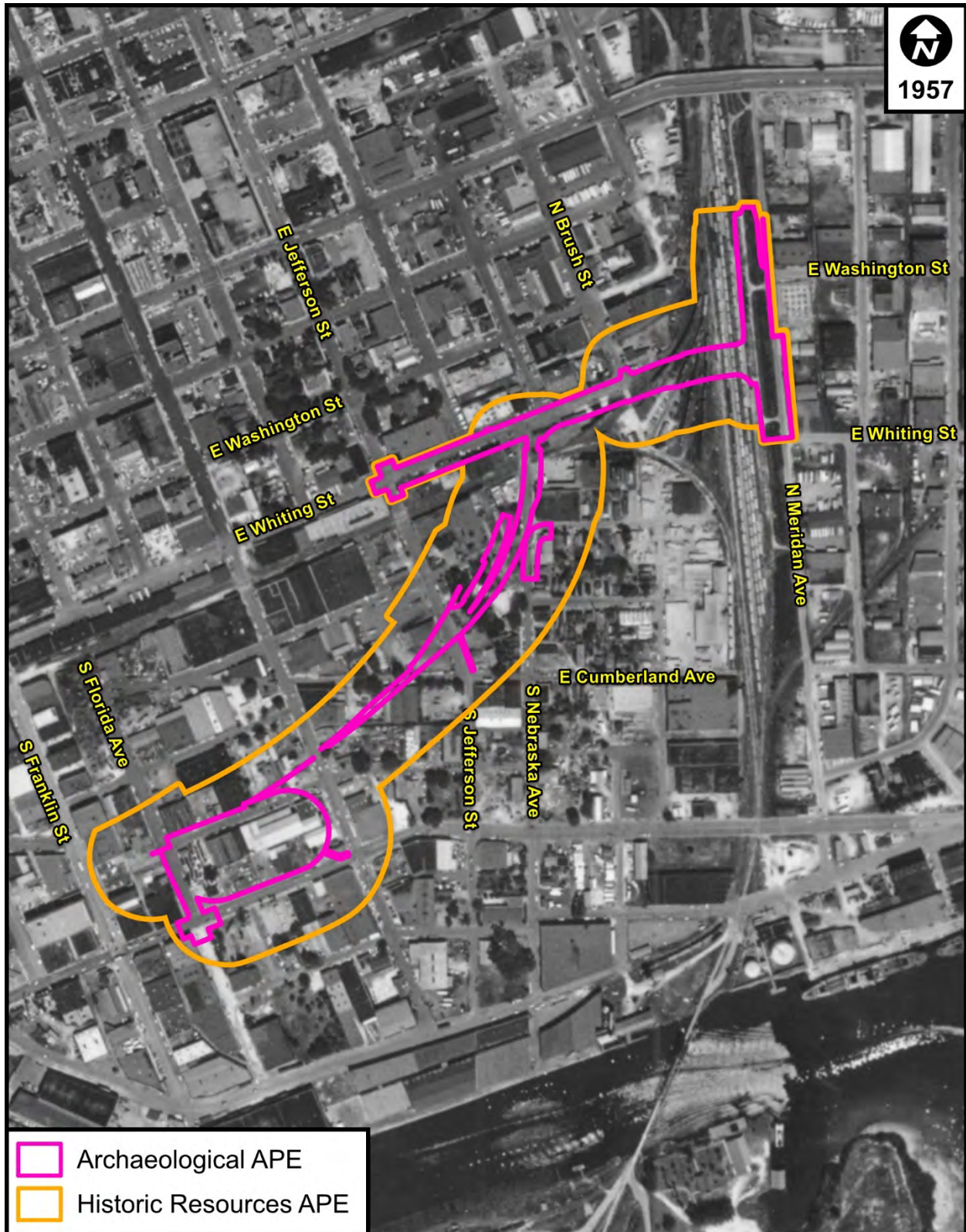


Figure 6.3: Approximate Location of the Project APE Illustrated on a 1957 Historic Aerial Photograph

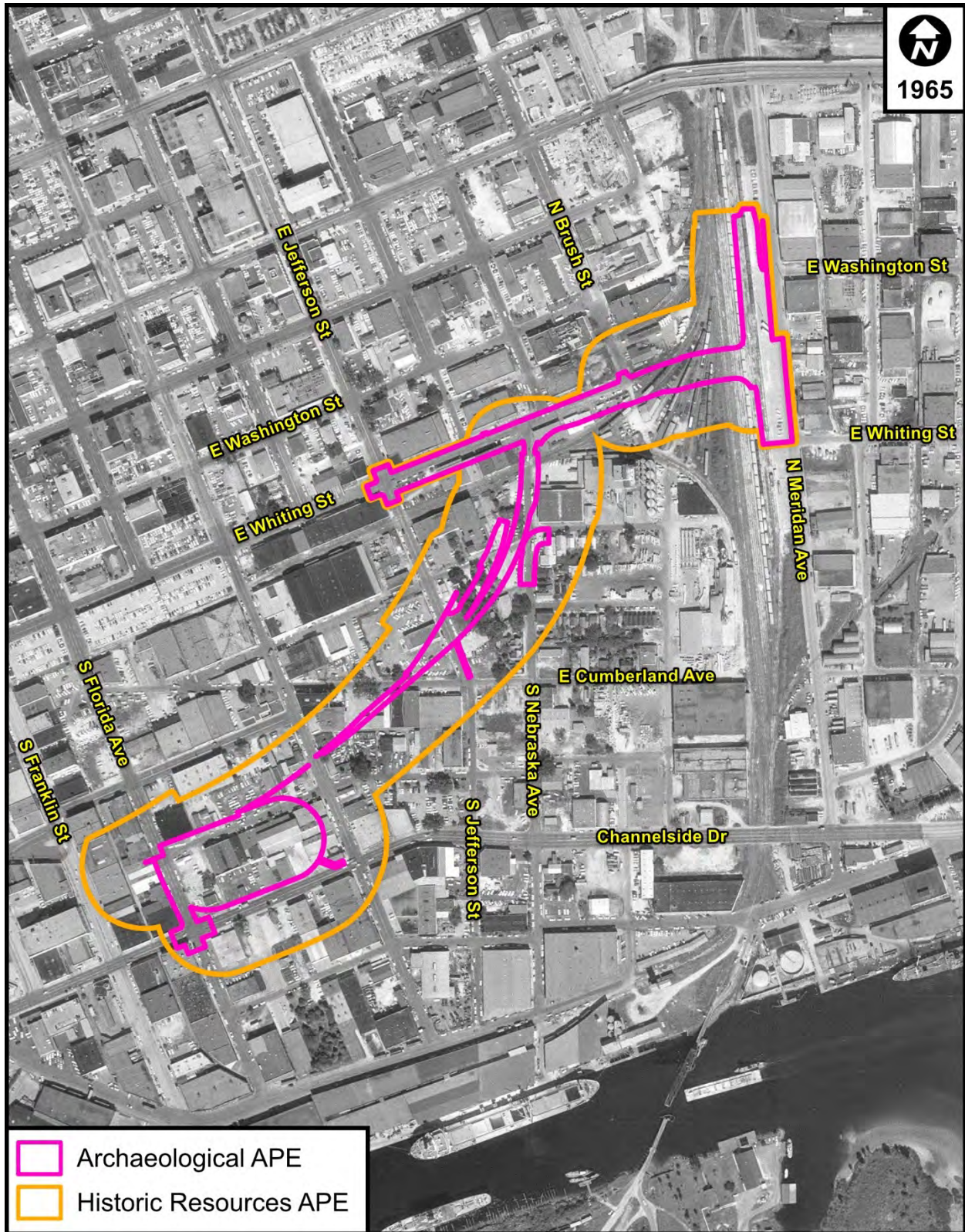


Figure 6.4: Approximate Location of the Project APE Illustrated on a 1965 Historic Aerial Photograph

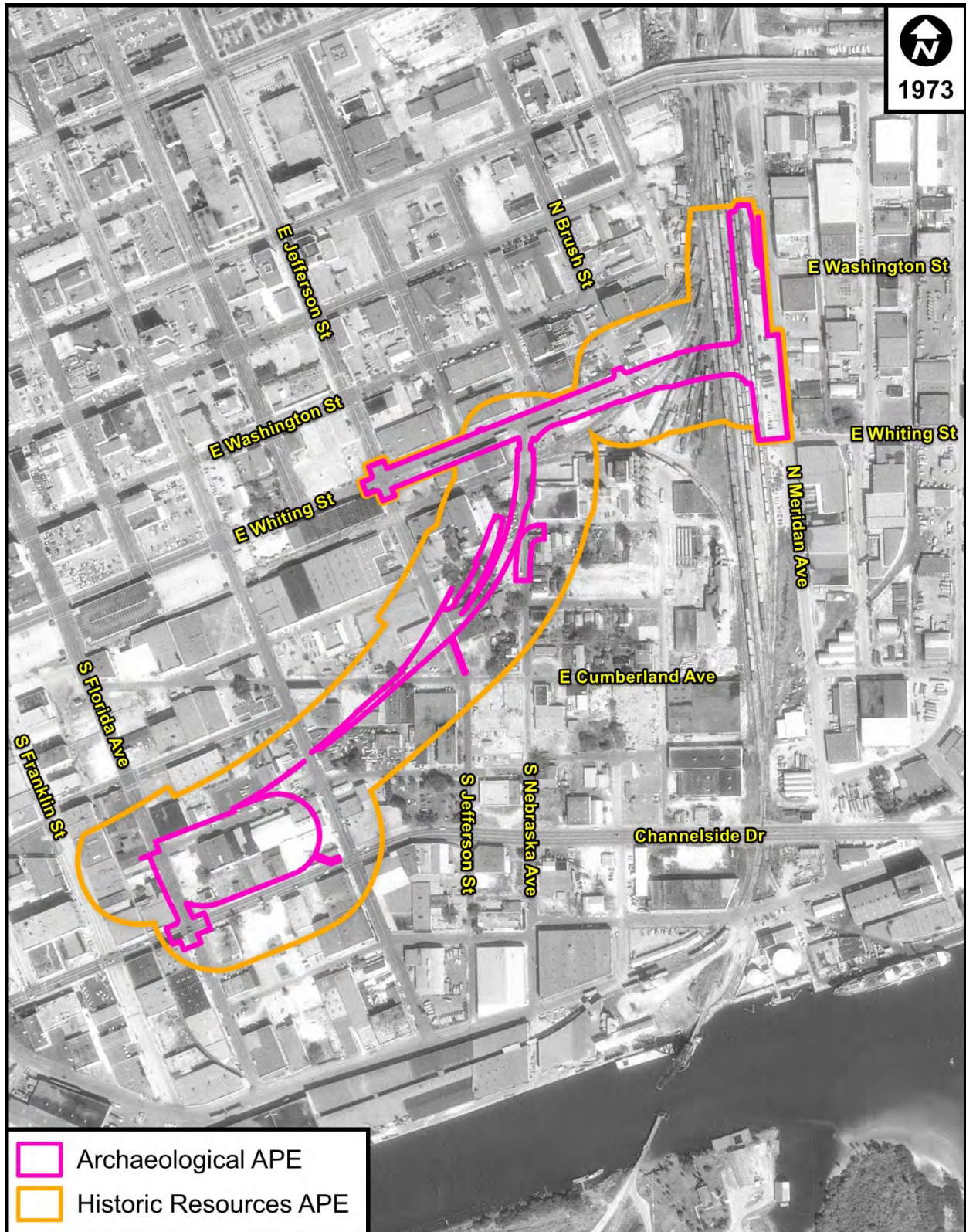


Figure 6.5: Approximate Location of the Project APE Illustrated on a 1973 Historic Aerial Photograph

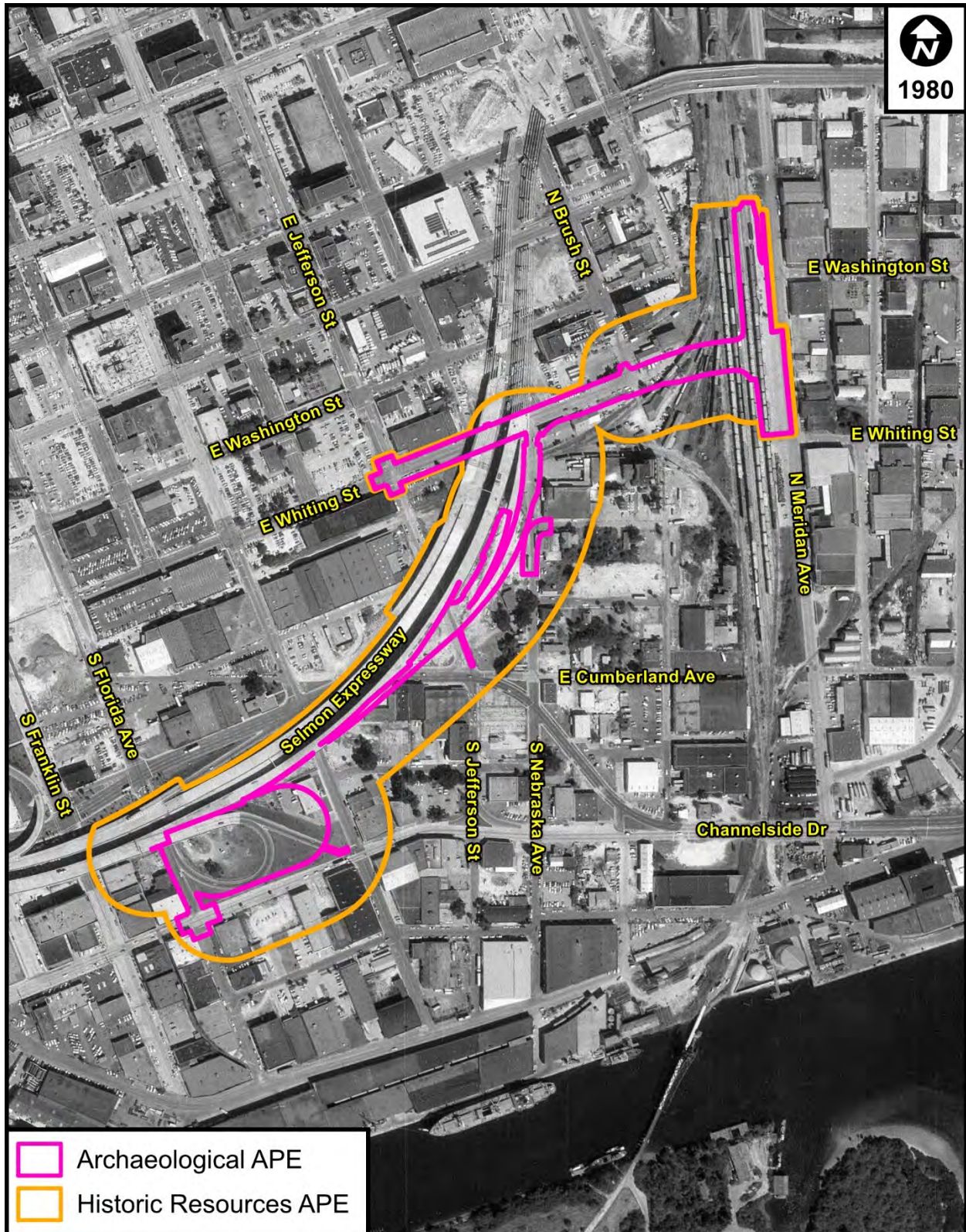


Figure 6.6: Approximate Location of the Project APE Illustrated on a 1980 Aerial Photograph

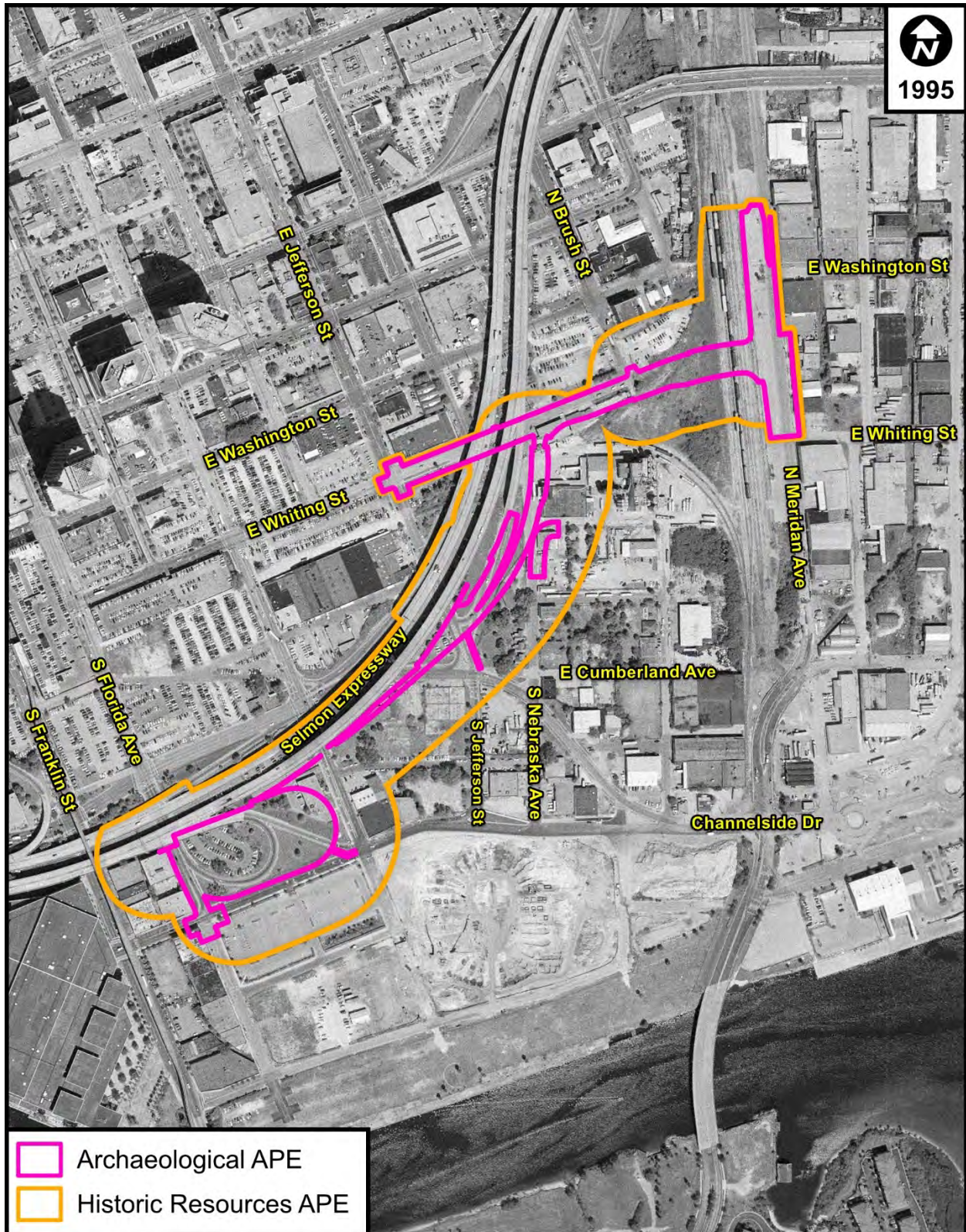


Figure 6.7: Approximate Location of the Project APE Illustrated on a 1995 Aerial Photograph

7.0 Florida Master Site File Search and Literature Review

An archaeological and historical literature and background information search pertinent to the project area was conducted to determine the types, chronological placement, and location patterning of cultural resources within the project APE. A review of FMSF data, previous surveys, property appraiser records, and historical research material was conducted to determine the potential for cultural resources within the project APE that are listed, eligible, or considered eligible for listing in the National Register, or that have potential or confirmed human remains. The FMSF is an important planning tool that assists in identifying potential cultural resources issues and resources that may warrant further investigation and protection. It can be used as a guide but should not be used to determine the official position of the FDHR or the State Historic Preservation Officer (SHPO) regarding the significance of a resource.

7.1 Previously Conducted Cultural Resource Surveys

The FMSF search identified seven previously conducted cultural resource surveys containing or partially containing the project APE, as well as seven archaeological surveys conducted directly adjacent to the project area. The 14 surveys are listed in **Table 7.1**. The *Tampa Urban Design Preservation Plan* (Historic Tampa/Hillsborough County Preservation Board 1987; FMSF Manuscript No. 1501) was a City-wide historic resources survey and the *Hillsborough County Historic Resource Survey Report* (Hillsborough County Planning & Growth Management 1998; FMSF Manuscript No. 5409) was a County-wide historic resources survey. The *Proposed Cellular Tower Site: Ice Palace (FL-3423-G) 109 Meridian Avenue South, Tampa, Hillsborough County, Florida* (Archaeological Consultants, Inc. [ACI] 2001; FMSF Manuscript No. 8333) was limited to a cellular tower survey-level of survey work. No archaeological surveys were conducted within the archaeological APE during the course of these three surveys.

Table 7.2: Previous Surveys Containing, Partially Containing, or Located Directly Adjacent to the Project Area

FMSF Survey No.	Title	Author(s)	Date
276	An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extensions	Henry A. Baker and Michael V. McGuire	1978
448	Archaeological Survey in the Corridor of the Tampa Crosstown Expressway, Eastern Section	Piper Archaeological Research and Archaeological Consultants, Inc. (ACI)	1981
1501	Tampa Urban Design Preservation Plan	Historic Tampa/Hillsborough County Preservation Board	1987
3246	Archaeological Investigations at the Site of the Tampa Convention Center, Tampa, Florida, Vol. 1	Janus Research/Piper Archaeology	1992
3066	Archaeological Investigations at the Site of the Tampa Convention Center, Tampa, Florida, Vol. 2	Janus Research/Piper Archaeology	1993

FMSF Survey No.	Title	Author(s)	Date
4046	CRAS Report of the Tampa Bay Lightning Arena Development Site	Janus Research	1995
5409	Hillsborough County Historic Resources Survey Report	Hillsborough County Planning & Growth Management	1998
6034	CRAS of the Lee Roy Selmon Crosstown Expressway Capacity Improvement Project	Janus Research	2000
6513	Tampa Rail Project, Cultural Resource Reconnaissance Study	Janus Research	2001
8333	Proposed Cellular Tower Site: Ice Palace (FL-3423-G) 109 Meridian Avenue South, Tampa, Hillsborough County, Florida	ACI	2001
12051	CRAS Report of the Platt Street (Channelside) Bridge PD&E Study, Tampa, Hillsborough County, Florida	Janus Research	2005
16865	CRAS Report, Selmon Expressway (SR 618) Downtown Viaduct Improvements PD&E Study, Hillsborough from Florida Avenue to 22 nd Street, Hillsborough County, Florida	American Consulting Engineers of Florida and ACI	2009
19964	CRAS Report, Technical Memorandum for the THEA-Selmon Greenway Transportation Enhancement Project, City of Tampa, Hillsborough County, Florida	ACI	2012
24145	Archaeological Investigations at Project Area I, SPP Archaeological Report No. 1	Cardno	2017

Portions of the current APE were subjected to judgmental testing during *An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extensions* (FMSF Manuscript No. 276), resulting in the identification and recordation of the Expressway End (8HI537) site, a precontact site which had previously been considered to be a component of the Fort Brooke (8HI13) site (Baker and McGuire 1978:36). The 1978 report notes that it was likely that portions of the Fort Brooke Site (8HI13) may be present between the western terminus of the expressway and Nebraska Avenue. During the 1978 survey, archaeological testing near the corner of S Morgan Street and E Brorain Street (see **Figure 7.1**) encountered fill to a depth of approximately 60 centimeters (cm) below the surface (cmb). Remnants of a wooden post with wire spikes were also identified near the western end of the project area. Although the exact location, depth, and date are uncertain, the presence of the spikes suggest a 20th Century association.

Historic research conducted in 1978 noted the presence of the 1853 Louis Bell Land Grant, which extends into the current project area to the east of Nebraska Avenue. The 1978 survey recommended testing be conducted at the northeast corner of Nebraska Avenue and Bell Street to determine if remnants of the Bell Homestead within the 1853 Louis Bell Land Grant would be impacted by the extension of the expressway (Baker and McGuire 1978:19, 36). The report emphasizes that testing of the area within the former Land Grant was not feasible in much of the 300-foot survey corridor due to the presence of buildings, streets, and parking lots and recommended further testing during any future projects (Baker and McGuire 1978:36).

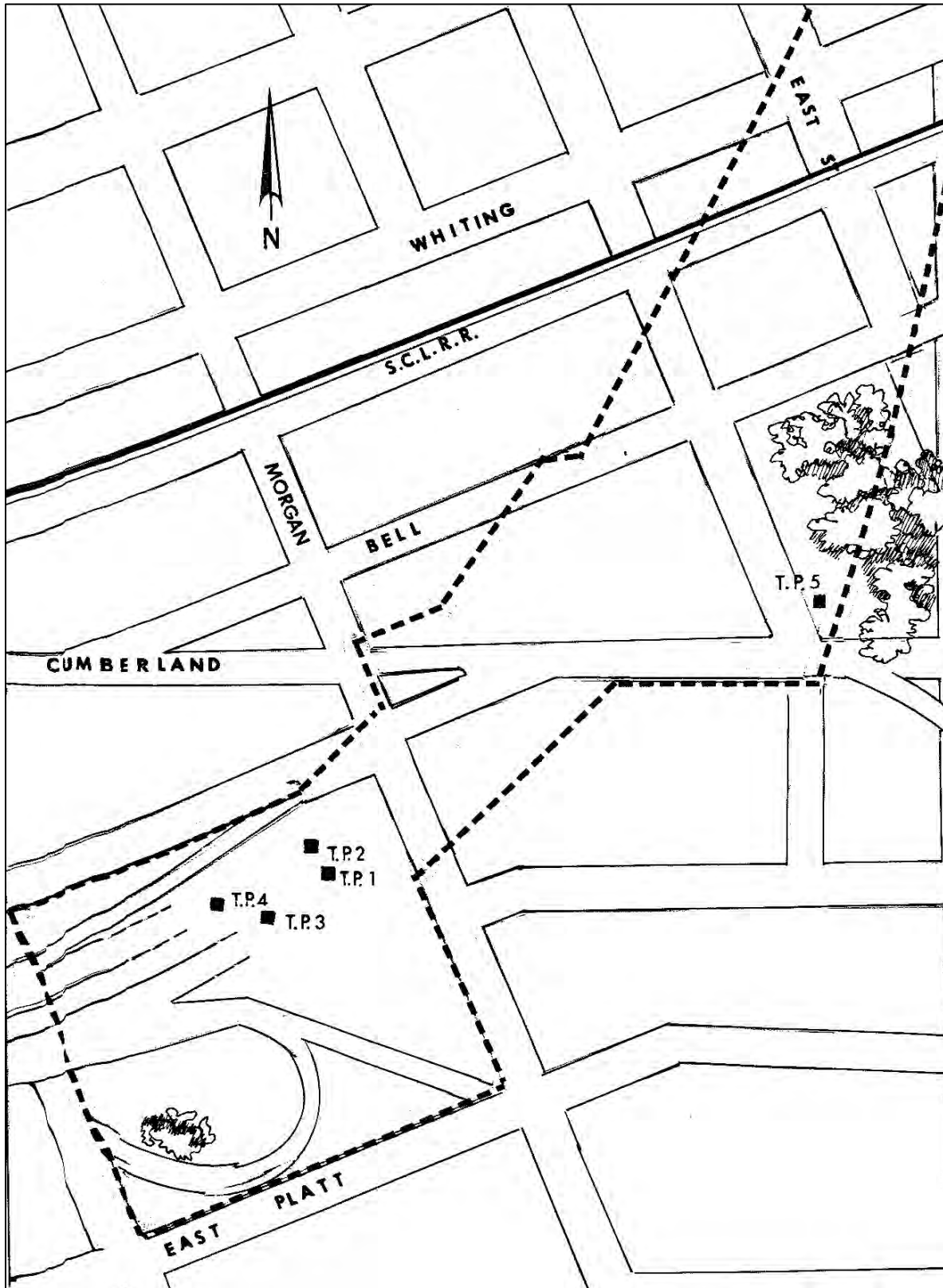


Figure 7.1: Test Pits in the Vicinity of Morgan and Platt Streets (Excerpted from Baker and McGuire 1978:15)

Portions of the current project APE also fall within the boundaries of an area investigated during the *Archaeological Survey in the Corridor of the Tampa Crosstown Expressway, Eastern Section* (Piper Archaeological Research and ACI 1981; FMSF Manuscript No. 448). The purpose of this survey was to address the questions raised as a result of FMSF Manuscript No. 276, i.e., to determine whether components of the Expressway End (8HI537) site or the Bell Homestead were present within the survey area (Piper Archaeological Research and ACI 1981:1). The auger and shovel testing conducted for FMSF Manuscript No. 448 suggested that the Expressway End (8HI537) site did not extend east of Morgan Street (Piper Archaeological Research and ACI 1981:72). Background research conducted as part of the 1981 survey cited a Tampa Tribune article from 1959 suggesting that the Bell Homestead was located at the corner of Whiting Street and Morgan Street (Piper Archaeological Research and ACI 1981:14). An unnamed site (8HI966) was identified adjacent to the current archaeological APE at the northeast corner of the former intersection of Bell Street and Jefferson Street. The report noted that this late-19th Century artifact scatter was thought to have been destroyed as a result of repeated instances of urban development (Piper Archaeological Research and ACI 1981:71). The 1981 survey report also notes that, "According to all resource materials and persons, the major buildings and activity areas of Fort Brooke were located south of Whiting Street and west of Morgan Street" (Piper Archaeological Research and ACI 1981:13). The westernmost 640 feet of the current archaeological APE fall within the portion of the military reservation south of Whiting Street and west of Morgan Street.

No archaeological testing was conducted during the *Tampa Rail Project, Cultural Resource Reconnaissance Study* (Janus Research 2001; FMSF Manuscript No. 6513) but the report noted the presence of Fort Brooke (8HI13) and the Expressway End (8HI537) site. It also reiterated the potential for unrecorded archaeological deposits within downtown Tampa, and noted that systematic archaeological testing should be conducted during later stages of the project (Janus Research 2001:51). However, no surveys related to later stages of the rail project were identified within the current APE.

The boundaries of the *CRAS Report, for Platt Street Bridge PD&E Study from Parker Street to Florida Street, Tampa, Hillsborough County, Florida* (Janus Research 2005; FMSF Manuscript No. 12051) fall partially within and largely adjacent to the current archaeological APE to the west of S Florida Avenue. Surface and subsurface archaeological testing was conducted in the vicinity of the Platt Street Bridge (8HI86) to the east of Bayshore Boulevard. Due to disturbance from new building construction on Platt Street and the presence of buried electrical utilities on Bayshore Boulevard, limited testing was possible in 2005. Furthermore, the two shovel tests excavated near the Platt Street Bridge (8HI86) site during the 2005 survey identified no cultural material.

The portion of the archaeological APE within the CRAS Report, Selmon Expressway (SR 618) Downtown Viaduct Improvements PD&E Study, Hillsborough from Florida Avenue to 22nd Street (American Consulting Engineers of Florida and ACI 2009; FMSF Manuscript No. 16865) was not surveyed for archaeological resources. This was due to coordination between the FDOT, the deputy SHPO, and compliance review, which determined that no archaeological survey was needed within the existing Selmon Expressway ROW due to the level of previous investigations (American Consulting Engineers of Florida and ACI 2009:39-40).

No archaeological testing was conducted during the CRAS Report, Technical Memorandum for the THEA Selmon Greenway Transportation Enhancement Project, City of Tampa, Hillsborough County, Florida (ACI 2012, FMSF Manuscript No. 19964). The visual reconnaissance survey was conducted to supplement FMSF Manuscript No. 16865 and assess proposed trail extensions that were not surveyed during the 2009 CRAS. The SHPO determined that no archaeological testing was needed within the FDOT ROW and the Selmon Greenway APE.

The boundaries of the *Archaeological Investigations at Project Area I, SPP Archaeological Report No. 1* (Cardno 2017; FMSF Manuscript No. 24145) fall within and largely adjacent to the current project APE to the east of S Nebraska Avenue, extending north from E Cumberland Avenue to north of E Walton Street (see **Figure 7.2**). As a result of this survey, a 19th Century component related to Fort Brooke (8HI13) and 20th Century component related to the African American Garrison Neighborhood were identified after heavy machinery was used to strip away the former parking lot and disturbed soil associated with 20th Century development. The Fort Brooke features included a small trash pit and scatters or lenses of oyster shells with faunal material and artifacts. Material associated with the Garrison Neighborhood included bottles as well as fragments of ceramics, glass, bone, and toys. All materials were found in a disturbed context (Cardno 2017:111). No human remains were identified as a result of this 2017 survey.

While it does not fall within the current archaeological APE, one lot included in the *Archaeological Investigations at the Site of the Tampa Convention Center, Tampa, Florida Volume 1 and Volume 2*: (Janus Research/Piper Archaeology 1992, 1993; FMSF Manuscript Nos. 3246 and No. 3660) is located directly adjacent to the project area, on the south side of Channelside Drive (see **Figure 7.2**). This lot is identified in the report as the South Regional Parking Facility Lot. The archaeological investigations of this lot noted that many of the structures formerly located within the lot south of Channelside Drive were built on top of concrete slabs that overlaid the original ground surface, minimizing subsurface disturbance in portions of the lot (Janus Research/Piper Archaeology 1992:55). Fort Brooke-period features were encountered immediately beneath the slabs in some locations, while others were encountered underneath a 10–15-cm layer of mottled sand containing precontact, 19th Century, and 20th Century artifacts (Janus Research/Piper Archaeology 1992:57). This report notes major disturbance to the natural soils and archaeological deposits, especially within the middle third and northern half of the western third of the lot, as a result of artifact collectors and construction. In addition to the Fort Brooke period deposits, precontact period artifacts in a disturbed context were also recovered on this adjacent lot, as well as what appeared to be a portion of the Fort Brooke Midden (8HI2120) near Florida Avenue (Janus Research/Piper Archaeology 1992:57). No human remains were identified on the lot adjacent to the current project area, but a precontact period cemetery (8HI2398) was found and excavated outside of the project area to the west, west of Franklin Street where the current Tampa Convention Center is located.

Investigations included in *A CRAS of the Tampa Bay Lightning Arena Development Site* (Janus Research 1995; FMSF Manuscript No. 4046) were conducted near the project APE in 1994 (see **Figure 7.2**). These investigations included the location of the current Amalie Arena and portions of the blocks to the east and west of the arena. The 1994 investigations revealed that most of the Fort Brooke and earlier precontact period deposits had been disturbed by late 19th and 20th Century land alteration activities. Despite this disturbance, there was evidence of a shallow fort period occupation level, trash deposits and postholes or postmolds, as well as a precontact period shell and lithic scatter. Four unmarked human burials were also identified during the 1994 investigations and the remains have been interred in Oaklawn Cemetery in Tampa. The remains were formerly located two blocks south of the current project area in the eastern half of the block to the south of the South Regional Parking Facility included in the testing and excavations associated with the Tampa Convention Center. Evidence of the precontact period occupation was also identified during the 1994 investigations. This included the remains of a small shell midden, a small scatter of stone tools and the byproducts of stone tool making. This material was consistent with that identified during previous investigations in downtown Tampa and supported the previously well-documented precontact period occupation of the area.

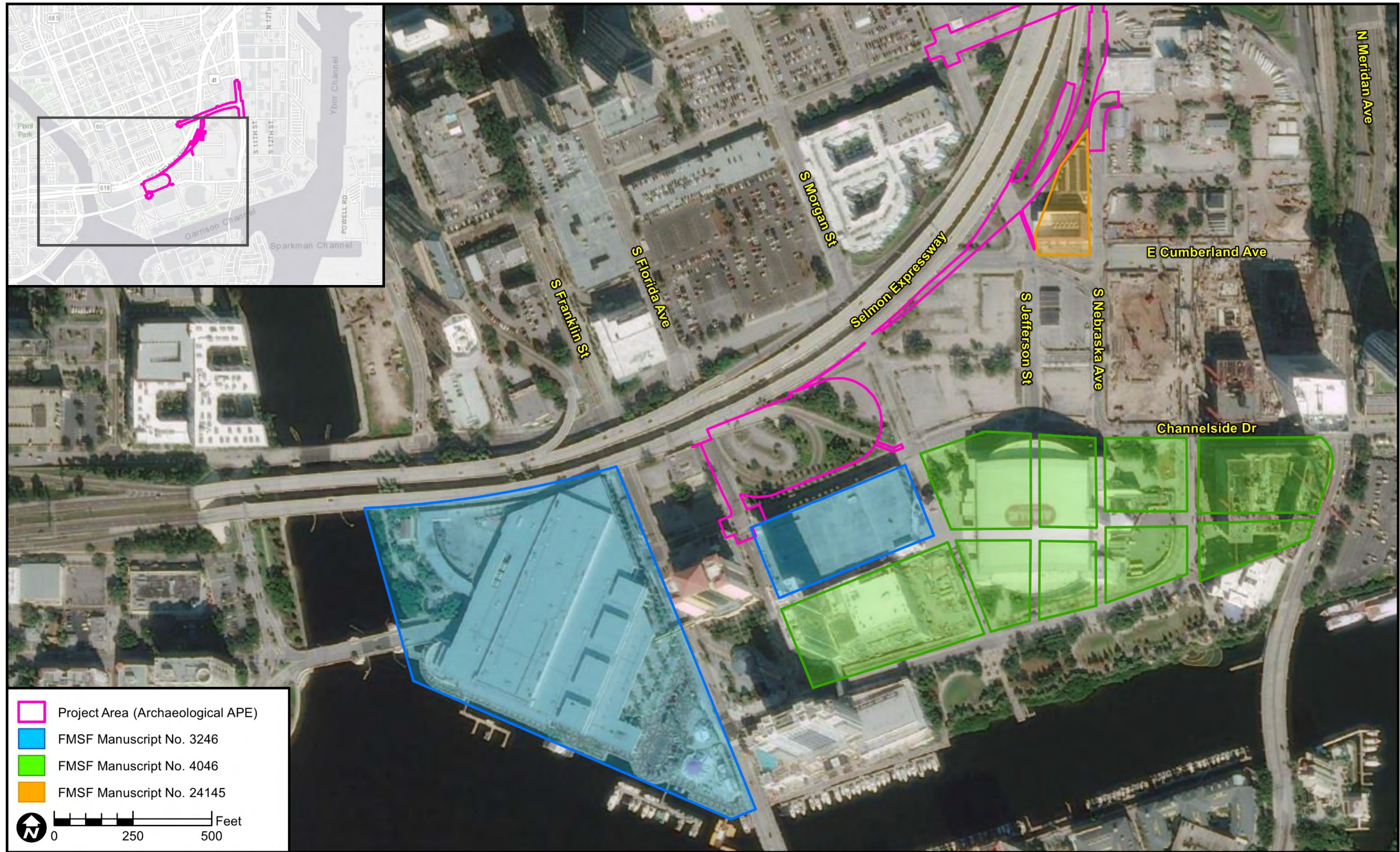


Figure 7.2: Archaeological Survey Boundaries Associated with FMSF Manuscript Nos. 3246, 4046, and 24145 Relative to the Project Area

7.2 Previously Recorded Archaeological Resources

As noted in the discussion of previous survey work, three previously recorded archaeological resources are located within or adjacent to the archaeological APE: the Fort Brooke Military Reservation (8HI13), the Expressway End (8HI537) site, and an unnamed site (8HI966). The locations of the recorded locations of these resources relative to the archaeological APE are illustrated in **Figure 7.3**. The Fort Brooke Military Reservation (8HI13) is a Second and Third Seminole War-era fort and cantonment that was occupied by the United States military from 1824–1883. This site has been previously determined by the SHPO to be National Register–eligible. The recorded boundaries of the fort in the FMSF are an approximation of the cantonment, which was roughly bounded by Whiting Street to the north, Tampa Bay to the south, the Hillsborough River to the west, and a large marsh to the east proximate to the current location of Ybor Channel. While the recorded site boundaries approximate the former location of the fort, it is important to note that significant National Register–eligible archaeological components related to the fort have not been found throughout the whole site boundary.

Expressway End (8HI537) is a low-density lithic scatter consisting of 12 lithic flakes and 2 pieces of lithic debitage. While most of the lithics were found in natural soils underneath 15–30 cm of fill, two of the lithic flakes were found within the disturbed fill (Baker and McGuire 1978:16–19). This site has not been evaluated for National Register eligibility by the SHPO.

The unnamed site (8HI966) consisted of a late 19th Century artifact scatter related to residences built within the boundaries of the military reservation after the area was opened to homesteading in 1882 (Piper Archaeological Research and ACI 1981:44–45). The 1981 report notes that much of the site extent was discerned from surface remains, that the site was considered to be National Register–ineligible, and that it is believed to have been destroyed as a result of repeated instances of urban development (Piper Archaeological Research and ACI 1981:71). Site 8HI966 has not been evaluated for National Register eligibility by the SHPO, nor has it been officially documented as destroyed by the FMSF.

7.3 Tampa Bay History Center Coordination

Coordination with Mr. Rodney Kite Powell of the Tampa Bay History Center provided confirmation that the western end of the project area is within the main activity area associated with Fort Brooke. Information was also provided on the potential location of the Bell Land Grant noted in *An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extensions* (Baker and McGuire 1978; FMSF Manuscript No. 276) and the *Archaeological Survey in the Corridor of the Tampa Crosstown Expressway, Eastern Section* (Piper Archaeological Research and ACI 1981; FMSF Manuscript No. 448).

The probable location of the Bell Land Grant, as indicated by Mr. Powell, is shown on Figure 6. Although a portion of the Land Grant may extend into the project APE, the Bell residence would likely have been outside of the project area. Mr. Powell also confirmed the approximate location of the Garrison Neighborhood, as shown on Figure 6. He also noted that there are no known cemeteries within the APE but identified a general area within which isolated human remains associated with the 19th Century yellow fever outbreak may be encountered (**Figure 7.4**). Mr. Powell noted that during the outbreak, human remains were placed randomly in undeveloped areas and not necessarily in a formal cemetery.

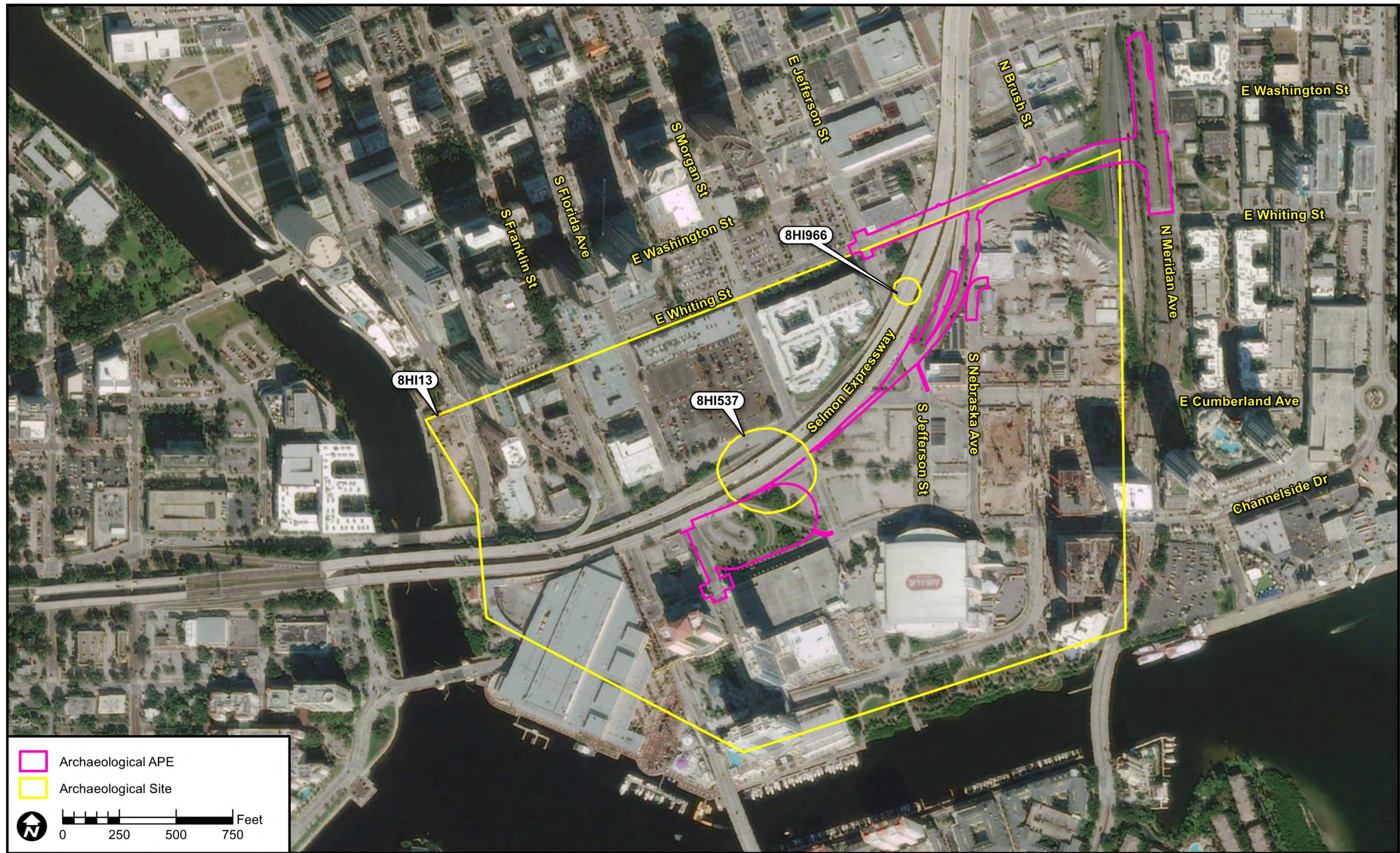


Figure 7.3: Location of Previously Recorded Archaeological Sites Within or Directly Adjacent to the Project APE

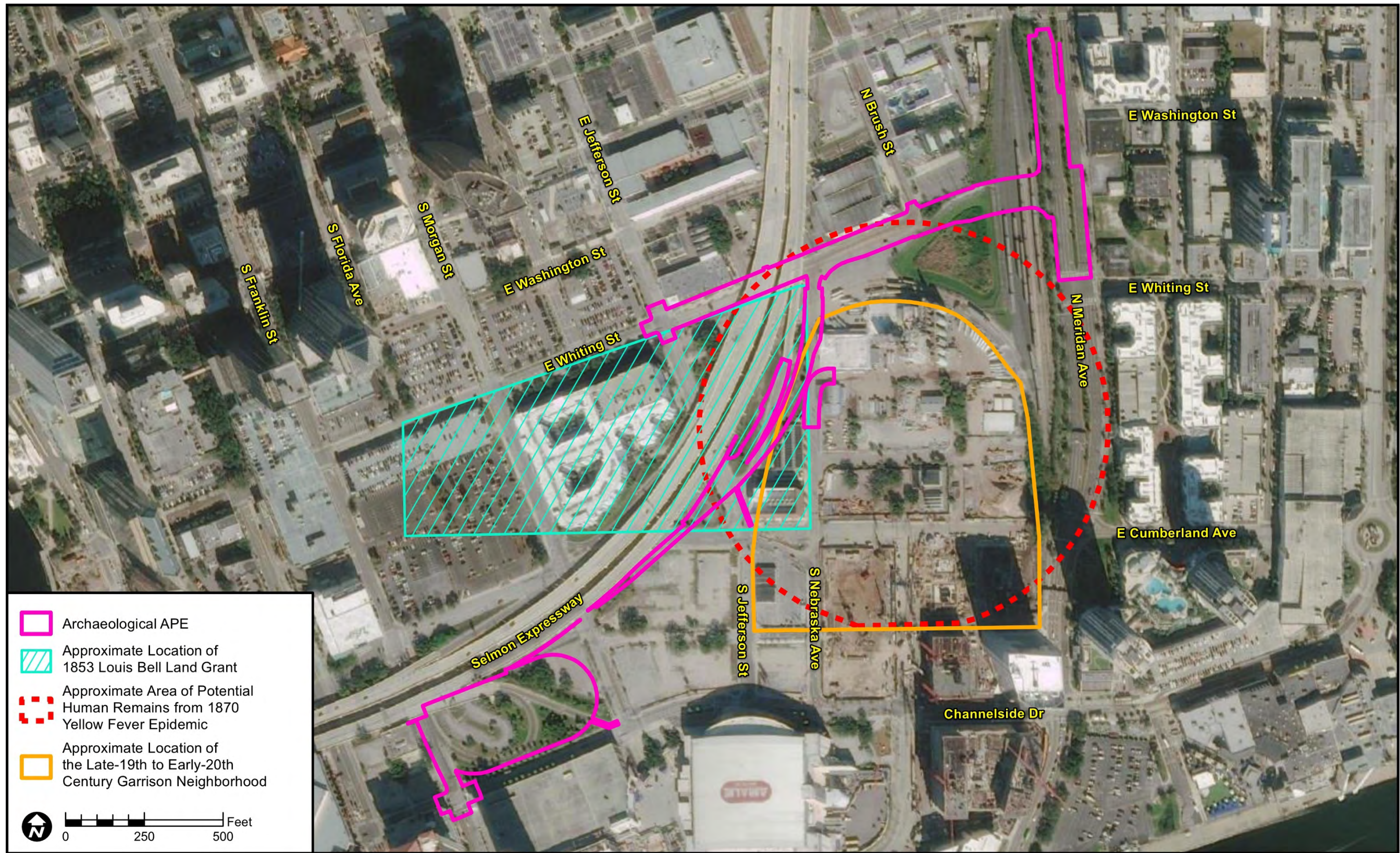


Figure 7.4: Approximate Locations of Historic Features Coordinated with the Tampa History Center Relative to the Archaeological APE

7.4 Previously Recorded and Potential Historic Resources

The FMSF background search identified seven previously recorded historic resources within the historic resources APE: six previously recorded historic structures and one historic railroad segment. The field survey revealed that five of these six previously recorded historic structures have been demolished or otherwise removed (8HI3072, 8HI3090, 8HI6751, 8HI9702, and 8HI9703). The five demolished previously recorded historic resources are listed in **Table 7.2** by ascending order of assigned FMSF number. The FMSF will be notified of the demolition of these five historic resources. The two extant previously recorded historic resources consist of one historic building, Perry Paint and Glass (8HI685), and an unrecorded segment of the Florida Central and Peninsular Railroad (8HI1987).

Perry Paint and Glass (8HI685), located at 109 N Brush Street, was previously recorded in 1979 by the Historic Tampa/Hillsborough County Preservation Board. An associated FMSF manuscript is not listed in the FMSF information for the resource and the structure was not evaluated by the SHPO. When the structure was initially recorded, the surveyor considered the resource to be significant and eligible for listing in the National Register. Research was conducted during this study resulting in an updated evaluation of National Register eligibility and an updated FMSF form.

The segment of the Florida Central & Peninsular Railroad (8HI1987) within the historic resources APE has not been previously recorded or evaluated by the SHPO. A segment of the historic linear resource located outside of the current APE in northeast Hillsborough County was recorded in 2012 by Southeastern Archaeological Research as part of the *Technical Memorandum: Cultural Resource Overview Screening, CSX Transportation, Inc. Track Improvement Project, Zephyrhills Siding, Hillsborough County, Florida (MP S 814.6 to MP S 817.0)* (Southeastern Archaeological Research [SEARCH]; FMSF Manuscript No. 19669). The surveyors considered the segment of the Florida Central & Peninsular Railroad (8HI1987) recorded during the 2012 study was ineligible for listing in the National Register due to a loss of historic material. However, the SHPO determined that the historic linear resource retained sufficient historic integrity and the railroad was determined eligible for listing in the National Register on February 13, 2013. No other segments of the Florida Central & Peninsular Railroad (8HI1987) have been recorded in Hillsborough County.

Table 7.3: Demolished Previously Recorded Historic Resources Within the Historic Resources APE

FMSF No.	Site Name / Address
8HI3072	Bush Ross Garner Warren & Rudy P.A. / 220 S Franklin Street
8HI3090	7-UP Building / 611-619 E Platt Street
8HI6751	501 S Florida Avenue
8HI9702	Hills Brothers Co of Florida / 238 S Franklin Street

7.5 Property Appraiser and Historic Aerial Review

The Hillsborough County Property Appraiser and GIS information was utilized in order to identify unrecorded parcels within the current historic resources APE with actual year built (AYRB) dates of 1973 or prior. Two identified parcels are included within the historic resources APE with an AYRB date of 1973 or earlier and no previously recorded historic structure: 200 S Nebraska Avenue (1951) and 110 S Nebraska Avenue (1946). The parcels were subject to field review and necessary FMSF forms were completed for all identified historic resources. A review of aerial photographs from 1938, 1957, 1965, 1973, and 1975 (University of Florida, George A. Smathers Libraries 2021; FDOT, Office of Surveying and Mapping 1996-

2021) was conducted to identify any additional extant unrecorded historic resources located within the historic resources APE. No additional historic buildings, bridges, cemeteries, railroads, canals, or potentially unrecorded historic linear resources or resource groups were identified within the historic resources APE as a result of the aerial analysis.

8.0 Project Research Design and Site Location Model

Although a discussion of environmental features is typically important in the development of zones of archaeological probability, these variables are less important within urban environments where the natural environment has been considerably altered. Archaeological potential is better informed by historical land use, as well as the results of previous archaeological investigations within and proximate to the APE. The review of prior land use within the APE indicates that the APE has been disturbed by previous construction and land alteration activities which lowers the potential for intact archaeological deposits throughout most of the APE.

The land use history confirmed that the western end of the archaeological APE, from S Florida Avenue to E Brorein Street is within the main activity area associated with Fort Brooke, as well as an area of known precontact period occupation. A previous survey conducted for the Selmon Expressway (FMSF Manuscript No. 448) identified the Expressway End (8HI537) site within the Selmon Expressway ROW adjacent to the current APE.

Precontact period and Fort Brooke period archaeological deposits, as well as human remains were also identified adjacent to or in proximity to the western end of the archaeological APE during investigations conducted prior to the construction of the current Convention Center and Amalie Arena. The previous surveys (FMSF Manuscript Nos. 3246 and 4046) suggest that any archaeological deposits will be found beneath any fill that may exist. The analysis of historic maps also indicates that fort related structures, including a kitchen, barracks, and a stable may be present within the portion of the archaeological APE to the west of E Brorein Street. Sanborn maps and historic aerials indicate that this area was not densely developed and did not indicate repeated episodes of construction and demolition, which would lower the potential for archaeological deposits. Based on this, the portion of the western end of the project area outside of the areas previously disturbed by the construction of the Selmon Expressway are considered to have the highest potential for both precontact and fort period archaeological sites, particularly within the portion of the APE west of Morgan Street near the Florida Avenue loop ramp.

The segment of the archaeological APE from E Brorein Street to E Finley Street was initially identified as archaeologically sensitive due its location within the boundaries of the Louis Bell Land grant and its proximity to the Garrison, a late-19th and early-20th Century African-American neighborhood. However, the review of the FMSF indicated that much of this area was either recently surveyed as part of the Strategic Property Partner's (SPP) Water Street development area where no further archaeological investigations were recommended (Cardno 2017) or is within an area previously disturbed by the construction of the Selmon Expressway.

Therefore, the small corner clips of two parcels formerly within the historic neighborhood, at the intersection of E Finley Street and S Nebraska Avenue, were determined to exhibit moderate archaeological site potential based on the historical importance of the Garrison neighborhood.

Most of the archaeological APE to the north of Finley Street is considered to have a low archaeological potential due to its location outside of the main activity area associated with Fort Brooke and the paucity of historical development. In addition, the large and deep retaining pond within this area would have destroyed any archaeological sites. The railway spur and yards in this area also limit any archaeological potential.

Based on the above factors, the majority of the APE has a low potential for intact significant archaeological sites (Figure 8.1). As noted, a small area of moderate potential is located at the intersection of E Finley Street and S Nebraska Avenue, outside of the areas previously disturbed by the Selmon Expressway, E Finley Street, and Nebraska Avenue (Figure 8.1). The majority of the archaeological APE to the west of Morgan Street is considered to have a high potential for archaeological sites.

8.1 Potential for Unmarked Burials

Background research and coordination with the Tampa History Center identified no known burials or cemeteries within the archaeological APE. However, unmarked burials associated with the precontact and Fort Brooke periods have been identified near the project area. Despite the lack of known burials, there remains a potential for unmarked graves throughout the APE.

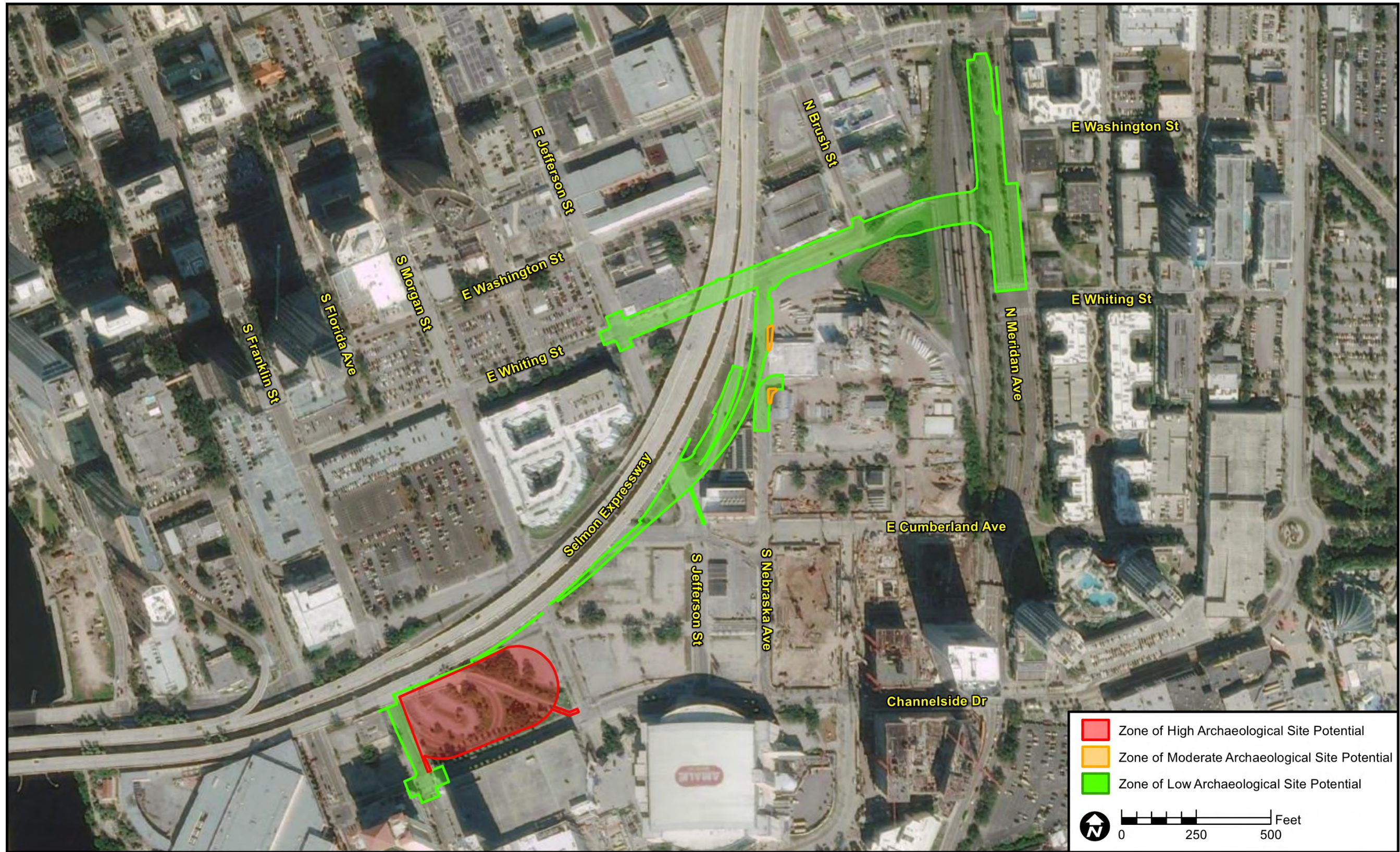


Figure 8.1: Zones of Archaeological Site Potential within the Archaeological APE

9.0 Methods

9.1 Archaeological Field Methods

Prior to the initiation of the field survey, as required by the Underground Facility Damage Prevention and Safety Act (Chapter 556, *F.S.*), coordination was conducted with the Sunshine 811 One Call Center to identify the locations of underground utilities along roadways within the archaeological APE. As a result of this coordination, the following utilities were identified: Fiberlight LLC Fiber Optic; Tampa Electric Company (TECO) Peoples Gas; City of Tampa, Sewer and Water; City of Tampa Transportation; Traffic Signals; Tampa Hillsborough Expressway Authority CATV, Electric, and Fiber; and Sprint Fiber Optic.

ECHO Utility Engineering & Survey also conducted a Ground Penetrating Radar (GPR) survey to identify the extent of underground within the area of highest archaeological potential in the vicinity of the Leroy Selmon Expressway, Channelside Drive, S Florida Avenue and S Morgan Street. Several utilities were identified in areas of the APE adjacent to S. Florida Ave and Channelside Drive as well extending into the parking lot and landscaped area to the west of Morgan Street and their locations are illustrated in **Appendix A**. Archaeological testing was not conducted in the utility corridors due to their disturbed nature, safety concerns, and the potential for subsurface fines if a utility is damaged.

Based on the presence of utilities as well as hardscape throughout most of the APE, a pedestrian survey was conducted to document existing conditions and identify any areas where subsurface testing was feasible. This survey identified a small grassy area in the western end of the APE that contained no utilities where limited subsurface shovel testing was possible.

Shovel tests were circular and approximately 50 centimeters (20 inches) in diameter. They were excavated to a minimum depth of one meter (39 inches). All excavated soil was sifted through 6.4-millimeter (¼-inch) metal hardware cloth screen suspended from portable wooden frames and all shovel tests were backfilled upon completion. Standard archaeological methods for recording field data were followed throughout the project. The identification number, location, stratigraphic profile, soil descriptions, and environmental setting were recorded for each shovel test. Locations of all shovel tests were recorded in the field with WAAS-enabled hand-held Global Positioning System (GPS) units. The locations of all shovel tests were also recorded on aerial photographs. Artifacts were collected, bagged by provenience, and their location marked on the project aerial maps. Following the field survey, artifacts were processed at Janus Research facilities where they were cleaned and sorted by artifact type or material. Artifact analysis included the morphological and functional classification of artifacts and, if possible, the identification of their temporal and cultural affiliations.

9.2 Historic Resources Survey Methods

A historic resources field survey was conducted to identify and record each resource built during or prior to 1973 within the historic resources APE was identified, mapped, and photographed. The historic resources survey used standard field methods to identify any historic resources. Any resources within the APE received a preliminary visual reconnaissance and any resource with features indicative of 1973 or earlier construction materials, building methods, or architectural styles was photographed and noted on an aerial photograph.

For each resource identified in the preliminary assessment, FMSF forms were filled out with field data, including notes from site observations and research findings. The estimated dates of construction, distinctive features, and architectural styles were noted. The information contained on any form completed

for this project was recorded onto a digital form at Janus Research. Photographs were taken with a high resolution digital camera. Each resource's individual significance was then evaluated for its potential eligibility for inclusion in the National Register. Historic physical integrity was determined from site observations, field data, and photographic documentation. A log was kept to record the resource's physical location and compass direction of each photograph. Completed FMSF forms are included in **Appendix B**.

Concentrations of historic resources within the APE for the project were noted in terms of the potential for inclusion in a historic district. Each resource's present condition, location relative to other resources, and distinguishing neighborhood characteristics were noted and photographed for accurate assessment of National Register Historic District eligibility. Due to the indistinctive architecture and overall lack of integrity among the buildings surrounding the APE, it appears that there are no National Register-eligible historic districts that would encompass any portion of the APE.

10.0 Results

10.1 Archaeological Survey Results

The APE is located within downtown Tampa, beginning at Florida Avenue south of the Selmon expressway, running along the Selmon and Crosstown expressways, and terminating to the east at Meridian St. Due to the density of development, testing was limited to undisturbed locations free of utilities. This decreased the scope of testing and confined it to only four areas, all located within the proposed improvements to the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during the limited testing.

In total, eight tests were dug, and all were positive for cultural material. These shovel tests were excavated within and in proximity to previously recorded precontact period archaeological site 8HI537, and indicate the site boundaries extend outside of its previously recorded location. A discussion of the site and cultural materials recovered is included after the following general discussion of the conditions within the archaeological APE.

The high probability area within the APE (see **Figure 8.1**) was confined by S. Florida Avenue to the west, S. Morgan Street to the east, Channelside Driver to the south, and the Selmon Expressway to the north. Due to the developed nature of this area, testing was only possible in the northeast, southeast, and southwest edges along sections of the loop ramp that were free of utilities and clear of the nearby berm (**Appendix A**). Shovel Tests (STs) 1–5 were dug within a small, wooded area between the Selmon Expressway to the north, a parking lot to the east, and the Selmon Expressway ramp to the south (**Figure 10.1**). The soils in this area were mostly undisturbed and contained little to no fill. ST 6 was excavated to the southeast of STs 1–5, in an area containing landscaped trees and grass. This shovel test also had undisturbed soils. **Figure 10.2** illustrates the conditions within the APE from ST 6. ST 7 was dug in the southeastern corner of the high probability zone in an area containing landscaped plants and trees, south of the ramp (**Figure 10.3**). The final test excavated within the zone of high archaeological site potential was ST 8, It was excavated near Florida Avenue on the southwestern edge of probability zone, in a grassy area between the ramp and sidewalk (**Figure 10.4**). This test contained some fill in the upper levels of the soil, but natural soils were present underneath.

No testing was feasible within the zones of moderate archaeological potential related to the Garrison Neighborhood due to the presence of utilities, the exit ramp for the Selmon Expressway, and the overall industrial development of the area. As a result of the visual survey, this area was deemed to have a low potential for intact archaeological deposits. **Figure 10.5** shows a representative overview of this portion of the APE, and the impediments to subsurface testing.

Subsurface testing was also not feasible within the remainder of the APE exhibiting low archaeological site potential. These areas were densely populated with hardscape, underground utilities, berms, and other City infrastructure such as sidewalks and a large retention pond. Representative photographs of the existing conditions within the areas of the archaeological APE exhibiting low archaeological site potential are included for reference in **Figures 10.6–10.9**.



Figure 10.1: Looking Southeast from Area Containing STs 1-5



Figure 10.2: Looking Northwest from ST 6 towards STs 1-5, along Ramp



Figure 10.3: View of Archaeological APE Near ST 7



Figure 10.4: view of Archaeological APE Near ST 8



Figure 10.5: View of Archaeological APE Within and Adjacent to the Zone of Moderate Archaeological Site Potential Along S. Nebraska Avenue from its Intersection with Whiting Street, Facing south



Figure 10.6: View of Bermed Ramp for Exit from the Selmon Expressway



Figure 10.7: View of Hardscape and Underground Utility Markings within a Zone of Low Archaeological Site Potential in the Northern Portion of the APE from the Intersection of Whiting Street and Jefferson Street, Facing East



Figure 10.8: View of Modified Retention Pond Area and Existing Railroad within a Zone of Low Archaeological Site Potential in the Northern Portion of the APE from the Intersection of N. Brush Street and E Whiting Street, Facing East



Figure 10.9: Existing Hardscape, Underground Utility Markings, and Pedestrian Pathway, within an of Low Archaeological Site Potential within the Eastern Portion of the APE, Looking South Down N Meridian Avenue

10.1.1 8HI537 – Expressway End Site

This site was recorded as a precontact lithic scatter during a 1978 survey for the South Crosstown Expressway eastern extension by Henry A. Baker (Baker 1978). It was classified as an Archaic Period site with indeterminate function. The FMSF data indicates this site was not previously evaluated for National Register eligibility by the SHPO. The site is located near the southeast 1/4 of Section 24 of Township 29 South, Range 18 East, on the Tampa (1956 PR 1969) USGS quadrangle map. It was recorded as occurring at an elevation between 15 and 20 feet above mean seal level, approximately 300 meters to the north of the Garrison Channel. The site is situated near Hillsborough and McKay Bay. The Hillsborough River is approximately 720 meters to the west of the site at its confluence with Hillsborough Bay and its associated channels. The site was initially identified within the Crosstown Expressway ROW to the north of and partially within the current archaeological APE (see Figure 18). The site as it extends further south and southwest into the current APE is within the grassy sections of the interchange connecting the Selmon Expressway to Florida Avenue and Channelside Drive, which contains several palm trees, oaks, and ornamental vegetation throughout (Figure 10.10).



Figure 10.10: 8HI537, from ST 7, Facing West

As described previously, eight shovel tests were excavated within the archaeological APE within and near the recorded site boundaries, all of which identified cultural material (Figure 10.11; Appendix A). While all of the unpaved portions of the area containing the existing ramps contained prehistoric lithic materials within the undisturbed soils, bounding of the site in cardinal directions was inhibited by the boundaries of the APE, as well as the presence of and existing berms and hardscape. The eight tests were excavated within, and at the edges, of the unpaved portions of the area containing the ramps. There is also solid pavement to the north, south, east, and west of this interchange, outside the project APE. Prior to this survey, the site was approximately 100 meters northwest to southeast and 125 meters southwest to northeast and encompassed an area of approximately 10,585 square meters. While the positive tests extended the likely boundary of this site farther south and southwest into the current APE these boundaries are indeterminate and exact measurements are not feasible, as the site could extend underneath the existing hardscape and berms (Figures 10.11 and 10.12; Appendix A).

The eight shovel tests yielded 65 lithic artifacts between 10-120 cmbs. Historic glass and ceramic material, as well as construction debris were also identified in many of the tests. The stratigraphy of ST 3 was representative of the site and included dark brown sand from approximately 0–20 cmbs, dark yellowish brown sand from approximately 26–42 cmbs, and pale brown sand from approximately 42–120 cmbs. Descriptions of the soil stratigraphy observed and depths of cultural material are presented by shovel test number in Table 10.1 and photographs of the soil profile for each test excavated are included in Figures 10.13–10-20.

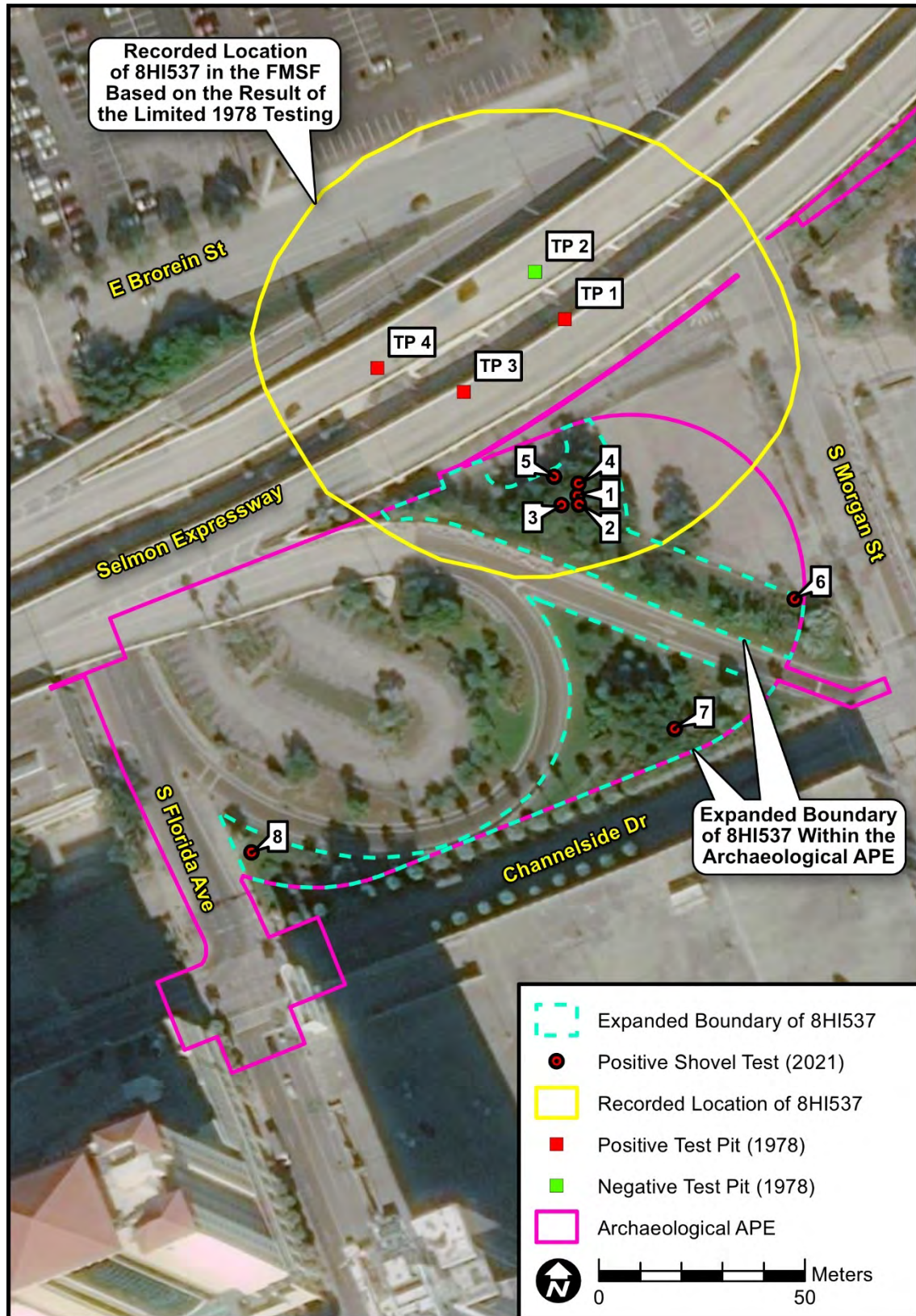


Figure 10.11: Site Sketch, 8HI537

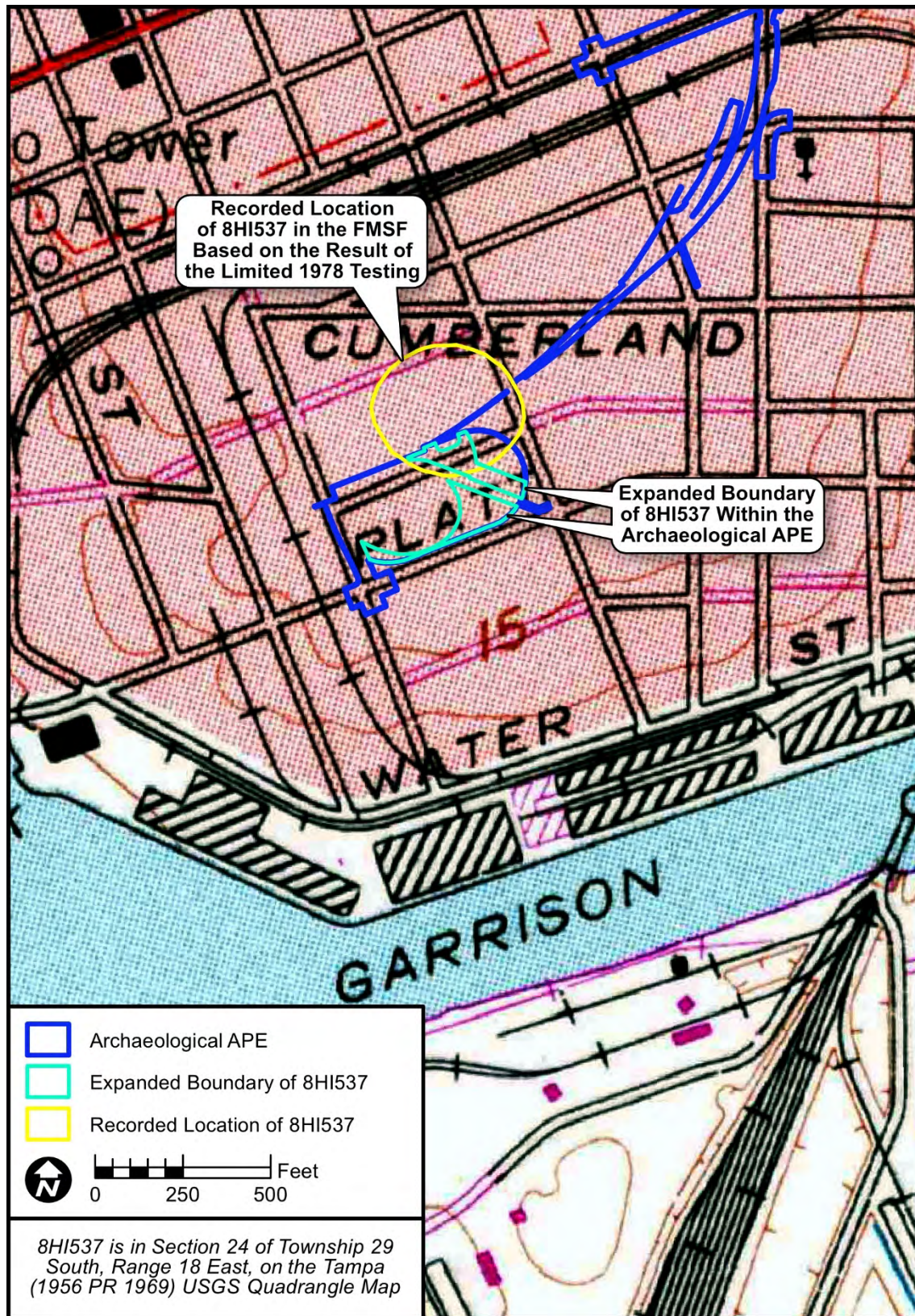


Figure 10.12: Location of 8HI537 on a USGS Topographic Map

Table 10.1: Descriptions of Soil Strata Observed in Shovel Tests and Depths from Which Cultural Material Was Recovered

ST Number	Soil Stratigraphy		Artifacts
	Depth	Description	
ST 1	0-20 cmbs 20-110 cmbs	Dark Brown Sand Yellowish-Brown Sand	Lithic flakes, glass (35-65 cmbs)
ST 2	0-25 cmbs 35-40 cmbs 40-130 cmbs	Dark Gray Grayish Brown Sand Mottled Pale Brown and Yellowish-Brown Sand	Lithic Flakes, Coral Flake (70-120 cmbs)
ST 3	0-20 cmbs 20-42 cmbs 42-120 cmbs	Dark Brown Sand Dark Yellowish-Brown Sand Light Brown Sand	Lithic Flakes, Historic Glass (10-120 cmbs)
ST 4	0-15 cmbs 15-20 cmbs 20-45 cmbs 45-120 cmbs	Dark Grayish-Brown Sand Grayish Brown Sand Pale Brown Sand Mottled Pale Brown and Grayish-Brown Sand	Historic Glass, Lithic Flakes, Historic Ceramic Sherd (10-110 cmbs)
ST 5	0-20 cmbs 20-84 cmbs 84-120 cmbs	Very Dark Brown Sand Dark Yellowish-Brown Sand Pale Brown Sand	Lithic Flakes, Ceramic, Historic Glass (10-100 cmbs)
ST 6	0-15 cmbs 15-45 cmbs 45-55 cmbs 55-130 cmbs	Dark Brown Sand Brown Sand Light Brown Sand Very Pale Brown Sand	Lithic Flakes, Projectile Point (5-120 cmbs)
ST 7	0-15 cmbs 15-20 cmbs 20-29 cmbs 29-69 cmbs 69-115 cmbs	Dark Gray Sand Brown Sand Brownish-Orange Sand Light Brown Sand Very Pale Brown Sand	Lithic Flakes (40-110 cmbs)
ST 8	0-50 cmbs 50-95 cmbs 95-120 cmbs	Mottled Dark Brown and Dark Grayish-Brown Sand Very Pale Brown Sand Mottled Very Pale Brown and Dark Brown Sand	Lithic Flakes, Historic Ceramic sherd, Historic Glass (30-120 cmbs)



Figure 10.13: Soil Profile, ST 1, Facing North



Figure 10.14: Soil Profile, ST 2, Facing North



Figure 10.15: Soil Profile, ST 3, Facing North



Figure 10.16: Soil Profile, ST 4, Facing North



Figure 10.17: Soil Profile, ST 5, Facing North



Figure 10.18: Soil Profile, ST 6, Facing North



Figure 10.19: Soil Profile, ST 7, Facing North



Figure 10.20: Soil Profile, ST 8, Facing North

10.1.1.1 Artifact Discussion

There was a total of 65 lithic artifacts identified and analyzed for this site during the current survey (Table 10.2) and lithic material was found in each of the eight shovel tests. The substantial majority of the material were flake type artifacts, with two point fragments and eight specimens of shatter also included within the assemblage.

The material was predominantly of smaller size (Table 10.3), with a majority being somewhat evenly divided within the 10-20 mm and 20- 30 mm size class category, and the third most represented being the 0-10 mm category. There was some, albeit substantially less representation within the 30-40 mm and 40-50 mm sizes, and then single outlier specimens in the 50-60 mm and 60-70 mm classes.

A total of 55 flakes were analyzed and most of the fragments were complete flakes (Table 10.4). Non-orientable flake types represented the second-most populated group. The remainder of the sample was somewhat evenly divided among proximal, medial, and distal flake types.

Flake types were mostly late-stage activities which involved predominantly thinning with some retouch and notching (Table 10.5). Core reduction activities were represented but to a much lesser extent. This interpretation of activity is supplemented also by the fact that the great majority of material was non-cortical, with greater than half of the sample lacking it.

Almost all of the material used at this site was unaltered chert, with a very slight representation of coral. Most of the lithic debitage exhibited no cortex (Table 10.6). Only one of those coral artifacts demonstrated signs of thermal alteration, and that was the one point tip identified in the sample.

The point tip identified as previously discussed was comprised of thermally altered coral. It was 43.54 mm in length, 43.48 mm in width, and 9.73 mm in thickness. A point stem was also identified of the Florida Archaic Stemmed (FAS) variety, which was 48.78 mm in length, 29.72 mm in width, and 10 mm in thickness. This point stem was comprised of silicified limestone without any heat alteration.

Forty-four historic artifacts were recovered from the site. Three ceramic sherds were recovered. Two are whiteware body sherds and one is a porcelain rim sherd. All were undecorated. Fifteen glass fragments were recovered. Most were non-diagnostic clear, brown, green, and olive green fragments. One solarized glass fragment dates to between 1880–1920 (Lockhart 2006). A base fragment from a green bottle is stippled with an Owens-Illinois maker’s mark. Based on the stippling the bottle was manufactured after 1940. Three fragments of flat glass, likely window glass, were also recovered. Iron artifacts consisted of two wire nails, a bolt, and a nut. Other artifacts included 13 tile fragments, a fragment of a porcelain insulator, and seven unidentified objects. The unidentified objects may be game pieces. Five are made of porcelain with three square in shape and two hexagonal. Two square objects are composed of an unidentified gray material. The square objects measure .75-inch on a side and are .25-inch thick; the hexagonal objects are also .25-inch thick and 1-inch wide. One of the square objects has four raised dots, two have circular depressions; one of the hexagonal objects has a circular depression with an embossed B. The non-diagnostic artifacts are types typical from the 20th Century.

Table 10.2: Lithic Artifact Types at 8HI537

Artifact Type	Count	Percentage
Flake	55	84.6
Shatter	8	12.3
Point Fragment	2	3.1
Total	65	100.0

Table 10.3: Size Classes of Lithic Debitage at 8HI537

Size	Count	Percentage
0-10 mm	10	15.9
10-20 mm	20	31.7
20-30 mm	21	33.3
30-40 mm	6	9.5
40-50 mm	4	6.3
50-60 mm	1	1.6
60-70 mm	1	1.6
Total	63	100.0

Table 10.4: Lithic Flake Fragment Types at 8HI537

Flake Fragment	Count	Percentage
complete	22	40.0
distal	7	12.7
medial	8	14.5
non-orientable	12	21.8
proximal	6	10.9
Total	55	100.0

Table 10.5: Lithic Reduction Flake Types at 8HI537

Flake Type	Count	Percentage
core reduction flake	9	27.3
retouch	1	3.0
thinning	21	63.6
notching	2	6.1
Total	33	100.0

Table 10.6: Cortex Percentages for Lithic Debitage at 8HI537

Cortex Percentage	Count	Percentage
<50%	12	19.0
>50%	4	6.3
100%	3	4.8
none	44	69.8
Total	63	100.0

10.1.1.2 Site Summary

Eight positive shovel test yielded both precontact and historic period artifacts and likely extended the boundaries of 8HI537 to the south and east of its previously recorded location. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20th century artifact scatters in downtown Tampa that have previously been evaluated as National Register-ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE.

10.2 Historic Survey Results

Four historic resources were identified as part of the current survey: one previously recorded historic linear resource (8HI11987), one previously recorded historic building (8HI685), and two newly recorded historic buildings (8HI15083 and 8HI15084). An approximately 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) had not been previously surveyed prior to this study. This segment consists of two smaller lengths within the historic resources APE, connected by a segment of the linear resource that is outside of the APE. The entire length of railroad was recorded during this study, as the segment outside of the APE is located in the vicinity of the overall project area. The railroad segment maintains its historic route and overall function despite alterations and the routine maintenance and replacement of material since its circa 1890 construction date. The railroad also retains its historical associations with the development of Tampa and local industry. A segment of the Florida Central & Peninsular Railroad (8HI11987) in Hillsborough County, which has operated as part of the CSX rail system since 1980, was determined National Register-eligible by the SHPO in 2013 due to its historic associations. Therefore, this 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation.

The Perry Paint and Glass Company Building (8HI685) is a circa 1928 five-story brick Masonry Vernacular building constructed as a headquarters for the Perry Paint and Glass Company, a Tampa company founded in 1913. The company sold paint, storefront materials, glass, and mirrors throughout Tampa and greater Florida. While the company is no longer in operation, the building retains this historic association and is a rare example of an extant industrial building from the 1920s in this area of Tampa. Therefore, the Perry Paint and Glass Company Building (8HI685) is considered National Register-eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture.

Ardent Mills (8HI15084), a circa 1946 Industrial Vernacular building, has operated as a grain mill since its construction. The building replaced an earlier mill on the same site, which was damaged by fire in 1945, and had operated since 1939. In 1970, the mill expanded operations to include producing flour making it the first flour mill in Tampa. Ardent Mills (8HI15084) is associated with the Dixie Lily Milling Company, an early milling company in Tampa which provided groceries throughout the state and has operated as part of the ConAgra company since 1969. The building retains its historic design and possesses historic integrity as a mill and is also an extant structure associated with the industrial history of Tampa. Therefore, Ardent Mills (8HI15084) is considered National Register-eligible under Criterion A in the areas of Industry and Local History.

200 S Nebraska Avenue (8HI15083) is a circa 1951 one-story, Quonset-hut and concrete block Industrial Vernacular structure. It exhibits a common style found in Central Florida and lacks known historical associations. Therefore, it is considered National Register–ineligible under Criteria A, B, C or D.

Figure 10.21 depicts the locations of the identified historic resources within the historic resources APE and narrative descriptions of the resources are included in the following pages.

10.2.1 8HI685 – Perry Paint and Glass Company Building

The Perry Paint and Glass Company Building (8HI685) is a circa 1928 Masonry Vernacular style structure located at 109 N Brush Street in Section 17 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 10.22). The five-story building features a brick façade and a reinforced concrete structural system, which was rated as fireproof construction when built. This includes 12-inch thick brick exterior walls and a reinforced concrete frame, floors, and roof all atop a three-foot thick concrete slab foundation. The building is rectangular in plan, with five bays spanning the west façade and four bays spanning the south and north façades. These bays are set between a series of brick pilasters, which frame the large window openings on each floor. The stylized brick pilasters are topped with concrete pyramidal tops at the roofline.

The main entrance to the building is located in the center of the west façade, comprised of a double metal and glass door beneath a stucco canopy. Concrete panels and inset marble surround the entrance the building. This central bay is also defined at the roofline by a projecting parapet with a curved top, framed by a pair of concrete pyramidal tops atop short brick columns (Figure 10.23). The words “Perry Paint & Glass Company”, the name of the company which constructed the building in 1928, are set in concrete panels which begin in this parapet projection at the roofline. There are four panels total with each panel containing one word of the company name, located above the roofline, between the fifth and fourth floors, between the fourth and third floors, and between the third and second floors of the building. Additional decorative details observed on the exterior of the building include inset decorative panels in the stylized brick pilasters, a thick band of concrete at the base of the building, and decorative coursing of the brick in the pilasters.

The building features several alterations, the majority of which occurred during a 1989 renovation when the building was converted to its current use as offices. These alterations include replaced windows, a replaced entry door and surrounding material, a replaced canopy above the entry, repainted concrete panels and details on the building’s exterior, and the removal of a circa 1928 two-story warehouse building on the east facade. A non-historic exterior staircase is located in the northeast corner of the structure, with metal panel doors accessing the staircase on each floor. Paved asphalt parking areas are located east and south of the building, and non-historic metal carport structures are located in the parking lot east of the building.

The Perry Paint and Glass Company was founded in Tampa in 1913 by W.T. Perry, with the first warehouse located on Ashley Street in downtown (The Tampa Tribune 1935). The company had various locations in downtown Tampa prior to the construction of the 1928 building located at 109 N Brush Street, which was built at a cost of approximately \$125,000 (The Orlando Sentinel 1928). The company produced paint, glass, and mirrors, all of which were made on site in the company warehouses (The Tampa Tribune 1935). Paints made by the Perry Paint and Glass Company were described as “made especially to cope with Florida’s peculiar climatic conditions” and were sold throughout the state. The company also made glass which was used in store fronts of commercial properties across the state (The Tampa Tribune 1935).

A 1929 advertisement for the company described paints available in “sixteen beautiful colors” which were “permanent, non-fading, weather-proof, and uniform in tone and texture” and sold in “dry powder form” in

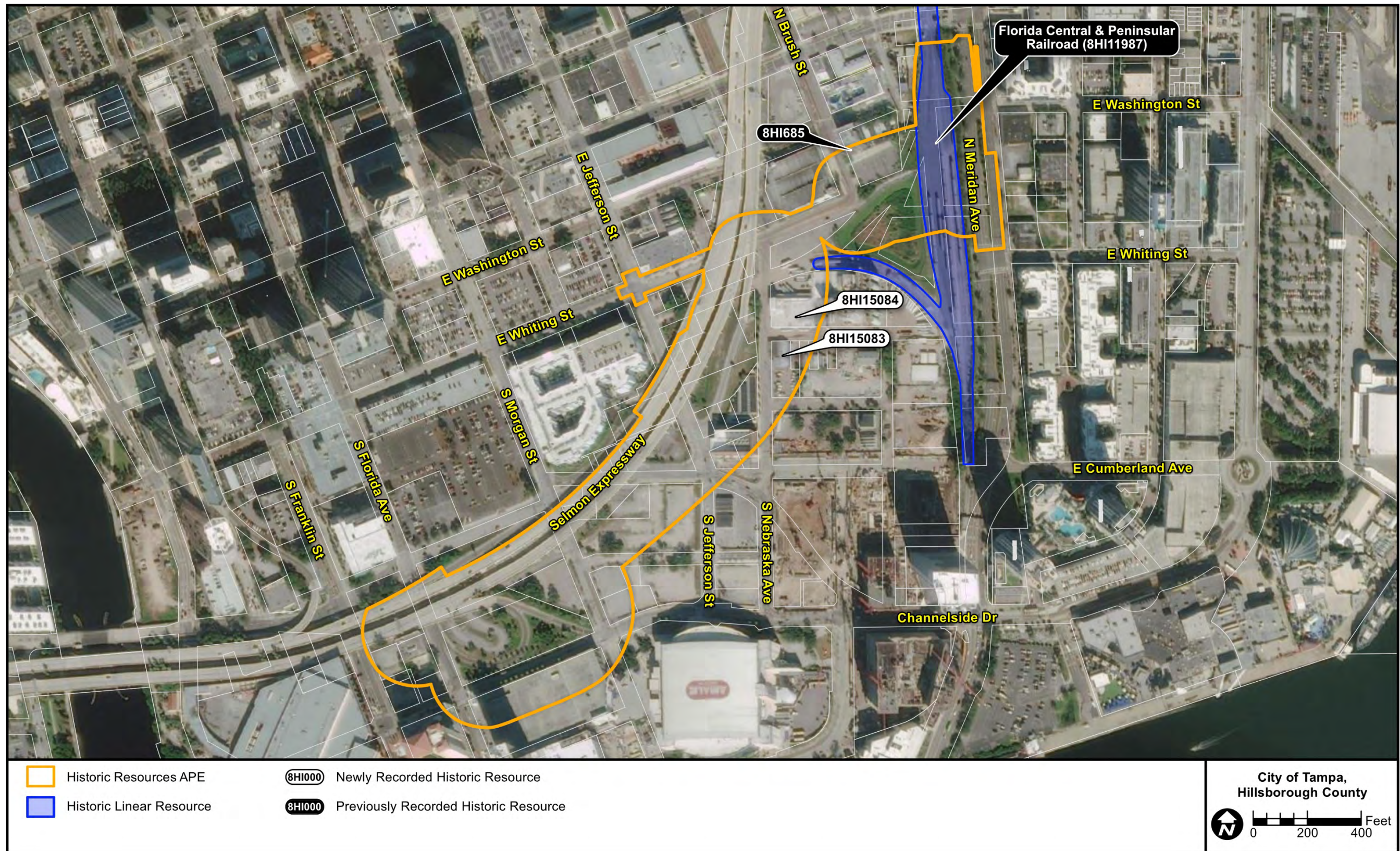


Figure 10.21: Identified Historic Resources Within the Project APE



Figure 10.22: The Perry Paint and Glass Company Building (8HI685), c. 1928, located at 109 N Brush Street, considered National Register-eligible, facing Northeast



Figure 10.23: The Perry Paint and Glass Company Building (8HI685), c. 1928, located at 109 N Brush Street, considered National Register-eligible, facing East

five or 50-pound bags which would be mixed with water before application to interior or exterior surfaces (The Tampa Tribune 1929). The company sold paint, varnishes, and automobile paints in addition to “all varieties of building glass and store front construction” (The Tampa Daily Times 1923). By 1932, the Perry Paint and Glass Company was credited with carrying the largest stock of builder-grade glass in the state. Additionally, the company operated one of the largest workshops for glass production statewide with equipment for grinding, sand blasting, beveling, and mitering glass for storefronts and windows as well as mirror manufacturing (The Tampa Daily Times 1932a).

The Perry Paint and Glass Company completed the installation of storefronts and glass windows in numerous buildings throughout the state. Select examples of this work include the Kress buildings in Sarasota and Daytona Beach, which were constructed by G.A. Miller, Inc. of Tampa. These contracts for the Kress buildings marked the tenth installation of glass in Kress department stores by the Perry Paint and Glass Company in Florida and surrounding states (The Tampa Daily Times 1932b). Another example, the Tampa Theatre Office Building in downtown Tampa, featured 20,000 square feet of glass installed throughout the building by the Perry Paint and Glass Company (The Tampa Daily Times 1926).

The property at 109 N Brush Street was purchased by the company before 1923, in anticipation of construction a new company headquarters to account for the expansion of the business. The property was located adjacent to a Seaboard Air Line viaduct, which connected to the railroad located east of the property (The Tampa Daily Times 1923). Construction of the new five-story building began in 1928, with plans to house manufacturing space, offices, and a sales room (Figure 10.24). The new building was constructed using fireproof construction materials, including 12-inch thick brick exterior walls and reinforced concrete framing, floors, and roof structure (Figure 10.25). The new building consisted of a five-story rectangular brick building at the southeast corner of Brush Street and Washington Street with an irregular shaped two-story warehouse attached to the east façade. The Perry Paint and Glass Company moved all operations to this new building when construction was completed in 1929.

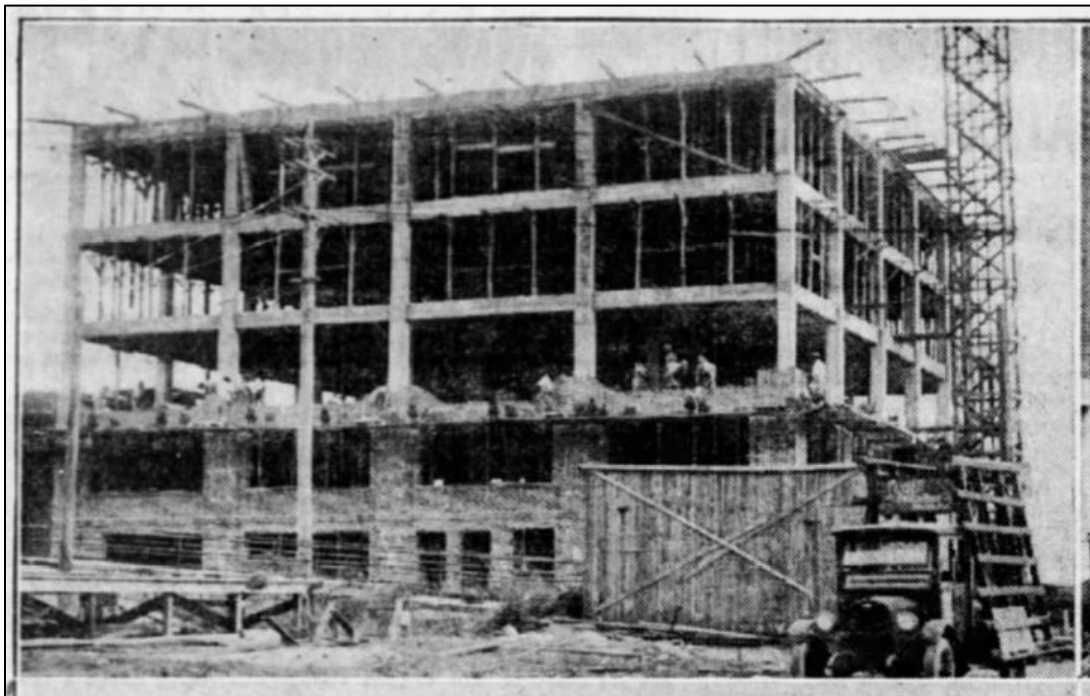


Figure 10.24: The Perry Paint and Glass Company Building (8H1685), as seen while under construction in November 1928 (The Tampa Tribune November 4, 1928)

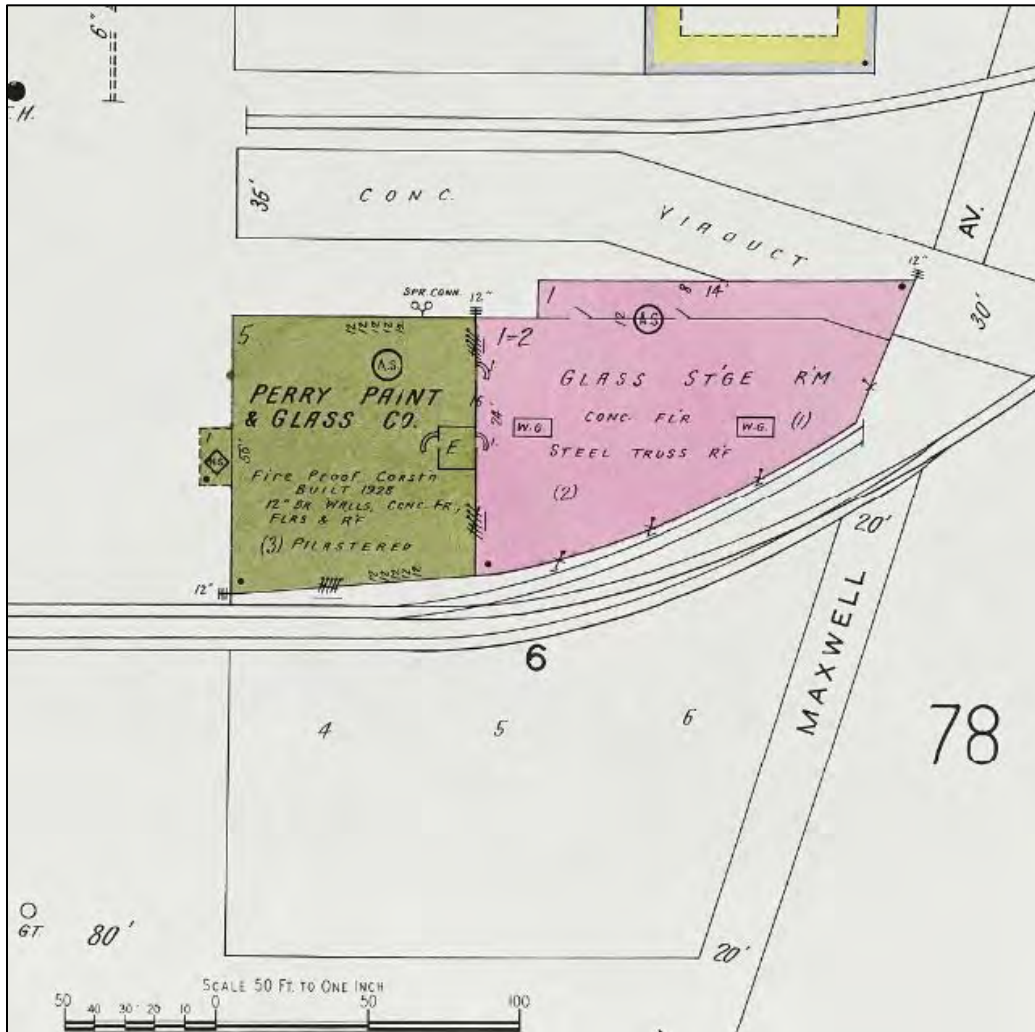


Figure 10.25: A 1931 Sanborn Fire Insurance Map of the Perry Paint and Glass Company Building (8HI685) (Obtained from the University of Florida Digital Collections)

The top floor of the five-story building was used for the storage of the raw materials used in the various paints and products sold by the Perry Paint and Glass Company. The fourth floor housed the grinding room, where materials were ground after being transferred down from the fifth floor. Following grinding, the finished products were canned and packaged, labelled and stored to be shipped throughout the state. The second and third floors of the Perry Paint and Glass Company Building (8HI685) were used for the storage of window glass, while the first floor was home to the company's offices, showroom, and shipping department. The rear two-story building housed sheets of glass and contained the machinery used for cutting, beveling, and finishing windows, storefront materials, and mirrors (The Tampa Daily Times 1932b). A segment of track associated with the Florida Central & Peninsular Railroad (8HI11987) ran along the south façade of the two-story warehouse building. The surrounding railroad was later absorbed into the Seaboard Airline Railroad and the CSX Railroad systems. The surrounding area was largely industrial in use during this time, because of the proximity to multiple railroad lines and terminals along the downtown Tampa waterfront. Nearby businesses included dairies, produce packaging plants, construction companies, lumber yards, and machinery manufacturers.

The original decorative features of the Perry Paint and Glass Company Building (8HI685), the main entrance on the ground floor of the west façade, and the two-story warehouse on the east façade are visible in a 1948 historic photograph (Figure 10.26). The two-story warehouse was a brick building with a concrete floor and steel truss roof system. The warehouse featured wire-glass skylights in the ceiling, and both buildings featured automatic sprinkler systems. A brick elevator shaft in the center of the west façade of the five-story building provided access between both structures for moving products.



Figure 10.26: A 1948 photograph of the Perry Paint and Glass Company Building (8HI685), located at 109 N Brush Street (Courtesy of the Tampa- Hillsborough County Public Library System)

The Perry Paint and Glass Company remained in operation until 1966, at which time liquidation sales of stock were advertised in local newspapers (The Tampa Tribune 1966). Between 1966 and 1988 it appears that the building remained vacant and unoccupied. The Perry Paint and Glass Company Building (8HI685) was purchased in January 1988 by a development firm, with plans to lease approximately 70% of the building as office space following renovations (The Tampa Tribune 1988). The renovations included replacing the industrial steel windows with "transparent green glass", the replacement of the multi-colored canopy of the main entrance with a stucco canopy, the replacement of the entry doors and surrounding material with marble panels (Figure 10.27). During the renovations, the concrete trim at the base of the building and the pyramidal tops of the pilasters were painted white, which was a historic design feature of the building. The inset panels in the brickwork were likely also painted white at this time. The two-story warehouse building was removed at this time, as the developers were unable to convert the building to a parking garage due to the presence of the interior structural columns (The Tampa Tribune 1989). The renovations resulted in a 1991 Silk Purse Award from Tampa Preservation Inc. for an "extraordinary effort to rehabilitate a building that would not qualify for a regular banner award" (The Tampa Tribune 1991).



Figure 10.27: A 1989 photograph of the Perry Paint and Glass Company Building (8HI685) following renovations (The Tampa Tribune January 7, 1989)

Later alterations include the paving of asphalt parking areas south and east of the building, the installation of non-historic metal carport structures, and the installation of a non-historic exterior staircase in the northeast corner of the structure.

Today, the Perry Paint and Glass Company Building (8HI685) remains largely unaltered since the 1989 renovation of the building and continues to be used as office space for various businesses. Despite alterations including the removal of the two-story warehouse and replaced windows, the building retains many of the historic original design features and details. The most notable of these features include the brick façade, stylized pilasters, concrete pyramidal tops, and the concrete panels bearing the company name "Perry Paint & Glass Company" on the west façade. Additional historic features include the inset decorative concrete panels on the building's exterior, decorative coursing of the brick, and the band of concrete at the base of the building. While the exterior materials surrounding the main entrance have been replaced, including the stucco canopy, they convey the original design of the building.

The Perry Paint and Glass Company Building (8HI685) has only been recorded once in the FMSF in 1979. The surveyor noted that the building was considered National Register-eligible, but it was not subject to evaluation by the SHPO. When the building was first recorded in the FMSF it was considered to be an Art Deco style building and at the time retained its original features including windows, main entrance details, and the attached two-story warehouse. While the Perry Paint and Glass Company Building (8HI685) does

feature stylized design elements, the current study considers the style to be Masonry Vernacular, as none of the intact elements are reflective of a specific architectural style. The extant design elements help to convey a high degree of integrity of the historic building. Replaced historic features include the stucco canopy and marble material surrounding the main entrance.

The Perry Paint and Glass Company was a prominent early business in Tampa founded in 1913 that operated throughout the state until 1966. The company produced numerous products, specializing in paint, windows, storefront materials, and mirrors, and was awarded commercial contracts throughout Tampa and the state of Florida. The Perry Paint and Glass Company Building (8HI685) was constructed in 1928 to house the necessary warehouses and production space for the company to continue its expansion and was the headquarters of the company until it closed in 1966. While the surrounding area was historically largely industrial, commercial and residential redevelopment beginning in the 1980s has changed the makeup of southern and eastern portions of downtown Tampa. Today, the area is home to large scale residential, commercial and mixed-use developments and the Perry Paint and Glass Company Building (8HI685) is one of the only remaining former industrial buildings from the 1920s remaining in downtown Tampa.

The Perry Paint and Glass Company Building (8HI685) retains its historic design and possesses a high degree of integrity despite non-historic alterations. Furthermore, the building possesses strong associations with an important historic company in Tampa, and greater Florida, the Perry Paint and Glass Company. The building is also intrinsically associated with the industrial history of the city of Tampa and is one of the few extant physical examples of the industrial core of downtown. Therefore, the Perry Paint and Glass Company Building (8HI685) is considered National Register–eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture.

10.2.2 8HI11987 – Florida Central & Peninsular Railroad

An approximately 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is located in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (**Figure 10.28**). This segment consists of two smaller lengths within the historic resources APE, connected by a segment of the linear resource that is outside of the APE. The entire length of railroad was recorded during this study, as the segment outside of the APE is located in the vicinity of the overall project area. An approximately 725-foot segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE is oriented in a north to south direction located south of E Jackson Street and falls within the mainline of the historic resource. It consists of eight lines of standard gauge tracks on gravel ballast, which split from two lines north of the APE. An approximately 65-foot segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE is oriented in an east to west direction located south of Whiting Street. The smaller segment consists of two standard gauge tracks on gravel ballast and was part of a historic spur from the adjacent mainline.

The approximately 2,585 foot-segment in the vicinity of the project area is the extant southern terminus of the railroad line which was constructed as the Florida Central & Peninsular Railroad (8HI11987), that is owned and operated by CSX Transportation. Only one other segment of the Florida Central & Peninsular Railroad (8HI11987), located outside of the current APE in northeast Hillsborough County, has been previously documented in the FMSF and evaluated by the SHPO.

The Florida Central & Peninsular Railroad (8HI11987) was constructed in Tampa in 1890 by the Florida Railway & Navigation Company, the second railroad to reach downtown Tampa after Henry Plant's South



Figure 10.28: The Florida Central & Peninsular Railroad (8HI11987), c. 1890, seen from E Jackson Street, considered National Register-eligible, facing South

Florida Railroad in 1884 (Tampa Bay Trains n.d.; Tampa Bay Regional Planning Council 1968). The Florida Central & Peninsular Railroad (8HI11987) traveled into Tampa via First Avenue and curved southwest towards downtown Tampa before running west along Whiting Street. A depot was located at the west end of Whiting Street near the Hillsborough River and the intersection of Whiting and Franklin Street (Tampa Bay Trains n.d.). The rail line first reached Hillsborough County in 1886, when the line was extended south from Sumter County to Hillsborough County, via Plant City. In 1890 this line had been extended to downtown Tampa and was the second major rail line to reach downtown. By 1902, Plant's South Florida Railroad had been absorbed into the Atlantic Coast Line Railroad system and the Florida Central & Peninsular Railroad (8HI11987) had been into the Seaboard Air Line Railroad system (Tampa Bay Trains n.d.). Both lines continued to service downtown Tampa, with the Seaboard Air Line railroad system operating several terminals along the waterfront as well as spur rail lines to nearby industrial buildings.

The segment of rail within the historic resources APE is a historic route in downtown Tampa and was constructed in 1890. Spur lines traveled east, south, and west from the main line and provided access to various depots and terminals for both industrial and passenger traffic. As seen in **Figure 10.29**, the main route of the Florida Central & Peninsular Railroad (8HI11987) traveled south into downtown Tampa, where a track branched west at Whiting Street, while the remaining track continued south. The railroad traveled west along Whiting Street to the Hillsborough River before turning south along the waterfront and turning east where it rejoined the main track. This loop enclosed a large portion of downtown Tampa and featured many small spur lines. The multiple tracks comprising the segment within the APE operated as a railyard and were used to transfer trains between tracks and allow storage of train cars awaiting shipment. A rail line traveled south from the APE to Seddon Island, a manmade island dredged south of downtown Tampa in 1906. The Seaboard Air Line Railroad on Seddon Island was used in phosphate mining from 1906 until the 1960s (Kite-Powell 2020a).

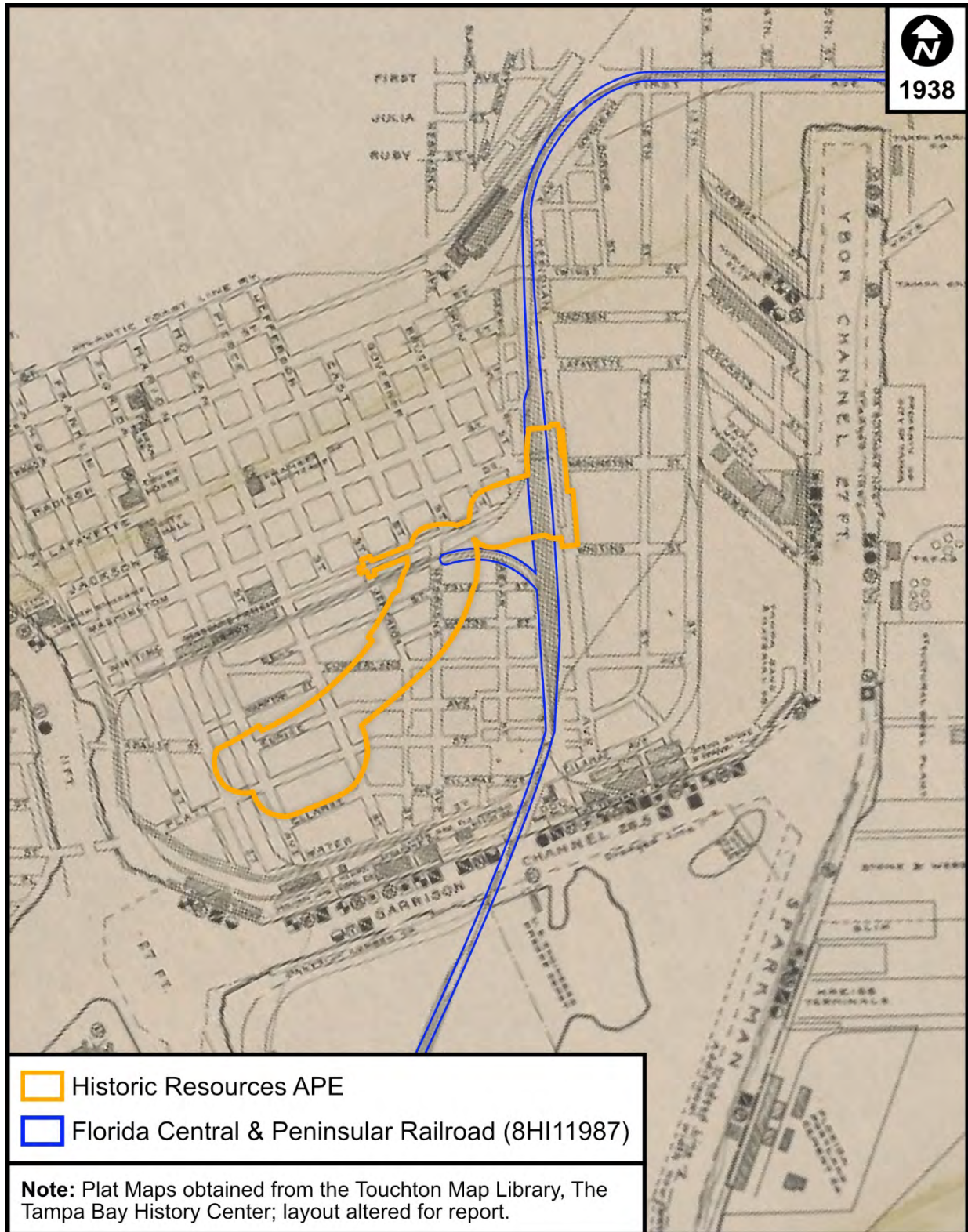


Figure 10.29: A 1938 Map of Downtown Tampa, with the Florida Central & Peninsular Railroad (8HI11987) Highlighted. At This Time, the Railroad was Operated as Part of the Seaboard Air Line Railroad System. (Obtained from The Touchton Map Library, The Tampa Bay History Center)

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1980, the Seaboard Coast Line Railroad merged with the Chessie System, creating the CSX Corporation (Johnston and Mattick 2001). The railroad known as the Florida Central & Peninsular Railroad (8HI11987) has been operated as part of the CSX system since this merger in 1980.

Beginning in the 1980s, the portion of downtown Tampa surrounding the project area was subject to rapid redevelopment and the surrounding area is no longer largely industrial. Development east and south of the linear resource is mixed-use with large scale residential complexes interspersed with commercial properties, sport arenas, civic centers, park space, and office buildings. As a result, many of these spur rail lines are no longer extant and the portions of the Florida Central & Peninsular Railroad (8HI11987) south of the APE were removed aside from a few hundred feet south of the project area. The extant Florida Central & Peninsular Railroad (8HI11987) within the APE operates primarily as a CSX railyard and is the southern terminus of the CSX Railroad in downtown Tampa (Figure 10.30).



Figure 10.30: The Florida Central & Peninsular Railroad (8HI11987), c. 1890, seen from E Jackson Street, considered National Register-eligible, facing South

Several alterations and realignments to the historic linear resource, both within and outside of the historic resources APE, occurred beginning in the 1990s. The historic route north of the APE which entered downtown Tampa along First Avenue was realigned to connect to CSX rail lines to the north near Tampa Union Station. This realignment coincided with additions to the Selmon Expressway, and the former railroad line along First Avenue, now Adamo Drive, was removed. This realignment did not affect the resource within the historic resources APE. Between 2005 and 2006 several realignments and alterations were made to the historic railroad in the vicinity of the project area. During this time, the former elevated viaduct which crossed the railroad at Kennedy Boulevard was redesigned as an at-grade road crossing, which coincided with improvements and expansion of the Selmon Expressway access ramps nearby. The road crossing at

Jackson Street was also redesigned during this time and expanded. Meridian Avenue, which runs north to south adjacent to the railroad, was also redesigned and expanded west into the railroad corridor and ROW. As a result of these changes to the surrounding road network, there were several alterations and realignments to the historic railroad. North of the APE, the railroad historically consisted of a single line of track and expanded to two lines at the Kennedy Boulevard viaduct. Following the redesign of the Kennedy Boulevard crossing in 2005, the railroad continued south as a single line where it expanded into two just north of the new Jackson Street crossing. The single line of track north of Kennedy Boulevard was also shifted further west due to the expansion of Meridian Avenue but remained within the historic railroad corridor.

Prior to 2005, the railroad within the project APE consisted of seven lines of track which branched out from the two lines of track to the north. As part of the expansion of Meridian Avenue, the three easternmost lines of track were removed between 2005 and 2006. Four lines were then added to the west section of the historic railroad corridor in the historic resources APE. Although some lines of track were removed or realigned, the work occurred fully within the historic railroad corridor and the addition of non-historic lines allowed for the continued use of the railyard. Following the completion of the improvements to the surrounding street network, the railroad in the vicinity of the historic resources APE consisted of eight lines of track which converge to one line located just north of Cumberland Avenue. This point marks the southernmost extant portion of the historic linear resource. The spur line travels northwest from this southern terminus and curves towards Whiting Street. This spur consists of two lines of rail, and historically connected to additional spur lines before traveling west through downtown Tampa to the Hillsborough River. Of the ten extant railroad lines in the vicinity of the historic resources APE, six are considered to retain their historic route and alignment.

Aside from the addition of four additional tracks of railroad after 2005, the segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE maintains its historic route and overall function. Alterations include the routine replacement and maintenance of tracks and ballast, as well as the non-historic addition of rail lines within the APE. However, this segment of rail historically served as a railyard and the southern terminus of the Florida Central & Peninsular Railroad (8HI11987) and later Seaboard Air Line Railroad in Tampa and continues to do so. Portions of the historic railroad south and east of the historic resources APE were removed sometime after the CSX merger in 1980 as the surrounding community was redeveloped. The segment of rail within the current APE is one of many that comprise the overall CSX system.

A portion of the Florida Central & Peninsular Railroad (8HI11987) located northeast of the project area in northeast Hillsborough County was surveyed by Southeastern Archaeological Research in 2012 as part of the *Technical Memorandum: Cultural Resource Overview Screening, CSX Transportation, Inc. Track Improvement Project, Zephyrhills Siding, Hillsborough County, Florida (MP S 814.6 to MP S 817.0)* (FMSF Manuscript No. 19669). The segment of the Florida Central & Peninsular Railroad (8HI11987) surveyed during the 2012 study was considered National Register-eligible due to a loss of historic material. However, the segment of railroad was determined by the SHPO to retain sufficient historic integrity and determined eligible for listing in the National Register on February 13, 2013.

The linear resource has been altered including the removal of associated spur lines and tracks south and west of the historic resources APE beginning in the 1960s. Additional alterations include the routine replacement and maintenance of track material such as ballast, crossties, rails or tie plates for continued operation, and the addition of four non-historic lines of track. Despite these alterations, the historic railroad maintains its historic route and overall function and is representative of the Disston Era of Expansion and Consolidation, 1881-1903, as established in "Florida's Historic Railroad Resources Multiple Property

Submission (MPS)" (Johnston and Mattick 2001). Furthermore, the Florida Central & Peninsular Railroad (8HI11987) was the second railroad line constructed in Tampa and has continued to operate as an active railroad since 1890, despite various mergers and name changes.

As defined in the MPS, National Register eligibility for the Railroad Structures property type is restricted to structures "associated with important local historical events." Therefore, this segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation.

10.2.3 8HI15083 – 200 S Nebraska Avenue

The circa 1951 Industrial Vernacular style structure located at 200 S Nebraska Avenue is in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (**Figure 10.31**). The original block of the building features a metal Quonset hut structure with a curved metal roof. A circa 1955 addition is located on the south façade, with a concrete block structure and metal gable roof. A large circa 1955 flat roof metal canopy is located on the west façade of the structure, supported by a series of round metal poles and connecting to the Quonset hut block of the structure. Windows observed on structure include metal single-hung-sash four-over-two and metal jalousie windows. Large metal rolling garage doors are located on the north and west facades, and the door on the west façade serves as the main entrance to the structure. The building is used as an auto mechanic shop and the surrounding parcel is paved asphalt enclosed in a chain link metal fence. Several shipping containers were observed on the property and are likely used as storage space.



Figure 10.31: 200 S Nebraska Avenue (8HI15083), c. 1951, considered National Register-ineligible, facing Southeast

The *Florida's World War II Military Resources* Context states that Quonset huts can be significant under Criteria A and C in the areas of architecture, community planning and development, and military as they are "a distinctive form of architecture" and "have significance for their association with the development of military installations during World War II." The context also states that beginning the 1940s, the Quonset hut became a popular building type for both industrial and military applications. In order for Quonset huts to be eligible as a World War II military resource, it must have been constructed between 1938 and 1947 and be located on the site of a military installment (Johnston 2001; FMSF Manuscript No. 6447).

The Quonset hut located at 200 S Nebraska Avenue was constructed outside of this period of significance in 1951 and historical research did not identify any associations with military installations or events. The building also features a large concrete block addition and large metal canopy structure which have altered the historic plan of the structure, and lacks any known historic associations. Therefore, it is considered ineligible for listing in the National Register, individually or as part of a historic district.

10.2.4 8HI15084 – Ardent Mills

Ardent Mills is a circa 1946 Industrial Vernacular style structure located at 110 S Nebraska Avenue in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (**Figure 10.32**). The structure is an operating grain mill is comprised of two components: a western two-story rectangular building and an eastern building with an irregular plan ranging from two to five stories. The western two-story building is a concrete block structure with a flat roof, featuring a loading dock on the north façade with metal garage rolling doors beneath a metal shed roof (**Figure 10.33**). A rectangular roof projection at the west end of the building houses machinery for loading trucks as well as a weigh station and a stepped parapet along the north façade features a signboard.

The eastern building is also a concrete block structure and includes a two-story section with loading docks on its west façade which are accessed via metal garage rolling doors. This is attached to a five-story section which houses grain elevators and machinery associated with the mill operations (**Figure 10.34**). Rows of silos and storage tanks are located west and south of the building, the majority of which were added circa 1970. The eastern building features multiple roof types including metal gable, metal shed, and flat roofs of built up material. A stepped parapet with a signboard is located on the west façade above the loading docks. Observed windows throughout the mill property include metal single-hung-sash one-over-one and metal sliding one-light, many of which appear to have been replaced circa 1990.

The mill is located west of the Florida Central & Peninsular Railroad (8HI1987), which has operated as part of the CSX Railroad system since 1980. This segment of rail was part of a downtown Tampa railyard and serviced the surrounding eastern portion of downtown Tampa which was historically industrial. A single track from this line, which runs from the north parcel boundary to south of Cumberland Avenue, was used by the mill for switching trains carrying wheat and product. The section of this track south of Cumberland Avenue was leased by Ardent Mills from the THEA until November 2020, when the rights to the railroad south of the parcel were terminated as part of a deal which includes the sale of the mill property (Danielson 2018). As a result of this sale, the track immediately near the parcel is still used by the mill for storage, but no longer continues south past the parcel.



Figure 10.32: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, considered National Register-eligible, facing South



Figure 10.33: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, considered National Register-eligible, facing Southeast



Figure 10.34: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, considered National Register-eligible, facing East

A mill has operated at this address since circa 1939, when Dixie Lily Milling Company was founded by Cecil M. Webb. The company produced and packaged corn meal, grits, flour rice, dried beans, dried peas, and boxed baking mixes (The Orlando Evening Star 1957). In July of 1945, a fire destroyed the warehouse which housed the Dixie Lily Milling Company and Webb Syrup Company, leading to the construction of the current warehouse and mill (The Tampa Tribune 1945). A 1956 photograph depicts the mill that was constructed on site in 1946 (Figure 10.35).

The Dixie Lily Milling Company resumed operations following the construction of the new mill and expanded in 1970 to begin producing milled flour, becoming the first flour mill in Tampa (The Tampa Tribune 1970). The company merged with ConAgra in 1969, the current owner of the mill (Pensacola New Journal 1970). ConAgra, founded in Nebraska in 1919 as Nebraska Consolidated Mills Company, is North America's largest foodservice manufacturer and operates several different divisions and brands (Omaha World-Herald 2015).

Although it has undergone alterations that have occurred over the life of the building and features non-historic alterations including replaced exterior material and windows, the building retains its historic design and possesses historic integrity as a mill has been operated at this location since 1939. Furthermore, the building possesses associations with a historic industrial company in Tampa, and greater Florida. The building is also associated with the industrial history of Tampa and is one of the few extant physical examples of the former industrial core of downtown. Development of the nearby Selmon Expressway to the west and mixed-use developments to the east have resulted in the removal of many industrial and warehouse buildings (Figure 10.36). Therefore, Ardent Mills (8HI15084) is considered National Register-eligible under Criterion A in the areas of Industry and Local History.

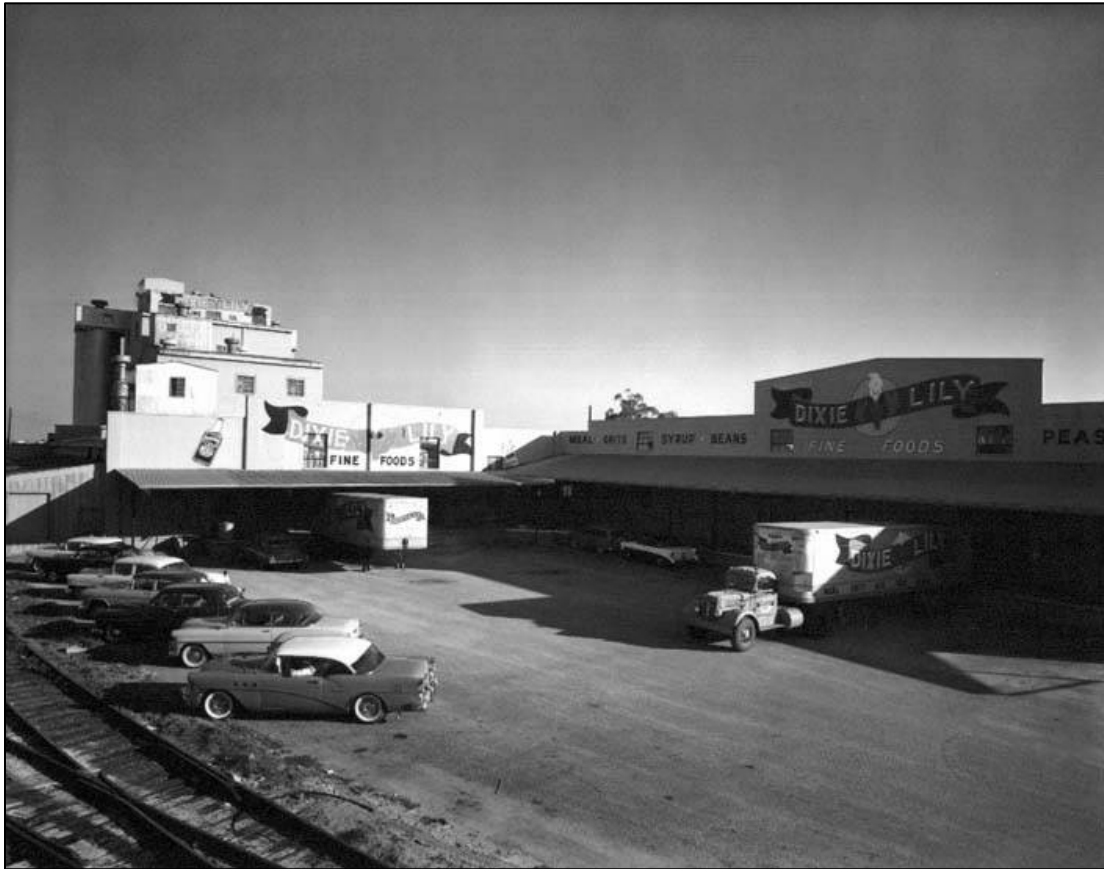


Figure 10.35: A 1956 photograph of Ardent Mills (8HI15084), formerly known as the Dixie Lily Milling Company, located at 110 S Nebraska Avenue (Courtesy of the Tampa- Hillsborough County Public Library System)

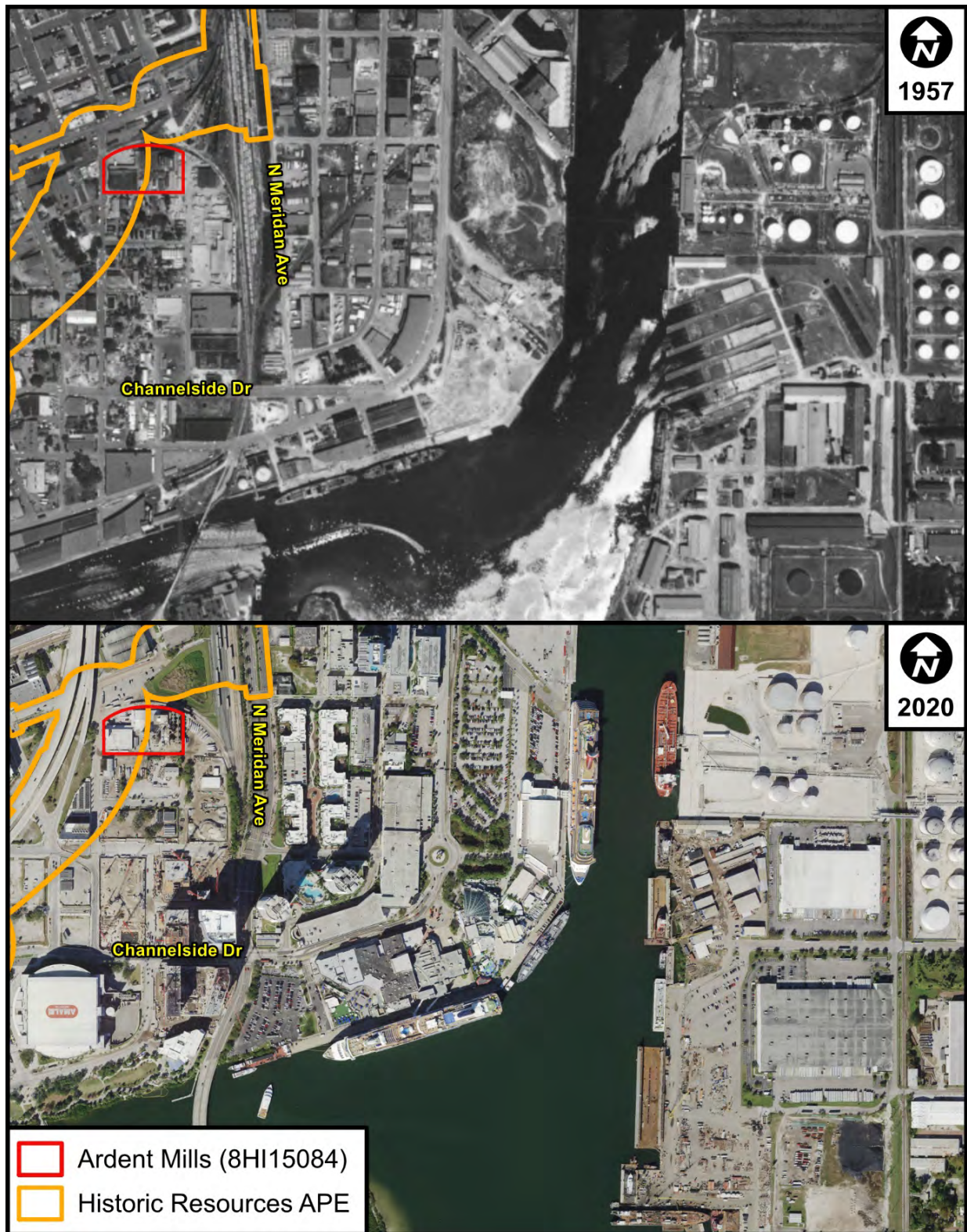


Figure 10.36: A 1957 Historic Aerial Photograph and 2020 Aerial Photograph Show the Changes to the Downtown Area Near Ardent Mills (8HI15084). The Former Industrial Area was Redeveloped to Include Residential, Commercial, and Mixed-use Properties.

11.0 Pond Alternatives Analysis

Two ponds alternatives, Ponds A and B, are included in the THEA Whiting Street PD&E Study, both of which are predominantly within the APE established for the preferred alternative. The archaeological APE for the ponds is limited to the footprint of the proposed pond alternatives. The historic resources APE includes the footprint of the pond alternatives and a 150-foot buffer from their edges that does not extent past the existing elevated Selmon Expressway facility. Figures illustrating the archaeological and historic resources APE for each pond are included in the **Sections 11.1.2 and 11.1.4** (see **Figures 11.1 and 11.2**). This section provides a summary of pertinent background research relative to each of the pond locations, addresses the archaeological probability of the ponds, and summarizes the results of the CRAS as it relates to Ponds A and B.

11.1 Background Research

11.1.1 Previously Conducted Cultural Resource Surveys

A search of pertinent literature and records was conducted to determine the locations of previously recorded National Register-listed, eligible, and potentially eligible resources within the APE associated with the pond locations. The FMSF search identified 11 previously conducted cultural resource surveys that either contained or partially containing the APE associated with the proposed ponds, or that conducted archaeological investigations in close proximity to the pond sites (**Table 11.1**). Descriptions of the results of these surveys are included in **Section 7.1** of the current document.

Table 11.1: Previous Cultural Resource Surveys Pertinent to the Proposed Pond Sites

FMSF Survey No.	Title	Author(s)	Date
276	An Archaeological Survey of the Tampa South Crosstown Expressway Eastern Extensions	Henry A. Baker and Michael V. McGuire	1978
448	Archaeological Survey in the Corridor of the Tampa Crosstown Expressway, Eastern Section	Piper Archaeological Research and Archaeological Consultants, Inc. (ACI)	1981
1501	Tampa Urban Design Preservation Plan	Historic Tampa/Hillsborough County Preservation Board	1987
3246	Archaeological Investigations at the Site of the Tampa Convention Center, Tampa, Florida, Vol. 1	Janus Research/Piper Archaeology	1992
3066	Archaeological Investigations at the Site of the Tampa Convention Center, Tampa, Florida, Vol. 2	Janus Research/Piper Archaeology	1993
4046	CRAS Report of the Tampa Bay Lightning Arena Development Site	Janus Research	1995
5409	Hillsborough County Historic Resources Survey Report	Hillsborough County Planning & Growth Management	1998
6513	Tampa Rail Project, Cultural Resource Reconnaissance Study	Janus Research	2001

FMSF Survey No.	Title	Author(s)	Date
8333	Proposed Cellular Tower Site: Ice Palace (FL-3423-G) 109 Meridian Avenue South, Tampa, Hillsborough County, Florida	ACI	2001
16865	CRAS Report, Selmon Expressway (SR 618) Downtown Viaduct Improvements PD&E Study, Hillsborough from Florida Avenue to 22 nd Street, Hillsborough County, Florida	American Consulting Engineers of Florida and ACI	2009
24145	Archaeological Investigations at Project Area I, SPP Archaeological Report No. 1	Cardno	2017

The western portion of Pond A was surveyed for archaeological resources during the current CRAS effort, identifying additional portions of previously recorded archaeological site 8HI537 within the proposed pond footprint. A detailed description of this site is provided in **Section 10.1.1** of the current document. The entirety of the historic resources APE associated with Pond A was surveyed for historic resources during the current CRAS effort, and no historic resources were identified within the APE associated with Pond A.

The footprint of Pond B was not surveyed for archaeological resources during the current CRAS effort. Portions of the historic resources APE associated with Pond B were surveyed for historic resources during the current CRAS effort, resulting in the recordation of three historic resources within the historic resources APE associated with Pond B: the Florida Central & Peninsular Railroad (8HI11987), 200 S Nebraska Avenue (8HI15083), and Ardent Mills (8HI15084). Detailed discussions of these historic resources are included within **Sections 10.2.2–10.2.4** of the current document. Descriptions of the locations of these resources relative to the historic resources APE associated with Pond B are included in **Section 11.2.3**.

11.1.2 Archaeological Sites

A search of the FMSF data determined that the proposed pond sites area within the recorded boundaries of two previously recorded archaeological sites, the Fort Brooke Military Reservation (8HI13) and the Expressway End (8HI537) site. The locations of these site relative to the proposed ponds are illustrated in **Figure 11.1**. Both Pond A and Pond B are located entirely within the boundaries of the National Register-eligible Fort Brooke Military Reservation (8HI13), which correspond to a Second and Third Seminole War-era fort and cantonment that was occupied by the United States military from 1824–1883. As discussed in **Section 7.2**, it is important to note that the recorded boundaries are meant to approximate the cantonment, and significant National Register-eligible archaeological components related to the fort have not been found throughout the whole recorded boundary. Pond A is located within the recorded location of Expressway End (8HI537). While this site has not been previously evaluated for National Register eligibility by the SHPO, testing within and extending outside of the recorded location of the site during the current CRAS suggests there is insufficient information for determining the National Register eligibility of this site within the current pond footprint.

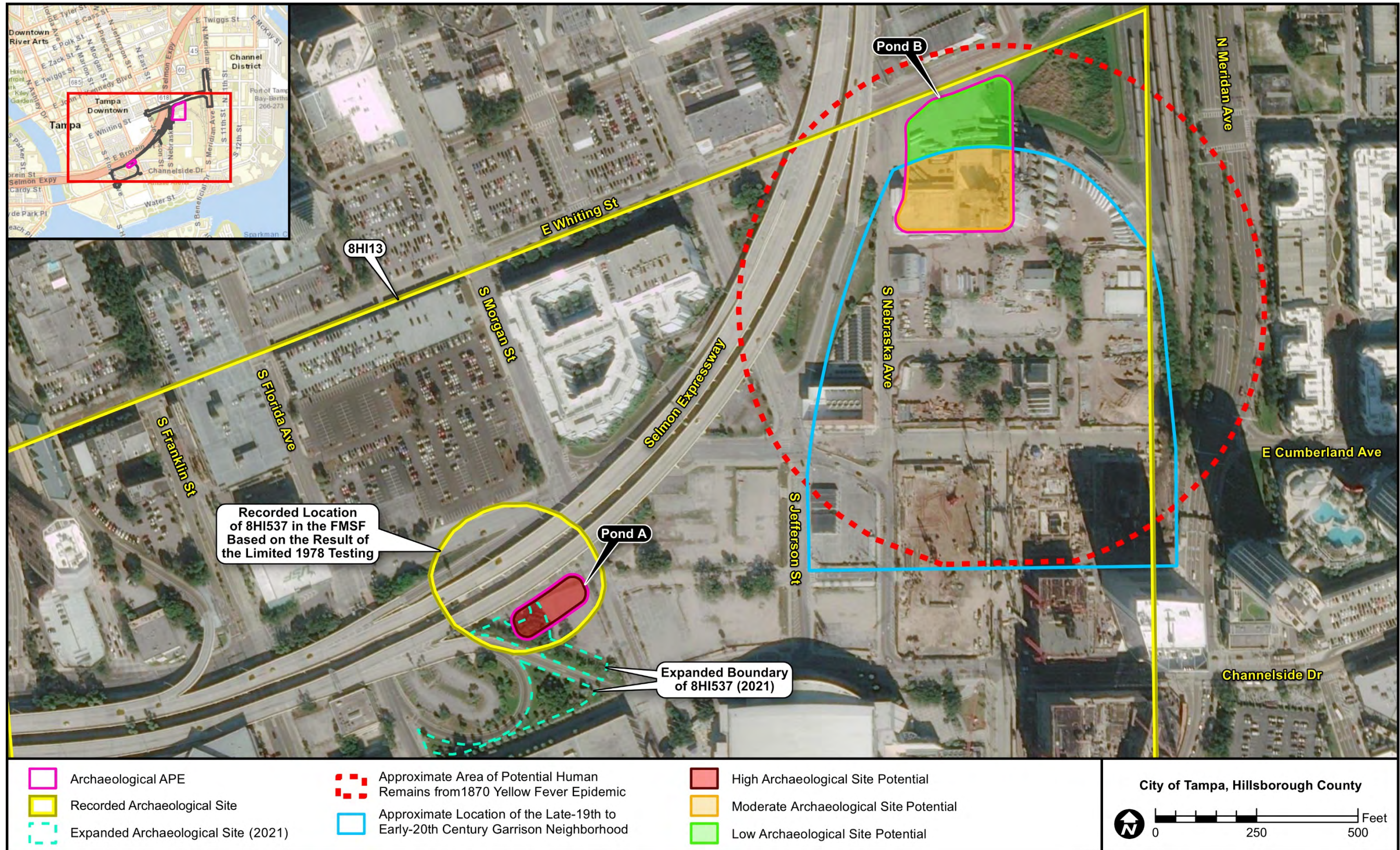


Figure 11.1: Archaeological APE for Ponds A and B Relative to Previously Recorded Archaeological Sites, An Area of Potential Yellow Fever Remains, the Garrison Neighborhood, and Zones of Archaeological Site Potential

11.1.3 Coordination with the Tampa History Center

Coordination with Mr. Rodney Kite Powell of the Tampa Bay History Center supported the determination that Pond A is located within the main activity area associated with Fort Brooke. In addition, this coordination noted that the southern half of Pond B is within the approximate location of the Garrison Neighborhood and a general area within which isolated human remains associated with the 19th Century yellow fever outbreak may be encountered (see **Figure 11.1**). More detailed descriptions of the features coordinated with the Tampa history Center are included in **Section 7.3** of the current document.

11.1.4 Historic Resources

A search of the FMSF data identified no previously recorded historic resources within the historic resources APE associated with the Pond A. A previously unrecorded and unevaluated segment of the Florida Central & Peninsular Railroad (8HI11987) was identified within the footprint of Pond B and its associated historic resources APE. The portion of this resource within the APE associated with Pond B was recorded as part of the current survey effort, and considered to be National Register-eligible under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. In addition, two historic resources were newly identified within the historic resources APE associated with Pond B as a result of the current survey work. Ardent Mills (8HI15084) is located directly within the footprint of Pond B and as described in **Section 10.4**, is considered National Register-eligible under Criterion A in the areas of Industry and Local History. 200 S Nebraska Avenue (8HI15083) is located south of Pond B, on the opposite side of E Finley Street. As described in **Section 10.4**, this resource is considered National Register-ineligible due to its common style and diminished integrity. The locations of each of the three resources relative to the historic resources APE associated with the proposed pond footprints is illustrated in **Figure 11.2**. An updated search of the Hillsborough County Property Appraiser Data determined that no additional parcels with historic AYRB dates of 1973 or earlier were present within the historic resources APE associated with the proposed ponds, as all the extant previously unrecorded buildings within the ponds APE were recorded as part of the current survey effort.

11.1.5 General Land Office Maps and 19th Century Maps of Fort Brooke

The 1852 GLO historic plat maps and surveyor's field notes (FDEP 1852a, 1852b) included no cultural features and the associated surveyors' notes described the general area as third rate pine and scrub. The overlay map created by Piper and Piper in the 1970s and 1980s indicates that Pond A is in proximity to numerous fort period features present in 1877, including the kitchen, men's barracks, and officer's barracks located to the west of southwest of S Florida Avenue. Recently georeferenced mapping of Fort Brooke-period features from 1876, 1877, and 1882 (Cardno 2017:33-35), suggests that the eastern portion of the kitchen building, as well as three barracks buildings, may have been formerly located in proximity to Pond A. The maps show no fort related features associated with Pond B.

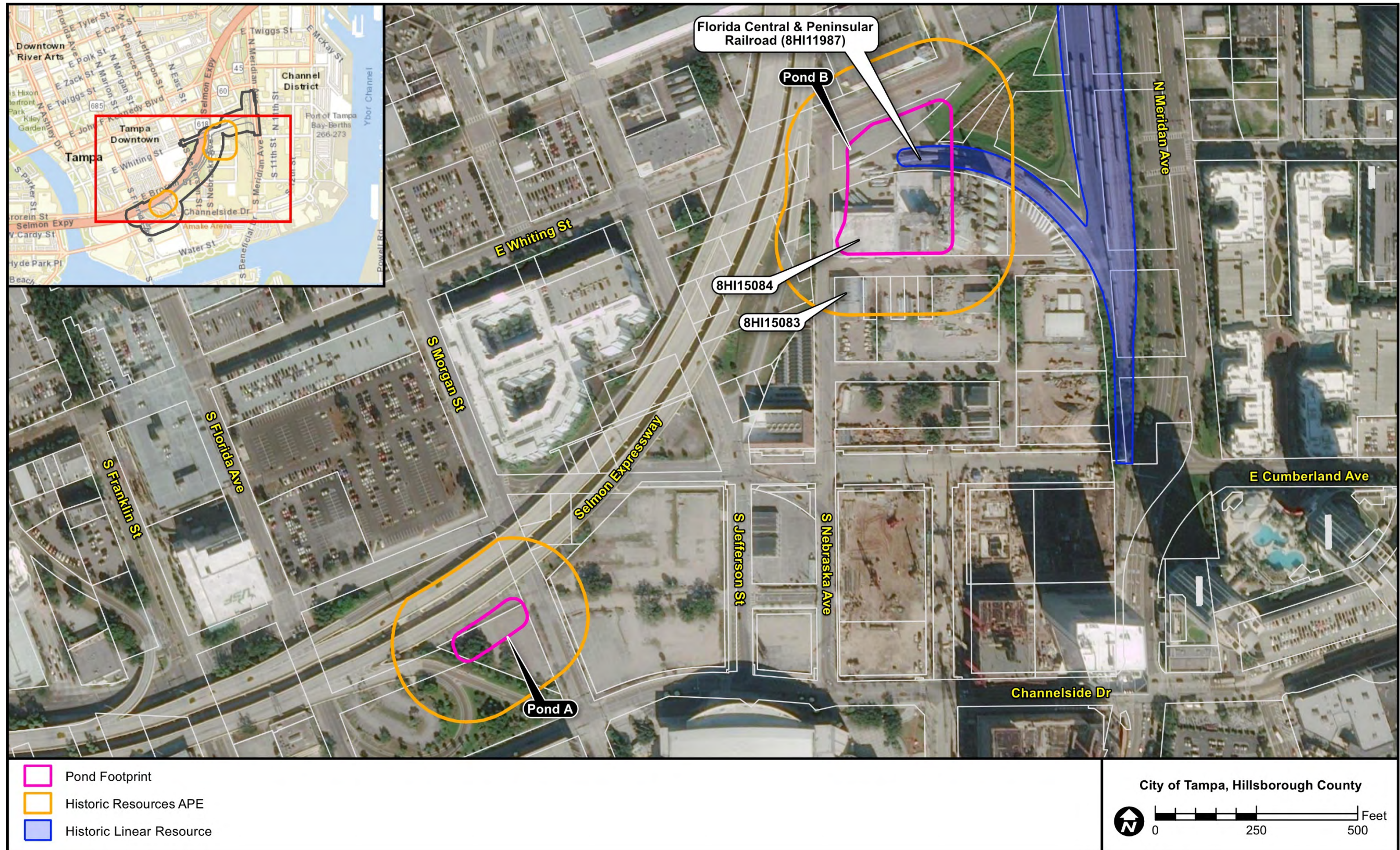


Figure 11.2: Historic Resources APE for Ponds A and B Relative to Previously and Newly Recorded Historic Resources

11.1.6 Sanborn Fire Insurance Maps and Aerial Photographs

In general, the Sanborn Fire Insurance maps document the transition of the area from residential to commercial and show an increase in the density of buildings. In 1915, little development is noted within the vicinity of either pond. By the 1930s, the area north of Finley Street, near Pond B, contained a few scattered buildings. Historic aerial photographs also document the general trend towards commercial development. The 1938 historic aerial shows a comparable density to the 1931 Sanborn map throughout the project area. By 1957, the general trend towards more commercial and industrial development is evident. A few scattered residences remain, primarily in that part of the project area adjacent to Nebraska Avenue and the Garrison Neighborhood near Pond B.

11.1.7 Archaeological Probability

As noted in the **Section 8.0** of this report, Pond A is within the main activity area associated with Fort Brooke, as well as an area of known precontact period occupation. Human remains were also identified in the area west of the Pond A APE during investigations conducted prior to the construction of the current Convention Center and Amalie Arena. This area is therefore, considered to have a high potential for archaeological sites.

The northern end of Pond B is within an area considered to have a low potential for archaeological sites due to its location outside of the of the main activity area associated with Fort Brooke and the paucity of historical development. In addition, the large and deep retaining pond within this area would have destroyed any archaeological sites. The railway spur and yards in this area also limit any archaeological potential. The southern half of Pond B is within the Garrison neighborhood, a late-19th and early-20th Century African-American neighborhood. Based on this and the relative lack of repeated episodes of construction and demolition, the southern half of Pond B is considered to have moderate archaeological probability.

11.1.8 Potential for Unmarked Burials

As noted previously, background research and coordination with the Tampa History Center identified no known burials or cemeteries within the archaeological APE for either pond site. However, unmarked burials associated with the precontact and Fort Brooke periods have been identified near the project area, particularly near Pond A. Pond B is in the general area within which isolated human remains associated with the 19th Century yellow fever outbreak may be encountered. As noted previously, human remains were placed randomly in undeveloped areas and not necessarily in a formal cemetery. Therefore, despite the lack of know cemeteries or burials, there remains a potential for unmarked graves within the areas associated with Ponds A and B.

11.2 Pond Alternative Analysis Results

11.2.1 Archaeological Results

Archaeological subsurface testing was limited due to the presence of hardscape, buildings, and underground roadways. No testing was possible within the APE for Pond B and the eastern half of Pond A. Limited testing within the western part of the Pond A APE identified evidence of 8HI537. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20th century

artifact scatters in downtown Tampa that have previously been evaluated as National Register–ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE associated with Pond A.

11.2.2 Historic Resources Results

The historic resources survey identified no historic resources within the APE established for Pond A. Three resources were identified within the APE established for Pond B, including a segment of the Florida Central & Peninsular Railroad (8HI11987), Ardent Mills (8HI15084), and 200 S Nebraska Avenue. As noted in **Section 10.2**, the segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History. The third resource, 200 S Nebraska Avenue (8HI15083) is considered National Register–ineligible due to its common style and diminished integrity.

12.0 Conclusions

As a result of the CRAS, one previously identified archaeological site and four historic resources were identified. Due to the density of development and underground utilities, archaeological subsurface testing was feasible only within portions of the archaeological APE within the area of the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during this limited testing.

Eight shovel tests resulted in the identification and likely expansion of the boundaries of 8HI537 (Expressway End) throughout the western end of the current APE. Subsurface testing yielded both precontact period lithic artifacts and historic 20th Century material. Most of the lithic artifacts consisted of non-diagnostic flakes and shatter, but the presence of a fragment of a Florida Archaic Stemmed point suggests an Archaic to Formative period association. The majority of the historic artifacts recovered during the subsurface testing were also non-diagnostic. The two diagnostic artifacts, a solarized glass fragment and a green bottle base fragment suggest a 20th Century component. The boundaries of this site are unknown as underground utilities, landscaping, a parking lot prevented additional testing to determine the extent and integrity of the site throughout the archaeological APE. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the current APE.

Four historic resources were identified within the historic resources APE, three of which are considered National Register–eligible: an unrecorded segment of the Florida Central & Peninsular Railroad (8HI11987), the previously recorded Perry Paint and Glass Company Building (8HI685), and Ardent Mills (8HI15084). The 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. The Perry Paint and Glass Company Building (8HI685) is considered National Register–eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History. The fourth resource, 200 S Nebraska Avenue (8HI15083) is considered National Register–ineligible due to its common style and diminished integrity.

12.1 Unanticipated Finds and Human Remains

Should construction activities uncover archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. Although no human remains were identified during the CRAS, unmarked graves have been previously found near the project area and there remains a potential for unmarked graves throughout the project area.

Should any suspected or known remains be identified during this project, the provisions of Chapter 872.05, *F.S.* will apply. Chapter 872.05, *F.S.* states that when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. If human remains less than 75 years are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are judged to be more than 75 years old, then the State Archaeologist may assume jurisdiction. It is also recommended the appropriate construction personnel be notified of the provisions of Chapter 872.05, *F.S.*, as well as the need to immediately notify the THEA Project Manager if human remains are encountered, who will take the steps needed to protect the remains and notify the appropriate authorities.

12.2 Curation

The Survey Log (**Appendix C**), site file forms (**Appendix B**), photographs, and a copy of this report are curated at the FMSF in Tallahassee. Field notes, recovered materials, and other pertinent project records are temporarily stored at Janus Research and returned to the client, as appropriate.

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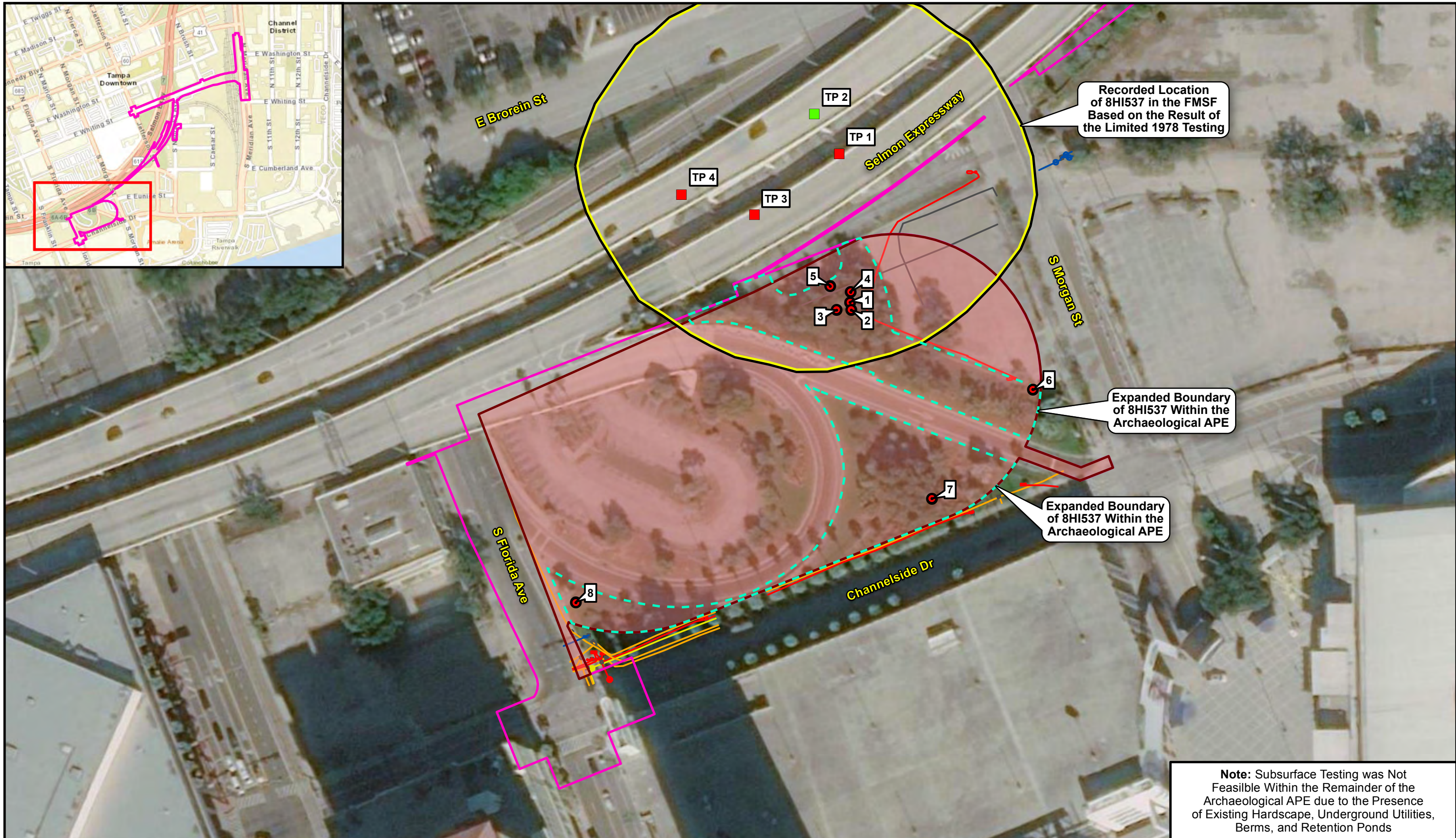
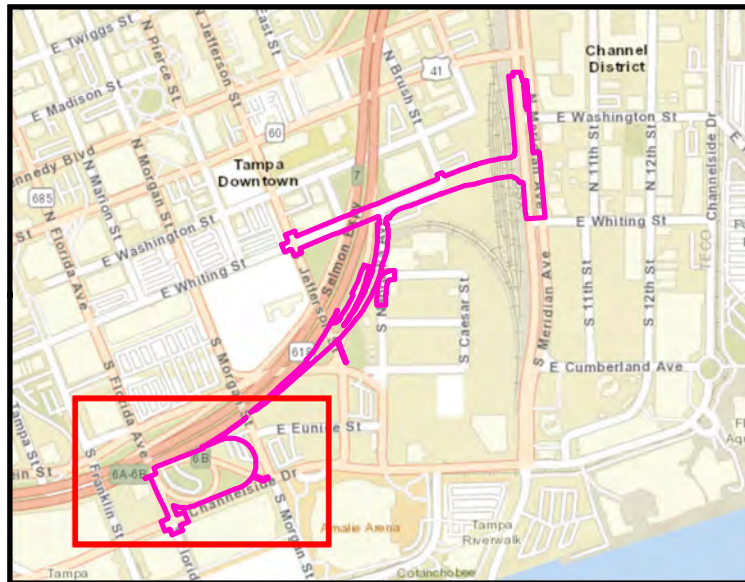
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Appendices



Appendix A

Current Conditions, 2021 Shovel Tests, Approximate Location of
1978 Test Pits, And Expanded Archaeological Site Boundaries



Recorded Location of 8HI537 in the FMSF Based on the Result of the Limited 1978 Testing

Expanded Boundary of 8HI537 Within the Archaeological APE

Expanded Boundary of 8HI537 Within the Archaeological APE

Note: Subsurface Testing was Not Feasible Within the Remainder of the Archaeological APE due to the Presence of Existing Hardscape, Underground Utilities, Berms, and Retention Ponds

Current Conditions, 2021 Shovel Tests, Approximate Location of 1978 Test Pits, and Expanded Archaeological Site Boundaries

- Archaeological APE
- Recorded Location of 8HI537
- Positive Test Pit (1978)
- Negative Test Pit (1978)
- Expanded Boundary of 8HI537
- Positive Shovel Test (2021)
- Electric Line
- Water Line
- Fiber Optic Line
- Gas Line
- Unknown Utility

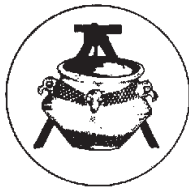
City of Tampa, Hillsborough County

Meters

Appendix B

Florida Master Site File Forms

Original
 Update



ARCHAEOLOGICAL SITE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site # HI00537
Field Date 9-16-2021
Form Date 8-3-2021
Recorder # _____

Consult *Guide to Archaeological Site Form* for detailed instructions

Site Name(s) Expressway End Site Multiple Listing (DHR only) _____
Project Name THEA Whiting Street PD&E Study Survey # (DHR only) _____
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

USGS 7.5 Map Name TAMPA USGS Date 1956 Plat or Other Map _____
City/Town (within 3 miles) Tampa In City Limits? yes no unknown County _____
Township 29S Range 18E Section 24 ¼ section: NW SW SE NE Irregular-name: _____
Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
Landgrant _____ Tax Parcel # _____

UTM Coordinates: Zone 16 17 Easting 356953 Northing 3091830
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____

Address / Vicinity / Route to:

West of S Morgan Street, North of Channelside Drive, and East of S Florida Avenue.

Name of Public Tract (e.g., park) _____

TYPE OF SITE (select all that apply)

SETTING	STRUCTURES OR FEATURES	FUNCTION
<input checked="" type="checkbox"/> Land (terrestrial) <input type="checkbox"/> Lake/Pond (lacustrine) <input type="checkbox"/> River/Stream/Creek (riverine) <input type="checkbox"/> Tidal (estuarine) <input type="checkbox"/> Saltwater (marine)	<input type="checkbox"/> log boat <input type="checkbox"/> agric/farm building <input type="checkbox"/> burial mound <input type="checkbox"/> building remains <input type="checkbox"/> cemetery/grave <input type="checkbox"/> dump/refuse <input type="checkbox"/> earthworks (historic)	<input checked="" type="checkbox"/> campsite <input type="checkbox"/> extractive site <input type="checkbox"/> habitation (prehistoric) <input type="checkbox"/> homestead (historic) <input type="checkbox"/> farmstead <input type="checkbox"/> village (prehistoric) <input type="checkbox"/> town (historic) <input type="checkbox"/> quarry (prehistoric)
<input type="checkbox"/> Wetland (palustrine) <input type="checkbox"/> usually flooded <input type="checkbox"/> usually dry <input type="checkbox"/> Cave/Sink (subterranean) <input type="checkbox"/> terrestrial <input type="checkbox"/> aquatic	<input type="checkbox"/> fort <input type="checkbox"/> midden <input type="checkbox"/> mill <input type="checkbox"/> mission <input type="checkbox"/> mound, nonspecific <input type="checkbox"/> plantation <input type="checkbox"/> platform mound	<input type="checkbox"/> road segment <input type="checkbox"/> shell midden <input type="checkbox"/> shell mound <input type="checkbox"/> shipwreck <input type="checkbox"/> subsurface features <input type="checkbox"/> surface scatter <input type="checkbox"/> well

Other Features or Functions (Choose from the list or type a response.)
 1. _____ 2. _____

CULTURE PERIODS (select all that apply)

ABORIGINAL	NON-ABORIGINAL
<input type="checkbox"/> Alachua <input checked="" type="checkbox"/> Archaic (nonspecific) <input type="checkbox"/> Archaic, Early <input type="checkbox"/> Archaic, Middle <input type="checkbox"/> Archaic, Late <input type="checkbox"/> Belle Glade <input type="checkbox"/> Cades Pond <input type="checkbox"/> Caloosahatchee <input type="checkbox"/> Deptford	<input type="checkbox"/> First Spanish 1513-99 <input type="checkbox"/> First Spanish 1600-99 <input type="checkbox"/> First Spanish 1700-1763 <input type="checkbox"/> First Spanish (nonspecific) <input type="checkbox"/> British 1763-1783 <input type="checkbox"/> Second Spanish 1783-1821 <input type="checkbox"/> American Territorial 1821-45 <input type="checkbox"/> American Civil War 1861-65 <input type="checkbox"/> American 19th Century <input checked="" type="checkbox"/> American 20th Century <input type="checkbox"/> American (nonspecific) <input type="checkbox"/> African-American
<input type="checkbox"/> Englewood <input type="checkbox"/> Fort Walton <input type="checkbox"/> Glades (nonspecific) <input type="checkbox"/> Glades I <input type="checkbox"/> Glades II <input type="checkbox"/> Glades III <input type="checkbox"/> Hickory Pond <input type="checkbox"/> Leon-Jefferson <input type="checkbox"/> Malabar I <input type="checkbox"/> Malabar II	<input type="checkbox"/> Manasota <input type="checkbox"/> Mississippian <input type="checkbox"/> Mount Taylor <input type="checkbox"/> Norwood <input type="checkbox"/> Orange <input type="checkbox"/> Paleoindian <input type="checkbox"/> Pensacola <input type="checkbox"/> Perico Island <input type="checkbox"/> Safety Harbor <input type="checkbox"/> St. Augustine
<input type="checkbox"/> St. Johns (nonspecific) <input type="checkbox"/> St. Johns I <input type="checkbox"/> St. Johns II <input type="checkbox"/> Santa Rosa <input type="checkbox"/> Santa Rosa-Swift Creek <input type="checkbox"/> Seminole (nonspecific) <input type="checkbox"/> Seminole: Colonization <input type="checkbox"/> Seminole: 1st War To 2nd <input type="checkbox"/> Seminole: 2nd War To 3rd <input type="checkbox"/> Seminole: 3rd War & After	<input type="checkbox"/> Swift Creek (nonspecific) <input type="checkbox"/> Swift Creek, Early <input type="checkbox"/> Swift Creek, Late <input type="checkbox"/> Transitional <input type="checkbox"/> Weeden Island (nonspecific) <input type="checkbox"/> Weeden Island I <input type="checkbox"/> Weeden Island II <input type="checkbox"/> Prehistoric (nonspecific) <input checked="" type="checkbox"/> Prehistoric non-ceramic <input type="checkbox"/> Prehistoric ceramic

Other Cultures (Choose from the list or type a response. For historic sites, give specific dates.)
 1. Archaic unspecified 3. _____
 2. American 1821-present 4. _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information
 Potentially eligible as contributor to a National Register district? yes no insufficient information
 Explanation of Evaluation (required if evaluated; use separate sheet if needed)
Similar artifacts to other precontact lithic/ 20th century scatters in downtown Tampa. Extent of site in APE is unknown. Unknown if associated features present. Based on this, insufficient information to evaluate the NR eligibility in the APE.

Recommendations for Owner or SHPO Action

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____ Init. _____
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)	

FIELD METHODS (select all that apply)

- | | | | | | |
|--|--|--|--|--|---|
| <input type="checkbox"/> no field check | <input checked="" type="checkbox"/> exposed ground | <input type="checkbox"/> screened shovel | <input type="checkbox"/> bounds unknown | <input type="checkbox"/> remote sensing | <input type="checkbox"/> unscreened shovel |
| <input type="checkbox"/> literature search | <input type="checkbox"/> posthole tests | <input checked="" type="checkbox"/> screened shovel-1/4" | <input type="checkbox"/> none by recorder | <input checked="" type="checkbox"/> exposed ground | <input checked="" type="checkbox"/> screened shovel |
| <input type="checkbox"/> informant report | <input type="checkbox"/> auger tests | <input type="checkbox"/> screened shovel-1/8" | <input type="checkbox"/> literature search | <input type="checkbox"/> posthole tests | <input type="checkbox"/> block excavations |
| <input type="checkbox"/> remote sensing | <input type="checkbox"/> unscreened shovel | <input type="checkbox"/> screened shovel-1/16" | <input type="checkbox"/> informant report | <input type="checkbox"/> auger tests | <input type="checkbox"/> estimate or guess |

Other methods; number, size, depth, pattern of units; screen size (attach site plan)

8 shovel tests dug to a minimum of 100cmts screened through 1/4" mesh.

SITE DESCRIPTION

Extent/Size (m²) _____ Depth/stratigraphy of cultural deposit (describe below)

Depth ranged from 10 to 120 cmts throughout extension of the site. Extent of site within the APE unknown as underground utilities, landscaping, and hardscape prevented bounding.

Temporal Interpretation - Components (check one): single component multiple component uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations:

Great range of depth among the lithic artifacts, but no clear boundaries either materially or environmental discerning separate components.

Integrity - Overall disturbance: none seen minor substantial major redeposited destroyed-document! unknown

Disturbances / threats / protective measures

Heavy city and road construction within and around the site.

Surface collection: area collected _____ m² # collection units _____ | Excavation: # noncontiguous blocks _____

ARTIFACTS

Total Artifacts # 115 count estimate | Surface # _____ | Subsurface # 115

COLLECTION SELECTIVITY

- unknown unselective (all artifacts)
 selective (some artifacts)
 mixed selectivity

SPATIAL CONTROL

- uncollected general (not by subarea)
 unknown controlled (by subarea)
 variable spatial control
 other (describe in comments below)

ARTIFACT CATEGORIES and DISPOSITIONS

- A - Lithics
A - Ceramics-nonaboriginal
A - Glass
A - Metal
A - Brick/building materials

select a disposition from the list below for each artifact category selected at left

A - category always collected
S - some items in category collected
O - observed first hand, but not collected
R - collected and subsequently left at site
I - informant reported category present
U - unknown

Artifact Comments

DIAGNOSTICS (type or mode, and frequency: e.g., Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware)

- | | | |
|--------------------------------|--------------------------|-------------------|
| 1. FAS Stem N= <u>1</u> | 4. porcelain N= <u>1</u> | 7. _____ N= _____ |
| 2. solarized glass N= <u>1</u> | 5. _____ N= _____ | 8. _____ N= _____ |
| 3. whiteware N= <u>2</u> | 6. _____ N= _____ | 9. _____ N= _____ |

ENVIRONMENT

Nearest fresh water: Type River Name Hillsborough River Distance from site (m) 720
Natural community MESIC FLATWOODS Topography Coastal-ocean Elevation: Min 5 m Max 6 m
Local vegetation oak, palm, palmetto, ornamental palms and shrubs
Present land use Interchange for expressway
SCS soil series Urban land Soil association Urban land-Myakka-Smyrna

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

- 1) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____
- 2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER & INFORMANT INFORMATION

Informant Information: Name _____
Address / Phone / E-mail _____

Recorder Information: Name _____ Affiliation _____
Address / Phone / E-mail _____

Required Attachments

1 PHOTOCOPY OF 7.5' USGS QUAD MAP WITH SITE BOUNDARIES MARKED and SITE PLAN
Plan at 1:3,600 or larger. Show boundaries, scale, north arrow, test/collection units, landmarks and date.

Recorded Location of 8HI537 in the FMSF Based on the Result of the Limited 1978 Testing

E Brorein St

Selmon Expressway

S Florida Ave

Channelside Dr

S Morgan St

TP 4

TP 3

TP 2

TP 1

5

3

4

1

2

6

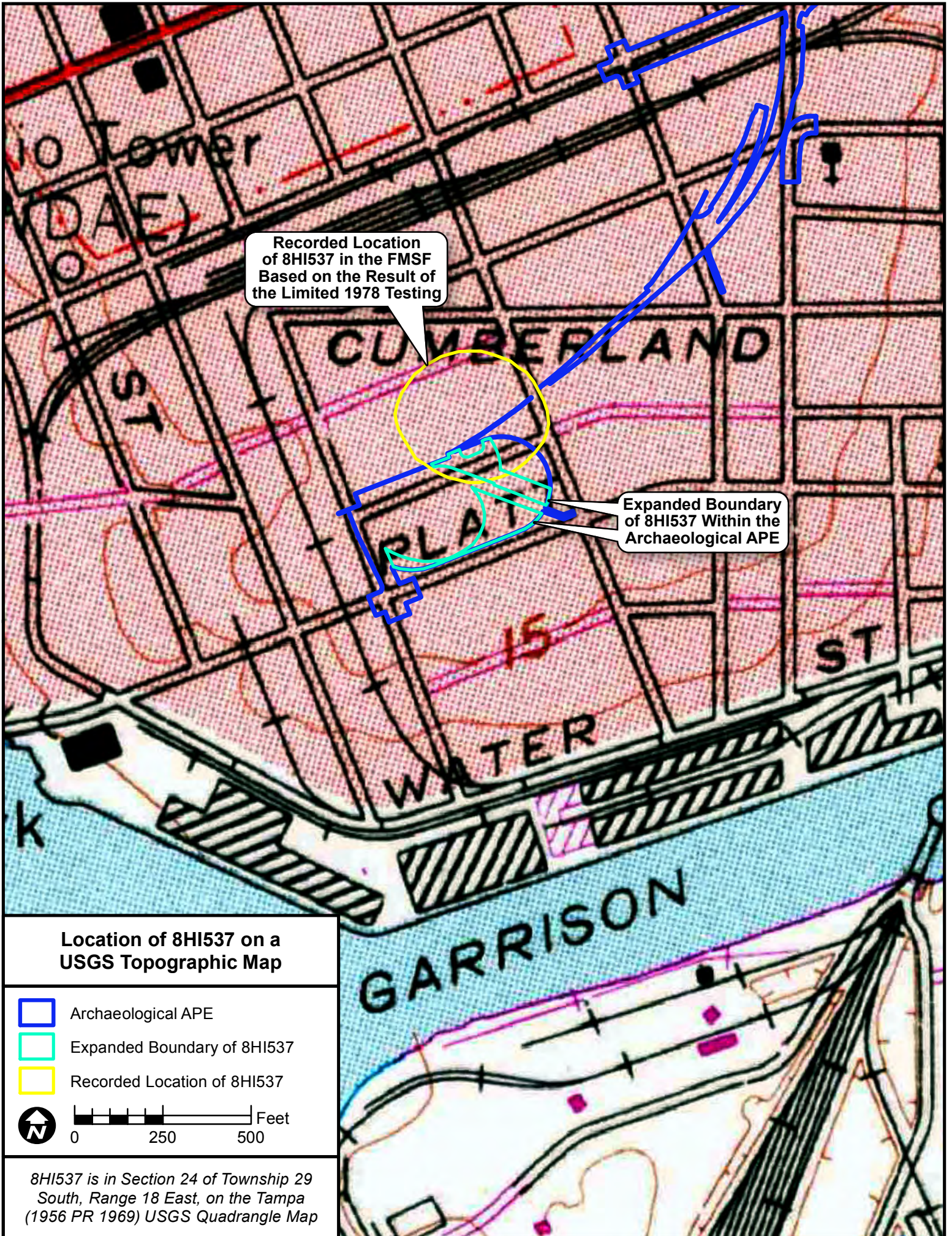
7

8

Expanded Boundary of 8HI537 Within the Archaeological APE

Site Sketch, 8HI537


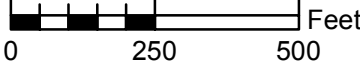
- Expanded Boundary of 8HI537
 - Positive Shovel Test (2021)
 - Recorded Location of 8HI537
 - Positive Test Pit (1978)
 - Negative Test Pit (1978)
 - Archaeological APE
- 0 50 Meters



Recorded Location
of 8HI537 in the FMSF
Based on the Result of
the Limited 1978 Testing

Expanded Boundary
of 8HI537 Within the
Archaeological APE

**Location of 8HI537 on a
USGS Topographic Map**

- Archaeological APE
 - Expanded Boundary of 8HI537
 - Recorded Location of 8HI537
- 


8HI537 is in Section 24 of Township 29
South, Range 18 East, on the Tampa
(1956 PR 1969) USGS Quadrangle Map



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 HI00685
Field Date 2-23-2021
Form Date 2-24-2021
Recorder # 3

Original
Update

Shaded Fields represent the minimum acceptable level of documentation.
Consult the Guide to Historical Structure Forms for detailed instructions.

Site Name(s) (address if none) Perry Paint and Glass Company Building
Survey Project Name CRAS of the THEA Whiting Street PD&E Study
National Register Category (please check one) building
Ownership: private-profit

LOCATION & MAPPING

Address: 109 N Brush Street
Cross Streets (nearest / between) SE corner of N Brush St at E Washington St
USGS 7.5 Map Name TAMPA USGS Date 1981
City / Town (within 3 miles) Tampa In City Limits? yes
Township 29S Range 19E Section 19
Tax Parcel # 185233-0000
Subdivision Name Drew's Addition to Tampa
UTM Coordinates: Zone 17 Easting 357338 Northing 3092326

HISTORY

Construction Year: 1928 approximately
Original Use Industrial From (year): 1928 To (year): 1989
Current Use Office building From (year): 1989 To (year): 2021
Other Use
Moves: no Date: Original address
Alterations: yes Date: 1-1-1989 Nature Replaced windows/doors; added ext stair
Additions: no Date: Nature
Architect (last name first): Unknown Builder (last name first): Unknown

Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? no Describe

DESCRIPTION

Style Masonry Vernacular Exterior Plan Rectangular Number of Stories 5
Exterior Fabric(s) 1. Brick 2. Stucco 3.
Roof Type(s) 1. Flat 2. 3.
Roof Material(s) 1. Built-up 2. 3.
Roof secondary strucs. (dormers etc.) 1. 2.

Windows (types, materials, etc.)
Metal fixed one-light, grouped or paired

Distinguishing Architectural Features (exterior or interior ornaments)
Stylized brick pilasters w/ concrete pyramidal tops; parapet in center of W facade; signboard in W facade; decorative concrete panels & detailing

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
No outbuildings; metal carport structures in parking lot to E of building; c1989 metal exterior staircase in NE corner

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO - Appears to meet criteria for NR listing, and NR Criteria for Evaluation.

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. 2.
Structural System(s): 1. Brick 2. 3.
Foundation Type(s): 1. Slab 2.
Foundation Material(s): 1. Concrete, Generic 2.

Main Entrance (stylistic details)
Double door entry on W facade under stucco canopy; entry surrounded by marble panels

Porch Descriptions (types, locations, roof types, etc.)
None observed

Condition (overall resource condition): [] excellent [x] good [] fair [] deteriorated [] ruinous

Narrative Description of Resource
See continuation sheet.

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- [x] FMSF record search (sites/surveys) [] library research [] building permits [] Sanborn maps
[] FL State Archives/photo collection [] city directory [] occupant/owner interview [] plat maps
[x] property appraiser / tax records [] newspaper files [] neighbor interview [] Public Lands Survey (DEP)
[x] cultural resource survey (CRAS) [] historic photos [] interior inspection [] HABS/HAER record search
[x] other methods (describe) Aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [x] yes [] no [] insufficient information
Appears to meet the criteria for National Register listing as part of a district? [] yes [x] no [] insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
See continuation sheet.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. Industry 3. Architecture 5.
2. Local 4. 6.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s
2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Perry Paint and Glass Company Building

A. NARRATIVE DESCRIPTION OF SITE

The Perry Paint and Glass Company Building (8HI685) is a circa 1928 Masonry Vernacular style structure located at 109 N Brush Street in Section 17 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) United States Geological Survey (USGS) quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 1). The five-story building features a brick façade and a reinforced concrete structural system, which was rated as fireproof construction when built. This includes 12-inch thick brick exterior walls and a reinforced concrete frame, floors, and roof all atop a three-foot thick concrete slab foundation. The building is rectangular in plan, with five bays spanning the west façade and four bays spanning the south and north façades. These bays are set between a series of brick pilasters, which frame the large window openings on each floor. The stylized brick pilasters are topped with concrete pyramidal tops at the roofline.



Figure 1: The Perry Paint and Glass Company Building (8HI685), c. 1928, located at 109 N Brush Street, considered National Register-eligible, facing Northeast

The main entrance to the building is located in the center of the west façade, comprised of a double metal and glass door beneath a stucco canopy. Concrete panels and inset marble surround the entrance the building. This central bay is also defined at the roofline by a projecting parapet with a curved top, framed by a pair of concrete pyramidal tops atop short brick columns (Figure 2). The words “Perry Paint & Glass Company”, the name of the company which constructed the building in 1928, are set in concrete panels which begin in this parapet projection at the roofline. There are four panels total with each panel containing

SITE NAME: Perry Paint and Glass Company Building

one word of the company name, located above the roofline, between the fifth and fourth floors, between the fourth and third floors, and between the third and second floors of the building. Additional decorative details observed on the exterior of the building include inset decorative panels in the stylized brick pilasters, a thick band of concrete at the base of the building, and decorative coursing of the brick in the pilasters.



Figure 2: The Perry Paint and Glass Company Building (8HI685), c. 1928, located at 109 N Brush Street, considered National Register-eligible, facing East

The building features several alterations, the majority of which occurred during a 1989 renovation when the building was converted to its current use as offices. These alterations include replaced windows, a replaced entry door and surrounding material, a replaced canopy above the entry, repainted concrete panels and details on the building's exterior, and the removal of a circa 1928 two-story warehouse building on the east facade. A non-historic exterior staircase is located in the northeast corner of the structure, with metal panel doors accessing the staircase on each floor. Paved asphalt parking areas are located east and south of the building, and non-historic metal carport structures are located in the parking lot east of the building.

B. DISCUSSION OF SIGNIFICANCE

The Perry Paint and Glass Company was founded in Tampa in 1913 by W.T. Perry, with the first warehouse located on Ashley Street in downtown (The Tampa Tribune 1935). The company had various locations in downtown Tampa prior to the construction of the

SITE NAME: Perry Paint and Glass Company Building

1928 building located at 109 N Brush Street, which was built at a cost of approximately \$125,000 (The Orlando Sentinel 1928). The company produced paint, glass, and mirrors, all of which were made on site in the company warehouses (The Tampa Tribune 1935). Paints made by the Perry Paint and Glass Company were described as “made especially to cope with Florida’s peculiar climatic conditions” and were sold throughout the state. The company also made glass which was used in store fronts of commercial properties across the state (The Tampa Tribune 1935).

A 1929 advertisement for the company described paints available in “sixteen beautiful colors” which were “permanent, non-fading, weather-proof, and uniform in tone and texture” and sold in “dry powder form” in five or 50-pound bags which would be mixed with water before application to interior or exterior surfaces (The Tampa Tribune 1929). The company sold paint, varnishes, and automobile paints in addition to “all varieties of building glass and store front construction” (The Tampa Daily Times 1923). By 1932, the Perry Paint and Glass Company was credited with carrying the largest stock of builder-grade glass in the state. Additionally, the company operated one of the largest workshops for glass production statewide with equipment for grinding, sand blasting, beveling, and mitring glass for storefronts and windows as well as mirror manufacturing (The Tampa Daily Times 1932a).

The Perry Paint and Glass Company completed the installation of storefronts and glass windows in numerous buildings throughout the state. Select examples of this work include the Kress buildings in Sarasota and Daytona Beach, which were constructed by G.A. Miller, Inc. of Tampa. These contracts for the Kress buildings marked the tenth installation of glass in Kress department stores by the Perry Paint and Glass Company in Florida and surrounding states (The Tampa Daily Times 1932b). Another example, the Tampa Theatre Office Building in downtown Tampa, featured 20,000 square feet of glass installed throughout the building by the Perry Paint and Glass Company (The Tampa Daily Times 1926).

The property at 109 N Brush Street was purchased by the company before 1923, in anticipation of construction a new company headquarters to account for the expansion of the business. The property was located adjacent to a Seaboard Air Line viaduct, which connected to the railroad located east of the property (The Tampa Daily Times 1923). Construction of the new five-story building began in 1928, with plans to house manufacturing space, offices, and a sales room (Figure 3). The new building was constructed using fireproof construction materials, including 12-inch thick brick exterior walls and reinforced concrete framing, floors, and roof structure (Figure 4). The new building consisted of a five-story rectangular brick building at the southeast corner of Brush Street and Washington Street with an irregular shaped two-story warehouse attached to the east façade. The Perry Paint and Glass Company moved all operations to this new building when construction was completed in 1929.

SITE NAME: Perry Paint and Glass Company Building

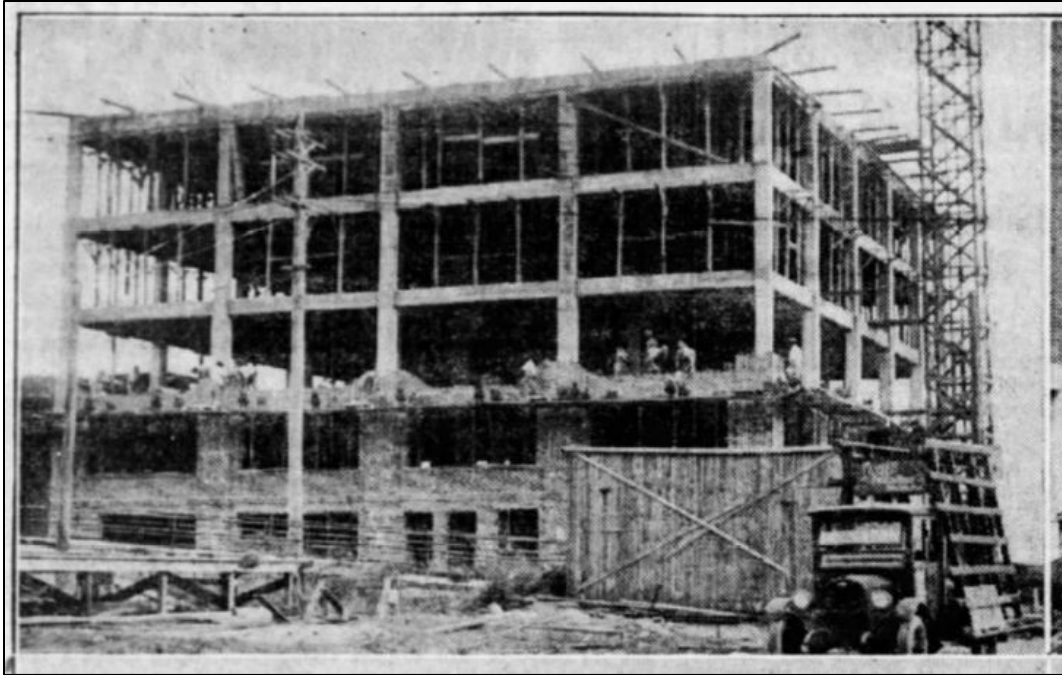


Figure 3: The Perry Paint and Glass Company Building (8HI685), as seen while under construction in November 1928 (*The Tampa Tribune* November 4, 1928)

The top floor of the five-story building was used for the storage of the raw materials used in the various paints and products sold by the Perry Paint and Glass Company. The fourth floor housed the grinding room, where materials were ground after being transferred down from the fifth floor. Following grinding, the finished products were canned and packaged, labelled and stored to be shipped throughout the state. The second and third floors of the Perry Paint and Glass Company Building (8HI685) were used for the storage of window glass, while the first floor was home to the company's offices, showroom, and shipping department. The rear two-story building housed sheets of glass and contained the machinery used for cutting, beveling, and finishing windows, storefront materials, and mirrors (*The Tampa Daily Times* 1932b). A segment of track associated with the Florida Central & Peninsular Railroad (8HI11987) ran along the south façade of the two-story warehouse building. The surrounding railroad was later absorbed into the Seaboard Airline Railroad and the CSX Railroad systems. The surrounding area was largely industrial in use during this time, because of the proximity to multiple railroad lines and terminals along the downtown Tampa waterfront. Nearby businesses included dairies, produce packaging plants, construction companies, lumber yards, and machinery manufacturers.

SITE NAME: Perry Paint and Glass Company Building



Figure 4: A 1931 Sanborn Fire Insurance Map of the Perry Paint and Glass Company Building (8HI685) (obtained from University of Florida Digital Collections)

The original decorative features of the Perry Paint and Glass Company Building (8HI685), the main entrance on the ground floor of the west façade, and the two-story warehouse on the east façade are visible in a 1948 historic photograph (Figure 5). The two-story warehouse was a brick building with a concrete floor and steel truss roof system. The warehouse featured wire-glass skylights in the ceiling, and both buildings featured automatic sprinkler systems. A brick elevator shaft in the center of the west façade of the five-story building provided access between both structures for moving products.

SITE NAME: Perry Paint and Glass Company Building



Figure 5: A 1948 photograph of the Perry Paint and Glass Company Building (8HI685), located at 109 N Brush Street (Courtesy, Tampa- Hillsborough County Public Library System)

The Perry Paint and Glass Company remained in operation until 1966, at which time liquidation sales of stock were advertised in local newspapers (The Tampa Tribune 1966). Between 1966 and 1988 it appears that the building remained vacant and unoccupied. The Perry Paint and Glass Company Building (8HI685) was purchased in January 1988 by a development firm, with plans to lease approximately 70% of the building as office space following renovations (The Tampa Tribune 1988). The renovations included replacing the industrial steel windows with “transparent green glass”, the replacement of the multi-colored canopy of the main entrance with a stucco canopy, the replacement of the entry doors and surrounding material with marble panels (Figure 6). During the renovations, the concrete trim at the base of the building and the pyramidal tops of the pilasters were painted white, which was a historic design feature of the building. The inset panels in the brickwork were likely also painted white at this time. The two-story warehouse building was removed at this time, as the developers were unable to convert the building to a parking garage due to the presence of the interior structural columns (The Tampa Tribune 1989). The renovations resulted in a 1991 Silk Purse Award from Tampa Preservation Inc. for an “extraordinary effort to rehabilitate a building that would not qualify for a regular banner

SITE NAME: Perry Paint and Glass Company Building

award” (The Tampa Tribune 1991). Later alterations include the paving of asphalt parking areas south and east of the building, the installation of non-historic metal carport structures, and the installation of a non-historic exterior staircase in the northeast corner of the structure.



Figure 6: A 1989 photograph of the Perry Paint and Glass Company Building (8HI685) following renovations (The Tampa Tribune January 7, 1989)

Today, the Perry Paint and Glass Company Building (8HI685) remains largely unaltered since the 1989 renovation of the building and continues to be used as office space for various businesses. Despite alterations including the removal of the two-story warehouse and replaced windows, the building retains many of the historic original design features and details. The most notable of these features include the brick façade, stylized pilasters, concrete pyramidal tops, and the concrete panels bearing the company name “Perry Paint & Glass Company” on the west façade. Additional historic features include the inset decorative concrete panels on the building’s exterior, decorative coursing of the brick, and the band of concrete at the base of the building. While the exterior materials surrounding the main entrance have been replaced, including the stucco canopy, they convey the original design of the building.

SITE NAME: Perry Paint and Glass Company Building

The Perry Paint and Glass Company Building (8HI685) has only been recorded once in the FMSF in 1979. The surveyor noted that the building was considered National Register-eligible, but it was not subject to evaluation by the SHPO. When the building was first recorded in the FMSF it was considered to be an Art Deco style building and at the time retained its original features including windows, main entrance details, and the attached two-story warehouse. While the Perry Paint and Glass Company Building (8HI685) does feature stylized design elements, the current study considers the style to be Masonry Vernacular as none of the intact elements are reflective of a specific architectural style. The extant design elements help to convey a high degree of integrity of the historic building. Replaced historic features include the stucco canopy and marble material surrounding the main entrance.

The Perry Paint and Glass Company was a prominent early business in Tampa founded in 1913 that operated throughout the state until 1966. The company produced numerous products, specializing in paint, windows, storefront materials, and mirrors, and was awarded commercial contracts throughout Tampa and the state of Florida. The Perry Paint and Glass Company Building (8HI685) was constructed in 1928 to house the necessary warehouses and production space for the company to continue its expansion and was the headquarters of the company until it closed in 1966. While the surrounding area was historically largely industrial, commercial and residential redevelopment beginning in the 1980s has changed the makeup of southern and eastern portions of downtown Tampa. Today, the area is home to large scale residential, commercial and mixed-use developments and the Perry Paint and Glass Company Building (8HI685) is one of the only remaining former industrial buildings from the 1920s remaining in downtown Tampa.

The Perry Paint and Glass Company Building (8HI685) retains its historic design and possesses a high degree of integrity despite non-historic alterations. Furthermore, the building possesses strong associations with an important historic company in Tampa, and greater Florida, the Perry Paint and Glass Company. The building is also intrinsically associated with the industrial history of the city of Tampa and is one of the few extant physical examples of the industrial core of downtown. Therefore, the Perry Paint and Glass Company Building (8HI685) is considered National Register-eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture.

SITE NAME: Perry Paint and Glass Company Building

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Hillsborough County Property Appraiser

2021 Basic Property Search. <https://gis.hcpafl.org/propertysearch>, accessed March 5, 2021.

McMahon, Mary E.

1979 Site File Form for Perry Paint & Glass Co. (FMSF No. 8HI685). May 1975. On file, Florida Department of State, Division of Historical Resources. Tallahassee, Florida.

Tampa-Hillsborough County Public Library System

1948 "Perry Paint and Glass Company, 109-115 Brush Street, at southeast corner of Brush and Washington Streets: Tampa, Fla." Historic photograph taken May 11, 1948. PA11068, Burgert Brothers Photographic Collection, Tampa-Hillsborough County Public Library System. Accessed online at: <https://digitalcollections.hcplc.org/digital/collection/p15391coll1/id/11404>

The Orlando Sentinel

1928 "Tampa – Perry Paint & Glass Company" *The Orlando Sentinel* (Orlando, Florida). Page 9, July 6, 1928. Accessed online at <https://www.newspapers.com/>.

The Tampa Daily Times

1923 "Consistent Growth for Paint and Glass Firm" *The Tampa Daily Times* (Tampa, Florida). Page 13, January 10, 1923. Accessed online at <https://www.newspapers.com/>.

1926 "Half Acre of Daylight Floods Stores and Offices." *The Tampa Daily Times* (Tampa, Florida). Page 9-C, October 15, 1926. Accessed online at <https://www.newspapers.com/>.

1932a "Tampa Paints Are Standard of Excellence." *The Tampa Daily Times* (Tampa, Florida). Page 9-A, July 1, 1932. Accessed online at <https://www.newspapers.com/>.

1932b "Perry Paint and Glass Gets 2 Kress Contracts." *The Tampa Daily Times* (Tampa, Florida). Page 6, June 18, 1932. Accessed online at <https://www.newspapers.com/>.

The Tampa Tribune

1928 "New Construction in Business Area Looks Far Into Future Growth." *The Tampa Tribune* (Tampa, Florida). Part 2, Page 4, November 4, 1928. Accessed online at <https://www.newspapers.com/>.

1929 "Perry Paint & Glass Co. Advertisement." *The Tampa Tribune* (Tampa, Florida). Page 2, January 8, 1929. Accessed online at <https://www.newspapers.com/>.

1935 "Tampa – A Paint Distributing Center." *The Tampa Tribune* (Tampa, Florida). Part 1, Page 14, March 3, 1935. Accessed online at <https://www.newspapers.com/>.

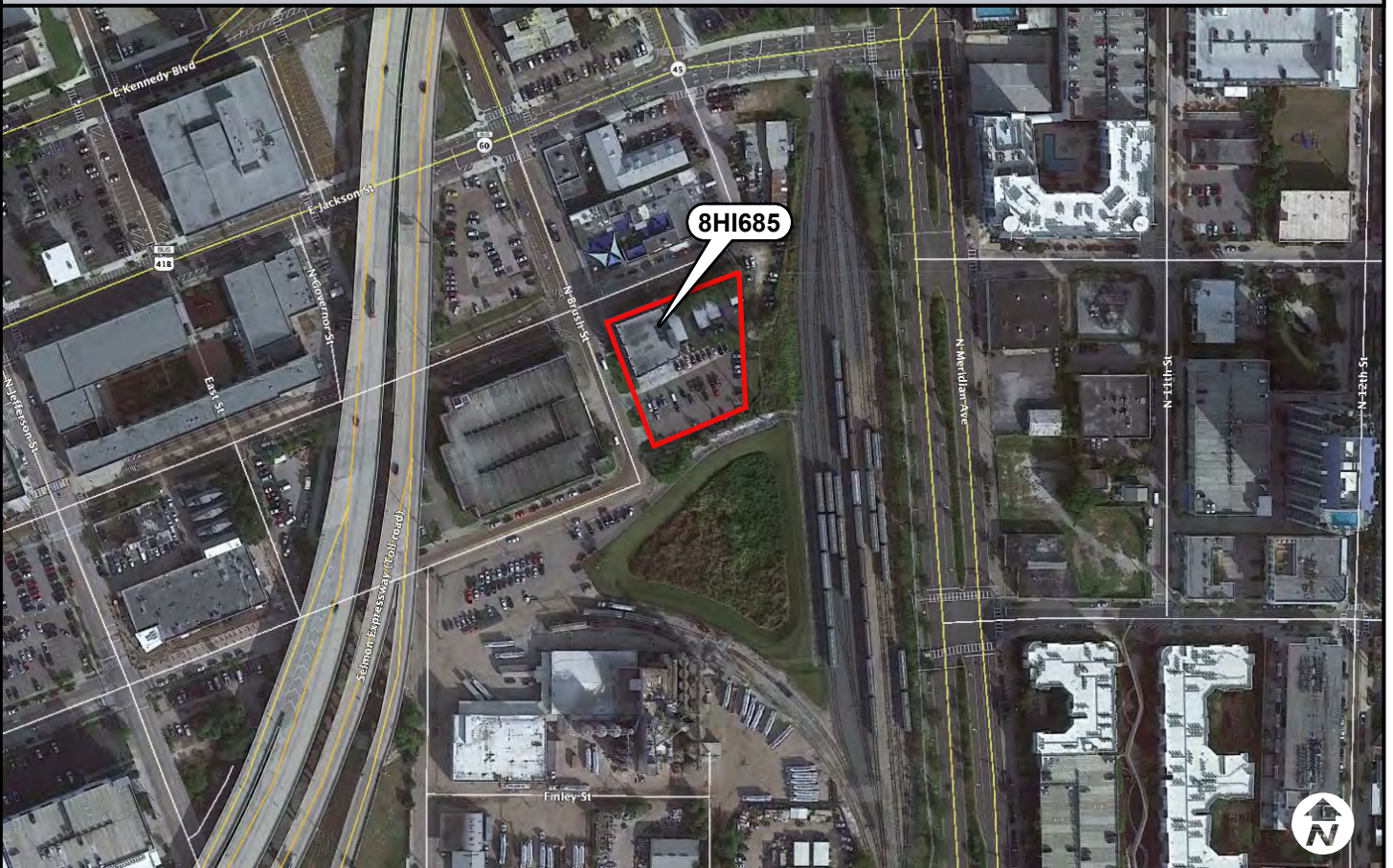
1966 "Liquidation for Cash – Machinery." *The Tampa Tribune* (Tampa, Florida). Part 13-C, August 22, 1966. Accessed online at <https://www.newspapers.com/>.

SITE NAME: Perry Paint and Glass Company Building

- 1988 “Developer Plans Renovation.” *The Tampa Tribune* (Tampa, Florida). Page 1D, January 18, 1988. Accessed online at <https://www.newspapers.com/>.
- 1989 “Award-winning renovation features a few modern twists.” *The Tampa Tribune* (Tampa, Florida). Section G, Page 1, January 7, 1989. Accessed online at <https://www.newspapers.com/>.
- 1991 “Preserved homes get awards.” *The Tampa Tribune* (Tampa, Florida). Home Section, Page 4, April 20, 1991. Accessed online at <https://www.newspapers.com/>.

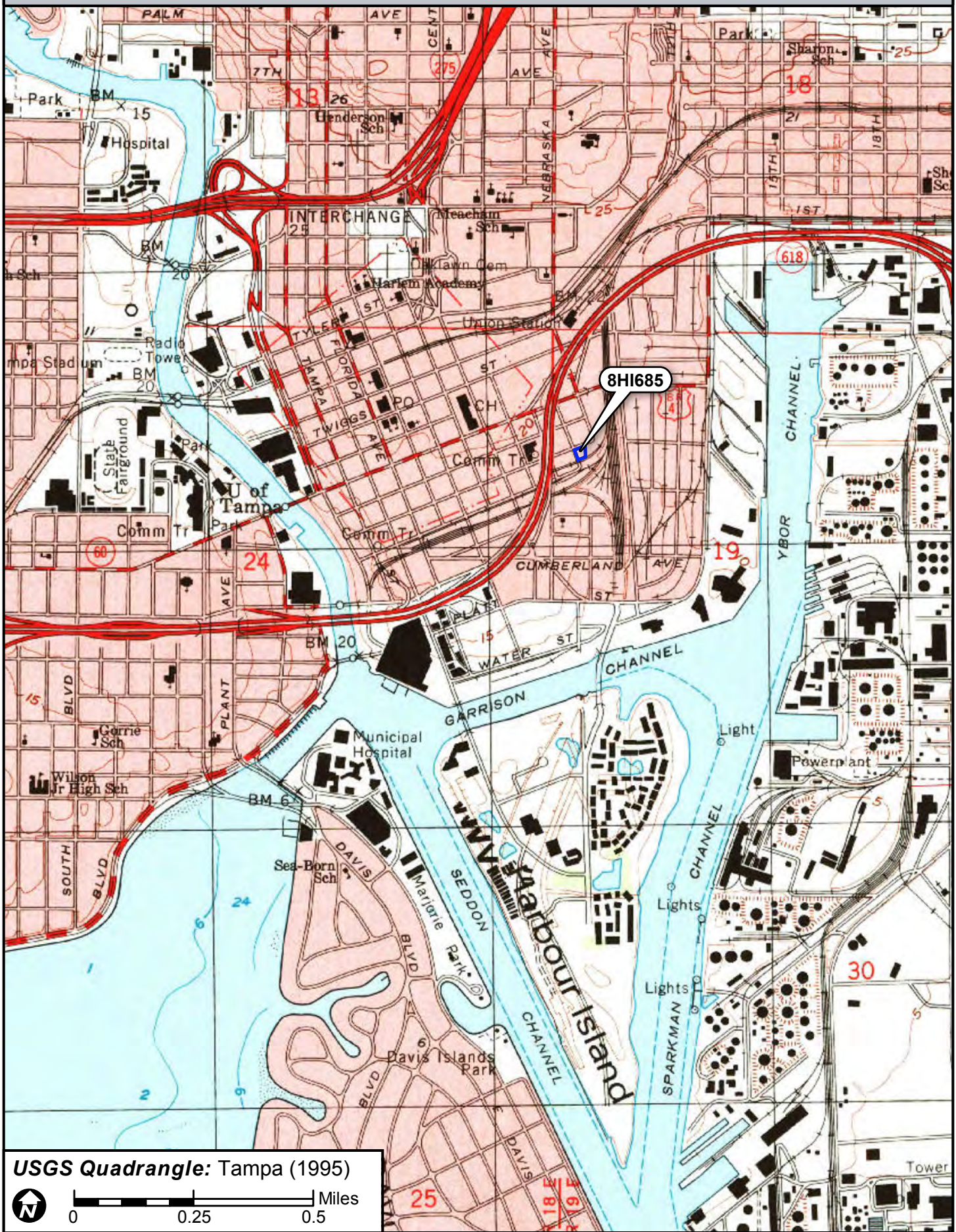
University of Florida, George A. Smathers Libraries

- 1931 Insurance Maps of Tampa, Florida, 1931. University of Florida Digital Collections, Map and Imagery Library. Electronic documents, <http://ufdc.ufl.edu/AA00041226/00001>, accessed March 5, 2020.



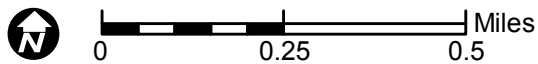






8HI685

USGS Quadrangle: Tampa (1995)



Original
 Update



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site #8 HI11987
 Field Date 2-23-2021
 Form Date 2-25-2021
 Recorder# 5

Consult the *Guide to the Resource Group Form* for additional instructions

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated with the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- Linear resource** (NR category usually "structure"): Linear resources are a special type of structure or historic landscape and can include canals, railways, roads, etc.

Resource Group Name Florida Central & Peninsular Railroad Multiple Listing [DHR only] _____
 Project Name CRAS of the THEA Whiting Street PD&E Study FMSF Survey # _____
 National Register Category (please check one): building(s) structure district site object
 Linear Resource Type (if applicable): canal railway road other (describe): _____
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address:

Street Number	Direction	Street Name	Street Type	Suffix Direction

 City/Town (within 3 miles) Tampa In Current City Limits? yes no unknown
 County or Counties (do not abbreviate) Hillsborough
 Name of Public Tract (e.g., park) _____
 1) Township 29S Range 19E Section 19 ¼ section: NW SW SE NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 3) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 4) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE
 USGS 7.5' Map(s) 1) Name TAMPA USGS Date 1981
 2) Name _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map)
 Within the APE, the Florida Central & Peninsular Railroad is located within parcels owned by CSX Transportation south of E Jackson Street and west of S Meridian Ave.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ <input type="checkbox"/> Owner Objection	SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info Keeper – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)	Date _____ Init. _____ Date _____

HISTORY & DESCRIPTION

Construction Year: 1890 [X]approximately []year listed or earlier []year listed or later
Architect/Designer: Unknown Builder: Unknown

Total number of individual resources included in this Resource Group: # of contributing # of non-contributing 1

Time period(s) of significance (choose a period from the list or type in date range(s), e.g. 1895-1925)

- 1. Post-Reconstruction 1880-1897 3.
2. Twentieth C American 4.

Narrative Description (National Register Bulletin 16A pp. 33-34; attach supplementary sheets if needed)
See continuation sheet.

RESEARCH METHODS (check all that apply)

- [X]FMSF record search (sites/surveys) []library research []building permits []Sanborn maps
[]FL State Archives/photo collection []city directory []occupant/owner interview []plat maps
[]property appraiser / tax records [X]newspaper files []neighbor interview []Public Lands Survey (DEP)
[X]cultural resource survey []historic photos []interior inspection []HABS/HAER record search
[X]other methods (specify) Aerial photography

Bibliographic References (give FMSF Manuscript # if relevant)
See continuation sheet.

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? [X]yes []no []insufficient information
Potentially eligible as contributor to a National Register district? []yes [X]no []insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.)
See continuation sheet.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. Community planning & developm 3. Transportation 5.
2. Industry 4. 6.

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s
2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

Required Attachments
1 PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
3 TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
4 PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Florida Central & Peninsular Railroad

A. NARRATIVE DESCRIPTION OF SITE

An approximately 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is located in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 Photorevised [PR] 1981) United States Geological Survey (USGS) quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 1). This segment consists of two smaller lengths within the historic resources APE, connected by a segment of the linear resource that is outside of the APE. The entire length of railroad was recorded during this study, as the segment outside of the APE is located in the vicinity of the overall project area. An approximately 725-foot segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE is oriented in a north to south direction located south of E Jackson Street and falls within the mainline of the historic resource. It consists of eight lines of standard gauge tracks on gravel ballast, which split from two lines north of the APE. An approximately 65-foot segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE is oriented in an east to west direction located south of Whiting Street. The smaller segment consists of two standard gauge tracks on gravel ballast and was part of a historic spur from the adjacent mainline.



Figure 1: The Florida Central & Peninsular Railroad (8HI11987), c. 1890, seen from E Jackson Street, considered National Register-eligible, facing South

The approximately 2,585 foot-segment in the vicinity of the project area is the extant southern terminus of the railroad line which was constructed as the Florida Central & Peninsular Railroad (8HI11987), that is owned and operated by CSX Transportation. Only

SITE NAME: Florida Central & Peninsular Railroad

one other segment of the Florida Central & Peninsular Railroad (8HI11987), located outside of the current APE in northeast Hillsborough County, has been previously documented in the FMSF and evaluated by the SHPO.

B. DISCUSSION OF SIGNIFICANCE

The Florida Central & Peninsular Railroad (8HI11987) was constructed in Tampa in 1890 by the Florida Railway & Navigation Company, the second railroad to reach downtown Tampa after Henry Plant's South Florida Railroad in 1884 (Tampa Bay Trains n.d.; Tampa Bay Regional Planning Council 1968). The Florida Central & Peninsular Railroad (8HI11987) traveled into Tampa via First Avenue and curved southwest towards downtown Tampa before running west along Whiting Street. A depot was located at the west end of Whiting Street near the Hillsborough River and the intersection of Whiting and Franklin Street (Tampa Bay Trains n.d.). The rail line first reached Hillsborough County in 1886, when the line was extended south from Sumter County to Hillsborough County, via Plant City. In 1890 this line had been extended to downtown Tampa and was the second major rail line to reach downtown. By 1902, Plant's South Florida Railroad had been absorbed into the Atlantic Coast Line Railroad system and the Florida Central & Peninsular Railroad (8HI11987) had been into the Seaboard Air Line Railroad system (Tampa Bay Trains n.d.). Both lines continued to service downtown Tampa, with the Seaboard Air Line railroad system operating several terminals along the waterfront as well as spur rail lines to nearby industrial buildings.

The segment of rail within the current project APE is a historic route in downtown Tampa and was constructed in 1890. Spur lines traveled east, south, and west from the main line and provided access to various depots and terminals for both industrial and passenger traffic. As seen in Figure 2, the main route of the Florida Central & Peninsular Railroad (8HI11987) traveled south into downtown Tampa, where a track branched west at Whiting Street, while the remaining track continued south. The railroad traveled west along Whiting Street to the Hillsborough River before turning south along the waterfront and turning east where it rejoined the main track. This loop enclosed a large portion of downtown Tampa and featured many small spur lines. The multiple tracks comprising the segment within the APE operated as a railyard and were used to transfer trains between tracks and allow storage of train cars awaiting shipment. A rail line traveled south from the APE to Seddon Island, a manmade island dredged south of downtown Tampa in 1906. The Seaboard Air Line Railroad on Seddon Island was used in phosphate mining from 1906 until the 1960s (Kite-Powell 2020).

In 1967, the Seaboard Air Line Railroad was merged with its competitor, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1980, the Seaboard Coast Line Railroad merged with the Chessie System, creating the CSX Corporation (Johnston and Mattick 2001). The railroad known as the Florida Central & Peninsular Railroad (8HI11987) has been operated as part of the CSX system since this merger in 1980.

SITE NAME: Florida Central & Peninsular Railroad

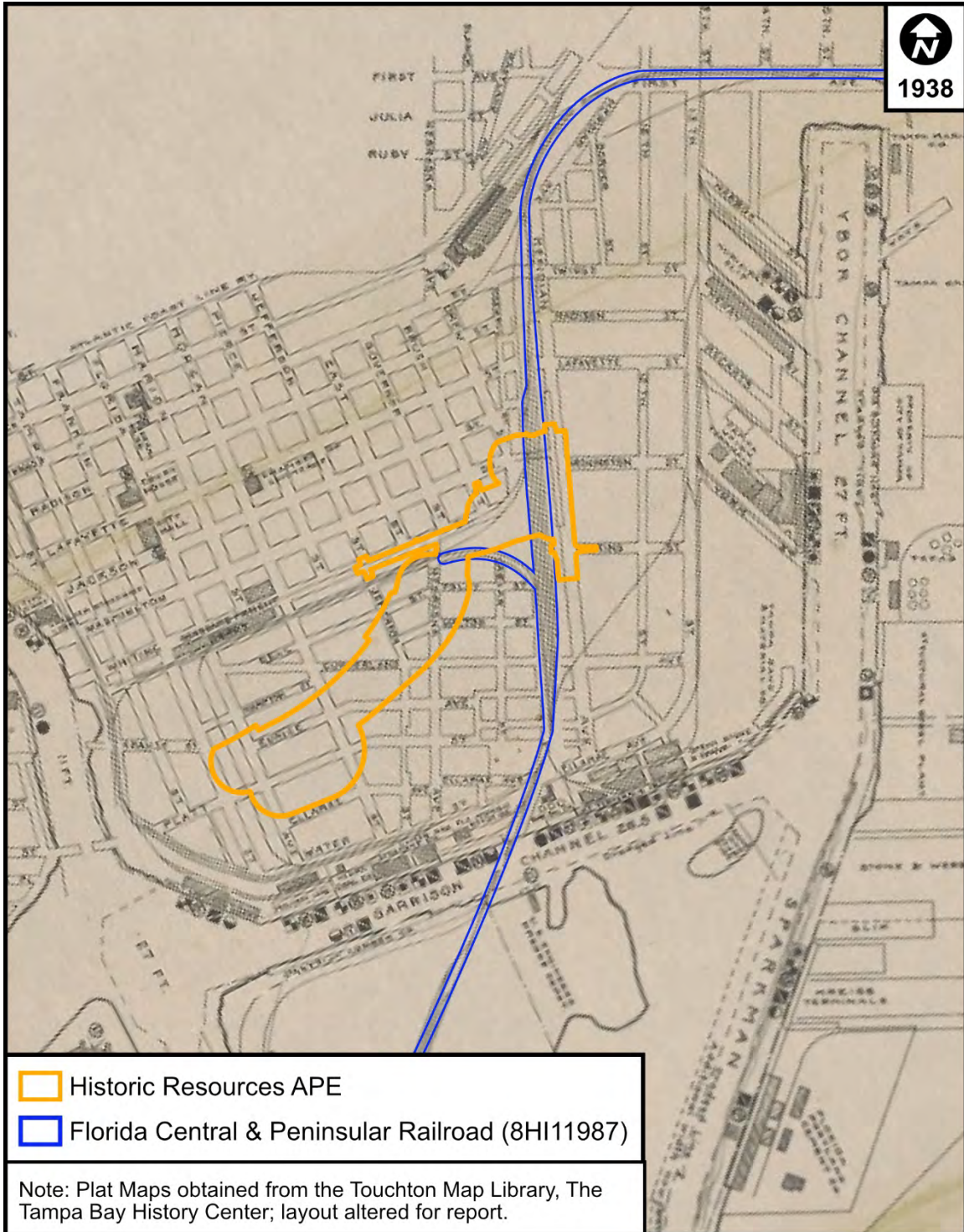


Figure 2: A 1938 map of downtown Tampa, with the Florida Central & Peninsular Railroad (8HI11987) visible in the middle of the map. At this time, the railroad was operated as part of the Seaboard Air Line Railroad system. (Obtained from The Touchton Map Library, The Tampa Bay History Center)

SITE NAME: Florida Central & Peninsular Railroad

Beginning in the 1980s, the portion of downtown Tampa surrounding the project area was subject to rapid redevelopment and the surrounding area is no longer largely industrial. Development east and south of the linear resource is mixed-use with large scale residential complexes interspersed with commercial properties, sport arenas, civic centers, park space, and office buildings. As a result, many of these spur rail lines are no longer extant and the portions of the Florida Central & Peninsular Railroad (8HI11987) south of the APE were removed aside from a few hundred feet south of the project area. The extant Florida Central & Peninsular Railroad (8HI11987) within the APE operates primarily as a CSX railyard and is the southern terminus of the CSX Railroad in downtown Tampa (Figure 3).



Figure 3: The Florida Central & Peninsular Railroad (8HI11987), c. 1890, seen from E Jackson Street, considered National Register-eligible, facing South

Several alterations and realignments to the historic linear resource, both within and outside of the historic resources APE, occurred beginning in the 1990s. The historic route north of the APE which entered downtown Tampa along First Avenue was realigned to connects to CSX rail lines to the north near Tampa Union Station. This realignment coincided with additions to the Selmon Expressway, and the former railroad line along First Avenue, now Adamo Drive, was removed. This realignment did not affect the resource within the historic resources APE. Between 2005 and 2006 several realignments and alterations were made to the historic railroad in the vicinity of the project area. During this time, the former elevated viaduct which crossed the railroad at Kennedy Boulevard was redesigned as an at-grade road crossing, which coincided with improvements and expansion of the Selmon Expressway access ramps nearby. The road crossing at Jackson Street was also redesigned

SITE NAME: Florida Central & Peninsular Railroad

during this time and expanded. Meridian Avenue, which runs north to south adjacent to the railroad, was also redesigned and expanded west into the railroad corridor and ROW. As a result of these changes to the surrounding road network, there were several alterations and realignments to the historic railroad. North of the APE, the railroad historically consisted of a single line of track and expanded to two lines at the Kennedy Boulevard viaduct. Following the redesign of the Kennedy Boulevard crossing in 2005, the railroad continued south as a single line where it expanded into two just north of the new Jackson Street crossing. The single line of track north of Kennedy Boulevard was also shifted further west due to the expansion of Meridian Avenue but remained within the historic railroad corridor.

Prior to 2005, the railroad within the project APE consisted of seven lines of track which branched out from the two lines of track to the north. As part of the expansion of Meridian Avenue, the three easternmost lines of track were removed between 2005 and 2006. Four lines were then added to the west section of the historic railroad corridor in the historic resources APE. Although some lines of track were removed or realigned, the work occurred fully within the historic railroad corridor and the addition of non-historic lines allowed for the continued use of the railyard. Following the completion of the improvements to the surrounding street network, the railroad in the vicinity of the historic resources APE consisted of eight lines of track which converge to one line located just north of Cumberland Avenue. This point marks the southernmost extant portion of the historic linear resource. The spur line travels northwest from this southern terminus and curves towards Whiting Street. This spur consists of two lines of rail, and historically connected to additional spur lines before traveling west through downtown Tampa to the Hillsborough River. Of the ten extant railroad lines in the vicinity of the historic resources APE, six are considered to retain their historic route and alignment.

Aside from the addition of four additional tracks of railroad after 2005, the segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE maintains its historic route and overall function. Alterations include the routine replacement and maintenance of tracks and ballast, as well as the non-historic addition of rail lines within the APE. However, this segment of rail historically served as a railyard and the southern terminus of the Florida Central & Peninsular Railroad (8HI11987) and later Seaboard Air Line Railroad in Tampa and continues to do so. Portions of the historic railroad south and east of the project APE were removed sometime after the CSX merger in 1980 as the surrounding community was redeveloped. The segment of rail within the current APE is one of many that comprise the overall CSX system.

A portion of the Florida Central & Peninsular Railroad (8HI11987) located northeast of the project area in northeast Hillsborough County was surveyed by Southeastern Archeological Research in 2012 as part of the *Technical Memorandum: Cultural Resource Overview Screening, CSX Transportation, Inc. Track Improvement Project, Zephyrhills Siding, Hillsborough County, Florida (MP S 814.6 to MP S 817.0)* (FMSF Manuscript No. 19669). The segment of the Florida Central & Peninsular Railroad (8HI11987) surveyed during the 2012 study was considered National Register-ineligible

SITE NAME: Florida Central & Peninsular Railroad

due to a loss of historic material. However, the segment of railroad was determined by the SHPO to retain sufficient historic integrity and determined eligible for listing in the National Register on February 13, 2013.

The linear resource has been altered including the removal of associated spur lines and tracks south and west of the historic resources APE beginning in the 1960s. Additional alterations include the routine replacement and maintenance of track material such as ballast, crossties, rails or tie plates for continued operation, and the addition of four non-historic lines of track. Despite these alterations, the historic railroad maintains its historic route and overall function and is representative of the Disston Era of Expansion and Consolidation, 1881-1903, as established in "Florida's Historic Railroad Resources Multiple Property Submission (MPS)" (Johnston and Mattick 2001). Furthermore, the Florida Central & Peninsular Railroad (8HI11987) was the second railroad line constructed in Tampa and has continued to operate as an active railroad since 1890, despite various mergers and name changes.

As defined in the MPS, National Register-eligibility for the Railroad Structures property type is restricted to structures "associated with important local historical events." Therefore, this segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation.

C. BIBLIOGRAPHY

Johnston, Sidney and Barbara Mattick

2001 *Florida's Historic Railroad Resources*. NRHP Multiple Property Submission. On file, Florida Division of Historical Resources, Tallahassee, Florida.

Kite-Powell, Rodney

2020 "Harbour Island: A Tampa Neighborhood's History." Tampa Magazine, May 2020. Accessed online at <https://tampamagazines.com/harbour-island-a-tampa-neighborhoods-history/>

Southeastern Archaeological Research

2012 *Technical Memorandum: Cultural Resource Overview Screening, CSX Transportation, Inc. Track Improvement Project, Zephyrhills Siding, Hillsborough County, Florida (MP S 814.6 to MP S 817.0)*. FMSF Manuscript No. 19669. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Tampa Bay Trains

n.d. "First Railroads in Tampa." Electronic document accessed online at <http://tampabaytrains.com/firstRailroadsInTampa.htm>

SITE NAME: Florida Central & Peninsular Railroad

The Tampa Bay History Center

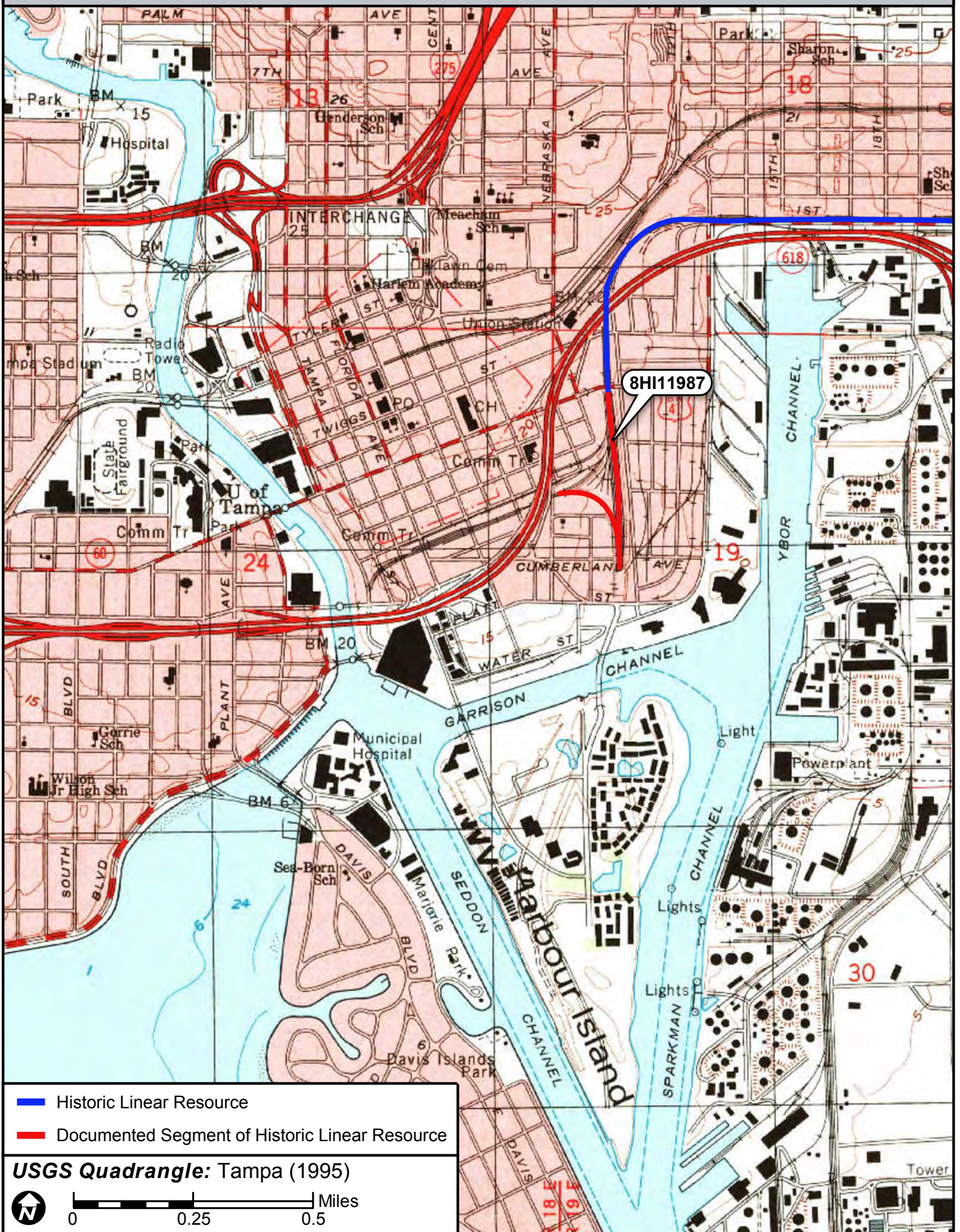
1938 "Port Facilities Tampa Fla. Copied from U.S. Engineers Plan by Tampa Chamber of Commerce Port Development Committee." 1994.006.009, Touchton Map Library. Accessed online at:
<http://luna.tampabayhistorycenter.org/luna/servlet/s/80q686>

Tampa Bay Regional Planning Council

1968 "Rail, Bus, and Other Carriers in the Tampa Bay Region." Report prepared by the Tampa Bay Regional Planning Council, November 1968. George W. Simons, Jr. Planning Collection, University of North Florida Digital Commons. Electronic document accessed online at <https://digitalcommons.unf.edu/simonsflorida/110/>









HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **HI15083**
Field Date 2-23-2021
Form Date 2-24-2021
Recorder # 1

Original
 Update

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 200 S Nebraska Avenue Multiple Listing (DHR only) _____
Survey Project Name CRAS of the THEA Whiting Street PD&E Study Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 200 Direction S Street Name Nebraska Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) E side of S Nebraska b/w E Walton St & E Finley St
USGS 7.5 Map Name TAMPA USGS Date 1981 Plat or Other Map _____
City / Town (within 3 miles) Tampa In City Limits? yes no unknown County Hillsborough
Township 29S Range 19E Section 19 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 198875-0000 Landgrant _____
Subdivision Name Finley and Caesar Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 357247 Northing 3092085
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1951 approximately year listed or earlier year listed or later
Original Use Auto repair/Gas station From (year): 1951 To (year): _____
Current Use Auto repair/Gas station From (year): _____ To (year): 2021
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature None observed
Additions: yes no unknown Date: 1-1-1955 Nature S addition, CB structure w/ gable roof
Architect (last name first): Unknown Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Aluminum 2. Block-concrete 3. _____
Roof Type(s) 1. Gable 2. _____ 3. Curved
Roof Material(s) 1. _____ 2. _____ 3. Sheet metal
Roof secondary strucs. (dormers etc.) 1. Flat extension 2. _____
Windows (types, materials, etc.)
Metal single-hung-sash four-over-two; metal jalousie

Distinguishing Architectural Features (exterior or interior ornaments)
Large flat roof canopy extension on W facade of quonset hut portion of structure, supported by round metal poles

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
No outbldgs observed; several shipping containers on parcel likely used for storage; metal chain link fence encloses parcel

DHR USE ONLY		OFFICIAL EVALUATION	DHR USE ONLY	
NR List Date _____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info		Date _____	Init. _____
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no		Date _____	
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)			

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. Concrete block 2. Metal skeleton 3. Slab
Structural System(s): 1. Concrete block 2. Metal skeleton 3. Slab
Foundation Type(s): 1. Slab 2.
Foundation Material(s): 1. Concrete, Generic 2.

Main Entrance (stylistic details)
Metal rolling garage door on W facade

Porch Descriptions (types, locations, roof types, etc.)
None observed

Condition (overall resource condition): [] excellent [x] good [] fair [] deteriorated [] ruinous

Narrative Description of Resource
Large industrial vernacular quonset hut structure with attached flat roof canopy on W facade and c 1955 gable roof CB-structure addition on S facade. The building is accessed via metal rolling garage door on W facade and windows likely original.

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- [x] FMSF record search (sites/surveys) [] library research [] building permits [] Sanborn maps
[] FL State Archives/photo collection [] city directory [] occupant/owner interview [] plat maps
[x] property appraiser / tax records [] newspaper files [] neighbor interview [] Public Lands Survey (DEP)
[x] cultural resource survey (CRAS) [] historic photos [] interior inspection [] HABS/HAER record search
[x] other methods (describe) Aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? [] yes [x] no [] insufficient information
Appears to meet the criteria for National Register listing as part of a district? [] yes [x] no [] insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
This Industrial Vernacular building exhibits a common style found in Central Florida, one addition on its S facade, a large fixed canopy on its W facade, and no known historic associations. Therefore, it is considered to be National Register-ineligible.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. 3. 5.
2. 4. 6.

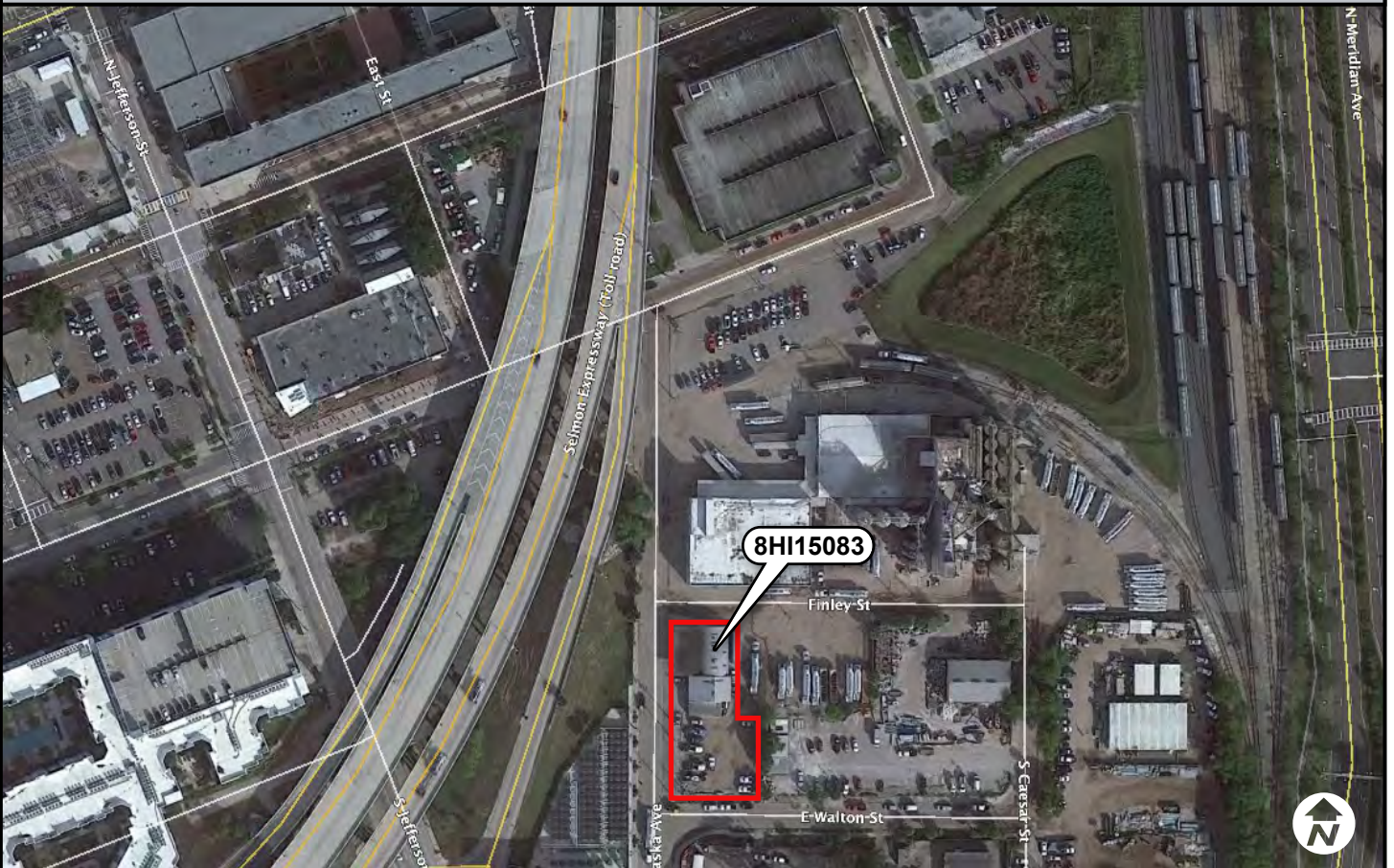
DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents
1) Document type Field notes Maintaining organization Janus Research
Document description File or accession #'s
2) Document type Field maps Maintaining organization Janus Research
Document description File or accession #'s

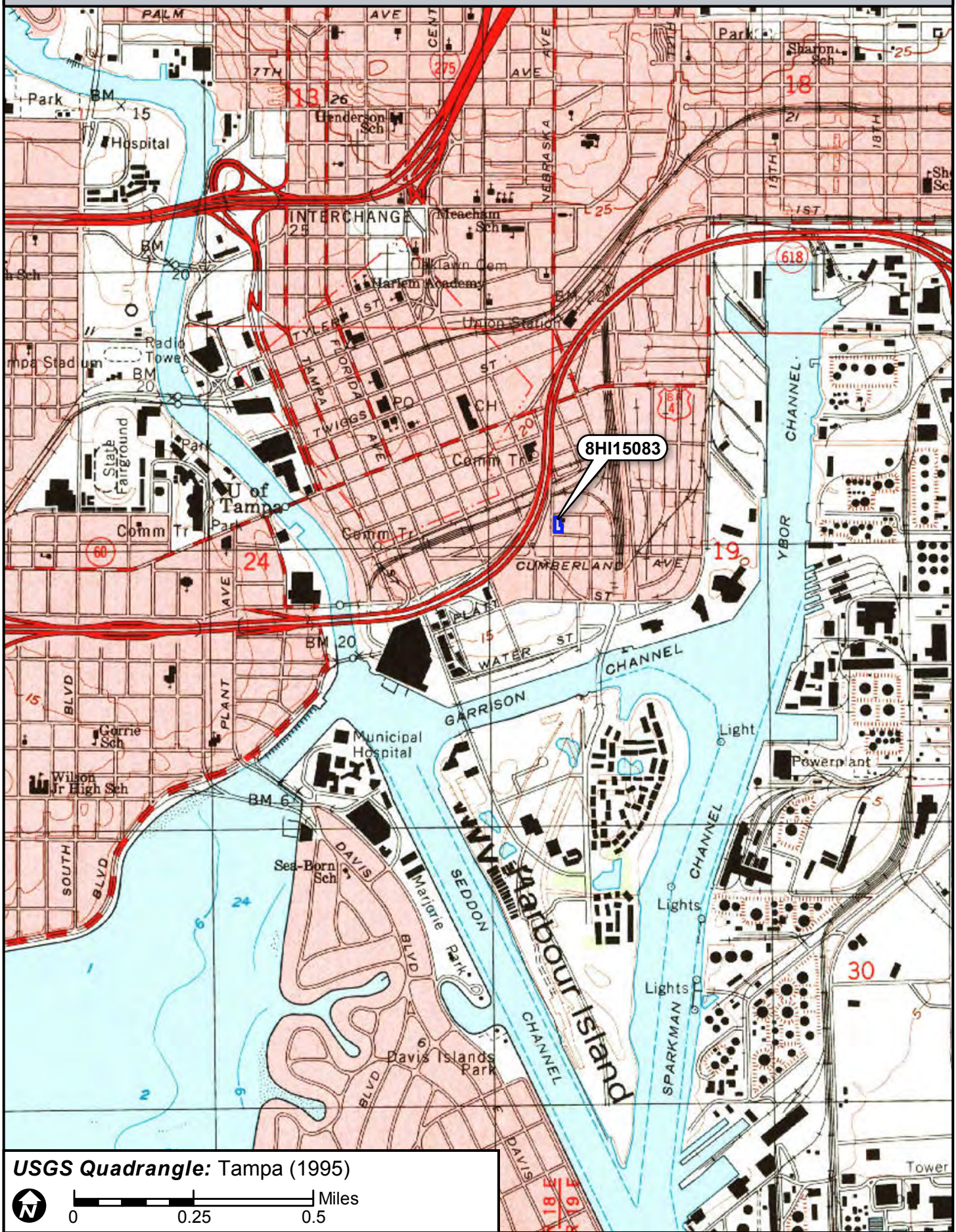
RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
(address / phone / fax / e-mail)

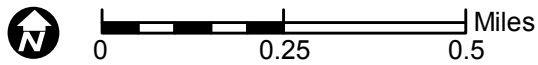
Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.







USGS Quadrangle: Tampa (1995)





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **HI15084**
Field Date 2-23-2021
Form Date 2-24-2021
Recorder # 2

Original
 Update

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Ardent Mills Multiple Listing (DHR only) _____
Survey Project Name CRAS of the THEA Whiting Street PD&E Study Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 110 Direction S Street Name Nebraska Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) E side of S Nebraska N of E Finley Street
USGS 7.5 Map Name TAMPA USGS Date 1981 Plat or Other Map _____
City / Town (within 3 miles) Tampa In City Limits? yes no unknown County Hillsborough
Township 29S Range 19E Section 19 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 190328-0000 Landgrant _____
Subdivision Name Finley and Caesar Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 3572166 Northing 30921140
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1946 approximately year listed or earlier year listed or later
Original Use Mill From (year): 1946 To (year): _____
Current Use Mill From (year): _____ To (year): 2021
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: 1-1-1990 Nature Replaced windows/doors
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): Unknown Builder (last name first): Unknown
Ownership History (especially original owner, dates, profession, etc.)

Is the Resource Affected by a Local Preservation Ordinance? yes no unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Irregular Number of Stories 2
Exterior Fabric(s) 1. Aluminum 2. Block-concrete 3. _____
Roof Type(s) 1. Flat 2. Gable 3. _____
Roof Material(s) 1. Built-up 2. Sheet metal:corrugated 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
Metal single-hung-sash one-over-one; metal sliding one-light

Distinguishing Architectural Features (exterior or interior ornaments)
Stepped parapet on N facade of structure w/ signboard; roof projections house pieces of machinery; located S of historic rail spur

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
1 large building on E of parcel includes 2-story portion w/ loading dock, 5-story portion w/ grain elevators, metal silos and storage tanks connected

DHR USE ONLY		OFFICIAL EVALUATION		DHR USE ONLY	
NR List Date _____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info	Date _____	Init. _____		
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____			
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)				

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
 Structural System(s): 1. Concrete block 2. _____ 3. _____
 Foundation Type(s): 1. Slab 2. _____
 Foundation Material(s): 1. Concrete, Generic 2. _____

Main Entrance (stylistic details)
 Metal rolling garage doors on N facade of main bldg and W facade of ancillary bldg; various metal panel doors observed

Porch Descriptions (types, locations, roof types, etc.)
 None observed; exterior metal staircases observed on both buildings; gable metal shed roof overhang shelters garage doors and loading docks

Condition (overall resource condition): excellent good fair deteriorated ruinous

Narrative Description of Resource
 See continuation sheet.

Archaeological Remains _____ Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

- FMSF record search (sites/surveys) library research building permits Sanborn maps
- FL State Archives/photo collection city directory occupant/owner interview plat maps
- property appraiser / tax records newspaper files neighbor interview Public Lands Survey (DEP)
- cultural resource survey (CRAS) historic photos interior inspection HABS/HAER record search
- other methods (describe) Aerial photography

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? yes no insufficient information
 Appears to meet the criteria for National Register listing as part of a district? yes no insufficient information

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
 See continuation sheet.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
 1. Industry 3. _____ 5. _____
 2. Local 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus Research
 Recorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com
 (address / phone / fax / e-mail)

Required Attachments	<ul style="list-style-type: none"> 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED 2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites) 3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE <p>When submitting an image, it must be included in digital <u>AND</u> hard copy format (plain paper grayscale acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.</p>
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SITE NAME: Ardent Mills

A. NARRATIVE DESCRIPTION OF SITE

Ardent Mills (8HI15084) is a circa 1946 Industrial Vernacular style structure located at 110 S Nebraska in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) United States Geological Survey (USGS) quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 1). The structure is an operating grain mill is comprised of two components: a western two-story rectangular building and an eastern building with an irregular plan ranging from two to five stories. The western two-story building is a concrete block structure with a flat roof, featuring a loading dock on the north façade with metal garage rolling doors beneath a metal shed roof (Figure 2). A rectangular roof projection at the west end of the building house machinery for loading trucks as well as a weigh station and a stepped parapet along the north façade features a signboard.



Figure 1: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, considered National Register-eligible, facing South

SITE NAME: Ardent Mills



Figure 2: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, considered National Register-eligible, facing Southeast



Figure 3: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, considered National Register-eligible, facing East

SITE NAME: Ardent Mills

The eastern building is also a concrete block structure and includes a two-story section with loading docks on its west façade which are accessed via metal garage rolling doors. This is attached to a five-story section which houses grain elevators and machinery associated with the mill operations (Figure 3). Rows of silos and storage tanks are located west and south of the building, the majority of which were added circa 1970. The eastern building features multiple roof types including metal gable, metal shed, and flat roofs of built up material. A stepped parapet with a signboard is located on the west façade above the loading docks. Observed windows throughout the mill property include metal single-hung-sash one-over-one and metal sliding one-light, many of which appear to have been replaced circa 1990.

The mill is located west of the Florida Central & Peninsular Railroad (8HI11987), which has operated as part of the CSX Railroad system since 1980. This segment of rail was part of a downtown Tampa railyard and serviced the surrounding eastern portion of downtown Tampa which was historically industrial. A single track from this line, which runs from the north parcel boundary to south of Cumberland Avenue, was used by the mill for switching trains carrying wheat and product. The section of this track south of Cumberland Avenue was leased by Ardent Mills from the THEA until November 2020, when the rights to the railroad south of the parcel were terminated as part of a deal which includes the sale of the mill property (Danielson 2018). As a result of this sale, the track immediately near the parcel is still used by the mill for storage, but no longer continues south past the parcel.

B. DISCUSSION OF SIGNIFICANCE

A mill has operated at this address since circa 1939, when Dixie Lily Milling Company was founded by Cecil M. Webb. The company produced and packaged corn meal, grits, flour rice, dried beans, dried peas, and boxed baking mixes (The Orlando Evening Star 1957). In July of 1945, a fire destroyed the warehouse which housed the Dixie Lily Milling Company and Webb Syrup Company, leading to the construction of the current warehouse and mill (The Tampa Tribune 1945). A 1956 photograph depicts the mill that was constructed on site in 1946 (Figure 4).

The Dixie Lily Milling Company resumed operations following the construction of the new mill and expanded in 1970 to begin producing milled flour, becoming the first flour mill in Tampa (The Tampa Tribune 1970). The company merged with ConAgra in 1969, the current owner of the mill (Pensacola New Journal 1970). ConAgra, founded in Nebraska in 1919 as Nebraska Consolidated Mills Company, is North America's largest foodservice manufacturer and operates several different divisions and brands (Omaha World-Herald 2015).

SITE NAME: Ardent Mills

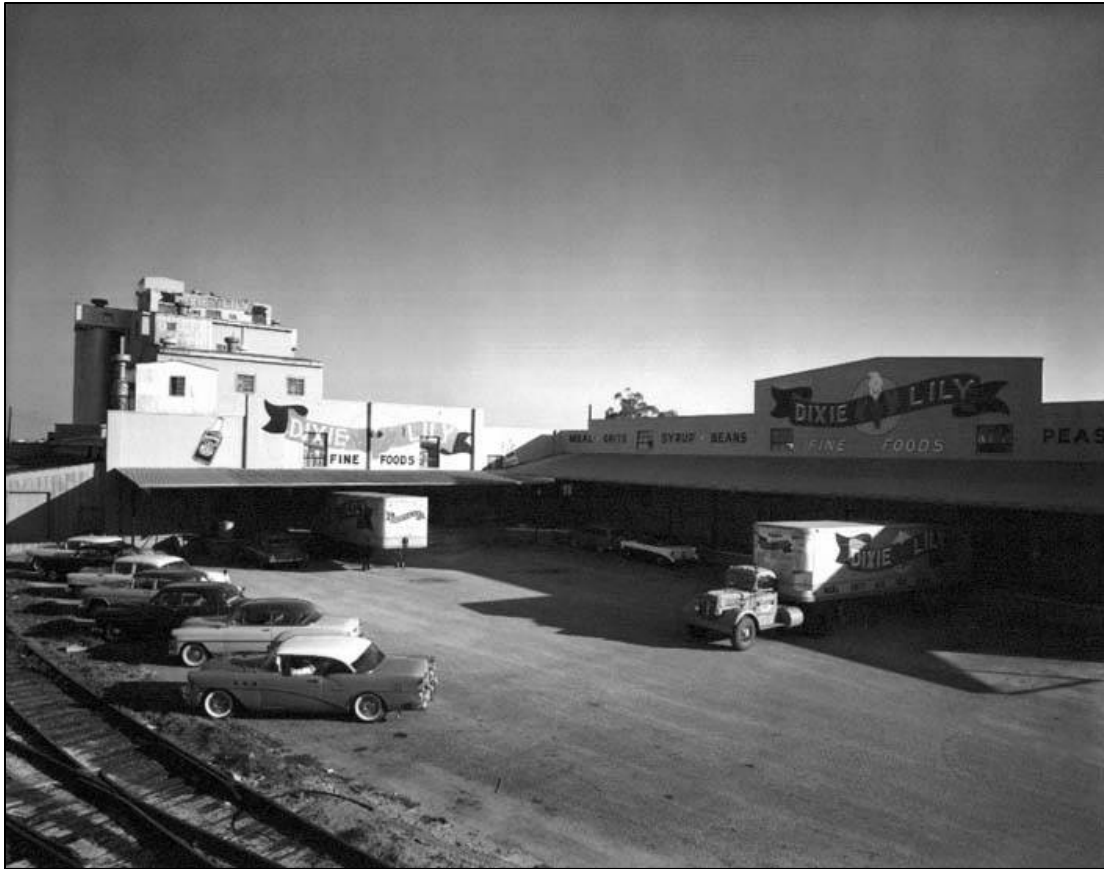


Figure 4: A 1956 photograph of Ardent Mills (8HI15084), formerly known as the Dixie Lily Milling Company, located at 110 S Nebraska Avenue (Courtesy, Tampa-Hillsborough County Public Library System)

Although it has undergone alterations that have occurred over the life of the building and features non-historic alterations including replaced exterior material and windows, the building retains its historic design and possesses historic integrity as a mill has been operated at this location since 1939. Furthermore, the building possesses associations with a historic industrial company in Tampa, and greater Florida. The building is also associated with the industrial history of Tampa and is one of the few extant physical examples of the former industrial core of downtown. Development of the nearby Selmon Expressway to the west and mixed-use developments to the east have resulted in the removal of many industrial and warehouse buildings (Figure 5). Therefore, Ardent Mills (8HI15084) is considered National Register-eligible under Criterion A in the areas of Industry and Local History.

SITE NAME: Ardent Mills



Figure 5: A 1957 historic aerial photograph and 2020 aerial photograph show the changes to the downtown area near Ardent Mills (8HI15084). The former industrial area was redeveloped to include residential, commercial, and mixed-use properties.

SITE NAME: Ardent Mills

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Danielson, Richard

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Omaha World-Herald

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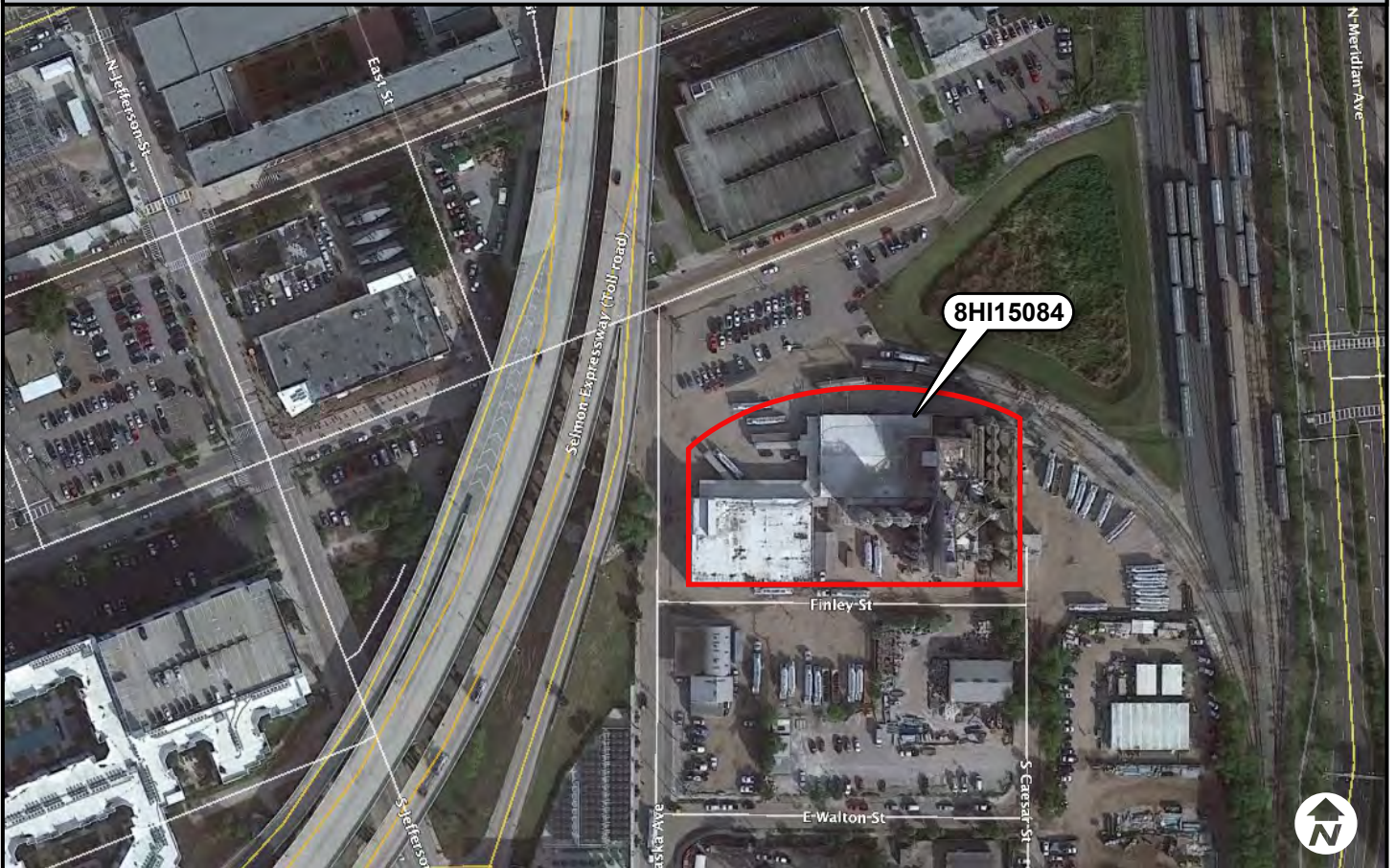
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PHOTOGRAPH

8HI15084

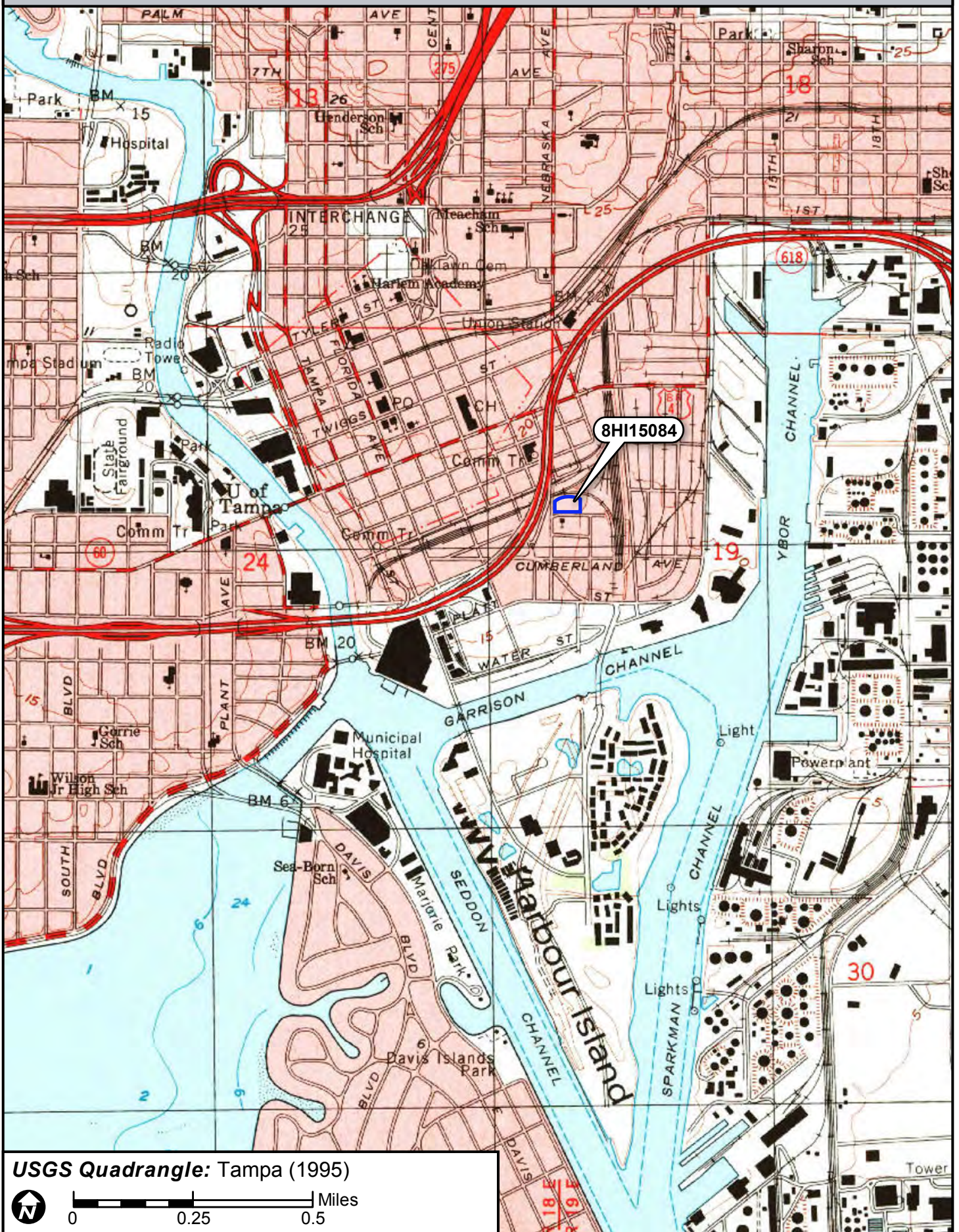


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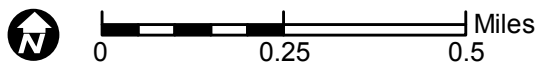






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USGS Quadrangle: Tampa (1995)



Appendix C

Survey Log

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

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

Manuscript Information

Survey Project (name and project phase)

CRAS of the THEA Whiting Street PD&E Study

Report Title (exactly as on title page)

SELMON EXPRESSWAY, WHITING STREET PROJECT PD&E STUDY, CULTURAL RESOURCE ASSESSMENT SURVEY

Report Authors (as on title page)

1. Janus Research

3. _____

2. _____

4. _____

Publication Year 2021

Number of Pages in Report (do not include site forms) 114

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

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

Supervisors of Fieldwork (even if same as author) Names Kate Hoffman, Amy Streelman

Affiliation of Fieldworkers: Organization Janus Research City Tampa

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

1. THEA

3. Fort Brooke

5. Extension

7. Rail

2. Whiting

4. Widening

6. Ardent Mills

8. Perry

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

Name Tampa Hillsborough Expressway Authority Organization _____

Address/Phone/E-mail 1104 East Twiggs Street, Tampa, Florida 33602

Recorder of Log Sheet Janus Research

Date Log Sheet Completed 8-2-2021

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

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)

1. Hillsborough

3. _____

5. _____

2. _____

4. _____

6. _____

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

1. Name TAMPA

Year 1969

4. Name _____

Year _____

2. Name _____

Year _____

5. Name _____

Year _____

3. Name _____

Year _____

6. Name _____

Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 2-23-2021 End 7-16-2021 Total Area Surveyed (fill in one) _____ hectares 33.44 acres

Number of Distinct Tracts or Areas Surveyed 1

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

Research and Field Methods

Types of Survey (select all that apply): [X]archaeological [X]architectural []historical/archival []underwater
[]damage assessment []monitoring report []other(describe): _____

Scope/Intensity/Procedures

Visual inspection of hist resources APE. Desktop analysis, pedestrian survey, & subsurface testing of arch APE. Subsurface testing limited by hardscape/underground utilities. 8 shovel tests excavated where feasible(all positive for cult material).

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

[]Florida Archives (Gray Building) []library research- local public [X]local property or tax records [X]other historic maps []LIDAR
[]Florida Photo Archives (Gray Building) []library-special collection [X]newspaper files [X]soils maps or data []other remote sensing
[X]Site File property search []Public Lands Survey (maps at DEP) [X]literature search []windshield survey
[X]Site File survey search [X]local informant(s) [X]Sanborn Insurance maps [X]aerial photography
[X]other (describe): Janus Library

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

[]Check here if NO archaeological methods were used.
[]surface collection, controlled []shovel test-other screen size []block excavation (at least 2x2 m) []metal detector
[]surface collection, uncontrolled []water screen []soil resistivity []other remote sensing
[X]shovel test-1/4" screen []posthole tests []magnetometer [X]pedestrian survey
[]shovel test-1/8" screen []auger tests []side scan sonar []unknown
[]shovel test 1/16" screen []coring []ground penetrating radar (GPR)
[]shovel test-unscreened []test excavation (at least 1x2 m) []LIDAR
[X]other (describe): Desktop analysis

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

[]Check here if NO historical/architectural methods were used.
[]building permits []demolition permits []neighbor interview []subdivision maps
[]commercial permits []windshield survey []occupant interview []tax records
[]interior documentation [X]local property records []occupation permits []unknown
[X]other (describe): Visual inspection of APE

Survey Results

Resource Significance Evaluated? [X]Yes []No

Count of Previously Recorded Resources 3 Count of Newly Recorded Resources 2

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

HI537, HI685, HI11987

List Newly Recorded Site ID#s (attach additional pages if necessary)

HI15083, HI15084

Site Forms Used: []Site File Paper Forms [X]Site File PDF Forms

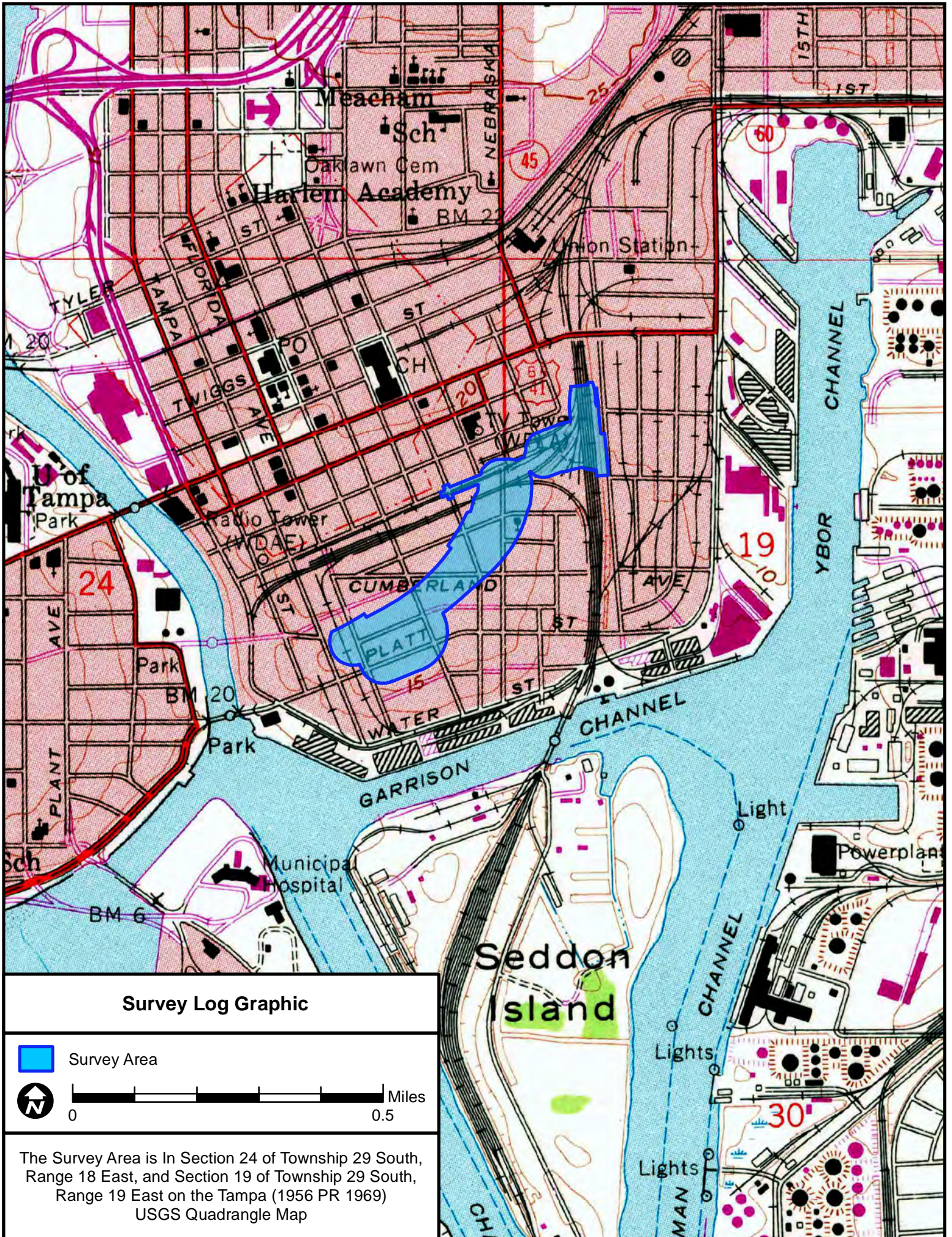
REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY


SHPO USE ONLY

SHPO USE ONLY

Origin of Report: []872 []Public Lands []UW []1A32 # _____ []Academic []Contract []Avocational
[]Grant Project # _____ []Compliance Review: CRAT # _____
Type of Document: []Archaeological Survey []Historical/Architectural Survey []Marine Survey []Cell Tower CRAS []Monitoring Report
[]Overview []Excavation Report []Multi-Site Excavation Report []Structure Detailed Report []Library, Hist. or Archival Doc
[]Desktop Analysis []MPS []MRA []TG []Other: _____
Document Destination: Plottable Projects Plotability: _____



Survey Log Graphic

 Survey Area

 0 0.5 Miles

The Survey Area is In Section 24 of Township 29 South,
 Range 18 East, and Section 19 of Township 29 South,
 Range 19 East on the Tampa (1956 PR 1969)
 USGS Quadrangle Map