

TAMPA INTERSTATE STUDY HISTORIC MITIGATION PROJECT AND INTERSTATE TRUST FUND LOAN AND GRANT PROGRAM



Mobile Workshop for the 36th Annual Statewide Presentation Conference Florida Trust for Historic Preservation

Partners: Federal Highway Administration
National Park Service
Advisory Council on Historic Preservation
Florida Department of Transportation
City of Tampa
Tampa Preservation Inc.
Ybor City Museum Society

May 2014



TAMPA HEIGHTS HISTORIC DISTRICT - Mobile Workshop

Tampa Heights Relocated Historic Buildings

1. 603 E. Amelia Ave.
2. 505 E. Amelia Ave.
3. 110 W. Amelia St.
4. 210 E. Gladys St.
5. 2904 N. Jefferson St.
6. 410 E. Robles St.
7. 2907 N. Jefferson St.
8. 2915 N. Jefferson St.

Trust Fund - Loans

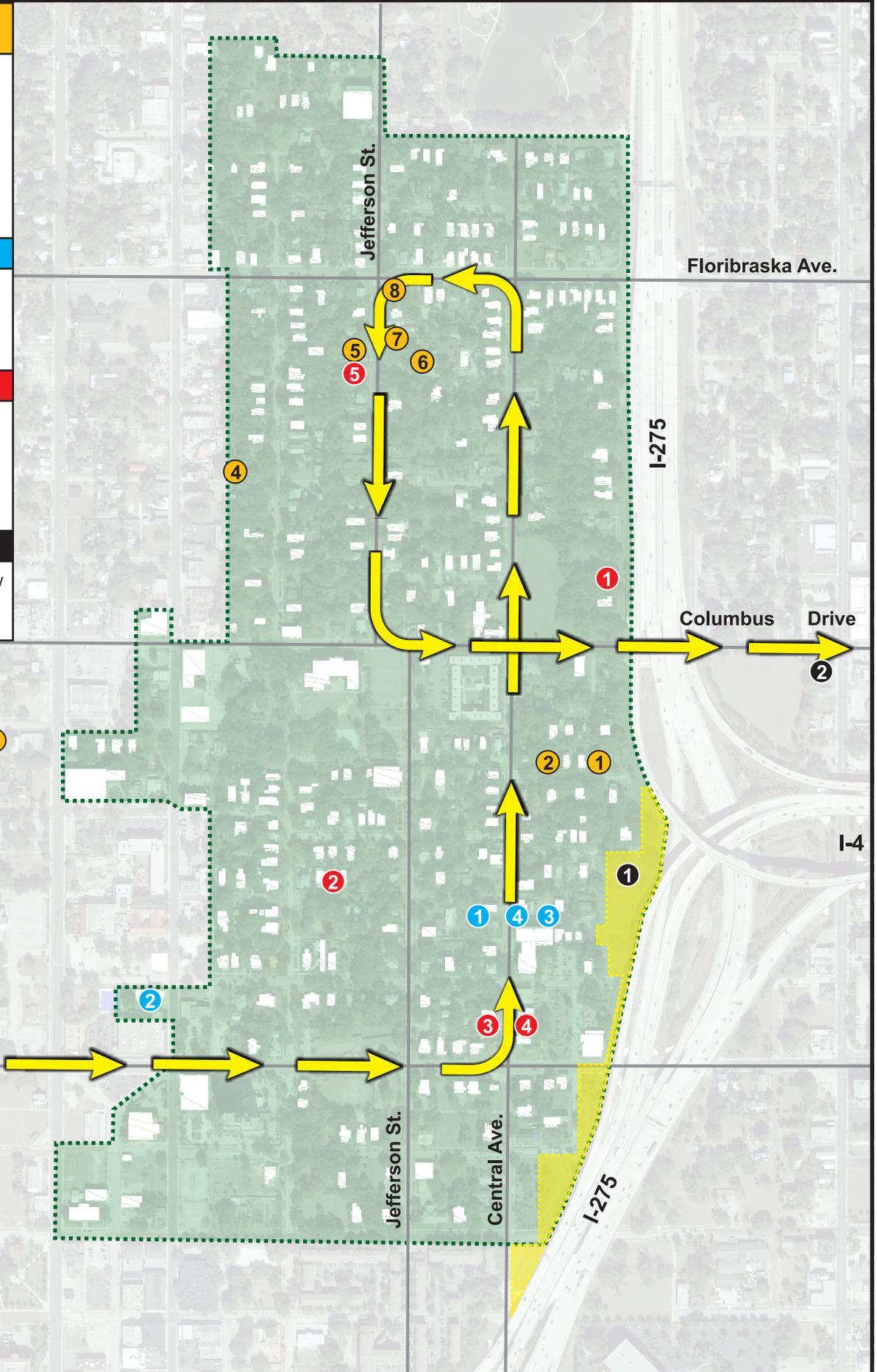
1. 2104 N. Central Ave.
2. 1910 N. Florida Ave.
3. 506 E. Park Ave.
4. 2201 N. Central Ave.

Trust Fund - Grants

1. 2818 Elmore Ave. N.
2. 306 E. Park Ave.
3. 2008 N. Central Ave.
4. 2007 N. Central Ave.
5. 2818 N. Jefferson St.

Other Points of Interest

1. Tampa Heights Greenway
2. George Washington Bus Shelter





GEORGE WASHINGTON JUNIOR HIGH SCHOOL

The George Washington Junior High School was formerly located on this site. Along with the local Woodson Wilson Junior High School, located in the Hyde Park neighborhood, the George Washington Junior High School was among the first junior high schools constructed in the United States.



As early as 1903, Tampa began constructing brick schools that depicted a variety of regional architectural styles. By 1915, masonry construction replaced the masonry of wood frame construction as evidenced in the nearly 30 acre site located in the George Washington Junior High School was designed by D. E. Hays and Frank Isbell as a symmetrical, three-story, 41-room structure that exhibited an "H-shaped" plan consisting of a principal large central building (with three central classroom wings, the traditional two-story brick building) and other slightly projecting middle section featuring large brick piers at either end. Mediterranean Revival ornamentation evident in the George Washington Junior High School included Mission-style parapets adorned with "Star of David" medallions, arched windows with contrasting yellow brickwork, barrel tile-covered window hoods with brackets, hexagonal wood-frame cupolas with arched vents, and brickwork pendants.

The impetus for the construction of the George Washington Junior High School occurred when Tampa was transitioning from a rural agricultural community to a booming city with an industrial economy. Henry B. Plant and other prominent landowners established new business interests that were crucial to area development and resulted in an influx of workers and their families in Tampa. One industry was cigar manufacturing. This industry brought a rich cultural mix of people to the City and West Tampa who held a deep understanding and value of public education. River whose families had settled in the Hillsborough River valley in Washington Junior High School primarily served the children west of the Hillsborough River. The years spent at the school prepared students for the development of Tampa Heights and Seminole Heights, now listed in the National Register of Historic Places. The years spent at the school prepared students for their transition into the new Hillsborough County High School. The importance placed on education corresponded with a dramatic increase in the construction of quality schools.

Tampa Bay developed into a metropolitan center area that had to accommodate nearly 2.3 million citizens in the years of the millennium. The Tampa Interstate Study project resulted in the expansion of Interstate 4 and Interstate 75, the principal transportation arteries that service the Tampa Bay area. Unfortunately, the original location of Interstate 4, completed in 1964, and Interstate 75, completed in 1968, precluded improvements to the roadway without impacting the school. Restoration and rehabilitation were considered but deemed unfeasible due to the unavailability of vacant property and prohibitive moving and rehabilitation costs. In 2001, the George Washington Junior High School was documented following the National Park Service's Historic American Building Survey standards as designated by a Memorandum of Agreement signed between the Federal Highway Administration, Florida State Historic Preservation Office, and the Advisory Council on Historic Preservation. A major salvage effort was undertaken prior to demolition to recover any of the school's usable and distinctive architectural features. The school's historic pine floors were salvaged and used to replace floors at 15 sister schools. Woodson Wilson Junior High School. Additionally, salvaged bricks and a cupola have been utilized in the creation of this shelter. Roof brackets, windows, and other cupola were also removed and will be utilized in historic preservation projects in the City Historic District. The building was then demolished in 2004.

This marker commemorates the historic George Washington Junior High School, a representation of Tampa's earliest decades of growth and an exemplary educational building that exhibited the Mediterranean Revival architectural style, which stood at this site from 1915 to 2004.




Bus shelter built from salvaged materials

Bus riders and the surrounding community have a new shelter and a clean, safe and attractive site thanks to partnering efforts of the Florida Department of Transportation and HART. The George Washington Junior High School, after closing in 1979, was demolished in late 2004. The Department of Transportation salvaged many historic elements including the flooring, brick, cupolas, wooden banisters, doors and windows. These historic elements of the building were donated to the Hillsborough County School Board, HART and the City of Tampa to aid in other historic rehabilitation projects. In addition, to commemorate the history of one of the first Junior High Schools in the state, the Department of Transportation designed and constructed a bus shelter using the historic brick and cupola from the original school. The site planning and concept were coordinated with HART early in the process to ensure that bus pullout and ADA standards could be met while strategically locating the shelter outside of the future interstate interchange. Once the shelter was constructed on State property, the shelter was given to HART to operate and maintain. HART constructed the bus pull out and poured new sidewalks in front of the shelter that tied back into the existing sidewalks. The end result was an attractive bus shelter and site area that enhanced the neighborhood while having utility.

This unique design that used salvaged materials not only reflects the architectural details of the original school but it also fits the scale of the mixed-use area. The shelter serves a highly traveled route that runs along Columbus Drive and is surrounded by businesses that front onto Nebraska Avenue, historic buildings, both single and two-story and new infill housing. Once the site was secured and construction started, two adjacent properties showed significant improvements. The historic two-story house underwent extensive rehabilitation and the owner of one of the vacant lots built a new home across from the shelter.

The original concepts were modified slightly to ensure that architectural style could be maintained and the bus patrons would remain dry without adding a plexi-glass material to the structure. In addition to keeping the patron dry, the design needed to be safe as well as attractive. A solar panel light as well as a black metal trellis with Bougainvillea has been added to the back of the shelter for utility and safety. Keeping the area well lit and minimizing areas that people could hide in or sleep in was challenging while maintaining the architectural style.

A historic marker was developed and attached to the side of the bus shelter that describes the history of the site, the George Washington Junior High School and its significance to the community. This special feature serves to educate the public of our history and commemorate a significant lost resource.



Salvaged wood floors reinstalled in sister school still in use



"It's a lesson you can teach children in our throwaway society. We'll get another 100 years out of these floors."

PAULA MECKLEY
Wilson PTA member

WILSON FLOORS

Continued from Page 1

Wilson's PTA Foundation is raising \$10,000. The school will contribute \$3,000. Woodford said, and the school district is paying the rest.

"This is material that shouldn't be thrown into a landfill," Meckley said. "It's a lesson you can teach children in our throwaway society."

"We'll get another 100 years out of these floors."

Reporter Bucky Richards can be reached at (813) 835-2106.

Marty Sanchez cuts a board with a miter saw to prep.

Woodford said she spent much of her summer working on the Wilson Middle School's principal "couldn't imagine asking anyone to do what I was asking to do."

So Stephanie Woodford was among the volunteers recently at a warehouse doing a dirty job that offers a history lesson in recycling.

They cut and scraped clean the floors and tramped the floors of grooves and tongue in grooves that once were the floors of George Washington Junior High School on East Columbus Drive.

The wood, which must be sanded and coated with polyurethane, will be installed on Wilson's third floor during summer break. Wood-



Marty Sanchez cuts a board with a miter saw to prep.



A Floor Once More





A buffer area was designed as the Tampa Heights Greenway to mitigate the dead zones created by the original interstate construction.



Planted by
FDOT Secretary, Donald Skelton
In celebration of
Tampa Heights Community Garden
Grand Opening
August 27, 2011



TAMPA HEIGHTS - GREENWAY TRAIL
TRAIL CONCEPT LOCATION & LANDSCAPE PLAN

Kissinger Campo Engineers, Inc. D R A F T



Before



After





Before



After

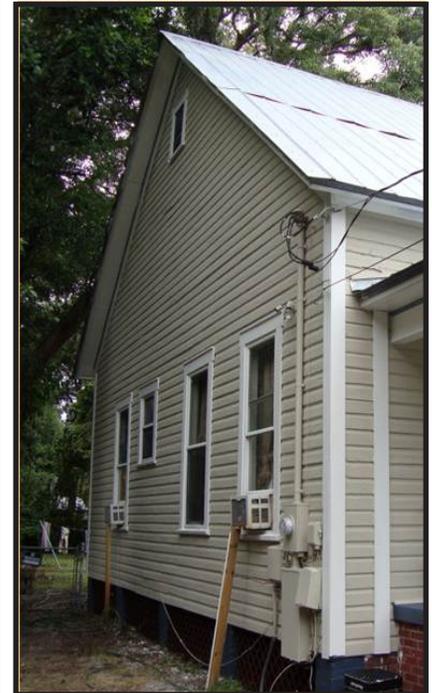




Before



After





Before



After





Before



After





Before



After





Before



After





Before



After





Before



After



Ybor City Relocation and Private Rehabilitation

- 1&2. 915 E. Columbus Dr.
- 3&4. 1001 E. Columbus Dr.
- 5&6. 1018 E. Columbus Dr.
- 7. 2506 N. 12th St.
- 8. 1601 E. 15th Ave.
- 9. 2609 N. 17th St.
- 10. 1712 E. 15th Ave
- 11. 1714 E. 15th Ave.
- 12. 1807 E. Columbus Dr.
- 13. 2707 N. 19th St.
- 14. 2709 N. 19th St.
- 15. 2001 N. 19th St.
- 16. 2003 N. 19th St.
- 17. 2504 E. 10th Ave.
- 18. 2502 E. 10th Ave.
- 19. 2402 11th Ave.
- 20. 2314 E. 12th Ave.
- 21. 2308 E. 12th Ave.

Relocation and DOT Rehabilitation

- 1. 1702 E. 15th Ave.
- 2. 1704 E. 15th Ave
- 3. 1706 E. 15th Ave.
- 4. 1720 E. 15th Ave.
- 5. 1818 E. 15th Ave.
- 6. 1818 E. Columbus Dr.
- 7. 2701 N. 19th St
- 8. 2703 N. 19th St.
- 9. 2705 N. 19th St.
- 10. 1906 E. 15th Ave.
- 11. 1912 E. 15th Ave.
- 12. 1914 E. 15th Ave.
- 13. 1916 E. 15th Ave.
- 14. 1918 E. 15th Ave.
- 15. 1920 E. 15th Ave.
- 16. 1917 E. Columbus Dr.
- 17. 1915 E. Columbus Dr.
- 18. 1913 E. Columbus Dr.
- 19. 1911 E. Columbus Dr.
- 20. 1909 E. Columbus Dr.
- 21. 1907 E. Columbus Dr.
- 22. 1905 E. Columbus Dr.
- 23. 1901 E. Columbus Dr.
- 24. 2609 N. 19th St
- 25. 2607 N. 19th St.
- 26. 1820 E. 9th Ave.
- 27. 1909 N. 19th St.
- 28. 1907 N. 19th St.
- 29. 1903 N. 19th St.
- 30. 1901 N. 19th St.
- 31. 2551 E. 11th Ave.
- 32. 2553 E. 11th Ave.
- 33. 1301 E. Columbus Dr.

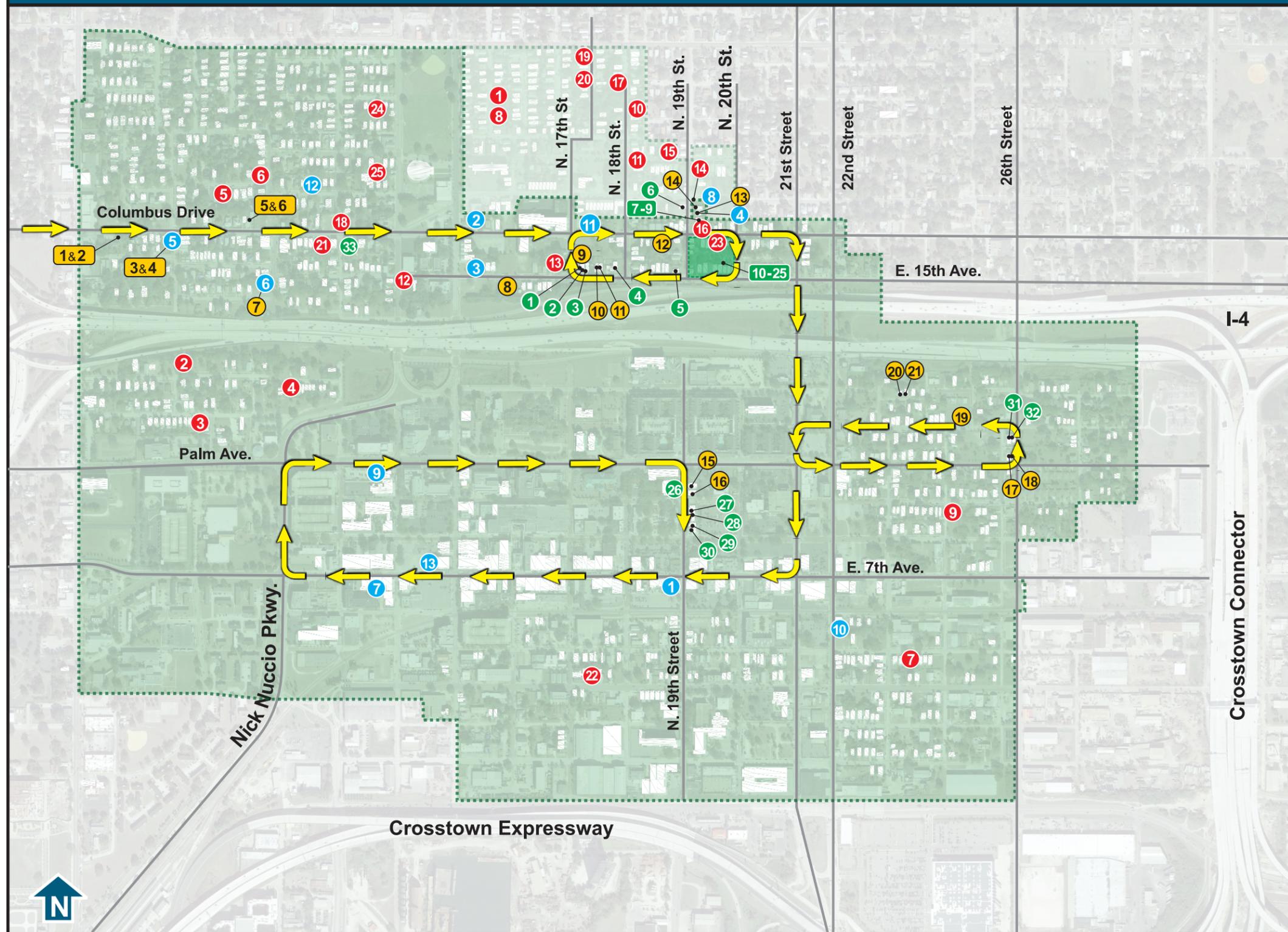
Trust Fund - Loans

- 1. 1829-33 E. 7th Ave.
- 2. 1506 E. Columbus Ave.
- 3. 2605 N. 15th St./ 1502 E. 15th Ave.
- 4. 2707 N. 19th St.
- 5. 1001 E. Columbus Dr./ 2603 N. 10th St.
- 6. 2506 N. 12th St.
- 7. 1315 East 7th Ave.
- 8. 2010 Avenida Republica de Cuba
- 9. 2709 N. 19th St.
- 10. 1607 - 1609 22nd St.
- 11. 1708 E. Columbus Dr.
- 12. 1023 E. 17th Ave.
- 13. 1430 E. 7th Ave.

Trust Fund - Grants

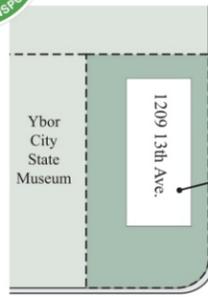
- 1. 2912 N. 16th St.
- 2. 920 E. 12th Ave.
- 3. 937 11th Ave.
- 4. 1203 E. 12th Ave.
- 5. 1207 E. 17th Ave.
- 6. 1219 E. 17th Ave.
- 7. 2313 E. 5th Ave.
- 8. 2910 N. 16th Ave.
- 9. 2317 E. 9th Ave.
- 10. 2913 N. 18th St.
- 11. 1801 N. 18th Ave.
- 12. 2512 N. Ave. Republica de Cuba
- 13. 1618 E. 15th Ave.
- 14. 2905 N. 18th St.
- 15. 1803 E. 18th Ave.
- 16. 1812 E. 17th Ave.
- 17. 2910 N. 18th St.
- 18. 1212 E. Columbus Dr.
- 19. 2921 N. 17th St.
- 20. 2912 N. 17th St.
- 21. 1207 E. Columbus Dr.
- 22. 1706 E. 4th Ave.
- 23. 1915 E. Columbus Dr.
- 24. 1309 E. 20th Ave.
- 25. 1314. E. 17th Ave.

YBOR CITY HISTORIC DISTRICT - Mobile Workshop





I-4 - Casitas Plan / Ybor Museum



Museum Gift Shop

9th Avenue



Before



8th Avenue



Local retailers significant to the area's history

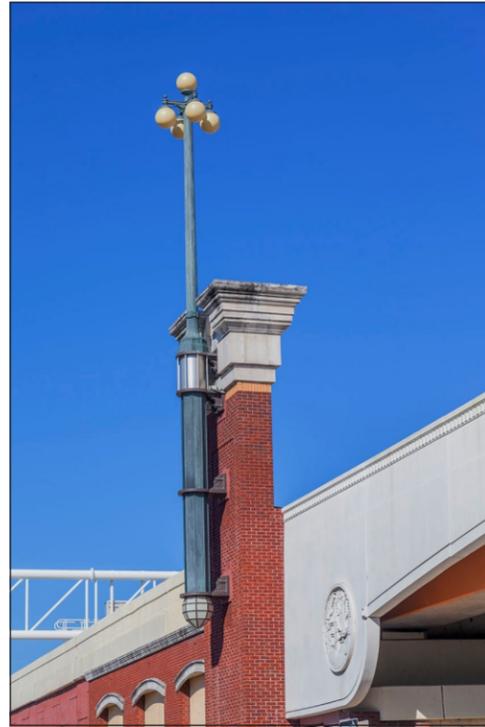


TAMPA INTERSTATE STUDY



South of I-4 in the commercial district, five buildings were relocated near the Ybor City State Museum. The adaptive use "Las Casitas" project resulted in a new Museum Gift Shop and four retail shops that generate revenue for Museum programs through leases to local businesses and artists. Because of the success of the project, the Museum's Master Site Plan includes the relocation of additional buildings to an adjacent block.

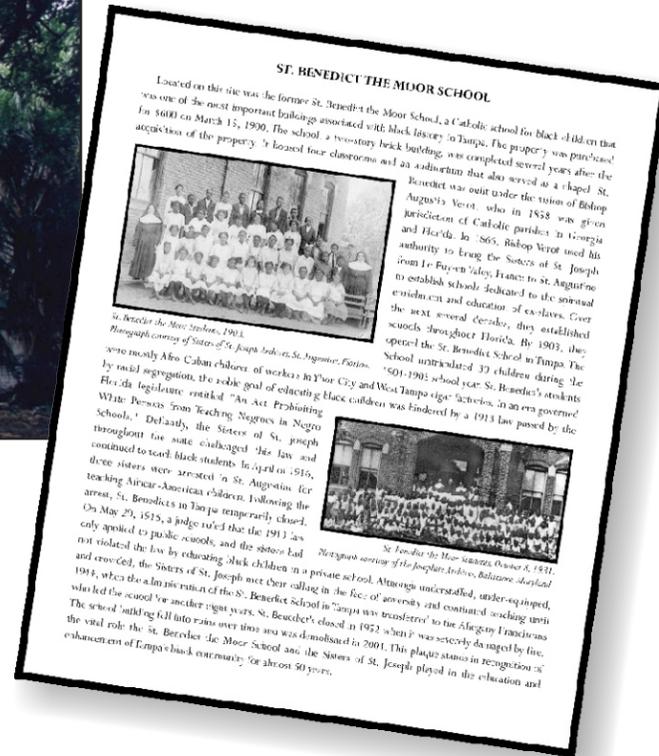




Construction began in February 2004 and was completed in July 2007 - ahead of schedule. Architects, Engineers, and Planners worked within the Urban Design Guidelines to create a plan that reflected the local architecture and landscape.



Convent ruins



As a result of interstate 4 being reconstructed, many historic cigar workers' homes, that in the past would simply have been demolished, instead have been moved and saved. North of interstate 4, primarily between 20th and 17th Streets, 26 historic homes have been relocated and rehabilitated by the Federal Highway Administration and the Florida Department of Transportation, in cooperation with the City of Tampa. The project represents government at its best: - agencies have worked together for over a decade to preserve a portion of history and their efforts have become the catalyst for revitalization in the private sector.

Central to the homes relocated north of I-4 is the former site of the St. Benedict the Moor School, a site of historic significance to the African-American community.

In an effort to recognize the history of the site and the lives of those who were forever changed by the events that occurred at the school, a poem by City of Tampa Poet Laureate James E. Tokley, Sr. has been engraved in a granite ribbon and imbedded in the sidewalk at the original location of the school along with a commemorative plaque displaying the site's story.

The Sisters of St. Joseph (SSJ) of St. Augustine started St. Benedict the Moor School in 1903. St. Benedict's students were mostly Afro-Cuban children of workers in the cigar industry of Ybor City and West Tampa. In an era governed by racial segregation, educating black children was prohibited by a 1913 Florida legislature that forbid individuals of one race teaching another. Defiantly, the SSJ challenged this law and continued to teach the student-body. The 1913 law was eventually declared unconstitutional on May 20, 1916. The School was transferred to the Allegany Franciscans in 1944, and the school continued to serve the community until it was permanently closed in 1952 due to severe damage resulting from fire.

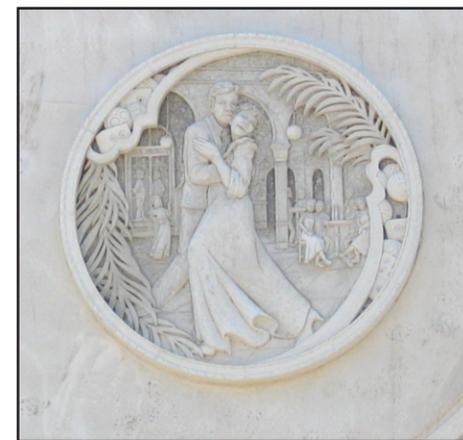
This poem is in recognition of the vital role that St. Benedict the Moor School and the SSJ played in the enrichment of the African American community for over 40 years. The Federal Highway Administration, the Florida Department of Transportation and the City of Tampa held a ceremony in February 2005 to commemorate the historical significance of the site. Portions of the ceremony have been included in the City of Tampa's Art and Public Places video library and can be viewed at www.tampagov.net/dept_Art_in_Public_Places/Video/video_library.asp. In addition, the Department of State has been provided information on this educational site and it will soon be included in the new Division of Historic Resources publication of *Black Heritage Trail*.



Poem etched in granite tells history of convent



Public art projects/granite historic marker





Before



After





Before



After





Before



After





Before



After





Before



After





Before



During



After





Before



Historic

During



After





Before



After





Before



During



After





Before



After





Before



During



After





Historic



Before



During



After





Before



During



After





Before



After





TAMPA INTERSTATE STUDY
2001 - 2003 E. 19th Street



Before



During



After





Before



During



After





Before



During



After

