

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 Ave.
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

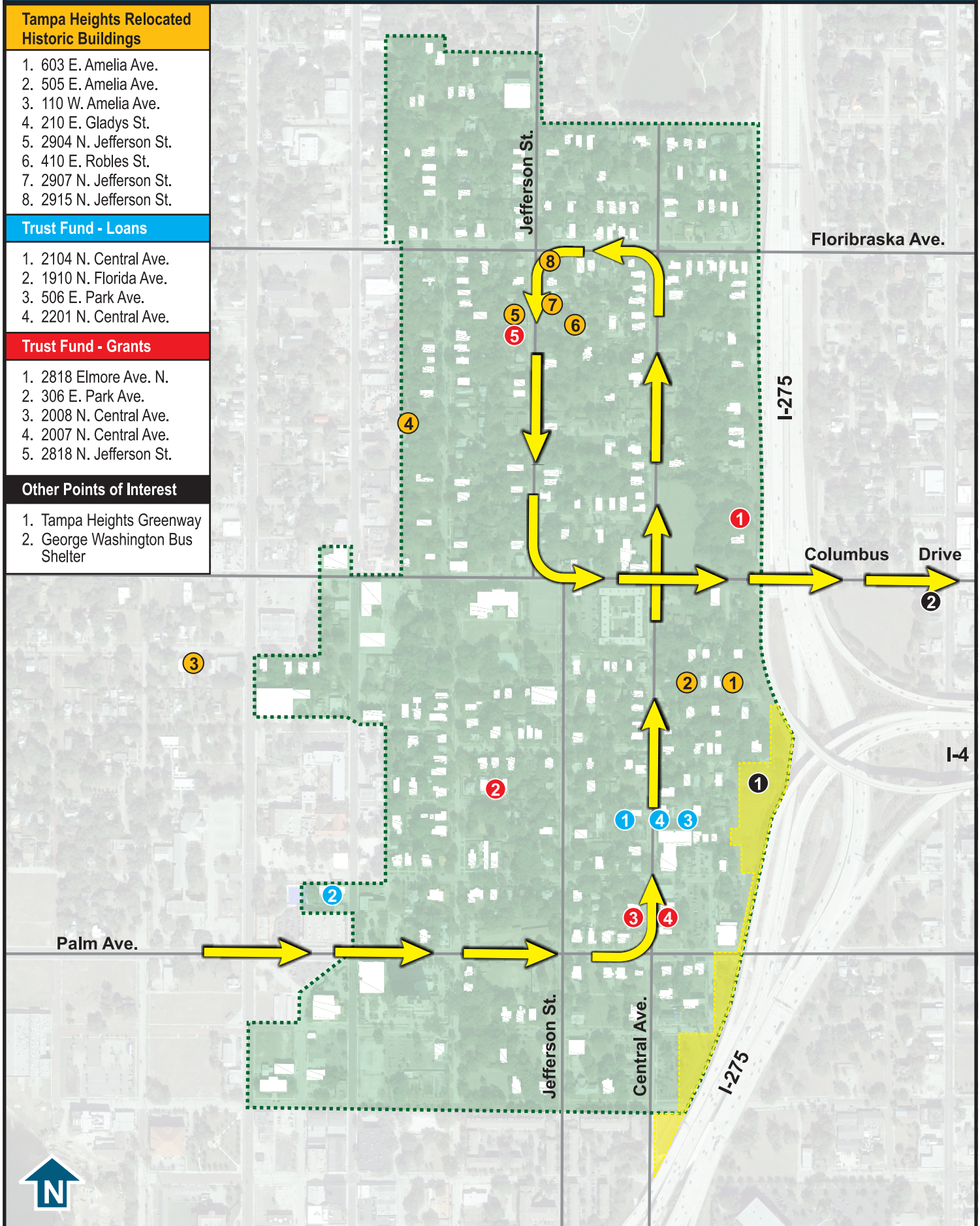
1. 2104 N. Central Ave.
2. 1910 N. Florida Ave.
3. 506 E. Park Ave.
4. 2201 N. Central Ave.

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





Bus shelter built from salvaged materials



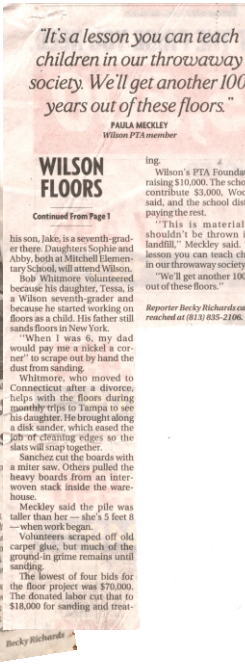
Salvaged wood floors reinstalled in sister school still in use

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.





TAMPA INTERSTATE STUDY



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

TAMPA HEIGHTS - GREENWAY TRAIL

TRAIL CONCEPT LOCATION & LANDSCAPE PLAN

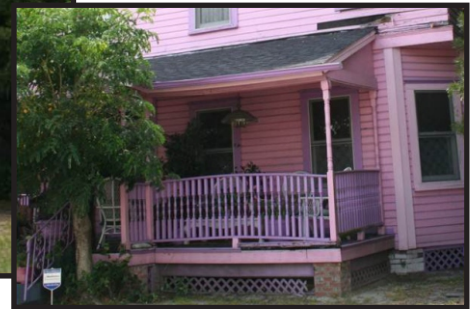
with
Kissinger Campo
Engineers, Inc.

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.

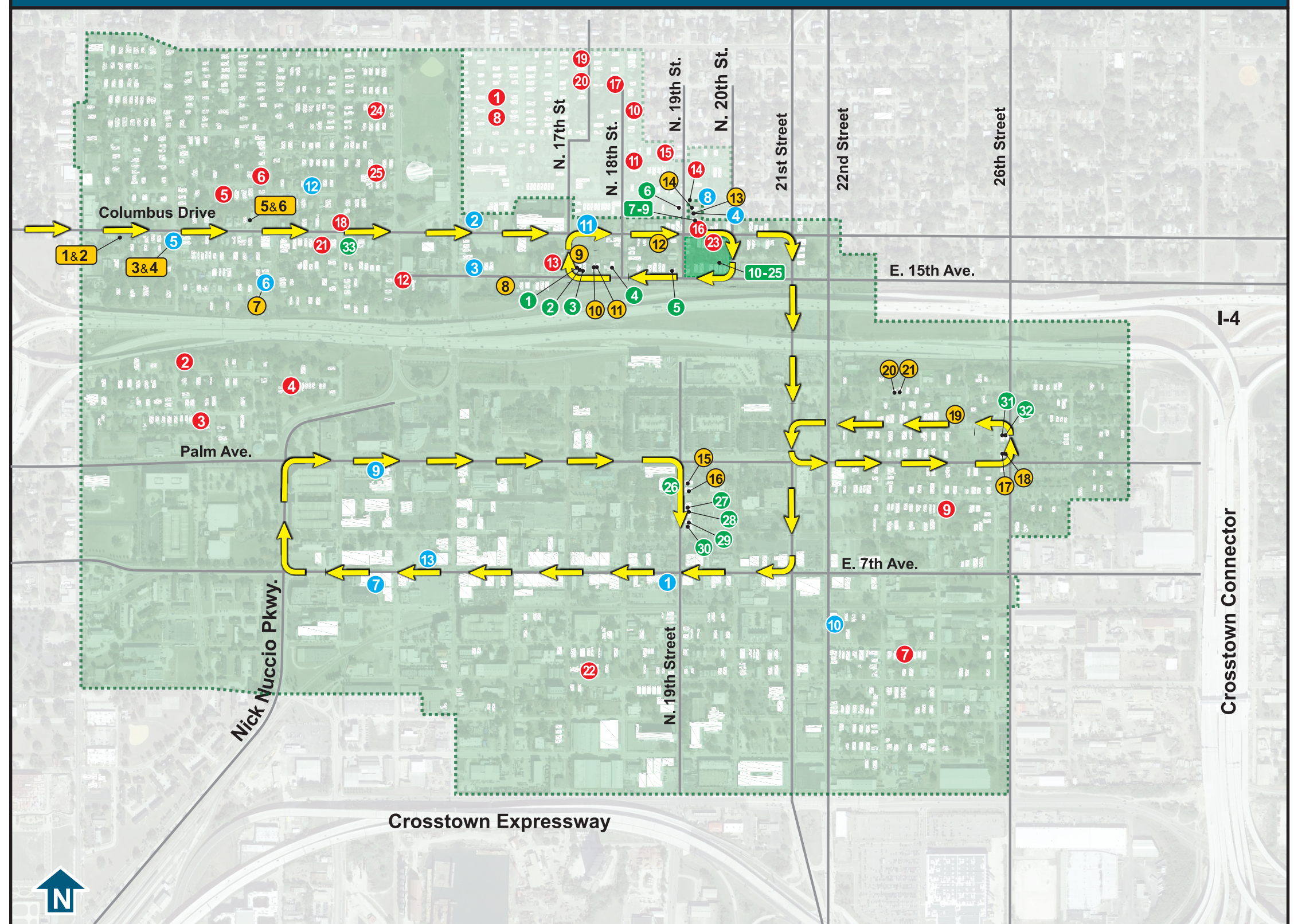
Trust Fund - Loans

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



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.





TAMPA INTERSTATE STUDY



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



Poem etched in granite tells history of convent



Public art projects/granite historic marker



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*.





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





Before



Historic



During



After





Before



During



After





Before



After





TAMPA INTERSTATE STUDY
2001 - 2003 E. 19th Street



Before



During



After





Before



During



After





Before



During



After

