

CULTURAL RESOURCE ASSESSMENT SURVEY

Florida Department of Transportation
District 1

SR 789 (John Ringling Causeway) Bridge

Limits of Project: from Bird Key to Sarasota Harbour West

Sarasota County, Florida

Financial Management Number(s): 436680-1-22-01 & 436680-1-32-01

ETDM Number: 14384

April 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

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Prepared by:

Archaeological Consultants, Inc.

8110 Blaikie Court, Suite A

Sarasota, Florida 34240

Marion Almy – Project Manager

Lee Hutchinson – Project Archaeologist

Chris Lopez – Archaeologist

Kimberly M. Irby – Project Architectural Historian

Savannah Young – Architectural Historian

On Behalf of:

Florida Department of Transportation

District 1

801 N Broadway Avenue

Bartow, Florida 33830

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate the potential reconstruction and/or rehabilitation of the State Road (SR) 789 (John Ringling Causeway) bridges [Bridge Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County, a distance of 0.741 miles. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. This is a federally funded project.

The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park and the Sarasota Yacht Club). A no-build (no-action) alternative is also considered as part of the PD&E evaluation. A rehabilitation alternative was also considered; however, due to extensive design and construction effort required to complete this alternative, and the bridges still requiring replacement after 30 years, this option was eliminated as a viable alternative. Based on feedback from a Public Workshop held in April 2022 and the ability to best address the purpose and need of the project, FDOT District One proposes replacing the existing two bridges with a single bridge. The preferred alternative single bridge typical section includes two 10.5-foot (ft) wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction. The total width of the bridge is 114-ft 3-inches (in).

The purpose of this investigation was to locate and identify any cultural resources within the project area of potential effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). As defined in 36 Code of Federal Regulations [CFR] Part § 800.16(d), the APE is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The archaeological APE is defined as the footprint of construction within the existing right-of-way (ROW). The historical/architectural APE was set based on the single bridge replacement alternative. The maximum elevation for this proposed alternative is 27.55-ft, an increase of 11.82-ft compared to the existing bridges. As such, the historical/architectural APE is defined as a 1000-ft viewshed from the center of the proposed bridge. Furthermore, because the road improvements along SR 789 (John Ringling Causeway) will not introduce new roadway features and will remain within the existing ROW, the APE to the east and west of the bridge replacement is defined as the footprint of construction within the existing ROW. The archaeological field investigations were completed in December 2018 and the historical/architectural field investigations were completed in November 2022.

All work was conducted to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (F.S.)*, Chapter 1A-46, *Florida Administrative Code (F.A.C.)*, and Florida's Coastal Management Program. All work was carried out in conformity with Archaeological and Historical Resources of the Florida Department of Transportation's *PD&E Manual* (FDOT 2020), and the Florida Division of Historical Resources' (FDHR) standards contained in the *Cultural Resource Management Standards and Operational Manual* (FDHR 2003), as well as with the provisions contained in the Chapter 1A-46, *Florida Administrative Code (FAC)* and Florida's *Coastal Management Program*. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

Archaeological background research, which included a review of the Florida Master Site File (FMSF), and the NRHP, indicated that no archaeological sites were recorded within the archaeological APE, but one site is recorded within one mile. Although the Efficient Transportation Decision Making (ETDM) report (#14384) evaluated the project as having a moderate archaeological probability, due to the extensive development of SR 789 (John Ringling Causeway), including roadway construction, drainage structures, and buried utilities, the probability was downgraded to low archaeological potential for the discovery of prehistoric or historic archaeological sites. If sites were found, it was anticipated that they would be remnants of prehistoric shell middens or artifact scatters. As a result of field survey, including the excavation of 19 shovel tests, no prehistoric or historic archaeological sites were identified within the APE.

Historical/architectural background research included a review of the FMSF, the NRHP, and the City's Locally Historically Designated Properties list, indicated that 6 historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, and 8SO12125) were previously recorded within the historical/architectural APE. These include two bridges (Bridge No. 170022/8SO06906 and Bridge No. 170951/8SO06907), and four buildings (one Mid-Century Modern style building (8SO12048), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and one Masonry Vernacular style building (8SO12125)). The bridges, SR 789 Northbound over Coon Key Waterway (Bridge No. 170022) (8SO06906) and SR 789 Southbound over Coon Key Waterway (Bridge No.170951) (8SO06907), were recorded in 2011 and determined ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) (Survey No. 19392). The four buildings (8SO12048, 8SO12111, 8SO12112, 8SO12125) have not been evaluated by the SHPO. A review of the relevant United States Geological Survey (USGS) quadrangle map, historic aerial photographs, and the Sarasota County property appraiser's website data revealed the potential for two new historic resources (built in or prior to 1976) within the APE (Furst 2022).

The historical/architectural field survey resulted in the identification of eight (8) historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) within the APE. This includes two (2) newly identified historic buildings (8SO14518,

and 8SO14519) and six previously recorded historic resources (two bridges (8SO06906, 8SO06907) and four buildings 8SO12048, 8SO12111, 8SO12112, and 8SO12125). Of these, six (6) historic resources (8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were recorded/updated and evaluated within the APE. These include two Mid-Century Modern style buildings (8SO12048 and 8SO14518), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and two Masonry Vernacular style building (8SO12125 and 8SO14519) built between circa (ca.) 1961 and ca. 1973. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the field survey. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793).

Given the results of background research and field survey, including the excavation of 19 shovel tests and visual reconnaissance, no archaeological sites that are listed, determined eligible for listing, or that appear potentially eligible for listing in the NRHP were located within the APE. In addition, the FMSF, historic maps, aerials, and other documents do not record the location of shipwrecks or other historic maritime resources that would be of concern. Based on the historic coastline and known aboriginal settlement patterns in the area there is no expectation of submerged aboriginal sites. These, along with the planned scope and impacts it was determined that maritime archaeology did not appear necessary. The historical/architectural field survey resulted in the identification of eight (8) historic resources - two newly identified historic buildings (8SO14518, and 8SO14519) and six previously recorded historic resources (two bridges (8SO06906, 8SO06907) and four buildings 8SO12048, 8SO12111, 8SO12112, and 8SO12125). Of these, six historic buildings (8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were recorded/updated and evaluated within the APE. Overall, these historic resources have been altered, lack sufficient architectural features, and are not significant embodiments of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the field survey. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). As such, there are no cultural resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.

1.0 PROJECT SUMMARY

1.1 Project Description

This project involves the potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County (**Figure 1-1**). The purpose of the study is to address structural integrity and operational deficiencies. SR 789 is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbour West, a distance of 0.741 miles. SR 789 serves as the only connection from downtown Sarasota to St. Armands Key and Lido Key. Although SR 789 is designated as a north-south route, within the project limits SR 789 runs in a generally east-west direction.

The existing twin bridges cross the Coon Key Waterway, a navigable waterway without a defined channel. Per the FDOT Design Manual (FDM), a minimum 6-ft (foot) vertical clearance is required. The existing concrete multi-beam bridges were constructed in 1958. The bridges are spaced 100-ft apart and each bridge is approximately 1,006'-10" long (21 spans of 48-ft each). Each bridge has two 12-ft travel lanes and a 5-ft wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridges.

1.2 Purpose & Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park and the Sarasota Yacht Club). The need for the project is based on the following criteria:

1.2.1 Bridge Deficiencies

The current concrete multi-beam bridge is the second bridge that has existed at this location, with the original bridge replaced in 1958. Several sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The SR 789 bridges, located between downtown Sarasota and St. Armands Key and Lido Key, are more than fifty-years old, the typical expected design life for transportation infrastructure, and are operationally deficient, particularly for transit. SR 789, including the bridges, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO), meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical, or policy challenges associated with a widening/capacity project.

**Figure 1-1
Project Location**



Based on a January 2021 FDOT bridge inspection report, the SR 789 bridges received a sufficiency rating of 77.0 (northbound) and 77.8 (southbound) on a scale of 0-100. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is generally eligible for bridge rehabilitation funding. The bridge conditions are as follows:

Northbound

- Overall Condition: Fair
- Deck: Fair
- Superstructure: Satisfactory
- Substructure: Satisfactory
- Deck Geometry Appraisal: Basically, intolerable requiring a high priority replacement
- Countermeasures have been installed to mitigate an existing problem with scour.

Southbound

- Overall Condition: Good
- Deck: Satisfactory
- Superstructure: Good
- Substructure: Satisfactory
- Deck Geometry Appraisal: Basically, intolerable requiring a high priority replacement
- Countermeasures have been installed to mitigate an existing problem with scour.

1.2.2 Modal Interrelationships

SR 789 serves as the primary connection between downtown Sarasota and St. Armand's Key and Lido Key and is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities [Bird Key Park South /Bird Key Park, West MURT Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are 5-ft wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.741 miles of roadway on SR 789.

1.2.3 Safety

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armand's Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Storm Surge Category "A."

The City of Sarasota Climate Adaptation Plan (December 4, 2017) studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network; stormwater management, water supply, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 [Project ID T15, pg. 31]. When prioritizing transportation

vulnerabilities, the SR 789 bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 bridge would make it more resilient to climate vulnerabilities.

1.3 Alternative Analysis Summary

FDOT analyzed a rehabilitation alternative and bridge replacement alternatives to meet the goals of the project with consideration of bicycle/pedestrian facilities. Due to extensive design and construction effort required to complete the rehabilitation alternative, and the bridges still requiring replacement after 30 years, this option was eliminated as a viable alternative.

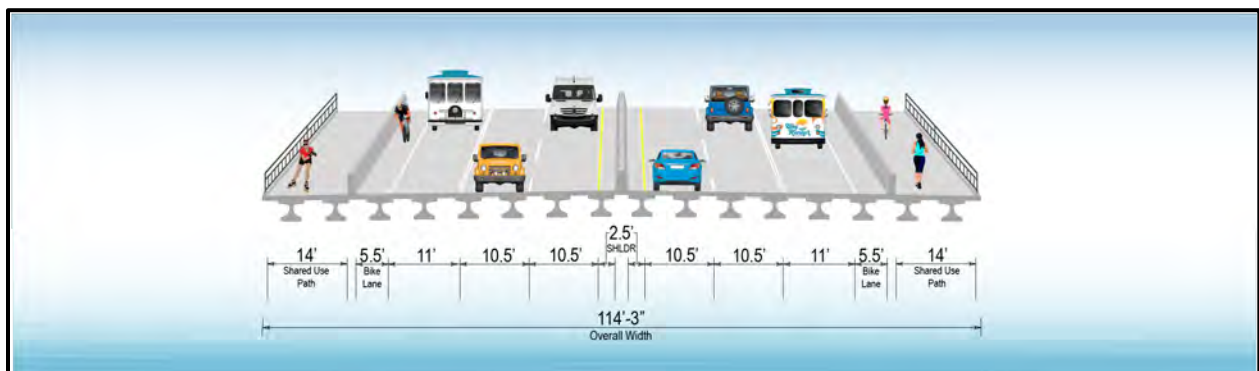
Two build alternatives, while also considering a no-build (no-action) alternative, were presented to the public at the Public Workshop on April 5th and 7th, 2022. Replacing the existing bridges addresses the structural integrity and operational deficiencies and will provide greater multimodal transportation access. At the conclusion of the workshop, approximately 84% were in favor of replacing the existing bridges and a majority were in favor of the Single Bridge Alternative.

Sarasota County Area Transit (SCAT) staff attended FDOT’s April 5, 2022, Public Workshop. SCAT requested that the new bridge be slightly widened to accommodate a shared bus bike shoulder (SBBS) or dedicated transit lane in the future if needed. This improvement aligns with FDOT’s Sarasota and Manatee Barrier Island Traffic Study recommendation SM4 which proposed a new bridge that adds a flexible lane in the future.

1.4 Description of Preferred Alternative

The preferred alternative replaces the existing twin bridges with a single bridge. The single bridge typical section includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction. The total width of the bridge is 114-ft 3-in, shown on **Figure 1-2**.

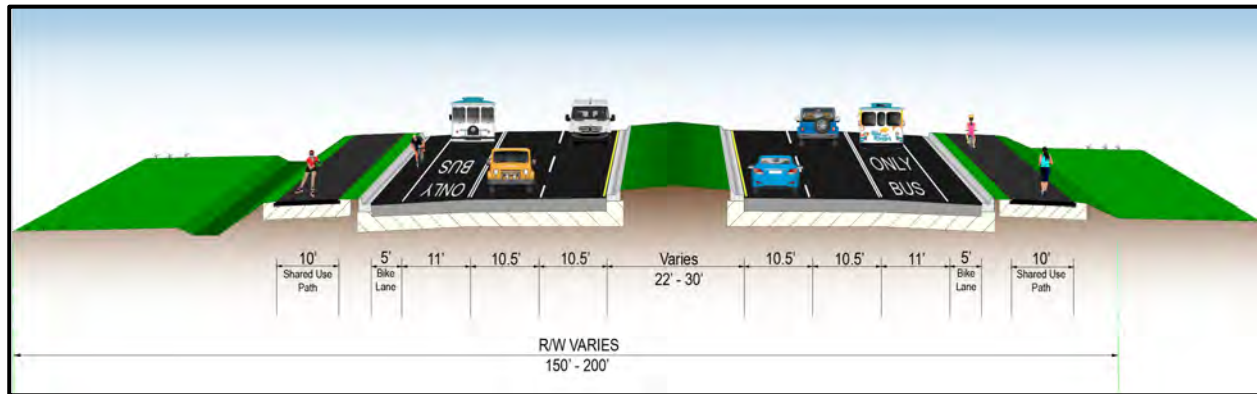
Figure 1-2
SR 789 Proposed Single Bridge Typical Section.



The new bridge will transition to a curb and gutter roadway typical section that includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, and 5-ft bike lane in each direction, separated

by a median with Type E curb and gutter. This section of roadway also includes a 10-ft shared-use path on both sides of the roadway that connects to the bridge, shown on **Figure 1-3**. The design speed is 40 mph with a posted and target speed of 35 mph.

Figure 1-3
SR 789 Proposed Roadway Typical Section.



1.5 Report Purpose

The purpose of this Cultural Resource Assessment Survey (CRAS) was to locate and identify any cultural resources within the project area of potential effects (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). All work was carried out in accordance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (F.S.)*, Chapter 1A-46, *Florida Administrative Code (F.A.C.)*, and Florida’s Coastal Management Program. All work was performed in accordance with the standards outlined in *Archaeological and Historical Resources of the FDOT’s PD&E Manual* (June 2017 revision), and the standards and guidelines contained in the *Cultural Resource Management Standards and Operational Manual: Module 3* (Florida Division of Historical Resources [FDHR] 2003). Principal Investigators meet the *Secretary of the Interior’s Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

1.6 Area of Potential Effects (APE)

The purpose of this investigation was to locate and identify any cultural resources within the project APE and to assess their significance in terms of eligibility for listing in the NRHP. As defined in 36 CFR Part § 800.16(d), the APE is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The archaeological APE is defined as the footprint of construction within the existing right-of-way (ROW). The historical/architectural APE was set based on the single bridge replacement alternative. The maximum elevation for this proposed alternative is 27.55-ft, an increase of 11.82-ft compared to the existing bridges. As such, the

historical/architectural APE is defined as a 1000-ft viewshed from the center of the proposed bridge. Furthermore, because the road improvements along SR 789 (John Ringling Causeway) will not introduce new roadway features and will remain within the existing ROW, the APE to the east and west of the bridge replacement is defined as the footprint of construction within the existing ROW. The archaeological field investigations were completed in December 2018 and the historical/architectural field investigations were completed in November 2022.

2.0 ENVIRONMENTAL OVERVIEW

Environmental factors such as geology, topography, relative elevation, soils, vegetation, and water are important in determining where archaeological sites were likely located. These variables influenced what types of resources were available, which in turn influenced decisions regarding settlement location and land-use patterns. Because of the influence of these environmental factors upon the inhabitants, a discussion of the effective environment is included.

2.1 Project Location and Setting

The APE is located in Sections 25 and 26 of Township 36 South, Range 17 East, along Ringling Boulevard between Bird Key and Sand Key (United States Geological Survey (USGS) Sarasota) (**Figure 2-1**). The ROW is a combination of sidewalks, asphalt, tidal shell deposits, and lawns on the north and south sides of the four-lane John Ringling Causeway. Vegetation around the APE varies somewhat as landscape trees, flowers, and shrubs line the causeway, but notable plants near the right-of-way include palms, Australian pines, sea grapes, and various Ficus trees (**Photos 2-1 – 2-3**). The APE has been impacted by the installation and removal of sidewalks, as well as an abundance of underground utilities (**Photos 2-4 – 2-6**).



Photo 2-1. Looking northeast towards the Ringling Bridge Causeway Park.

Figure 2-1 Environmental Setting





Photo 2-2. South side of John Ringling Causeway looking towards Bird Key.



Photo 2-3. North side of John Ringling Causeway looking toward the bridge to Coon Key.



Photo 2-4. North side of John Ringling Causeway looking towards bridge to Bird Key.



Photo 2-5. Sidewalk and subsurface utilities at the eastern end of Bird Key.



Photo 2-6. Subsurface disturbance and utilities on Bird Key.

2.2 Geology and Physiography

The APE lies within the Gulf Coastal Lowlands of the Florida Peninsula (White 1970). The lack of elevation creates the near surficial to exposed water table throughout the region. This high-water table results in the poor natural drainage and abundance of wetlands in the region (Davis 1943; McNab and Avers 1996). The elevation of the APE is between sea level and three meters [m] (0-9.8-ft) above mean sea level. The area is underlain by Hawthorn Group, Arcadia formation limestone that is surficially evidenced by shelly sand and clay (Knapp 1980; Scott 2001; Scott et al. 2001).

2.3 Soils and Vegetation

The United State Agricultural Department (USDA) indicates that this area is included in the Canaveral-Beaches-Kesson soil association, which consists of beaches and nearly level to gently sloping, moderately well, somewhat poorly, and very poorly drained sandy soils with shell fragments; the very poorly drained areas are covered with muck (Hyde et al. 1991). Specifically, the APE is underlain by Canaveral sand, 0-9% slopes and St. Augustine fine sand (**Figure 2-2**). Canaveral sand is somewhat poorly to moderately well drained and occurs on low dune-like ridges and side slopes bordering sloughs and mangrove swamps. St. Augustine fine sand is a somewhat poorly drained soil formed from the dredge and fill of materials from small, excavated harbors.

Figure 2-2. Soil types within the APE



2.4 Paleo-Environment

The early environment of the region was different from that seen today. Sea levels were lower, the climate was arid, and fresh water was scarce. An understanding of human ecology during the earliest periods of human occupation in Florida cannot be based on observations of the modern environment because of changes in water resources, botanical communities, and faunal resources. Aboriginal inhabitants adapted in response to the environmental changes taking place, which were then reflected in settlement patterns, site types, artifact forms, and subsistence economies.

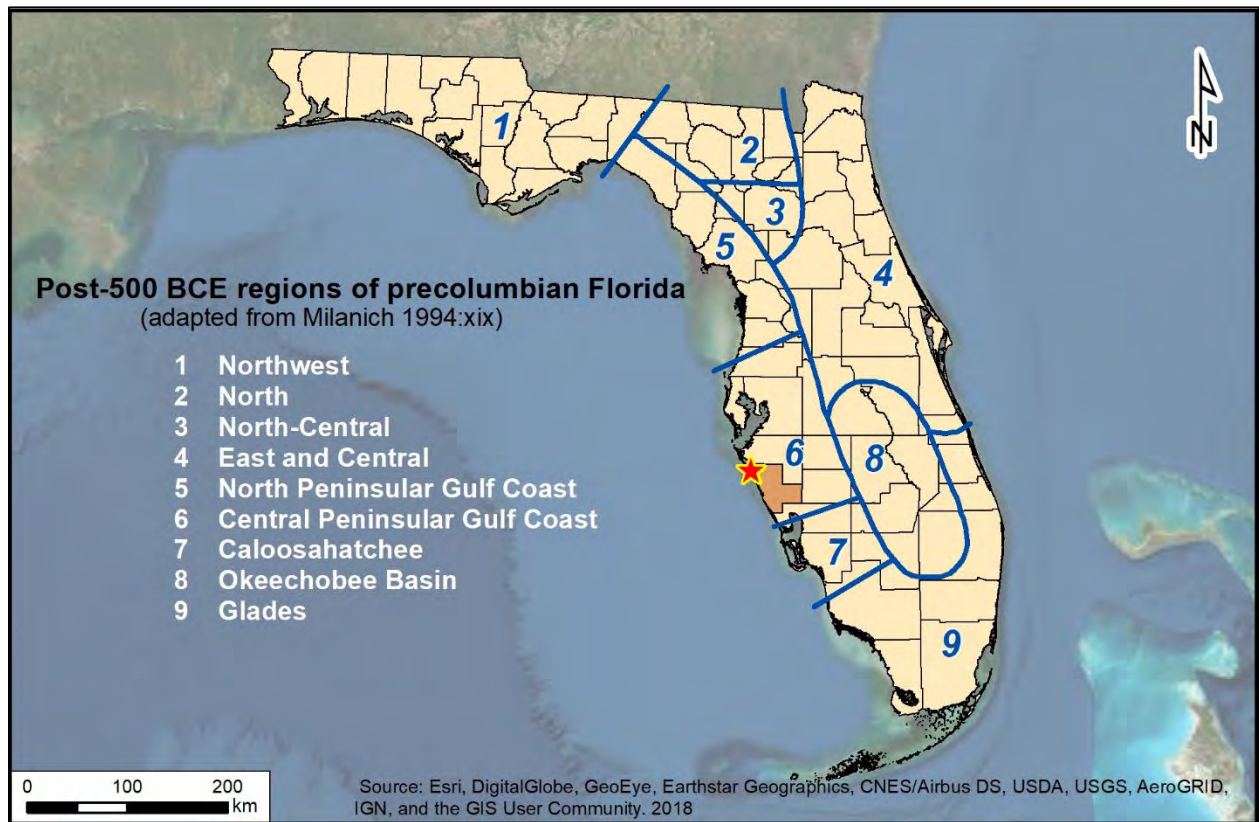
Due to the arid conditions between 16,500 and 12,500 years ago, the perched water aquifer and potable water supplies were absent. Palynological studies conducted in Florida and Georgia suggest that between 13,000 and 5000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). However, the environment was not static. Evidence recovered from the inundated Page-Ladson Site in north Florida has clearly demonstrated that there were two periods of low water tables and dry climatic conditions and two episodes of elevated water tables and wet conditions (Dunbar 2006c). The rise of sea level reduced xeric habitats over the next several millennia.

By 5000 years ago, a climatic event marking a brief return to Pleistocene climatic conditions induced a change toward more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). Northern Florida saw an increase in oak species, grasses, and sedges (Carbone 1983). At Lake Annie, in south central Florida, wax myrtle and pine dominated pollen cores. The assemblage suggests that by this time, a forest dominated by longleaf pine along with cypress swamps and bayheads existed in the area (Watts 1971, 1975). Surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to 5-ft above present levels. With the establishment of warmer winters and cooler summers than in the preceding early Holocene, the fire-adapted pine communities prevailed. These depend on the high summer precipitation caused by the thunderstorms and the accompanying lightning strikes to spark the fires (Watts et al. 1996; Watts and Hansen 1994). The increased precipitation also resulted in the formation of the large swamp systems such as the Okefenokee and Everglades (Gleason and Stone 1994). After this time, modern floral, climatic, and environmental conditions began to be established.

3.0 CULTURE OVERVIEW

A discussion of the culture history is included to provide a framework within which the local historical and archaeological record can be examined. Archaeological and historic sites are not individual entities, but rather are part of once dynamic cultural systems. Thus, individual sites cannot be adequately examined or interpreted without reference to other sites and resources in the general area. In general, archaeologists summarize the culture history of a given area (i.e., an archaeological region) by outlining the sequence of archaeological cultures through time. These are defined largely in geographical terms but also reflect shared environmental and cultural factors. The project area is in the Central Peninsular Gulf Coast archaeological region, which extends from north of Tampa Bay southward to the northern portion of Charlotte Harbor (**Figure 3-1**) (Milanich 1994; Milanich and Fairbanks 1980). Within this zone, the Paleoindian, Archaic, Formative, and Mississippian stages have been defined based on unique sets of material culture traits such as stone tools and ceramics as well as subsistence, settlement, and burial patterns. These broad temporal units are further subdivided into culture phases or periods.

Figure 3-1. Florida Archaeological Regions



The local history of the region is divided into four broad periods based initially upon the major governmental powers. The first period, Colonialism, occurred during the exploration and control of Florida by the Spanish and British from around 1513 until 1821. At that time, Florida became a

territory of the U.S. and 21 years later became a State (Territorial and Statehood). The Civil War and Aftermath (1861-1899) period deals with the Civil War, the period of Reconstruction following the war, and the late 1800s, when the transportation systems were dramatically increased and development throughout the state expanded. The Twentieth Century includes subperiods defined by important historic events such as the World Wars, the Boom of the 1920s, and the Depression. Each of these periods evidenced differential development and utilization of the region, thus effecting the historic site distribution.

3.1 Paleoindian

The Paleoindian stage is the earliest known cultural manifestation in Florida, dating from roughly 12,000 to 7500 BCE (Before Common Era) (Milanich 1994). Archaeological evidence for Paleoindians consists primarily of scattered finds of diagnostic lanceolate-shaped projectile points. The Florida peninsula at that time was quite different than today. In general, the climate was cooler and drier with vegetation typified by xerophytic species with scrub oak, pine, open grassy prairies, and savannas (Milanich 1994:40). When human populations were arriving in Florida, the sea levels were still as much as 40 to 60 m (130-200-ft) below present levels and coastal regions of Florida extended miles beyond present-day shorelines (Faught 2004). Thus, many sites have been inundated (Faught and Donoghue 1997).

The Paleoindian period has been sub-divided into three horizons based upon characteristic tool forms (Austin 2001). Traditionally, it is believed that the Clovis Horizon (10,500-9000 BCE) represents the initial occupation of Florida and is defined based upon the presence of the fluted Clovis points. These are somewhat more common in north Florida. Research suggests that Suwannee and Simpson points may be contemporary with or predate Clovis (Dunbar 2006a, 2016; Stanford et al. 2005). The Suwannee Horizon (9000-8500 BCE) is the best known of the three Paleoindian horizons. The lanceolate-shaped, unfluted Simpson and Suwannee projectile points are diagnostic of this time (Bullen 1975; Daniel and Wisenbaker 1987; Purdy 1981). The Suwannee tool kit includes a variety of scrapers, adzes, spokeshaves, unifacially retouched flakes, and blade-like flakes as well as bone and ivory foreshafts, pins, awls, daggers, anvils, and abraders (Austin 2001:23).

Following the Suwannee Horizon is the Late Paleoindian Horizon (8500-8000 BCE). The smaller Tallahassee, Santa Fe, and Beaver Lake projectile points have traditionally been attributed to this horizon (Milanich 1994). However, many of these points have been recovered stratigraphically from late Archaic and early Woodland period components and thus, may not date to this period at all (Austin 2001; Farr 2006). Florida notched or pseudo-notched points, including the Union, Greenbriar, and Hardaway-like points may represent late Paleoindian types, but these types have not been recovered from datable contexts and their temporal placement remains uncertain (Dunbar 2006a:410).

Archaeologists hypothesize that Paleoindians lived in migratory bands and subsisted by gathering and hunting, including the now-extinct Pleistocene megafauna. In addition, they likely trapped

smaller animals such as mink, muskrat, and rabbit for their fur and medium sized mammal such as deer for food as well as raw materials for bone tools (Dunbar 2016; Dunbar and Vojnovski 2007). It is likely that these nomadic hunters traveled between permanent and semi-permanent sources of water, such as artesian springs, exploiting the available resources. These watering holes would have attracted the animals, thus providing food and drink. In addition to being tethered to water sources, most of the Paleoindian sites are close to quality lithic resources. The settlement pattern consisted of the establishment of semi-permanent habitation areas and the movement of the resources from their sources of procurement to the residential locale by specialized task groups (Austin 2001:25).

Although the Paleoindian period is generally considered to have been cooler and drier, there were major variations in the inland water tables resulting from large-scale environmental fluctuations. There have been two major theories as to why most Paleoindian materials have been recovered from inundated sites. The Oasis theory, put forth by Wilfred T. Neill, was that due to low water tables and scarcity of potable water, the Paleoindians, and the game animals upon which they depended, clustered around the few available water holes that were associated with sinkholes (Neill 1964). Whereas, Ben Waller postulated that the Paleoindians gathered around river-crossings to ambush the large Pleistocene animals as they crossed the rivers (Waller 1970). This implies periods of elevated water levels. Based on the research along the Aucilla and Wacissa Rivers, it appears that both theories are correct, depending upon what the local environmental conditions were at that time (Dunbar 2006b, 2016). As such, during the wetter periods, populations became more dispersed because the water resources were abundant and the animals that they relied on could roam over a wider range.

Some of the information about this period has been derived from the underwater excavations at two inland spring sites in Sarasota County: Little Salt Spring and Warm Mineral Springs (Clausen et al. 1979). Excavation at the Harney Flats Site in Hillsborough County has provided a rich body of data concerning Paleoindian life ways. Analysis indicates that this site was used as a quarry-related base camp with special use activity areas (Daniel and Wisenbaker 1987). It has been suggested that Paleoindian settlement may not have been related as much to seasonal changes as generally postulated for the succeeding Archaic period, but instead movement was perhaps related to the scheduling of tool-kit replacement, social needs, and the availability of water, among other factors (Daniel and Wisenbaker 1987:175). Investigations along the Aucilla and Wacissa Rivers, as well as other sites within the north Florida rivers, have provided important information on the Paleoindian period and how the aboriginals adapted to their environmental setting (Webb 2006). Studies of the Pleistocene faunal remains from these sites clearly demonstrate the importance of these animals not for food alone, but as the raw material for their bone tool industry (Dunbar and Webb 1996).

3.2 Archaic

Climatic changes occurred, resulting in the disappearance of the Pleistocene megafauna and the demise of the Paleoindian culture. The disappearance of the mammoths and mastodons resulted

in a reduction of open grazing lands, and thus, the subsequent disappearance of grazers such as horse, bison, and camels. With the reduction of open habitat, the more solitary, woodland browser, white-tailed deer replaced the herd animals (Dunbar 2006a:426). The intertwined data of megafauna' extinction and cultural change suggests a rapid and significant disruption in both faunal and floral assemblages. The Bolen people represent the first culture adapted to the Holocene environment (Carter and Dunbar 2006). This included a more specialized toolkit and the introduction of chipped-stone woodworking implements.

Due to a lack of excavated collections and the poor preservation of bone and other organic materials in the upland sites, our knowledge of the Early Archaic artifact assemblage is limited (Carter and Dunbar 2006; Milanich 1994). Discoveries at the Page-Ladson, Little Salt Spring, and Windover sites indicate that bone and wood tools were used (Clausen et al. 1979; Doran 2002; Webb 2006). The archaeological record suggests a diffuse, yet well-scheduled, pattern of exploiting both coastal and interior resources. Because water sources were much more numerous and larger than previously, the Early Archaic peoples could sustain larger populations, occupy sites for longer periods, and perform activities requiring longer occupations at a specific locale (Milanich 1994:67).

Marked environmental changes, which occurred some 6500 years ago, had a profound influence upon human settlement and subsistence practices. Among the landscape alterations were rises in sea and water table levels that resulted in the creation of more available surface water. In addition to changed hydrological conditions, this period is characterized by the spread of mesic forests and the beginnings of modern vegetation communities including pine forests and cypress swamps. Humans adapted to this changing environment and regional and local differences are reflected in the archaeological record (Russo 1994a, 1994b; Sassaman 2008).

The Middle Archaic archaeological record is better understood than the Early Archaic. The material culture inventory included several stemmed, broad blade projectile point types including the Newnan, Levy, Marion, and Putnam types (Bullen 1975). Population growth, as evidenced by the increased number of Middle Archaic sites and accompanied by increased socio-cultural complexity, is assumed for this time (Milanich and Fairbanks 1980). Site types included large base camps, smaller special-use campsites, quarries, and burial areas. The most common sites are the smaller campsites, which were most likely used for hunting or served as special-use extractive sites for such activities as gathering nuts or other botanical materials. At quarry sites, aboriginal populations mined stone for their tools. They usually roughly shaped the stone prior to transporting it to another locale for finishing. A larger artifact assemblage and a wider variety of tool forms characterize base camps.

During the Late Archaic period, population increased and became more sedentary. The broad-bladed, stemmed projectile styles of the Middle Archaic continued to be made with the addition of Culbreath, Lafayette, Clay, and Westo types (Bullen 1975). A greater reliance on marine resources is indicated in coastal areas. Subsistence strategies and technologies reflect the beginnings of an adaptation to these resources. Around 4000 years ago, evidence of fired clay

pottery appears in Florida. The first ceramic types, tempered with fibers (Spanish moss or palmetto), are referred to as the Orange series. Initially, it was thought that they lacked decoration until about 1700 BCE, when they were decorated with geometric designs and punctations. Research has called this ceramic chronology into question; accelerator mass spectrometry dates from a series of incised Orange sherds from the middle St. Johns River Valley, have produced dates contemporaneous with the plain varieties (Sassaman 2003).

Milanich (1994:86-87) suggests that while there may be little difference between Middle and Late Archaic populations, there are more Late Archaic sites, and they were primarily located near wetlands. The abundant wetland resources allowed larger settlements to be maintained. It is likely that the change in settlement patterns was related to the environmental changes. By the end of the Middle Archaic, the climate closely resembled that of today and the vegetation changed from those species which preferred moist conditions to pines and mixed forests (Watts and Hansen 1988). Sea levels rose, inundating many sites located along the shoreline. The adaptation to this environment allowed for a wider variety of resources to be exploited and a wider variation in settlement patterns. No longer were the scarce waterholes dictating the location of sites. Shellfish, fish, and other food sources were now available from coastal and freshwater wetlands resulting in an increased population size.

The Late Archaic Transitional stage refers to that portion of the ceramic Archaic when sand was mixed with the fibers as a tempering agent. The same settlement and subsistence patterns were being followed. It has been suggested that during this period there was a diffusion of cultural traits because of the movement of small groups (Bullen 1959, 1965). This resulted in the appearance of several different ceramic and lithic tool traditions, and the beginning of cultural regionalism.

3.3 Formative

The Formative stage is comprised of the Manasota and Weeden Island-related cultures (ca. 500 BCE to 800 CE [Common Era]). Settlement patterns consisted of permanent villages located along the coast with seasonal forays into the interior to hunt, gather, and collect those resources unavailable along the coast. Most Manasota sites are shell middens found on or near the shore where aboriginal villagers had easiest access to fish and shellfish (Milanich 1994). The subsistence economy focused on the coastal exploitation of maritime resources, supplemented by the hunting and gathering of inland resources (Luer and Almy 1982). Investigations at the Shaw's Point, Fort Brook Midden, Yat Kitischee, and Myakkahatchee sites have provided a wealth of information on site formation, subsistence economies, and technology and their changes over time (Austin 1995; Austin et al. 1992; Luer et al. 1987; Schwadron 2002). The major villages were located along the shore with smaller sites being located up to 12-18 miles inland. These inland sites, which probably served as seasonal villages or special-use campsites, were often located in the pine flatwoods on elevated lands proximate to a source of freshwater where a variety of resources could be exploited (Austin and Russo 1989; Luer and Almy 1982). Hardin and Piper (1984) suggest that some of the larger inland sites may be permanent or semi-permanent settlements as opposed to seasonal campsites.

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

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

The lithic assemblage of the Manasota culture was scarce along the coast especially in the more southern portions of the region where stone suitable for tool manufacture was absent. Projectile point types associated with the Manasota period include the Sarasota, Hernando, and Westo varieties (Luer and Almy 1982).

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

Ceremonialism and its expressions, such as the construction of complex burial mounds containing exotic and elaborate grave offerings, reached their greatest development during this period. Similarly, the subsistence economy, divided between maritime and terrestrial animals and perhaps horticultural products, represents the maximum effective adjustment to the environment. Many Weeden Island-related sites consist of villages with associated mounds, as well as ceremonial/burial mound sites. The presence of Weeden Island ceramic types distinguishes the artifact assemblage. These are among some of the finest ceramics in the Southeast; they are often thin, well fired, burnished, and decorated with incising, punctations, complicated stamping, and animal effigies (Milanich 1994:211). Coastal sites are marked by the presence of shell middens, indicating a continued pattern of exploitation of marine and estuarine resources. Interaction between the inland farmer-gatherers and coastal hunter-gatherers may have developed into mutually beneficial exchange systems (Kohler 1991:98). This could account for

the presence of non-locally made ceramics at some of the Weeden Island-related period sites. There is no definitive evidence for horticulture in the coastal area (Milanich 1994:215).

3.4 Mississippian

The final aboriginal cultural manifestation in the Central Peninsular Gulf Coast region is Safety Harbor, named for the type-site in Pinellas County. The presence of datable European artifacts (largely Spanish) in sites, along with radiocarbon dates from early Safety Harbor contexts associated with Englewood ceramics, provide the basis for dividing the Safety Harbor period into two pre-Columbian phases: Englewood (900-1000 CE) and Pinellas (1000-1500 CE) and two colonial period phases: Tatham (1500-1567 CE) and Bayview (1567-1725 CE) (Mitchem 1989). The Safety Harbor variant in Hillsborough, northern Manatee, Pinellas, and southern Pasco counties is identified as the Circum-Tampa Bay regional variant.

Although inland sites do occur, the Safety Harbor culture was primarily a coastal phenomenon (Mitchem 1989, 2012). Large coastal towns or villages often had a temple mound, plaza, midden, and a burial mound associated with them. Although some maize agriculture may have been practiced by the Safety Harbor peoples, the coastal environment was not suitable for intensive maize agriculture (Luer and Almy 1981; Mitchem 2012). Away from the coastal plain, a more dispersed pattern of smaller settlements was evident and the burial mounds appear to have been located away from the habitation areas (Mitchem 1988, 1989).

Influences from the north led to the incorporation of some Mississippian traits by the late Manasota peoples, which became the Safety Harbor culture. Most Safety Harbor components are located on top of the earlier Manasota deposits and there is evidence of significant continuity from Manasota into Safety Harbor. However, in some areas, Manasota continued later than previously thought, while in other areas Englewood did not appear to have occurred at all (Austin et al. 2008). The lack of the diagnostic Englewood ceramics at many sites may indicate that the Englewood phase was skipped in the developmental sequence from Manasota to Safety Harbor (Mitchem 2012).

The primary difference between Manasota and Safety Harbor is the ceramic assemblage. The utilitarian ceramics include the Pasco (limestone tempered), Pinellas (laminated paste), and sand tempered plain varieties. The decorated ceramics, primarily recovered from burial mounds, include Englewood Incised, Sarasota Incised, Lemon Bay Incised, St. Johns Check Stamped, Safety Harbor, Incised, and Pinellas Incised (Willey 1949). The adoption of Mississippian traits such as jar and bottle forms, and the guilloche or loop design, are indicative of this period (Luer 2014). However, unlike most Mississippi period ceramics, the use of mussel shell as the aplastic is not present (Mitchem 2012).

Trade between Safety Harbor people and other Southeastern Mississippian cultures took place. It is likely that marine whelks and conchs were traded with groups in the Southeast and Midwest. In turn, items such as copper and ground-stone artifacts made their way south. Based on Spanish accounts, the Safety Harbor culture had evolved into a chiefdom form of government, albeit minus

the maize agriculture of other Mississippian period groups in the Southeast. This lack of agriculture was likely due to the extremely successful adaptation to the local environment and the lack of suitable soils to produce maize. Mitchem notes that although contact with Mississippian people may have led to political and religious changes, there was not a compelling reason to change their lifestyle completely (Mitchem 2012:185).

3.5 Colonialism

The Timucuan Indians are the historic counterparts of the Safety Harbor people. In the Tampa Bay area, they are referred to as the Tocobaga, extending from roughly Tarpon Springs southward to the Sarasota area (Bullen 1978). The Tocobaga consisted of several small chiefdoms whose leaders frequently waged war against each other. The most powerful chiefdom was Tocobaga, located at the head of Old Tampa Bay at the Safety Harbor site; other major chiefdoms included the Mocoço (at the mouth of the Alafia River) and Ucita (at the mouth of the Little Manatee River) (Hann 2003).

The cultural traditions of the native Floridians ended with the advent of European expeditions to the New World. The initial events, authorized by the Spanish crown in the 1500s, ushered in devastating European contact. After Ponce de Leon's landing near St. Augustine in 1513, Spanish explorations were confined to the west coast of Florida; Narvaéz is thought to have made shore in 1528 in St. Petersburg and de Soto's 1539 landing is commemorated at De Soto Point on the south bank of the Manatee River. The Spaniards briefly established a fort and garrison at Tocobaga in the 1560s. In 1568, the Tocobaga killed all of the soldiers and when a Spanish supply ship arrived, the Tocobaga left and the Spanish burned the village (Hann 2003).

The area that now constitutes the State of Florida was ceded to England in 1763 after two centuries of Spanish possession. England governed Florida until 1783 when the Treaty of Paris returned Florida to Spain; however, Spanish influence was nominal during this second period. Prior to the American colonial settlement of Florida, portions of the Muskogean Creek, Yamasee, and Oconee tribes moved into Florida and repopulated the demographic vacuum created by the decimation of the original aboriginal inhabitants. These migrating groups of Native Americans became known to English speakers as Seminoles. They had an agriculturally based society, focusing upon cultivation of crops and the raising of horses and cattle. The material culture of the Seminoles remained like the Creeks; the dominant aboriginal pottery type being Chattahoochee Brushed. British trade goods were common. Their settlement pattern included villages located near rich agricultural fields and grazing lands.

Their early history can be divided into two basic periods: *Colonization* (1716-1767) when the initial movement of Creek towns into Florida occurred, and *Enterprise* (1767-1821) which was an era of prosperity under the British and Spanish rule prior to the American presence (Mahon and Weisman 1996). The Seminoles formed at various times loose confederacies for mutual protection against the American Nation to the north (Tebeau 1980:72). The Seminoles crossed back and forth into Georgia and Alabama conducting raids and welcoming escaped slaves. This

resulted in General Andrew Jackson's invasion of Florida in 1818, which became known as the First Seminole War.

3.6 Territorial and Statehood

Florida became a U.S. Territory in 1821 due to the war and the Adams-Onis Treaty of 1819. Andrew Jackson, named provisional governor, divided the territory into St. Johns and Escambia Counties. At that time, St. Johns County encompassed all of Florida lying east of the Suwannee River. Escambia County included the land lying to the west. The first territorial census in 1825, recorded some 5077 living east of the Suwannee River; by 1830, that number had risen to 8956 (Tebeau 1980:134).

Even though the First Seminole War was fought in north Florida, the Treaty of Moultrie Creek in 1823, at the end of the war, was to affect the settlement of the entire state. The Seminoles relinquished their claim to the whole peninsula in return for occupancy of an approximately four million-acre reservation south of Ocala and north of Charlotte Harbor (Mahon 1985). The reservation was found to be nearly barren, with poor soils, few good hammocks, and frequently covered with water during the rainy season (Knetsch 2008:8). The treaty never satisfied the Indian or the incoming settlers. The inadequacy of the reservation and desperate situation of the Seminoles living there, plus the mounting demand of the settlers for their removal, soon produced another conflict.

In 1824, Cantonment (later Fort) Brooke was established on the south side of the mouth of the Hillsborough River, in what is now downtown Tampa, by Colonel George Mercer Brooke for overseeing the angered Seminoles. Frontier families followed the soldiers and the settlement of the Tampa Bay area began. This caused problems for the military as civilian settlements were not in accord with the Treaty of Moultrie Creek (Guthrie 1974:10). By 1830, the U.S. War Department established a military reserve around Fort Brooke with boundaries extending 16 miles to the north, west and east of the fort (Chamberlin 1968:43) The 256-square-mile military reservation included a guardhouse, barracks, storehouse, powder magazine, and stables.

Hillsborough County was established in 1834 by the Territorial Legislature of Florida because of the instrumental efforts of Augustus Steele, who arrived in 1832 (Piper and Piper 1982). At that time, the county reached north to Dade City and south to Charlotte Harbor, encompassing eight future counties covering an area that today comprises Pasco, Polk, Manatee, Sarasota, DeSoto, Charlotte, Highlands, Hardee, Pinellas, and Hillsborough counties. The county was named for the "river which ran through it and the bay into which the river flowed" (Bruton and Bailey 1984:18; Robinson 1928:22). Due to its isolated location, Hillsborough County was slow to develop. The Tampa Bay post office was closed at this time and reestablished as "Tampa" on September 13, 1834 (Bradbury and Hallock 1962). As settlement in the area increased, so did hostilities with Native Americans. The growing threat of the Seminoles to the civilians near the fort propelled them to sign a petition asking for military protection.

By 1835, the Second Seminole War was underway, triggered by an attack on Major Francis Langhorne Dade as he led a company of soldiers from Fort Brooke to Fort King (now Ocala). As part of the effort to subdue Indian hostilities in Florida, military patrols moved into the wilderness in search of any Seminole concentrations. As the Second Seminole War escalated, attacks on isolated settlers and communities became more common. To combat this, the combined service units of the U.S. Army and Navy converged on southwest Florida. This joint effort attempted to seal off the southern portion of the Florida peninsula from the estimated 300 Seminoles remaining in the Big Cypress Swamp and Everglades (Covington 1958; Tebeau and Carson 1965).

In 1837, Fort Brooke became the headquarters for the Army of the South and the main garrison for the Seminole wars. The fort also served as a haven for settlers who had to leave their farms and seek protection from the warring Seminoles (Piper et al. 1982). Several other forts were established around the area during the Seminole War years. Their uses varied from military garrisons to military supply depots; others were built to protect the nearby settlers during Indian uprisings. These included Fort Alabama (later Fort Foster), Fort Thonotosassa, and Fort Simmons (Bruton and Bailey 1984).

The Second Seminole War ended in 1842 when the federal government withdrew troops from Florida. Some of the battle-weary Seminoles were persuaded to emigrate to the Oklahoma Indian Reservation where the federal government had set aside land for Native American occupation. However, those who wished to remain were allowed to do so but were pushed further south into the Everglades and Big Cypress Swamp, which became the last Seminole stronghold (Mahon 1985:321).

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

In 1845, the Union admitted the State of Florida with Tallahassee as the capitol. Ten years later, Manatee County, which at that time included the project area, was carved from portions of Hillsborough and Mosquito Counties with the village of Manatee as the county seat (Marth 1973).

In December of 1855, the Third Seminole War, or the Billy Bowlegs War, started as a result of additional pressure placed on the few remaining Native Americans in Florida to emigrate west (Covington 1982). The war started when Seminole Chief Billy Bowlegs and 30 warriors attacked an army camp, killing four soldiers and wounding four others. The attack was in retaliation for damage done by several artillerymen to property belonging to Billy Bowlegs. This hostile action renewed state and federal interest in the final elimination of the Seminoles from Florida. Despite

this effort, military action was not decisive during the war. Therefore, in 1858 the U.S. government resorted to monetary persuasion to induce the remaining Seminoles to migrate west. Chief Billy Bowlegs accepted \$5000 for himself, \$2500 for his lost cattle, each warrior received \$500 and \$100 was given to each woman and child. On May 4, 1858, the ship *Grey Cloud* set sail from Fort Myers with 123 Seminoles; stopping at Egmont Key, 41 captives and a Seminole woman guide were added to the group. On May 8, 1858, the Third Seminole War was declared officially over.

Cattle ranching was one of the earliest important economic activities in Manatee County. Mavericks left by early Spanish explorers such as DeSoto and Narvaéz provided the stock for the herds raised by the mid-eighteenth century “Cowkeeper” Seminoles. As the Seminoles were pushed further south during the Seminole Wars, their cattle were either sold or left to roam. By the late 1850s, the cattle industry of southwestern Florida was developing on a significant scale. Hillsborough and Manatee Counties constituted Florida’s leading cattle producing region. By 1860, cattlemen from all over Florida drove their herds to Fort Brooke (Tampa) and Punta Rassa (south of Ft. Myers) for shipment to Cuba, at a considerable profit. During this period, Jacob Summerlin became the first cattle baron of southwestern Florida. Known as the “King of the Crackers,” Summerlin herds ranged from Ft. Meade to Ft. Myers (Covington 1957).

3.7 Civil War and Aftermath

In 1861, Florida followed South Carolina's lead and seceded from the Union as a prelude to the American Civil War. Florida had much at stake in this war as evidenced in a report released from Tallahassee in June of 1861. It listed the value of land in Florida as \$35,127,721 and the value of the slaves at \$29,024,513 (Dunn 1989:59). Although the Union blockaded the coast of Florida during the war, the interior of the state saw very little military action. Florida became one of the major contributors of beef to the Confederate government (Shofner 1995:72). Summerlin originally had a contract with the Confederate government to market thousands of head a year at eight dollars per head. However, by driving his cattle to Punta Rassa and shipping them to Cuba, he received 25 dollars per head (Grismer 1946:83). To limit the supply of beef transported to the Confederate government, Union troops stationed at Ft. Myers conducted several raids into the Peace River Valley to seize cattle and destroy ranches. In response, Confederate supporters formed the Cattle Guard Battalion, consisting of nine companies under the command of Colonel Charles J. Mannerlyn (Akerman 1976).

Many local inhabitants were impacted by the unfolding events, including Jesse Knight, who had been established in Hillsborough County since 1852; Knight and his family moved to Manatee County during the war to protect his cattle from the marauding Union soldiers (McCarthy and Dame 1983). The cattlemen and the farmers in the state lived simply. The typical home was a log cabin without windows or chinking, and settlers’ diets consisted largely of fried pork, corn bread, sweet potatoes, and hominy. The lack of railway transport to other states, the federal embargo, and the enclaves of Union supporters and Union troops holding key areas such as Jacksonville and Ft. Myers prevented an influx of finished materials. Thus, settlement remained limited until after the war.

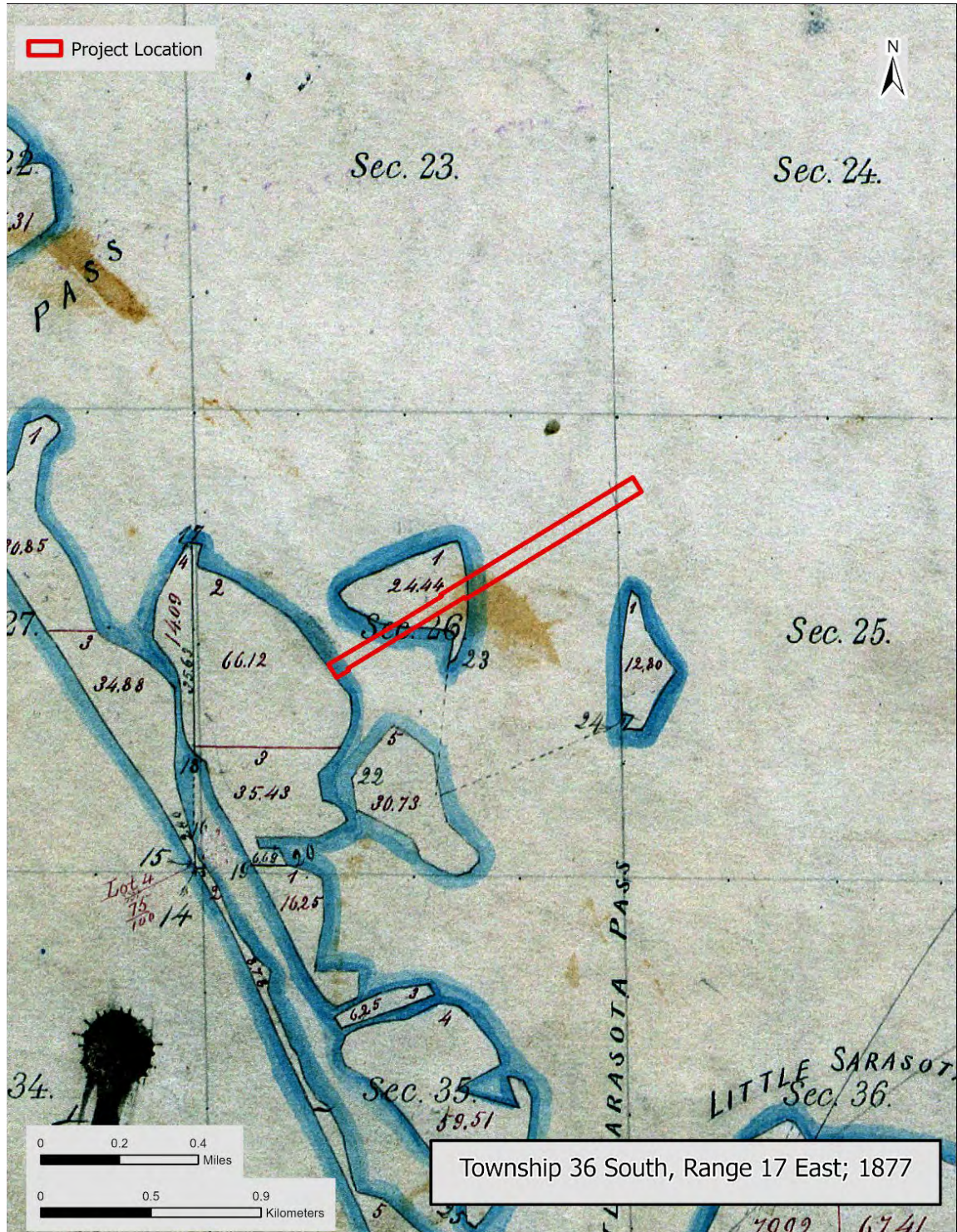
Immediately following the war, the South underwent a period of “Reconstruction” to prepare the Confederate States for readmission to the Union. The program was administered by the U.S. Congress, and on July 25, 1868, Florida officially returned to the Union (Tebeau 1980). The U.S. Congress passed the Homestead Act of 1866, enticing union loyalists and freedmen into Florida to establish farms. In most of the early settlements, development followed the earlier pattern with few settlers, one or two stores, and a lack of available overland transportation. Those communities along the coast developed a little faster due to the accessibility of coastal transportation.

In 1866, the Manatee County seat was moved from the village of Manatee to Pine Level, and the community of Miakka developed along the Pine Level Road, which connected the two communities. The early settlers included the Hancock, Vanderipe, and Chapman families as well as Augustus Williams, Garrett Murphy, Bill Rawls, Mr. Webb and Mr. Summeralls (Deming et al. 1989). In 1875, the first church and school building were constructed; four years later the post office was established (Bradbury and Hallock 1962:53). The Hancocks, Murphys, and Knights maintained large herds of cattle that were tended to by Peter and Marion Carlton, among others (Zilles 1976). The Crowleys moved to the area in the 1880s and established a blacksmith shop. In 1885, they dug a drainage channel through their property to control flooding along the Myakka River (Hutchinson 2005). In addition to cattle ranching, farming and citrus production were important economic activities. Crops included rice, tomatoes, corn, and sugar cane.

In 1875, J. P. Apthorp surveyed the islands off the coast of Sarasota (State of Florida 1875a) (**Figure 3-2**). Coon Key and Bird Key were described as dense mangrove thickets (State of Florida 1875b:251-252).

The State of Florida faced a fiscal crisis involving title to public lands in the early 1880s. By Act of Congress in 1850, the federal government turned over to the states for drainage and reclamation all “swamp and overflow land.” Florida received approximately 10 million acres. To manage that land and the 5,000,000 acres the state had received on entering the Union, the state legislature in 1851 created the Board of Trustees of the Internal Improvement Fund. In 1855, the legislature established the actual fund (the Florida Internal Improvement Fund), in which state lands were to be held. The fund became mired in debt after the Civil War, and under state law, no land could be sold until the debt was cleared. In 1881, the Trustees started searching for a buyer capable of purchasing enough acreage to pay off the fund’s debt and permit the sale of the remaining millions of acres that it controlled. Hamilton Disston, a member of a prominent Pennsylvania saw manufacturing family contracted with the State of Florida in 1881 to purchase four million acres of swamp and overflowed land for one million dollars. In exchange, he promised to drain and improve the land. This transaction, known as the Disston Purchase, enabled the distribution of land subsidies to railroad companies, inducing them to begin construction of new lines throughout the state.

Figure 3-2. 1875 plat showing the APE



During the early 1880s, the Florida Southern Railway acquired the old railroad charter and land grant of the Gainesville, Ocala, and Charlotte Harbor Railroad, which was due to expire in 1885. To hold this charter and secure lands, immediate railroad construction was necessary. Construction started in the Bartow area of Polk County and continued southward to Punta Gorda. In November 1885, the Southern was absorbed by the Plant System, which eventually became the Atlantic Coastline Railroad (Pettengill 1952). With the railroad as a catalyst, the 1880s witnessed a sudden surge of buying land for speculation, agriculture, and settlement in Manatee County, which prompted the creation of DeSoto County in 1887 from eastern Manatee County.

The Disston Purchase was extremely generous with the designation “swamp and overflow land.” Grismer (1946) estimated that at least half of the acreage was “high and dry.” Disston’s purchase effectively removed four million acres of public lands from would-be homesteaders. Settlers in the Sarasota area, most of whom had settled their land under the Homestead Act of 1862, were disgruntled with the sale of the swamp and overflowed land to Disston, which included nearly 700,000 acres in Manatee County. In response, Sarasota area residents established the Vigilance Committee to retaliate against land speculators. In 1884, two men suspected of cooperating with the developers were murdered. The resulting trial in the county seat of Pine Level divided the county. Tax records reveal that most of the 700,000 acres in Manatee County was sold to eight companies, including three railroad companies and the Florida Mortgage & Investment Co. established by Sir Edward James Reed of Britain, which is credited with founding the town of Sarasota (Marth 1973; Tischendorf 1954). Disston had sold half of his contract to the British Florida Land and Mortgage Company in 1882 to cover the second payment on the Purchase since Disston’s assets had been tied up in the drainage contract (Tischendorf 1954).

In 1885, the first group of colonists from Scotland arrived in what is today Sarasota. John Hamilton Gillespie, son of the Florida Mortgage & Investment Company’s president, was in charge of developing a community. Despite a downturn following the financial panic of 1893, the Great Freeze of 1894-95, and the threat of war with Spain in 1898, the community continued to develop as a winter resort advertising Sarasota’s warm weather, white beaches, plentiful fishing, golf course, and blue oceans (FWP 1939; Grismer 1946; Marth 1973; Matthews 1997).

In 1885, the U.S. Dredge Suwanee cut channels in Upper Sarasota Bay and Sarasota Bay, making it easier for steamers to dock, thereby creating a regular schedule of water traffic (Burns 1988). By the turn of the century, Sarasota had hit a second boom period, which would eventually lead to its development as a desirable winter resort.

3.8 Turn of the Century

Near the turn of the century, the Town of Sarasota was incorporated in 1902 with Gillespie elected as first mayor (Grismer 1946:170). It was at this time (1906) that Bird Key and Coon Key were purchased from the State by Mrs. Davie Lindsay Worster (State of Florida n.d.:78). The turn of the century saw the introduction of the automobile, telephone, and electricity into the small communities of southwest Florida. Construction of US Highway 41, or the Tamiami Trail, played

a significant role in development. In 1915, a group of business leaders met to discuss the feasibility of a cross-state highway from Tampa to Miami by way of Sarasota. A portion of this route, which stretched from the Hillsborough County line to Sarasota, was constructed by Manatee County with the passage of a bond issue in 1911. By the 1920s, the Sarasota portion of the Tamiami Trail from Bradenton followed the path of Banana Avenue, later renamed Broadway, before joining Main Street in Sarasota. The Trail then extended east along Main Street through downtown Sarasota to Washington Boulevard (now US 301), where it once again turned south toward Venice. This road was eventually designated US 41, (Weeks 1993) but was not fully completed from Tampa to Miami until April 1928 (Scupholm 1997).

Developers used propaganda promoting Florida as the eternal garden to attract tourists and new residents. Wealthy northerners, including brothers, Charles and John Ringling, Mrs. Bertha Honoré Palmer, Ralph Caples, Calvin Payne, and Owen Burns, visited and purchased land in Sarasota. Mrs. Potter Palmer and her family purchased more than 80,000 acres of land, forming the Palmer Farms Growers Cooperative, the Palmer Farmers experimental station, and founding Palmer Bank. Sarasota, and the State of Florida as a whole, was also popular amongst the ill for its salubrious climate. Thomas Worcester of Cincinnati, Ohio purchased Bird Key in 1911 in order to construct an estate for his ailing wife. The estate, named New Edzell after his wife's ancestral home in Scotland, was completed three years later; however, Mrs. Worcester died in 1912 prior to completion (La Hurd n.d.).

After visiting Sarasota several times, John and Mable Ringling purchased a home, northwest of the project area, on Shell Beach in 1912. Charles Ringling first arrived in Sarasota in 1912 to visit his brother, John Ringling, but soon initiated construction of a home with frontage on the bay. Charles was "in charge of advance billing and actual production" and John was the route agent of the family's business, the Ringling Brothers and Barnum & Bailey Circus. In the years before World War I, John and Charles Ringling spent their winters in Sarasota and the rest of the year following and managing the family circus. The Ringling Brothers eventually built palatial residences on Sarasota Bay (Grismer 1946).

New Edzell, the lavish estate constructed by Thomas Worcester on Bird Key, was purchased during the early 1920s by John Ringling. Ringling envisioned transforming New Edzell into the winter White House of President Warren G. Harding to promote the Sarasota area and Ringling developments. Harding passed away prior to making this plan a reality and the estate served as the home of Ida Ringling North – John Ringling's sister – until her death in 1950 (La Hurd n.d.).

By 1913, the Sarasota Woman's Club organized and began to address the civic, educational, and social needs of the city. In 1914, they took over the operation of the city library, which was housed in space donated by Mayor Gillespie, and moved it from Main Street into what is now the Florida Studio Theater, in downtown Sarasota (Sarasota History Alive! 2007-2020).

In 1921, Sarasota County was formed from the southern portion of Manatee County (Grismer 1946; Purdum 1994). Also, in 1921, a hurricane forced the reconstruction of Sarasota's waterfront due to the demolition of most of the wooden boat houses and docks on the bay. With the

reconstruction, fishing was relocated to Payne Terminal and the pier was developed purely for recreational purposes to support the growing tourism industry (Marth 1973:91).

During the first six months of 1925 alone, \$19 million in real estate transfers occurred in Sarasota, which contained only 5500 residents (Weeks 1993:99). From 1924 to 1926 the population of Sarasota doubled, and housing construction was unable to meet the demand. Large tourist hotels and commercial buildings were constructed, recreation facilities were expanded, and a 4000-foot harbor channel was dredged (Federal Writers' Project 1939:270). John Ringling, in association with Owen Burns, initiated the development of Sarasota's outlying barrier islands through his Ringling Isles Corporation and built the Ringling Causeway (1925-1926) to span the bay to the keys (Puig 2002). Over the next three years, the island was covered with dredge and fill material, imported Italian statuary and planted exotic plants that changed the Lido and St. Armands Keys from mangrove swamps to multi-million-dollar developments (Monroe et al. 1982). The St. Armands Subdivision plat was filed in 1925; however, construction on the streets and overall layout began as early as 1923 (Hartig 2000). The plan included the central Harding Circle with statuary and landscaping, high-class residences and shopping, a casino, and wooden pier.

By late 1926, the Florida real estate market collapsed. Massive freight car congestion from hundreds of loaded cars sitting in railroad yards caused the Florida East Coast Railway to embargo all but perishable goods in August of 1925. The embargo spread to other railroads throughout the state, and, as a result, most construction halted. The 1926 real estate economy in Florida was based upon such wild land speculations that banks could not keep track of loans or property values. Soon after the collapse of the Florida Land Boom, the October 1929 stock market crash, and the onset of the Great Depression, Sarasota County was left in a state of stagnation. Due to this collapse, St. Armands Key was not completed until the mid-twentieth century (Hartig 2000).

In 1931, the "School of Fine and Applied Art of the John and Mable Ringling Art Museum" was born of efforts by Southern College of Lakeland (today Florida Southern College) President Dr. Ludd M. Spivey (Grismer 1946; Perkins 1982). Ringling's fortunes being greatly diminished, he had little money and no interest in Southern, but did express interest in founding an art school to affiliate with Ringling Museum. After some negotiation, Ringling's art school opened as a branch of Southern in the vacant Bay Haven Hotel and neighboring commercial properties. The buildings were acquired for taxes and insurance fees and renovated with funds raised by Ringling (Perkins 1982). The school's first class of 75 was served by 13 faculty (12 PhDs), many celebrated in their disciplines.

By the mid-1930s, federal programs implemented by the Roosevelt administration provided jobs for the unemployed who were able to work. The programs were instrumental in the construction of parks, bridges, and public buildings. The City of Sarasota sought federal assistance under provision of the Federal Emergency Relief Act enacted by Congress in 1933. President Roosevelt's New Deal agencies included one to construct federal and non-federal public buildings

and structures—Public Works Administration (PWA), as well as another agency to employ the country’s unemployed millions—Works Projects Administration (WPA).

Despite the crash of the Florida real estate market and the Great Depression, Sarasota saw its population increase of 50 percent from 1930 to 1940. Throughout the decade, tourism remained the primary industry. Sarasota boasted numerous recreational facilities and activities, including beaches, fishing, circus practices at the Ringling Brothers and Barnum & Bailey winter headquarters, the annual Sara de Soto Pageant, two golf courses, the Ringling Museum of Art, and baseball spring training at Payne Park (LaHurd 1994). In 1939, the Sarasota Jungle Gardens was established. Created as an elaborate botanical garden with tropical plants from all over the world mixed with native plants of Florida, it quickly became one of Sarasota’s most popular tourist attractions.

3.9 Post-World War II

Following the war, road improvements and the increased use of automobiles caused an influx of tourism in the area (Tebeau 1980). As a result, flashy signs, modern buildings, and tourist attractions began in earnest along Sarasota’s beaches and the Tamiami Trail (Breslauer 2002). During the 1940s and 1950s, tourist courts and early motels were constructed along the Tamiami Trail. In 1958, the John Ringling Causeway was replaced and realigned by the State, and more recently, a new bridge was constructed from Cedar Point to Bird Key (Janus Research 1993). In addition, the northbound and southbound bridges carrying SR 789/John Ringling Boulevard over the Coon Key Waterway between Bird Key and Coon Key were constructed in ca. 1958 (ACI 2011). These bridges replaced an existing single bridge between the islands.

With the flurry of post-World War II building activity, Sarasota attracted many young architects ready to experiment with new designs. These architects included Paul Rudolph, Victor Lundy, Gene Leedy, and Ralph and Bill Zimmerman along with designer and builder Philip Hiss. Between the mid-1940s and the mid-1960s, these local architects and designers showed a strong commitment to modern architecture and design and their work attracted international attention. Collectively known as “The Sarasota School of Architecture,” their work was recognized as highly original, and they received credit for their experimentation with materials and design. The designs of many of their homes, churches, and public buildings were published nationally and internationally in numerous architectural journals (Howey 1997; Zimney 2001).

In 1959, land formerly owned by Ringling-associated corporations was purchased by Arvida Realty, Inc., including Bird Key. The surrounding bay was dredged in order to form the enlarged key and create an area suitable for the luxury subdivision of Bird Key (Smith n.d.). The subdivision was advertised by promoting “tropical island” living with the convenience of nearby downtown Sarasota, waterfront properties fronting the bay or free-flowing waterways with pre-cast seawalls, underground utilities, and a private yacht club for residents (News-Press 1960). Bird Key subdivision included 511 lots with a total of 291 waterfront sites (Smith n.d.).

The aforementioned Arvida Corporation also owned the adjacent Coon Key which they sold to the developers of Plymouth Harbor. Plymouth Harbor was envisioned by Reverend Dr. John MacNeil of the First Congregational United Church of Christ as a non-denominational retirement community that provided “a sense of belonging and intimacy” rather than a sterile and closed off environment (Plymouth Harbor, Inc. 2016). Coon Key was purchased from Arvida Corporation – the development company responsible for the creation of the Bird Key subdivision – as the location of the retirement facility and the official groundbreaking took place on July 4, 1964 (Plymouth Harbor, Inc. 2016). Frank Folsom Smith – an architect within the third generation of the Sarasota School of Architecture and trained by renowned local architects Victor Lundy and William Zimmerman – designed the retirement community following the ideas of Reverend Dr. MacNeil (Shiver 2007). Plymouth Harbor consisted of a twenty-five-story tower flanked by two three-story wings (East Garden and West Garden) that was divided into “colonies” of three-stories each. The three-story colonies were designed around a central common area with seating that could be viewed from mezzanines on the top two of the three floors. In addition to the 343 apartments with maid service that were segmented into colonies, Plymouth Harbor also provided fine dining, an auditorium, chapel, infirmary with 24-hour nursing care, undercover parking, boat basin, heated swimming pool, and park-like grounds (Tampa Bay Times 1964a). The first residents moved into Plymouth Harbor in January 1966 (Plymouth Harbor, Inc. 2016). At the time of construction, Plymouth Harbor required the largest building permit in the history of Sarasota at \$4 million and was also the first construction project to utilize a construction crane (Plunket 2019). At the time of construction, the project was the tallest residential building on the west coast of Florida and double the height of Sarasota’s second tallest building (The Tampa Tribune 1964; Knight 1965).

Since 1960 Sarasota County’s population growth necessitated improvement of transport routes in southwest Florida. In 1968, U.S. Secretary of Transportation, Alan Boyd, approved the extension of Interstate 75 (I-75) from Tampa to Miami, along a route that would serve west central Florida. The work was funded by the Federal Highway Act of 1968. A new era of development and expansion was ushered with high density, multifamily condominium development which brought a shift from the historic downtown to the Bayfront. Dredging and in-fill campaigns allowed the City of Sarasota to expand the Bayfront area farther west, and US 41 (SR 45) was rerouted to hug the Sarasota Bay creating the new highway along the Bayfront (LaHurd 1994). It was at this time that Bird Key was transformed from a small island surrounded by mangrove into a much larger island covered with residences and dredged channels.

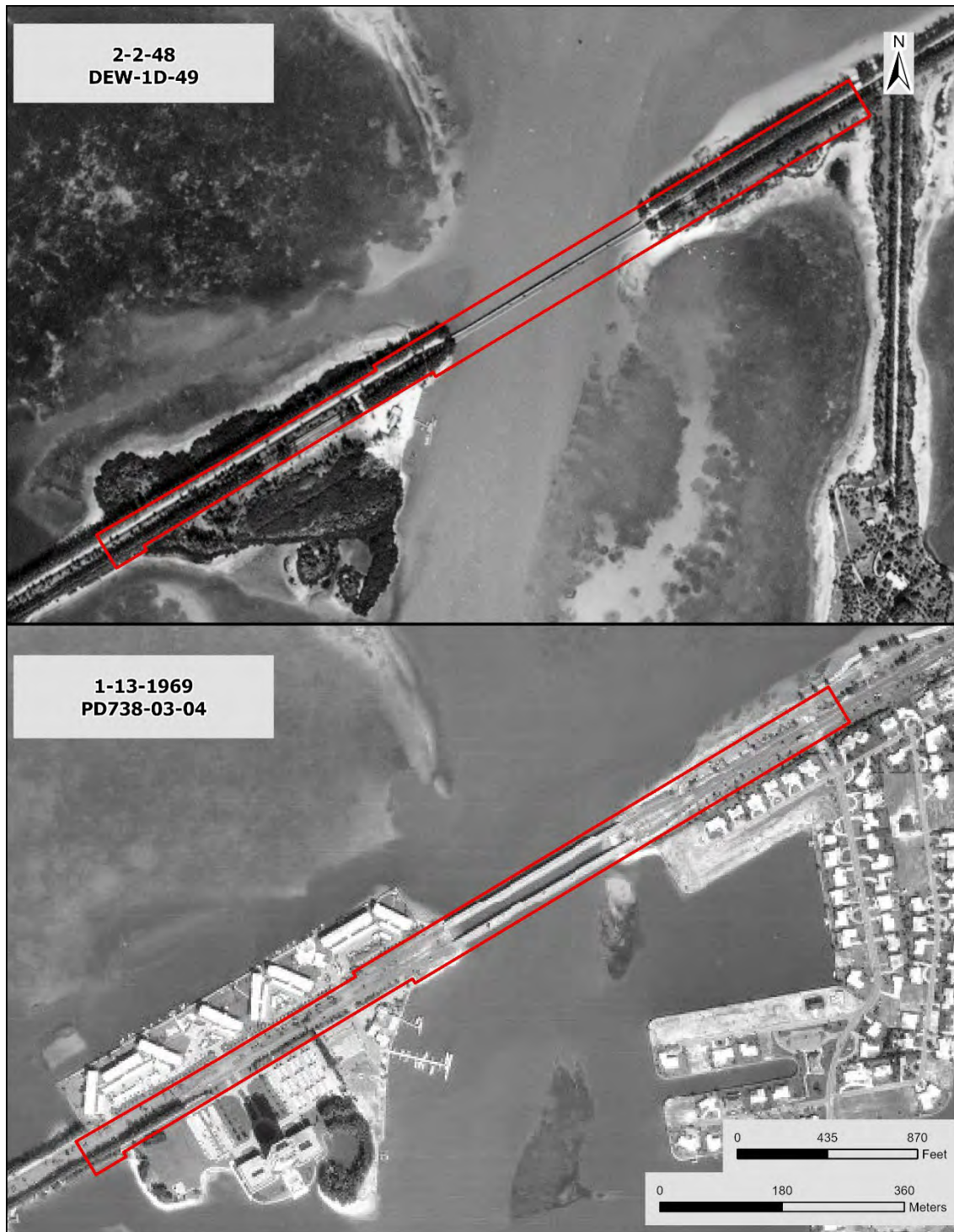
In the 1970s a short economic downturn and associated real estate bust related to the 1970s recession gave way to exponential population growth in the region, requiring construction of schools, hospitals, homes and businesses, and associated infrastructure. In the late 1980s and early 1990s construction and development stalled as a result of a nation-wide banking crisis. This soon abated when a new development boom followed Hurricane Andrew (1992) which brought a flood of insurance and federal monies to bankroll the housing market. In coastal areas, the trend was for luxury resorts and condominiums and gated master-planned communities (Bubil 2018).

By the 1990s, widespread development and a new appreciation of Sarasota's unique character resulted in the revitalization of the downtown area as well as the increased recognition of the area's architectural significance. By 2000, the City of Sarasota, recognizing the importance of the Tamiami Trail as a gate way into Sarasota, began to plan for the protection of significant resources and the creation of new waterfront and recreational opportunities. In the first decade of the 2000s, the housing bubble boom fueled by the subprime mortgage crisis led to redevelopment efforts.

3.10 Project Area Specifics

A review of historic aerial photographs reveals that a single bridge was located within the APE in 1948 (USDA 1948) (**Figure 3-3**). The northbound and southbound lanes of the John Ringling Causeway were separated by a median and converged to cross a single bridge with one northbound and one southbound lane. Coon Key was undeveloped with the exception of the roadway and a small marina – the Sarasota Yacht Club – on the southeast shore. Bird Key was a small, natural key at this time and was developed for residential purposes with the estate known as New Edzell. By ca. 1957, the southern portion of Coon Key appears to have been cleared of some vegetation, minor dredging had taken place, and the yacht club was expanded (USDA 1957). In addition, a marina/boat dock had been constructed on Bird Key adjacent to the southeast corner of the bridge. Substantial development occurred in this area between 1957 and 1969 (USDA 1957; FDOT 1969). The original single bridge between Bird Key and Coon Key had been replaced in ca. 1958 with twin bridges, consisting of two lanes each, to carry northbound and southbound traffic over the Coon Key Waterway. Coon Key and Bird Key were significantly altered by dredging and in-fill to form islands suitable for residential development during the late 1950s. By 1969, Bird Key included the Bird Key subdivision to the south of SR 789 and the Bird Key Park to the north (**Figure 3-3**). Coon Key was developed with the Plymouth Harbor high-rise senior living facility to the south of SR 789 and the Sarasota Harbour East and West condominium complexes to the north. The Sarasota Yacht Club on Coon Key remained in place on the southeast shore; however, the marina/boat dock on Bird Key was destroyed during dredging operations. Over the years, residential development on Bird Key has expanded, filling in the island and some areas have been subject to tear down and rebuild. Between 1986 and 2017, the Plymouth Harbor facility south of the APE was expanded and in ca. 2009 the Sarasota Yacht Club was demolished and rebuilt (FDOT 1986; Google Earth 2022).

Figure 3-3. 1948 and 1969 aerial photographs of the APE (USDA 1948; FDOT 1969)



4.0 BACKGROUND RESEARCH AND METHODOLOGY

4.1 Background Research and Literature Review

A review of archaeological and historical literature, records and other documents and data pertaining to the project area was conducted. This included a review of the NRHP, the Florida Master Site File (FMSF) (original review was in April 2020 data but a review of a more recent update of the background occurred in October 2022), the Sarasota County Register of Historic Places, published books and articles, CRAS reports, and from the files of ACI. In addition, the Efficient Transportation Decision Making (ETDM) report for this project (No. 14384), was reviewed. The focus of this research was to ascertain the types of cultural resources known in the general area, their temporal/cultural affiliations, site location information, and other relevant data.

4.2 Archaeological Considerations

Background research indicated that no previously recorded archaeological sites are located within the archaeological APE, and only one is located within one mile (**Figure 4-1**). 8SO00042 (Cedar Point Midden) is recorded as a post-Archaic artifact scatter that has been destroyed (Monroe et al. 1982). There have been numerous CRAS projects conducted within one mile of the APE; these are listed in **Table 4-1**.

Based on the results of these cultural resource surveys, the distribution of archaeological resources in the project vicinity, and environmental conditions, the naturally occurring environmental setting of the project area would have had a low potential for the presence of archaeological sites. However, the construction, replacement of, and improvements to the roadway, have severely diminished the archaeological potential. As a result, the archaeological APE was considered to have a low potential for the presence of aboriginal archaeological sites although the ETDM report determined there was moderate archaeological probability. Sites, if found, were expected to be remnant shell middens or artifact scatters. The historic occupation of the area suggested there was a low potential for historic (19th and early 20th century) archaeological sites.

4.3 Historical Considerations

A review of previous CRAS reports, the FMSF, the NRHP, and the City's Locally Historically Designated Properties list revealed that six (6) historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, 8SO12125) were previously recorded within the historical/architectural APE (**Table 4-2; Figure 4-1**). These include two beam and girder bridges (8SO06906 and 8SO06907), one Mid-Century Modern style building (8SO12048), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and one Masonry Vernacular style building (8SO12125). The bridges, SR 789 Northbound over Coon Key Waterway (Bridge No. 170022/8SO06906) and SR 789 Southbound over Coon Key Waterway (Bridge No.170951/8SO06907), were recorded during the *Cultural Resource Assessment of SR*

Figure 4-1. Location of previously recorded archaeological site and historic resources proximate to the APE

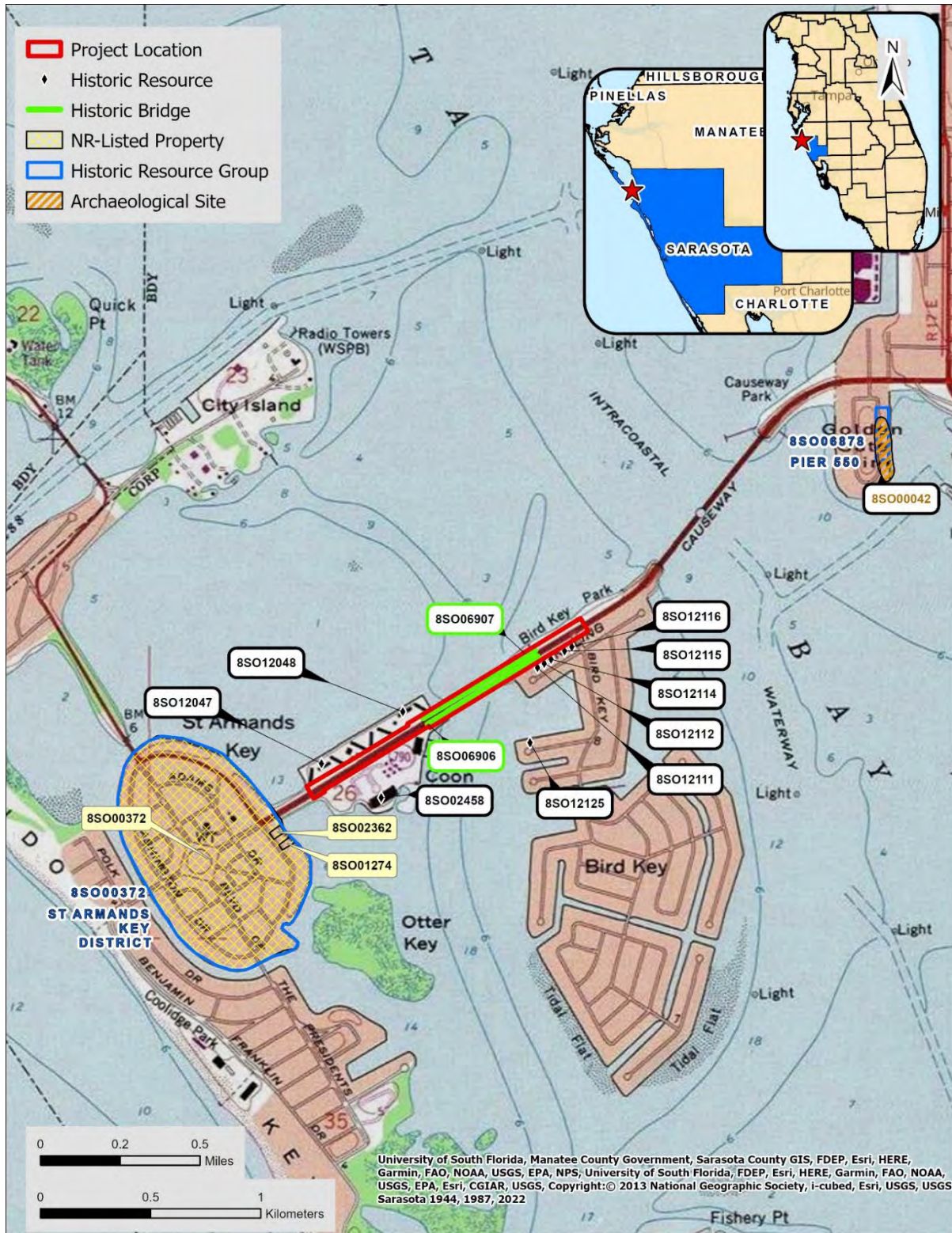


Table 4-1. CRAS projects within one mile of the APE

REFERENCE	PROJECT
Monroe et al. 1982	Historical, Architectural and Archaeological Survey of Sarasota
HPA 1988	Historic Properties Survey of Sarasota
Janus Research 1993	CRAS of the John Ringling Causeway (State Road 789) Bridge Replacement Preferred Alignment, Sarasota County
Hall 1996	Executive Summary -- Professional Services to Conduct Magnetometer and Side Scan Sonar Investigations at New Pass, Sarasota County
ACI 2002	A Cultural Resource Assessment Review Sarasota Bayfront Multi-Use Trail (MURT) Special Enhancements (SE) Funds Sarasota County
Mohlman 2001	Cultural Resource Survey: Proposed Cell Tower: Barry's Trailers Site, Sarasota, Sarasota County
Mid-Atlantic Tech. & Environment 1997	Underwater Archaeological and Remote Sensing Investigations at New Pass Channel, Sarasota County
ACI 2003	CRAS for Transfer of Roadway Jurisdiction: North Washington Drive from John Ringling Boulevard East (SR789) to North Boulevard of the Presidents (SR789) Sarasota County
Kise Straw & Kolander Inc. 2003	Historic Resources Survey, Sarasota
Hyland 2006	City of Sarasota Survey of Historic Resources - Phase IV
ACI 2010a	Cultural Resource Reconnaissance Survey, South Lido Beach Park Coastal Recreational Trail, Sarasota County
ACI 2010b	Survey of Historic Resources- Phase I Update City of Sarasota, Sarasota Co.
ACI 2011	CRAS S.R. 789 (Little Ringling) over Sarasota Bay Bridge Nos. 170022 and 170951 (Bridges between Bird Key and Coon Key) Sarasota County
Mikell 2014	An Archaeological and Historical Survey of the 86743 St Armand's TWR Collocation in Sarasota County FCC Form 621
Scott et al. 2020	City of Sarasota Historic Preservation Project

Table 4-2. Previously recorded historic resources within the APE and within 1000-ft of the APE. Yellow highlight denotes historic resources within the APE.

FMSF No.	Address/Site Name	Type/Style	Year Built	SHPO Evaluation
8SO00372	Harding Circle Historic District	Historic District	ca. 1925	NR-Listed (1/16/2001)
8SO01274	47 S Washington Drive / William J. Burns House	Mediterranean Revival	ca. 1927	NR-Listed (3/2/1997)
8SO02362	25 S Washington Drive / Casa Del Mar	Mediterranean Revival	ca. 1937	NR-Listed (2/14/1997)
8SO02458	700 John Ringling Boulevard / Plymouth Harbor	Sarasota Modern	ca. 1966	Not Evaluated
8SO12047	765 John Ringling Boulevard	Mid-Century Modern	ca. 1963	Not Evaluated
8SO12048	775 John Ringling Boulevard / Gladstone House	Mid-Century Modern	ca. 1965	Not Evaluated

FMSF No.	Address/Site Name	Type/Style	Year Built	SHPO Evaluation
8SO06906	Bridge No. 170022	Beam and Girder	ca. 1958	Ineligible
8SO06907	Bridge No. 170951	Beam and Girder	ca. 1958	Ineligible
8SO12111	109 Seagull Lane	Frame Vernacular	ca. 1963	Not Evaluated
8SO12112	113 Seagull Lane	Masonry Vernacular	ca. 1961	Not Evaluated
8SO12114	117 Seagull Lane	Ranch	ca. 1962	Not Evaluated
8SO12115	125 Seagull Lane	Mid-Century Modern	ca. 1960	Not Evaluated
8SO12116	129 Seagull Lane	Mid-Century Modern	ca. 1961	Not Evaluated
8SO12125	105 N Warbler Lane	Masonry Vernacular	ca. 1970	Not Evaluated

789 (*Little Ringling*) over *Sarasota Bay Bridge Nos. 170022 and 170951 (Bridges between Bird Key and Coon Key)* Sarasota County, Florida conducted by Archaeological Consultants, Inc. in 2011 (Survey No. 19392). The bridges were determined ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO). The four buildings within the APE (8SO12048, 8SO12111, 8SO12112, 8SO12125) were recorded during the *City of Sarasota Historic Preservation Project* conducted by Environmental Services, Inc. in 2020 and have not been evaluated by the SHPO (Scott et al. 2020; Survey No. 26961). The Mid-Century Modern style Gladstone House (8SO12048) was constructed in ca. 1965 and is located on Coon Key, whereas three of the previously recorded buildings within the APE (8SO12111, 8SO12112, 8SO12125) were considered part of the potential Bird Key historic district – one was considered contributing (8SO12111) and two were considered non-contributing (8SO12112 and 8SO12125).

Bird Key was identified as a potential district during the aforementioned *City of Sarasota Historic Preservation Project*; however, the subdivision was not formally recorded as a historic district within the FMSF. It is beyond the scope of the current survey to record and evaluate the potential Bird Key historic district, as such, only the aforementioned buildings will be updated. Three additional buildings on Bird Key are located within 1000-ft of the project limits but outside of the APE (8SO12114, 8SO12115, 8SO12116). These include one Ranch style building (8SO12114) and two Mid-Century Modern style buildings (8SO12115 and 8SO12116) constructed between ca. 1960 and 1962 which have not been evaluated by the SHPO. Two were considered contributing resources (8SO12115 and 8SO12116) and one was considered non-contributing (8SO12114).

Two previously recorded historic resources that have not been evaluated by the SHPO are located outside of, but adjacent to, the APE on Coon Key. These include a ca. 1966 Mid-Century Modern style building at 765 John Ringling Boulevard (8SO12047) and the ca. 1966 Sarasota Modern style Plymouth Harbor (8SO02458) high-rise building. Plymouth Harbor was first recorded during the *Sarasota School of Architecture Survey* conducted by Elaine Rogers in 2000 (Survey No. 06147) and the Mid-Century Modern style (8SO12047) was recorded during the *City of Sarasota Historic Preservation Project* in 2020 (Scott et al. 2020; Survey No. 26961). Plymouth Harbor was envisioned by Reverend Dr. John MacNeil of the First Congregational United Church of Christ as a non-denominational retirement community and was designed by Frank Folsom Smith – an architect within the third generation of the Sarasota School of Architecture and trained

by renowned local architects Victor Lundy and William Zimmerman (Shiver 2007; Plymouth Harbor, Inc. 2016). At the time of construction, the project was the tallest residential building on the west coast of Florida and double the height of Sarasota's second tallest building (The Tampa Tribune 1964; Knight 1965).

Five (5) additional previously recorded historic resources are within 1000-ft of the project limits but located outside of the APE (8SO00372, 8SO01247, 8SO02362, 8SO02458, 8SO12047) (**Figure 4-1; Table 4-2**). These include three NRHP-listed properties, the Harding Circle Historic District (8SO00372), William J. Burns House (8SO01274), and Casa Del Mar (8SO02362) as well as two buildings on Coon Key that have not been evaluated by the SHPO (8SO02458 and 8SO12047).

The Harding Circle Historic District (8SO00372) is located to the west of the APE on St. Armands Key. Harding Circle was listed in the NRHP on January 16, 2001, under Criterion A in the area of Community Planning & Development for its association with the original civic planning and development of St. Armands Key undertaken by John Ringling through John Ringling Estates, Inc. Harding Circle is a central park and green space with a roadway known as St. Armands Circle which surrounds the circular park. There are nine landscaped medians which contain 22 statuary works – 20 of which are contributing resources to the historic district – and bordering streets, including John Ringling Boulevard and Boulevard of the Presidents. The historic district is comprised of 21 contributing resources – 20 objects and 1 site – and 10 non-contributing resources. The non-contributing resources include eight standard light fixtures dating from the 1960s and two non-contributing statues.

In addition, two NRHP listed properties are located on St. Armands Key in the vicinity of Harding Circle (8SO01274 and 8SO02362). The ca. 1927 William J. Burns House (8SO01274) is located at 47 S Washington Drive. The Mediterranean Revival style building was listed in the NRHP in 1997 under Criterion C in the area of Architecture as an excellent example of the Mediterranean Revival style and its reflection of the grandiose development of the Ringling Estates subdivision on St. Armands Key. The ca. 1937 Mediterranean Revival style Casa Del Mar (8SO02362) is located at 25 S Washington Drive. Casa Del Mar was listed in the NRHP in 1997 under Criterion C in the area of Architecture as an excellent representation of a transitional period in architectural tastes. The Mediterranean Revival style resource incorporates elements of the Art Deco and Art Moderne styles of the 1930s and retains its architectural integrity to a high degree. The proposed road improvements and bridge reconstruction/rehabilitation will not alter the existing aesthetic conditions of the Harding Circle Historic District (8SO00372) or the two other NRHP listed properties (8SO01274 and 8SO02362), nor will it further alter the setting in a negative way that will diminish or destroy the qualities and characteristics for which these properties are listed in the NRHP.

A review of the relevant USGS quadrangle map, historic aerial photographs, and the Sarasota County property appraiser's website data revealed the potential for two new historic resources 46 years of age or older (constructed 1976 or earlier) within the APE (Furst 2022).

4.4 Field Methodology

The FDHR's Module Three, *Guidelines for Use by Historic Professionals*, indicates that the first stage of archaeological field survey is a reconnaissance of the project area to "ground truth," or ascertain the validity of the predictive model (FDHR 2003). During this part of the survey, the researcher assesses whether the initial predictive model needs adjustment based on disturbance or conditions such as constructed features (i.e., parking lots, buildings, etc.), underground utilities, landscape alterations (i.e., ditches and swales, mined land, dredged and filled land, agricultural fields), or other constraints that may affect the archaeological potential. Additionally, these Guidelines indicate that non-systematic "judgmental" testing may be appropriate in urbanized environments where pavement, utilities, and constructed features make systematic testing unfeasible; in geographically restricted areas such as proposed pond sites; or within project areas that have limited high and moderate probability zones, but where a larger subsurface testing sample may be desired. While predictive models are useful in determining preliminary testing strategies in a broad context, it is understood that testing intervals may be altered due to conditions encountered by the field crew at the time of survey.

Archaeological field survey methods consisted of surface reconnaissance combined with systematic and judgmental subsurface testing. Shovel tests were placed at 100 m off-set intervals on both sides of the causeway. Shovel tests were circular and measured approximately 50 centimeters (cm) in diameter by at least 1 m in depth unless precluded by buried asphalt or concrete. All soil removed from the shovel tests was screened through a 0.64 cm mesh hardware cloth to maximize the recovery of artifacts. The locations of all shovel tests were recorded using a Trimble Juno 5 GPS unit and following the recording of relevant data such as stratigraphic profile and artifact finds, all shovel tests were refilled. A reasonable and good faith effort was made to identify the historic properties within the project APE (cf., Advisory Council on Historic Preservation n.d.).

Historical/architectural field methodology consisted of a field survey of the APE to determine and verify the location of all buildings and other historic resources (i.e., bridges, roads, cemeteries) that are 46 years of age or older (constructed in or prior to 1976), and to establish if any such resources could be determined eligible for listing in the NRHP. The field survey focused on the assessment of existing conditions for all previously recorded historic resources located within the project APE, and the presence of unrecorded historic resources within the project area. For each property, photographs were taken, and information needed for the completion of FMSF forms was gathered. In addition to architectural descriptions, each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility. Also, informant interviews would have been conducted, if possible, with knowledgeable persons to obtain site-specific building construction dates and/or possible associations with individuals or events significant to local or regional history.

4.5 Laboratory Methods and Curation

No artifacts were recovered; thus, no laboratory methods were utilized. All project-related records, including maps, field notes, and photos, will be maintained at the ACI office (P19165) in Sarasota, pending transfer for curation.

4.6 Unexpected Discoveries

Occasionally, archaeological deposits, subsurface features or unmarked human remains are encountered during the course of development, even though the project area may have previously received a thorough and professionally adequate cultural resources assessment. Such events are rare, but they do occur. In the event that human remains are encountered during the course of development, the procedures outlined in Chapter 872, *FS* must be followed. However, it was not anticipated that such sites would be found during this survey.

In the event such discoveries are made during the development process, all activities in the immediate vicinity of the discovery will be suspended, and a professional archaeologist will be contacted to evaluate the importance of the discovery. The area will be examined by the archaeologist, who, in consultation with staff of the Florida SHPO, will determine if the discovery is significant or potentially significant. In the event the discovery is found to be not significant, the work may immediately resume. If, on the other hand, the discovery is found to be significant or potentially significant, then development activities in the immediate vicinity of the discovery will continue to be suspended until such time as a mitigation plan, acceptable to SHPO, is developed and implemented. Development activities may then resume within the discovery area, but only when conducted in accordance with the guidelines and conditions of the approved mitigation plan.

5.0 RESULTS AND CONCLUSIONS

5.1 Archaeological

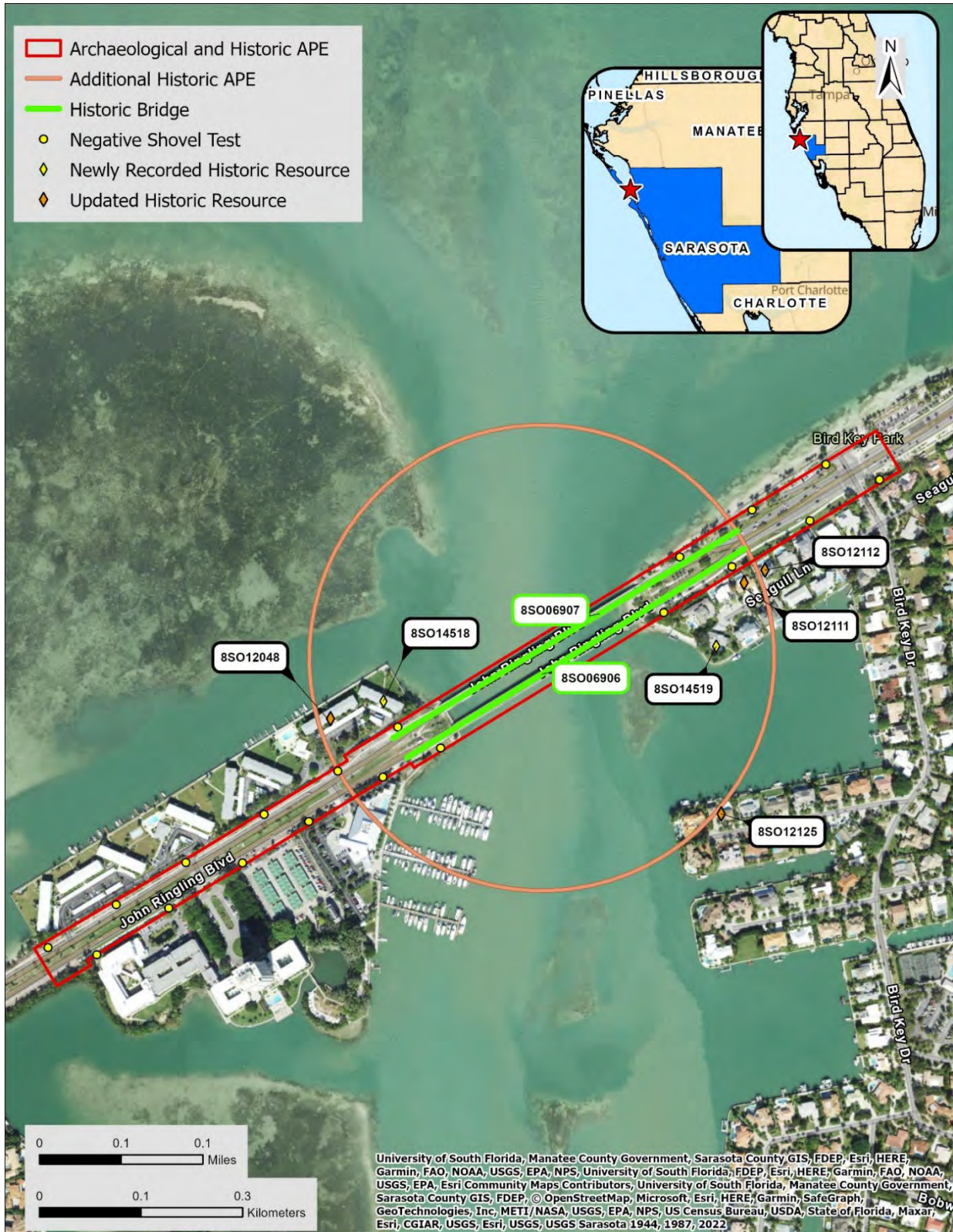
The archaeological investigations, conducted April 2020, consisted of surface reconnaissance combined with systematic subsurface testing. A total of 19 shovel tests were excavated within the APE (**Figure 5-1**). These were placed at off-set 100 m intervals on each side of the road. Many areas within the APE showed evidence of surface and/or subsurface disturbance. Disturbances included paved areas, fencing, power lines and buried utilities such as fiber optic, cable, and electric lines. **Photo 5-1** shows an example of locations where shovel tests were placed. **Photos 2-1 through 2-6 and Photo 5-1** demonstrate multiple disturbances including utilities, landscaping, and impervious surfaces that limited testing within the APE. A reasonable and good faith effort was made to identify the historic properties within the project APE (cf., Advisory Council on Historic Preservation n.d.).

Photo 5-1. Testing along the John Ringling Causeway



The stratigraphy found in the shovel tests can be characterized as 0-20 cm of gray-brown sand and 20-100 cm of a light brown sand and shell mix. Several of the shovel tests in this area were terminated prior to 100 cm below surface due to buried concrete or asphalt. No artifacts were recovered from the tests and all tests indicated the area within the APE was filled and previously reworked. A reasonable and good faith effort was made per the regulations laid out in 36 CFR § 800.4(b)(1) (Advisory Council on Historic Preservation n.d.) to test all areas of the project APE; however, modern disturbances (buried utilities, ditches, etc.) did prevent testing in some areas.

Figure 5-1. Shovel test locations and historic resources within the APE



In addition, the FMSF, historic maps, aerials, and other documents do not record the location of shipwrecks or other historic maritime resources that would be of concern. Based on the historic coastline and known aboriginal settlement patterns in the area there is no expectation of submerged aboriginal sites. These, along with the planned scope and impacts it was determined that maritime archaeology did not appear necessary.

5.2 Historical/Architectural

Historical/architectural background research indicated that 6 historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, and 8SO12125) were previously recorded within the historical/architectural APE. These include two bridges (Bridge No. 170022/8SO06906 and Bridge No. 170951/8SO06907), and four buildings (one Mid-Century Modern style building (8SO12048), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and one Masonry Vernacular style building (8SO12125)). The bridges, SR 789 Northbound over Coon Key Waterway (Bridge No. 170022) (8SO06906) and SR 789 Southbound over Coon Key Waterway (Bridge No. 170951) (8SO06907), were recorded in 2011 and determined ineligible for listing in the NRHP by the SHPO (Survey No. 19392). The four buildings (8SO12048, 8SO12111, 8SO12112, 8SO12125) have not been evaluated by the SHPO.

In 2020, Bird Key was identified as a potential district during the *City of Sarasota Historic Preservation Project*; however, the subdivision was not formally recorded within the FMSF (Survey No. 26961). Three of the previously recorded buildings located within the APE (8SO12111, 8SO12112, 8SO12125) were considered part of the potential Bird Key historic district during the 2020 survey. Of these, one was considered contributing (8SO12111) and two were considered non-contributing (8SO12112 and 8SO12125). It is beyond the scope of the current survey to record and evaluate the potential Bird Key historic district. The proposed road improvements and bridge reconstruction/rehabilitation will not alter the setting in a negative way, nor should it affect the characteristics of the built environment surrounding the Bird Key subdivision.

As a result of the field survey, eight (8) historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were identified within the historical/architectural APE. These include two Mid-Century Modern style buildings (8SO12048 and 8SO14518), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and two Masonry Vernacular style building (8SO12125 and 8SO14519) built between ca. 1961 and ca. 1973, as well as two 1958 prestressed concrete beam and girder bridges (Bridge Nos. 170022 and Bridge No. 170022). Of these, two historic resources (8SO14518 and 8SO14519) were newly identified, recorded, and evaluated; as well as the identification and re-evaluation of four previously recorded historic resources (8SO12048, 8SO12111, 8SO12112, 8SO12125) that have not been evaluated by the SHPO (**Table 5-1; Figure 5-1**). Overall, these historic resources have been altered, lack sufficient architectural features, and are not significant embodiments of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons

and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the field survey. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793).

Descriptions and photographs of the newly and previously identified resources follow. FMSF forms were prepared for the two newly identified resources and updated FMSF forms were prepared for the four previously recorded resources (**Appendix B**).

Table 5-1. Newly identified and previously recorded historic resources within the APE.

FMSF No.	Address/Site Name	Type/Style	Year Built	NRHP Eligibility Recommendation
**8SO12111	109 Seagull Lane	Frame Vernacular	ca. 1963	Ineligible
**8SO12112	113 Seagull Lane	Masonry Vernacular	ca. 1961	Ineligible
8SO14519	102 Seagull Lane	Masonry Vernacular	ca. 1973	Ineligible
**8SO12125	105 N Warbler Lane	Masonry Vernacular	ca. 1970	Ineligible
*8SO06906	Bridge No. 170022	Beam and Girder	ca. 1958	Ineligible
*8SO06907	Bridge No. 170951	Beam and Girder	ca. 1958	Ineligible
8SO14518	777 John Ringling Boulevard / Hawthorne House	Mid-Century Modern	ca. 1965	Ineligible
**8SO12048	775 John Ringling Boulevard / Gladstone House	Mid-Century Modern	ca. 1965	Ineligible

* Denotes previously recorded resource

** Denotes previously recorded resource updated during this survey

8SO06906 and 8SO06907: The SR 789 Northbound over Coon Key Waterway (Bridge No. 170022) (8SO06906) and SR 789 Southbound over Coon Key Waterway (Bridge No.170951) (8SO06907) are twenty-one span, prestressed concrete beam and girder bridges constructed in 1958 (**Photos 5-2 and 5-3**). The bridges were constructed to carry northbound and southbound SR 789/John Ringling Boulevard over the Coon Key Waterway between Bird Key and Coon Key. Each bridge is two lanes wide measuring approximately 37-ft wide with a 24-ft roadway width and flanked by short, concrete parapets which form a barrier between the roadway and sidewalks. The railings are comprised of solid, rectangular concrete posts with beveled edges and matching horizontal rails. A single span measures approximately 48-ft long with an overall length of 1,010-ft. The substructure of each bridge is comprised of concrete bents with four squared concrete piers each and a concrete header, as well as concrete abutments with riprap and seawalls. The bridge deck is constructed of concrete and covered with an asphalt surface. Metal streetlights are present along the bridges and each bridge is equipped with metal approach guardrails.

Photo 5-2. SR 789 Northbound over Coon Key Waterway (Bridge No. 170022/8SO06906), looking northeast.



Photo 5-3 SR 789 Southbound over Coon Key Waterway (Bridge No. 170951/8SO06907), looking southwest.



The SR 789 Northbound over Coon Key Waterway (Bridge No. 170022) (8SO06906) and SR 789 Southbound over Coon Key Waterway (Bridge No. 170951) (8SO06907) bridges were determined ineligible for listing in the NRHP by the SHPO in 2011. The bridges have not been significantly altered since this determination and as a result were not updated for this CRAS. These are common post-World War II concrete beam and girder bridges found throughout Florida. These types of bridges were constructed as part of the massive expansion of the State's road system in the decades following the end of World War II (Parsons Brinckerhoff 2005). These bridges do not possess any notable engineering features or design elements that would differentiate them from dozens of similar examples built throughout Florida during the same time period. Furthermore, the Advisory Council on Historic Preservation (ACHP) issued a Program Comment in November 2012 that this type of bridge is excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793).

Updated Historic Resources:

8SO12048: The Mid-Century Modern style building at 775 John Ringling Boulevard was constructed in ca. 1965 (**Photos 5-4 and 5-5**). The three-story, irregular plan building rests on a concrete slab foundation and has a concrete block structural system clad in stucco. The gable on hip roof with shed extensions is covered with composition shingles. The main entryways are on the south elevation through a single door per unit flanked by a wall-mounted air-conditioning unit along a walkway lined with a metal railing. Each unit includes a partial width incised porch on the north elevation with screening or sliding windows beneath the principal roof with triangular kickouts. Visible windows include individual one-over-one metal sliding units. Distinguishing architectural features include overhanging eaves with boxed rafter tails, exposed beams, and triangular roof kickouts along the north elevation. Alterations include replacement roofing. An elevator shaft with "Gladstone House" signage is centrally located on the south elevation and open-air stairwells are located on the east and west ends of the south elevation. A central breezeway is located on the first story and provides access to the north elevation. The building is located within the Sarasota Harbour East condominium development with the ca. 1965 Hawthorne House (8SO14518) located east of the building.

Sarasota Harbour East was the second project by Irving Z. Mann & Associates on Coon Key. In ca. 1963, Mann constructed "the first condominium apartments in the history of Sarasota County" with his Sarasota Harbour development – now known as Sarasota Harbour West (Tampa Tribune 1963). Mann constructed several condominiums throughout Florida, including those in Daytona Beach, Maitland, Lakeland, and Winter Haven, and all incorporated gardens, waterfront views, and the "Harbour" name (Miami Herald 1965). Sarasota Harbour was Mann's first development and was followed in ca. 1965 by a separate project, Sarasota Harbour East, which was constructed to the east on Coon Key and sold within a slightly higher price bracket (Tampa Bay Times 1964b). Overall, the building lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events as the building is associated with a later project, separate from the county's first condominium apartment, Sarasota

Harbour (now Sarasota Harbour West). As a result, 8SO12048 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5-4. 775 John Ringling Boulevard/Gladstone House (8SO12048), looking northwest.



Photo 5-5. 775 John Ringling Boulevard/Gladstone House (8SO12048), looking east.



8SO12111: The Ranch style building at 109 Seagull Lane was constructed in ca. 1963 (**Photo 5-6**). The one-story, irregular plan building rests on a continuous concrete block foundation and has a concrete block structural system clad in stucco. The hip roof with hip extension is covered with flat tile, while the shed roof on the north elevation is covered with standing seam metal. The main entryway is on the south elevation through a single door with paneling, two inset leaded lights, and a screened storm door. Visible windows include a mixture of individual and paired, one-over-one vinyl single-hung sash units. Distinguishing architectural features include overhanging eaves with boxed rafter tails, shutters, stucco windowsills, and a stucco wingwall on the west elevation. Alterations include replacement windows and shutters. An integrated two-car garage with a sectional garage door and inset fanlights is located on the east end of the south elevation. A non-historic swimming pool with a screened enclosure is located to the north of the building. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. While the resource was identified during the 2020 as a potential contributor to the potential Bird Key historic district, the subdivision was never formally recorded within the FMSF (Survey No. 26961). It is beyond the scope of the current survey to record and evaluate the potential Bird Key historic district. As such, 8SO12111 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5-6 109 Seagull Lane (8SO12111), looking northwest.



8SO12112: The Frame Vernacular style building at 113 Seagull Lane was constructed in ca. 1961 (**Photo 5-7**). The two-story, irregular plan building rests on a concrete slab foundation and has a wood frame structural system clad in stucco. The hip-on-hip roof with gable extensions is covered with flat tile. The main entryway is on the south elevation through double metal doors with inset 'X' patterned lights, recessed beneath the principal roof. Visible windows include individual one-over-one vinyl single-hung sash units. Distinguishing architectural features include overhanging eaves with boxed rafter tails, stucco windowsills, shutters (standard and Bahama-style), a triangular metal entry pergola, and stucco engaged columns. Alterations include replacement roofing, siding, and windows, as well as the installation of shutters. Additions include the two-car garage on the west elevation, gable roof extension on the south elevation, and the second story. A non-historic swimming pool and gazebo are located to the north of the building. Overall, the building has been significantly altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. During the 2020 survey, *City of Sarasota Historic Preservation Project*, the resource was identified as non-contributing to the potential Bird Key historic district; however, the subdivision was never formally recorded within the FMSF (Survey No. 26961). It is beyond the scope of the current survey to record and evaluate the potential Bird Key historic district. As such, 8SO12112 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5-7. 113 Seagull Lane (8SO12112), looking northwest.



8SO12125: The Masonry Vernacular style building at 105 N Warbler Lane was constructed in ca. 1970 (**Photos 5-8 and 5-9**). The one-story, irregular plan building rests on a concrete slab foundation and has a concrete block system clad in stucco. The complex hip roof with hip roof extensions is covered with tile. The main entryway is on the south elevation through double wooden doors with sidelights and a half half-circle transom beneath a hip roof extension with an arched opening. Visible windows include a mixture of individual, single pane metal fixed units; paired single pane vinyl casement units; an individual glass block panel with glass blocks in an 8 x 5 pattern. Distinguishing architectural features include overhanging eaves with boxed rafter tails and an arched opening with decorative stucco trim at the entrance vestibule. Alterations include replacement roofing (in progress), siding, and windows. Additions include the second story located on the west elevation, as well as the hip roof extension entrance vestibule on the south elevation. Paired one-car garages are located on the west end of the south elevation. A non-historic swimming pool and boat dock are located to the north of the building. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. During the 2020 survey, *City of Sarasota Historic Preservation Project*, the resource was identified as non-contributing to the potential Bird Key historic district; however, the subdivision was never formally recorded within the FMSF (Survey No. 26961). It is beyond the scope of the current survey to record and evaluate the potential Bird Key historic district. As such, 8SO12125 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5-8. 105 N Warbler Lane (8SO12125), looking northwest.



Photo 5-9. 105 N Warbler Lane (8SO12125), looking north.



Newly Identified Historic Resources:

8SO14518: The Mid-Century Modern style building at 777 John Ringling Boulevard was constructed in ca. 1965 (**Photos 5-10 and 5-11**). The three-story, irregular plan building rests on a concrete slab foundation and has a concrete block structural system clad in stucco. The gable on hip roof with shed extensions is covered with composition shingles. The main entryways are on the west elevation through a single door per unit flanked by a wall-mounted air-conditioning unit along a walkway lined with a metal railing. Each unit includes a partial width incised porch on the east elevation with screening or sliding windows beneath the principal roof with triangular kickouts. Visible windows include individual one-over-one metal sliding units. Distinguishing architectural features include overhanging eaves with boxed rafter tails, exposed beams, and triangular roof kickouts along the east elevation. Alterations include replacement roofing. An elevator shaft with “Hawthorne House” signage is centrally located on the west elevation and open-air stairwells are located on the north and south ends of the west elevation. A central breezeway is located on the first story and provides access to the east elevation. The building is located within the Sarasota Harbour East condominium development with the Gladstone House (8SO12048) located west of the building.

Sarasota Harbour East was the second project by Irving Z. Mann & Associates on Coon Key. In ca. 1963, Mann constructed “the first condominium apartments in the history of Sarasota County” with his Sarasota Harbour development – now known as Sarasota Harbour West (Tampa Tribune 1963). Mann constructed several condominiums throughout Florida, including those in Daytona Beach, Maitland, Lakeland, and Winter Haven, and all incorporated gardens, waterfront views, and the “Harbour” name (Miami Herald 1965). Sarasota Harbour was Mann’s first development and was followed in ca. 1965 by a separate project, Sarasota Harbour East, which was

constructed in ca. 1965 to the east on Coon Key and sold within a slightly higher price bracket (Tampa Bay Times 1964b). Overall, the building lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events as the building is associated with a later project, separate from the county's first condominium apartment, Sarasota Harbour (now Sarasota Harbour West). As a result, 8SO14518 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5-10. 777 John Ringling Boulevard/Hawthorne House (8SO14518), looking north.



Photo 5-11. 777 John Ringling Boulevard/Hawthorne House (8SO14518), looking northwest.



8SO14519: The Masonry Vernacular style building at 102 Seagull Lane was constructed in ca. 1973 (**Photo 5-12**). The one-story, irregular plan building rests on a concrete slab foundation and has a concrete block structural system clad in stucco. The flat roof is covered with built-up roofing membrane. A masonry chimney is located within the roof of the west elevation. The main entryway is on the north elevation through double doors with decorative inset lights and sidelights within a partial width incised porch beneath the principal roof with squared column porch supports. Visible windows include a mixture of individual and grouped (3), one-over-one and nine-over-six vinyl single-hung sash units and grouped (3), arched single pane vinyl fixed units. Distinguishing architectural features include a non-structural faux-mansard style barrel tile parapet and arched stucco trim around the windows and garage doors. Alterations include replacement roofing, siding, and windows. Additions include a three-car garage with sectional garage doors. A ca. 1973 swimming pool with a screened enclosure and a non-historic boat dock are located to the south of the building. Overall, the building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. As a result, 8SO14519 does not appear eligible for listing in the NRHP, either individually or as part of a historic district.

Photo 5-12. 102 Seagull Lane (8SO14519), looking southwest.



5.3 Conclusions

The FDOT District One is conducting a PD&E Study to evaluate the potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Bridge Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County, a distance of 0.741 miles. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges. The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park and the Sarasota Yacht Club). A no-build (no-action) alternative is also considered as part of the PD&E evaluation. A rehabilitation alternative was also considered; however, due to extensive design and construction effort required to complete this alternative, and the bridges still requiring replacement after 30 years, this option was eliminated as a viable alternative. Based on feedback from a Public Workshop held in April 2022 and the ability to best address the purpose and need of the project, FDOT District One proposes replacing the existing two bridges with a single bridge. The preferred alternative single bridge typical section includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction.

Given the results of background research and field survey, including the excavation of 19 shovel tests and visual reconnaissance, no archaeological sites that are listed, determined eligible for

listing, or that appear potentially eligible for listing in the NRHP were located within the APE. The historical/architectural field survey resulted in the identification of eight (8) historic resources - two newly identified historic buildings (8SO14518, and 8SO14519) and six previously recorded historic resources (two bridges (8SO06906, 8SO06907) and four buildings 8SO12048, 8SO12111, 8SO12112, and 8SO12125). Of these, six historic buildings (8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were recorded/updated and evaluated within the APE. Overall, these historic resources have been altered, lack sufficient architectural features, and are not significant embodiments of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the field survey. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793). As such, there are no cultural resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP within the APE. Therefore, it is the professional opinion of ACI that the proposed undertaking will result in no historic properties affected.

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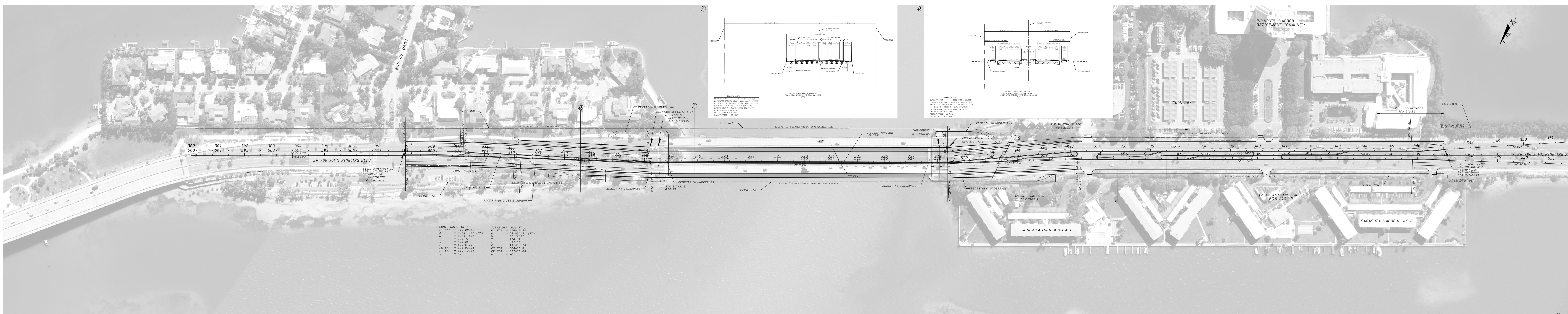
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APPENDIX A
Preferred Alternative Plan Profile

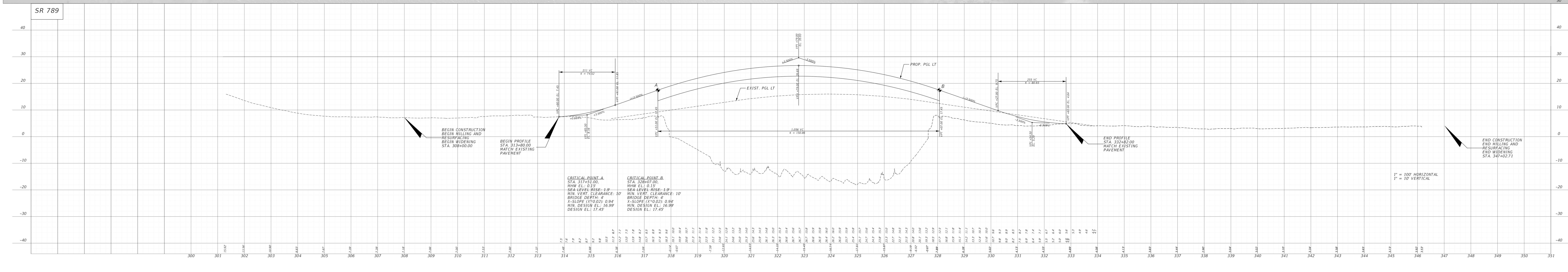


CURVE DATA PGL LT-1

PI STA	= 310+08.42
PT STA	= 312+12.01
PC STA	= 308+03.95
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PT STA	= 312+12.01
PC STA	= 308+03.95

CURVE DATA PGL RT-1

PI STA	= 319+19.98
PT STA	= 321+23.37
PC STA	= 317+16.59
PI STA	= 319+19.98
PT STA	= 321+23.37
PC STA	= 317+16.59



APPENDIX B
Florida Master Site File Forms

Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **SO12048**
Field Date 11-18-2022
Form Date 12-1-2022
Recorder # _____

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) Gladstone House Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 789 (Ringling) Bridge, Sarasota County 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

Address: 775 John Ringling Boulevard
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) _____
USGS 7.5 Map Name SARASOTA USGS Date 1973 Plat or Other Map PB 1 / PG 31
City / Town (within 3 miles) Sarasota In City Limits? yes no unknown County Sarasota
Township 36S Range 17E Section 26 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 0000007012 Landgrant _____
Subdivision Name Sarasota Harbour East Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 344776 Northing 3023273
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1965 approximately year listed or earlier year listed or later
Original Use Other From (year): _____ To (year): _____
Current Use _____ From (year): _____ To (year): _____
Other Use Condominium From (year): 1965 To (year): CURR
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature Roofing
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
Various

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

DESCRIPTION

Style Mid-Century Modern Exterior Plan Irregular Number of Stories 3
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Gable on hip 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. Shed extension 2. _____

Windows (types, materials, etc.)
Sliding, metal, single, 1/1

Distinguishing Architectural Features (exterior or interior ornaments)
Overhanging eaves w/ boxed rafter tails, exposed beams, triangular roof kickouts

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Hawthorne House (8S014518) and two additional condominiums, carport, clubhouse w/ pool and shuffleboard court

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)

S ELEV: single door per unit

Porch Descriptions (types, locations, roof types, etc.)

N ELEV: incised, partial width, beneath the principal roof w/ screening or sliding windows and railings

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

Narrative Description of Resource

A three-story Mid-Century Modern style condominium w/ a central elevator shaft and open air stairwells on the E and W ends of the S ELEV. A central breezeway is located on the first story and provides access to the N ELEV.

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)
[]cultural resource survey (CRAS) []historic photos []interior inspection []HABS/HAER record search
[X]other methods (describe) USDA historic aerial photographs (PALMM)

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

Publication of Archival Library and Museum Materials (PALMM), accessible online at:
http://palmm.fcla.edu/

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)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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 All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, document File or accession #'s P19165
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 /aciflorida@comcast.net
(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.



PHOTOGRAPHS







AERIAL MAP



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **SO12111**
Field Date 11-18-2022
Form Date 12-1-2022
Recorder # _____

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) 109 Seagull Lane Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 789 (Ringling) Bridge, Sarasota County 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

Address: 109 Seagull Lane
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) _____
USGS 7.5 Map Name SARASOTA USGS Date 1973 Plat or Other Map PB 11 / PG 20
City / Town (within 3 miles) Sarasota In City Limits? yes no unknown County Sarasota
Township 36S Range 17E Section 26 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 2013090002 Landgrant _____
Subdivision Name Bird Key Subdivision Block 3 Lot 6
UTM Coordinates: Zone 16 17 Easting 345320 Northing 3023438
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1963 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): 1963 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature Windows, shutters
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
Robert & Deborah Martell (2015); Charles J. Weber, Jr (2001); David Bouverat & Danniell Hnidy (2000); Marie & Daniel Orr (1990); William M. James

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

DESCRIPTION

Style Ranch Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Hip 2. Shed 3. _____
Roof Material(s) 1. Flat tile 2. Sheet metal:standing seam 3. _____
Roof secondary strucs. (dormers etc.) 1. Hip extension 2. _____

Windows (types, materials, etc.)
SHS, vinyl, single, paired, 1/1

Distinguishing Architectural Features (exterior or interior ornaments)
Overhanging boxed eaves, shutters, stucco windowsills, stucco wingwall

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Non-historic swimming pool w/ screened enclosure

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. Continuous 2. _____
Foundation Material(s): 1. Concrete Block 2. _____

Main Entrance (stylistic details)

S ELEV: single door w/ paneling, two inset leaded lights, and screened storm door

Porch Descriptions (types, locations, roof types, etc.)

[Empty box for porch descriptions]

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

Narrative Description of Resource

A one-story Ranch style building w/ an attached two-car garage with a sectional garage door and inset fan lights.

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) USDA historic aerial photographs (PALMM)

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

Publication of Archival Library and Museum Materials (PALMM), accessible online at:
http://palmm.fcla.edu/

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)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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 All materials at one location Maintaining organization Archaeological Consultants Inc
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Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

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2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
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PHOTOGRAPHS



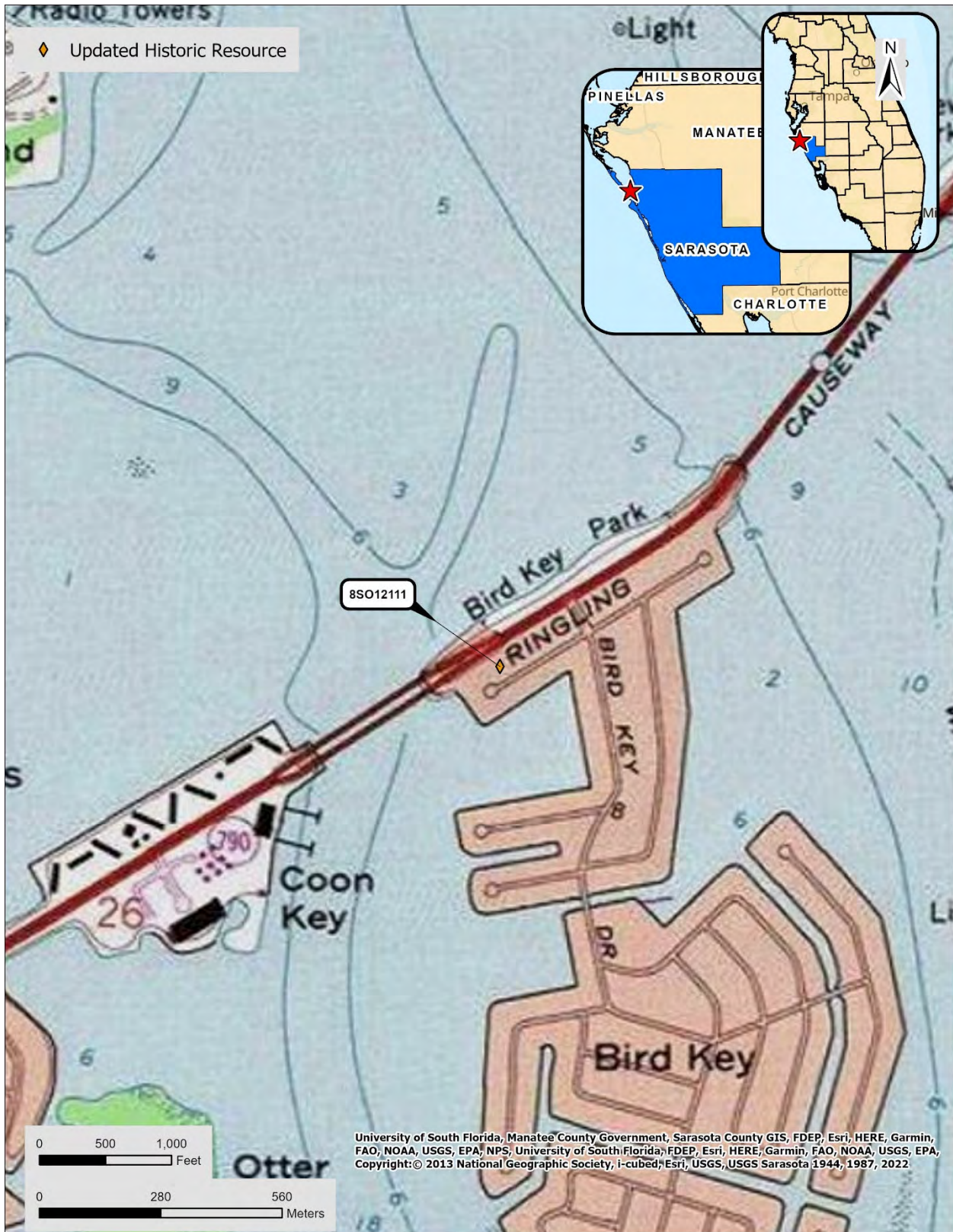


AERIAL MAP





USGS Sarasota
Township 36 South, Range 17 East, Section 26





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **SO12112**
Field Date 11-18-2022
Form Date 12-1-2022
Recorder # _____

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) 113 Seagull Lane Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 789 (Ringling) Bridge, Sarasota County 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 113 Direction _____ Street Name Seagull Street Type Lane Suffix Direction _____
Address: _____
Cross Streets (nearest / between) _____
USGS 7.5 Map Name SARASOTA USGS Date 1973 Plat or Other Map PB 11 / PG 20
City / Town (within 3 miles) Sarasota In City Limits? yes no unknown County Sarasota
Township 36S Range 17E Section 26 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 2013090003 Landgrant _____
Subdivision Name Bird Key Subdivision Block 3 Lot 5
UTM Coordinates: Zone 16 17 Easting 345350 Northing 3023456
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1961 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): 1961 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature Roofing, windows, siding, shutters
Additions: yes no unknown Date: _____ Nature Garage, second story, gable ext.
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
James & Shelley Tyson (2018); David & Monica Verinder, Jr (2014); Irvin & Deborah Kalb (1994); Designer Homes of Sarasota, Inc (1990); L. Stargardter

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

DESCRIPTION

Style Frame Vernacular Exterior Plan Irregular Number of Stories 2
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Hip on hip 2. _____ 3. _____
Roof Material(s) 1. Flat tile 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. Gable extension 2. _____

Windows (types, materials, etc.)
SHS, vinyl, single, 1/1

Distinguishing Architectural Features (exterior or interior ornaments)
Overhanging eaves w/ boxed rafter tails, stucco windowsills, shutters (standard & Bahama), triangular metal entry pergola, stucco engaged columns

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Non-historic swimming pool and gazebo

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. Wood frame 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____

Main Entrance (stylistic details)
S ELEV: double metal doors w/ inset X-patterned lights, recessed beneath the principal roof

Porch Descriptions (types, locations, roof types, etc.)

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

Narrative Description of Resource
A two-story Frame Vernacular style building w/ several large-scale additions, including a two-car garage and a partial second-story.

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) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)
Publication of Archival Library and Museum Materials (PALMM), accessible online at:
http://palmm.fcla.edu/

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)
The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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

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1) Document type All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, document File or accession #'s P19165
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

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Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(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.



PHOTOGRAPHS



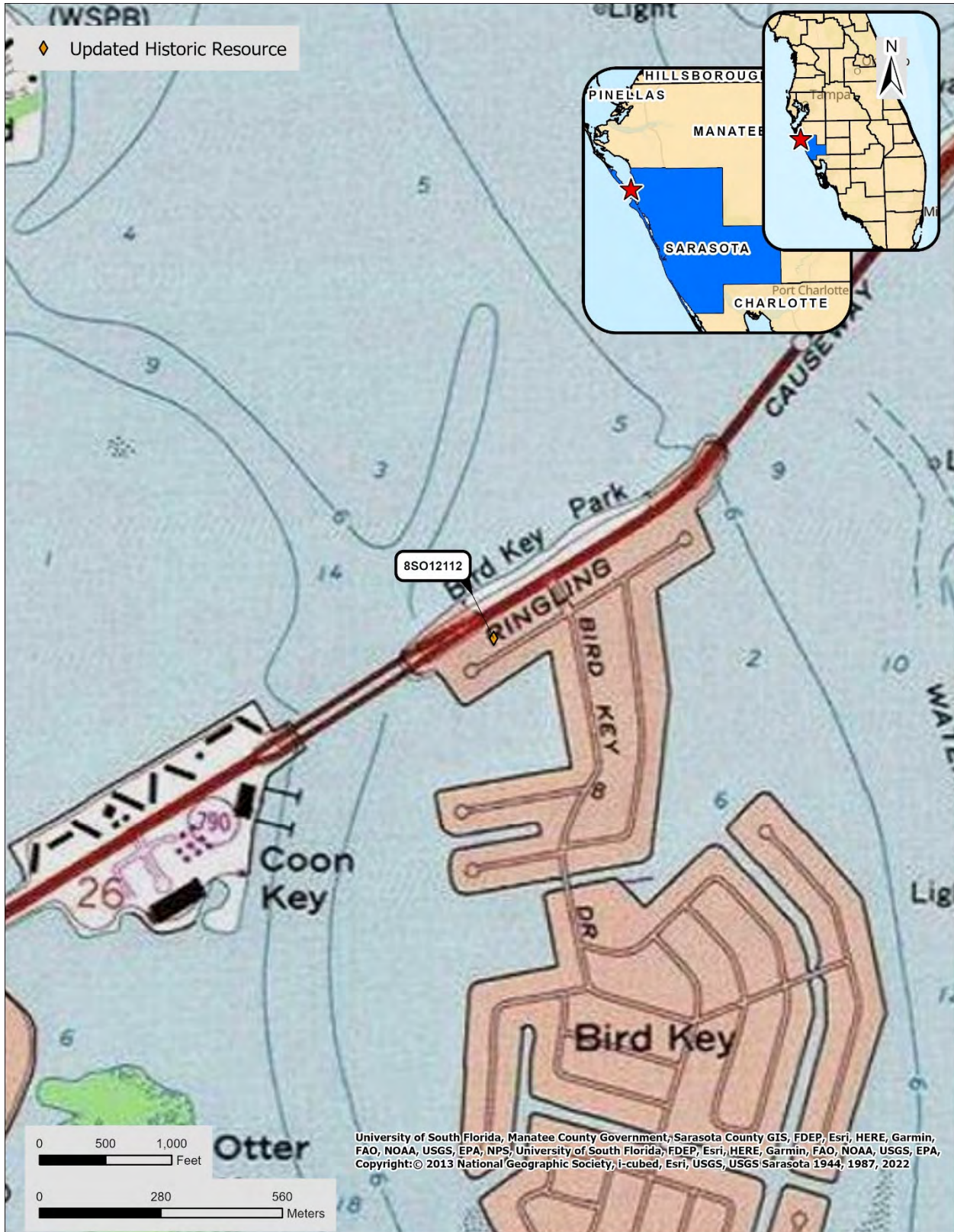


AERIAL MAP





USGS Sarasota
Township 36 South, Range 17 East, Section 26



Original
 Update



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **SO12125**
Field Date 11-18-2022
Form Date 12-1-2022
Recorder # _____

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) 105 N Warbler Lane Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 789 (Ringling) Bridge, Sarasota County 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

Address: 105 N Warbler Lane
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) _____
USGS 7.5 Map Name SARASOTA USGS Date 1973 Plat or Other Map PB 11 / PG 20
City / Town (within 3 miles) Sarasota In City Limits? yes no unknown County Sarasota
Township 36S Range 17E Section 26 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 2014010014 Landgrant _____
Subdivision Name Bird Key Subdivision Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 345287 Northing 3023143
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1970 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): 1970 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature Roofing, siding, windows
Additions: yes no unknown Date: _____ Nature Entry vestibule, 2nd story
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
Rhonsa Richer (2015); Thomas & Barbara Gardner (2011); Isaac Zamora (1997); Richard Krumholz (1995); John & Wanda Vittiglio

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

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1-2
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Hip 2. _____ 3. _____
Roof Material(s) 1. Tile unspecified 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. Gable extension 2. _____

Windows (types, materials, etc.)
Fixed, metal, single, one-light; Casement, vinyl, paired, one-light; Glass block, single, 8 x 5 pattern

Distinguishing Architectural Features (exterior or interior ornaments)
Overhanging eaves w/ boxed rafter tails, stucco trim (entrance), arched opening

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Non-historic swimming pool and boat dock

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)

S ELEV: double wooden doors w/ sidelights and large half-circle transom, beneath a hip roof extension w/ arched opening

Porch Descriptions (types, locations, roof types, etc.)

[Empty box for porch descriptions]

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

Narrative Description of Resource

A one-story Masonry Vernacular style building w/ a two-story addition on the W ELEV. A hip roof extension entry vestibule addition was also constructed. Paired one-car garages are located on the W end of the S ELEV.

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) USDA historic aerial photographs (PALMM)

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

Publication of Archival Library and Museum Materials (PALMM), accessible online at: http://palmm.fcla.edu/

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)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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

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Document description Files, photos, research, document File or accession #'s P19165
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

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Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(address / phone / fax / e-mail)

Required Attachments
1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
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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.



PHOTOGRAPHS



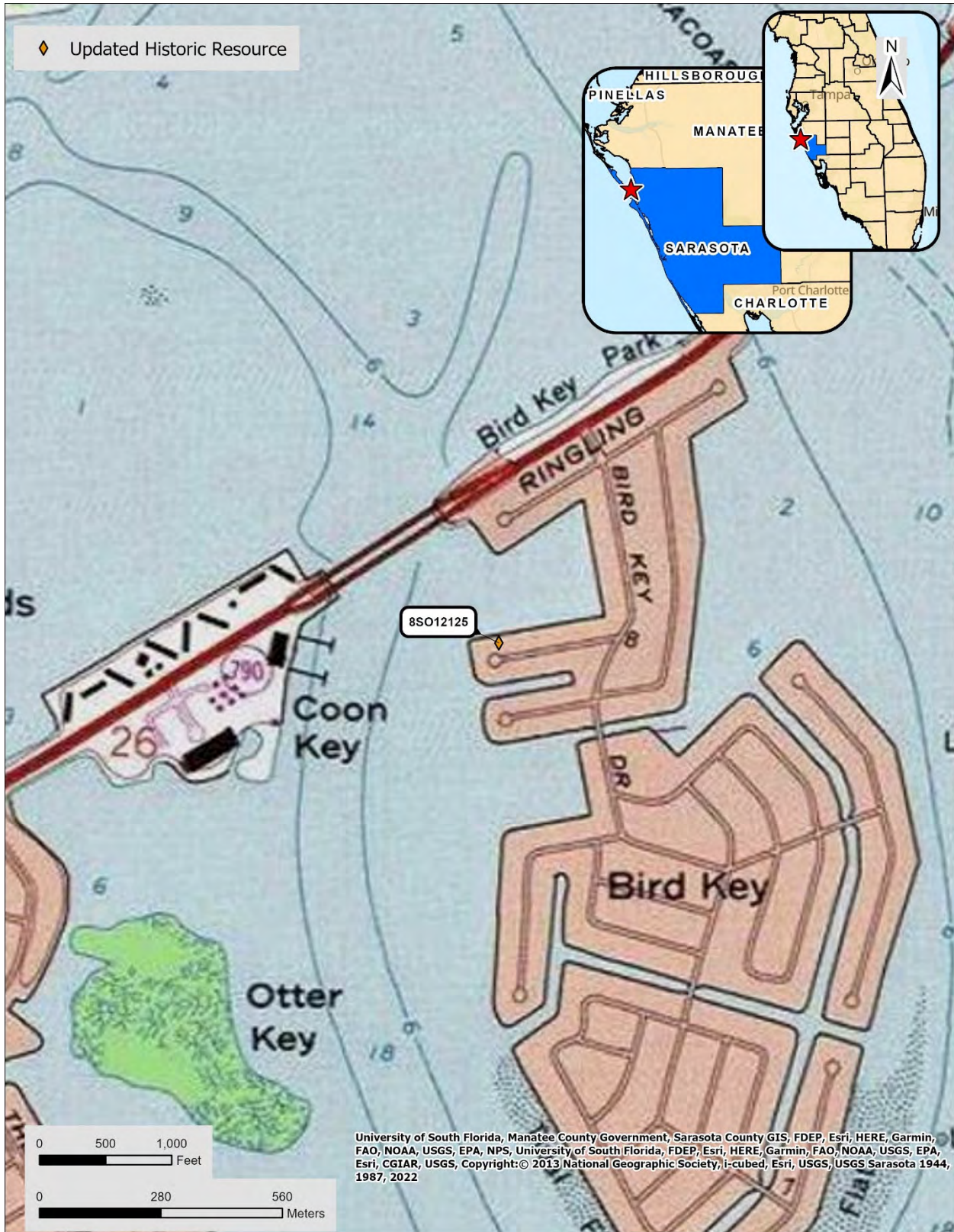


AERIAL MAP





USGS Sarasota
Township 36 South, Range 17 East, Section 26





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **SO14518**
Field Date 11-18-2022
Form Date 12-1-2022
Recorder # _____

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) Hawthorne House Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 789 (Ringling) Bridge, Sarasota County 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

Address: 777 John Ringling Boulevard
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) _____
USGS 7.5 Map Name SARASOTA USGS Date 1973 Plat or Other Map PB 1 / PG 31
City / Town (within 3 miles) Sarasota In City Limits? yes no unknown County Sarasota
Township 36S Range 17E Section 26 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 2014022067 through 2014022084 Landgrant _____
Subdivision Name Sarasota Harbour East Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting 344846 Northing 3023295
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1965 approximately year listed or earlier year listed or later
Original Use Other From (year): _____ To (year): _____
Current Use _____ From (year): _____ To (year): _____
Other Use Condominium From (year): 1965 To (year): CURR
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature Roofing
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
Various

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

DESCRIPTION

Style Mid-Century Modern Exterior Plan Irregular Number of Stories 3
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Gable on hip 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. Shed extension 2. _____

Windows (types, materials, etc.)
Sliding, metal, single, 1/1

Distinguishing Architectural Features (exterior or interior ornaments)
Overhanging eaves w/ boxed rafter tails, exposed beams, triangular roof kickouts

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
Gladstone House (8S012048) and two additional condominiums, carport, clubhouse w/ pool and shuffleboard court

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)

W ELEV: single door per unit

Porch Descriptions (types, locations, roof types, etc.)

E ELEV: incised, partial width, beneath the principal roof w/ screening or sliding windows and railings

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

Narrative Description of Resource

A three-story Mid-Century Modern style condominium w/ a central elevator shaft and open air stairwells on the N and S ends of the W ELEV. A central breezeway is located on the first story and provides access to the E ELEV.

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)
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other methods (describe) USDA historic aerial photographs (PALMM)

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

Publication of Archival Library and Museum Materials (PALMM), accessible online at:
http://palmm.fcla.edu/

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)

The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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. _____

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PHOTOGRAPHS





AERIAL MAP





USGS Sarasota
Township 36 South, Range 17 East, Section 26





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **SO14519**
Field Date 11-18-2022
Form Date 12-1-2022
Recorder # _____

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) 102 Seagull Lane Multiple Listing (DHR only) _____
Survey Project Name CRAS SR 789 (Ringling) Bridge, Sarasota County 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

Address: 102 Seagull Lane
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) _____
USGS 7.5 Map Name SARASOTA USGS Date 1973 Plat or Other Map PB 11 / PG 20
City / Town (within 3 miles) Sarasota In City Limits? yes no unknown County Sarasota
Township 36S Range 17E Section 26 ¼ section: NW SW SE NE Irregular-name: _____
Tax Parcel # 2013160003 Landgrant _____
Subdivision Name Bird Key Subdivision Block 3 Lot 9
UTM Coordinates: Zone 16 17 Easting 3452184 Northing 3023362
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1973 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): 1973 To (year): CURR
Current Use _____ From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature Roofing, siding, windows
Additions: yes no unknown Date: _____ Nature Garage
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
John & Marjorie Meyer Revocable Living Trust (2006); Marjorie J. Meyer (1997); Gregory & Deborah Adams (1990); Jose & Georgia Toliba

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

DESCRIPTION

Style Masonry Vernacular Exterior Plan Irregular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 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.)
SHS, vinyl, single, grouped (3), 1/1, 9/6; Fixed, vinyl, grouped (3), arched single pane

Distinguishing Architectural Features (exterior or interior ornaments)
Non-structural faux-mansard style barrel tile parapet, arched stucco trim around windows/garage doors

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
ca. 1973 swimming pool, non-historic boat dock

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. 1 Chimney Material(s): 1. Masonry 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)
N ELEV: double doors w/ decorative inset light and sidelights, beneath the principal roof

Porch Descriptions (types, locations, roof types, etc.)
N/ENTRANCE: incised, partial width, beneath the principal roof w/ squared column porch supports

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

Narrative Description of Resource
A one-story Masonry Vernacular style building w/ a three-car garage addition w/ sectional garage doors.

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) USDA historic aerial photographs (PALMM)

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)
Publication of Archival Library and Museum Materials (PALMM), accessible online at:
http://palmm.fcla.edu/

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)
The building is not a significant embodiment of a type, period, or method of construction; and has no known significant historic associations.

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 All materials at one location Maintaining organization Archaeological Consultants Inc
Document description Files, photos, research, document File or accession #'s P19165
2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Savannah Y. Finch Affiliation Archaeological Consultants Inc
Recorder Contact Information 8110 Blaikie Court, Ste. A / Sarasota, FL/ 34240 / aciflorida@comcast.net
(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.



PHOTOGRAPHS





AERIAL MAP





USGS Sarasota
Township 36 South, Range 17 East, Section 26



University of South Florida; Manatee County Government, Sarasota County GIS, FDEP, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS; University of South Florida; FDEP, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, Esri, CGIAR, USGS, Copyright: © 2013 National Geographic Society, i-cubed, Esri, USGS; USGS Sarasota 1944, 1987, 2022

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)

Cultural Resource Assessment SR 789, Phase I

Report Title (exactly as on title page)

Cultural Resource Assessment Survey SR 789 (John Ringling Causeway) PD&E Study from Bird Key Drive to Sarasota Harbour West, Sarasota County, Florida; 436680-1-222-01 & 436680-1-32-01

Report Authors (as on title page)

1. ACI

3. _____

2. _____

4. _____

Publication Year 2022Number of Pages in Report (do not include site forms) 77

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

ACI (2022) Sarasota. P19165

Supervisors of Fieldwork (even if same as author) Names Lee Hutchinson, Kim Irby

Affiliation of Fieldworkers: Organization Archaeological Consultants Inc City Sarasota

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

1. _____ 3. _____ 5. _____ 7. _____
2. _____ 4. _____ 6. _____ 8. _____

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

Name _____ Organization Florida Dept of Transportation - District 1Address/Phone/E-mail Bartow, FloridaRecorder of Log Sheet Lee Hutchinson Date Log Sheet Completed 12-2-2022Is 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. Sarasota 3. _____ 5. _____
2. _____ 4. _____ 6. _____

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

1. Name SARASOTA Year 1973 4. Name _____ Year _____
2. Name _____ Year _____ 5. Name _____ Year _____
3. Name _____ Year _____ 6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 4-20-2020 End 11-18-2022 Total Area Surveyed (fill in one) _____ hectares 12.00 acresNumber of Distinct Tracts or Areas Surveyed 1If Corridor (fill in one for each) Width: _____ meters 200 feet Length: _____ kilometers 0.74 miles

Research and Field Methods

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

Scope/Intensity/Procedures

background research, surface reconnaissance, systematic subsurface testing. N=19 generally placed at 100 m off-set intervals; historic field survey, photographs, FMSF forms and CRAS report prepared

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

[]Florida Archives (Gray Building) [X]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 [X]Public Lands Survey (maps at DEP) [X]literature search [X]windshield survey [X]Site File survey search []local informant(s) [X]Sanborn Insurance maps [X]aerial photography []other (describe): _____

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 []other (describe): _____

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 [X]subdivision maps []commercial permits [X]windshield survey []occupant interview [X]tax records []interior documentation [X]local property records []occupation permits []unknown []other (describe): _____

Survey Results

Resource Significance Evaluated? [X]Yes []No

Count of Previously Recorded Resources 4 Count of Newly Recorded Resources 2

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

SO12048, SO12111, SO12112, SO12125

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

SO14518, SO14519

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: []



SR 789
 Township 36 South, Range 17 East, Sections 25-26.
 USGS Sarasota
 Sarasota County, Florida

CULTURAL RESOURCE ASSESSMENT SURVEY
SR 789 (Ringling) PD&E Study from Bird Key Drive
to Sarasota Harbor West Sarasota County, Florida
FPID(S): 436680-1 22-01 & 436680-1-32-01
ETDM Number: 14384