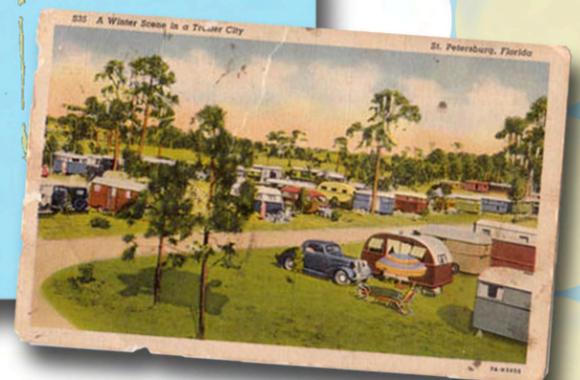
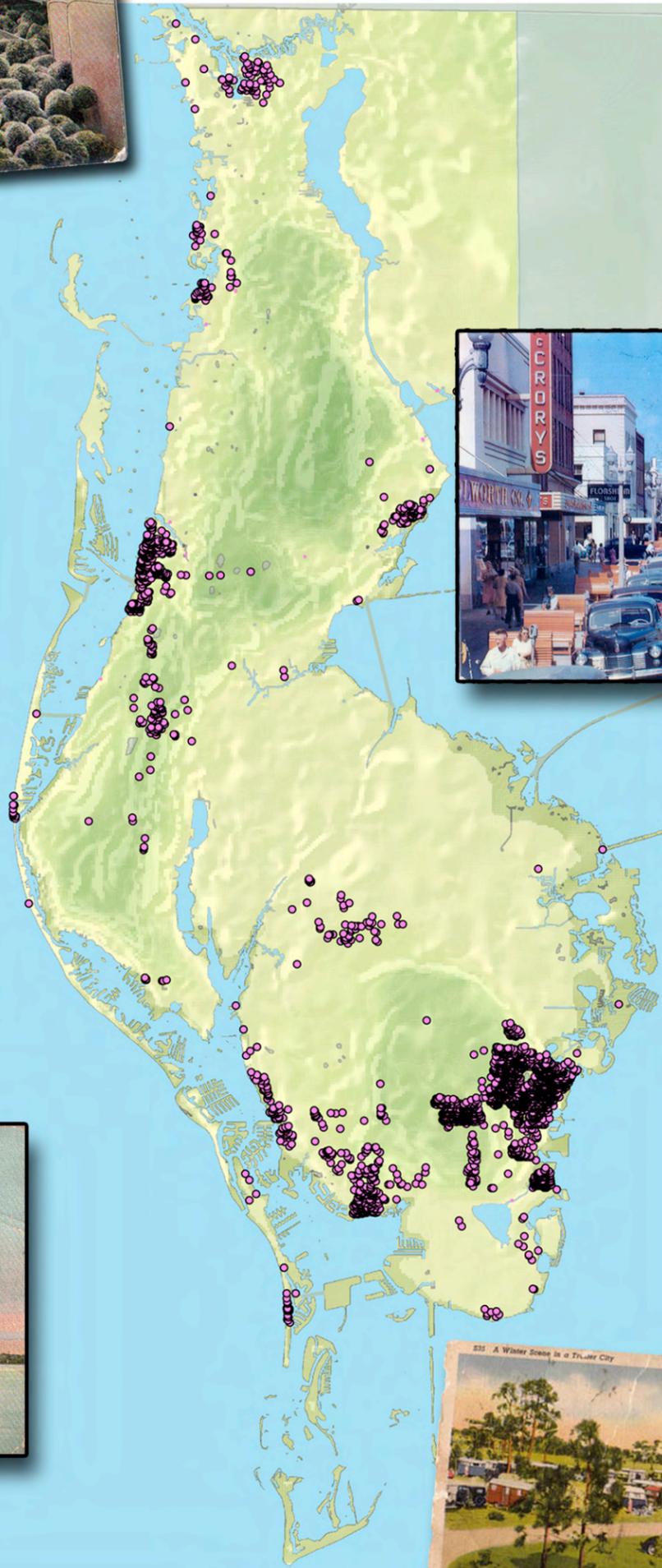
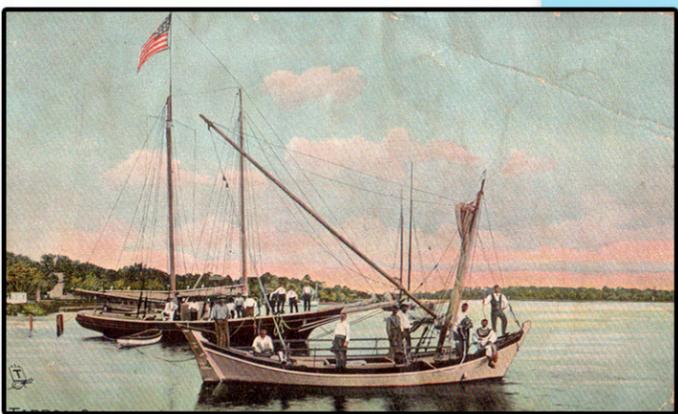
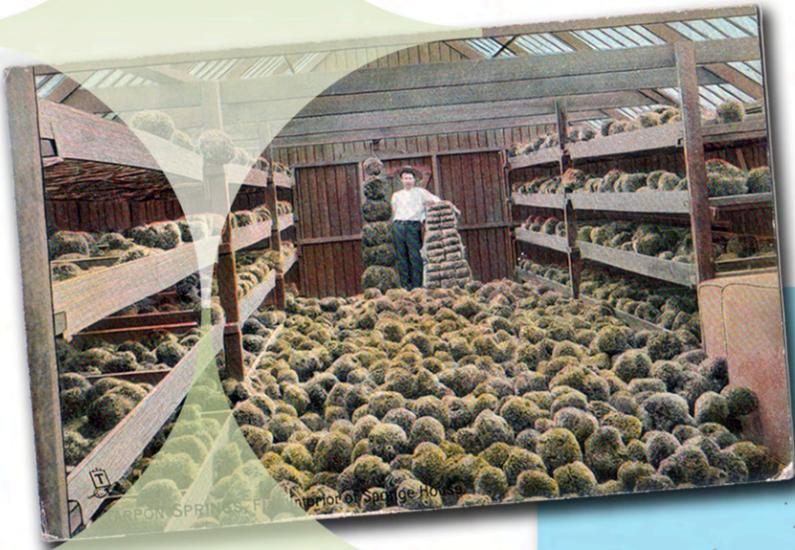


Countywide Cultural Resource Study

Pinellas County
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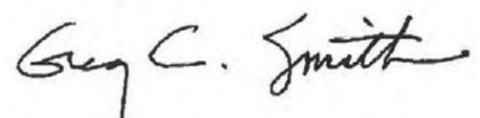
Countywide Cultural Resources Survey

Pinellas County, Florida

PO Number 224544

Report submitted to:
Pinellas Board of County Commissioners • 400 S. Ft. Harrison Ave. • Clearwater, FL 33756

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Countywide Cultural Resource Study

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I. INTRODUCTION

Pinellas County has a sweeping history. Native Americans, Spanish explorers, Cuban fishermen, and Euro-American settlers were followed by speculators, citrus growers, sponge fishers, railroad men, and tourists. Twentieth-century Pinellas welcomed retirees, working class folks, high technology manufacturers, as well as more tourists. Once known for its isolation and remote location, it is now not only the sixth most populated county in the state, but also its most intensely developed (Map 1).

The coming of the Orange Belt Railroad in 1887 was a turning point, triggering rapid growth that continued throughout the next century. Twenty-four municipalities were established. Notably, the comparatively high median age of Pinellas residents by the turn of the twentieth century reflected the surge of retirees that settled in Pinellas following World War II (Pinellas County Planning Department 2007:12). This unusual population statistic changed later as large numbers of working-age people moved into Pinellas to take advantage of the County's employment opportunities in the 1980s and 1990s, pushing the median age downward.

A companion trend to this population growth was the urbanization of farmland and citrus groves to accommodate the new residents and industrial development. Economic drivers changed over time as tourism, retirement, service, trade, and manufacturing fueled growth. By 2004, only 5.2 percent of Pinellas remained undeveloped. Moreover, agricultural land decreased to 0.3 percent of its land area, a remarkable change for a county that was historically agricultural and rural. This development has created a number of challenges.

As buildout approaches and remaining undeveloped land disappear, the County must deal with additional capacity strains to water systems, residential areas, parklands, and highways. As Pinellas takes steps to address present problems and future needs, renewed consideration must be given to the historic character and natural environment that continue to make the County a unique and desirable place to live and work (Pinellas County Planning Department 2007:12).

The historic character that makes Pinellas unique stems from the sweep of its history and the places, sites, landscapes, buildings, and structures that reflect that history. Pinellas has 54 National Register listed historic properties, and 10,499 identified resources. As rapid development has occurred, some of these resources have been at risk, others lost. In order to plan for a future that values the past, preservation planning is needed to identify significant historic resources and to define ways to encourage their preservation and interpretation.

DEVELOPMENT OF THE PINELLAS HISTORIC PRESERVATION PROGRAM

An earlier study of unincorporated areas of Pinellas County was conducted in the early 1990s that provided a framework for developing a program to manage Pinellas County's prehistoric and historic cultural resources (Piper Archaeological Research 1991:71). To summarize, the recommendations in that report called for the establishment of a preservation ordinance and other plans/programs designed to protect cultural resources, periodic review of the effectiveness of the resultant

measures, and the acquisition of funding to conduct future surveys and National Register nominations. Since that time, Pinellas County has made efforts to realize most of those recommendations with the exception of the establishment of a historic landmark program, application for Certified Local Government (CLG) certification, and the development of a programmatic agreement with state and federal agencies.

Much has changed in the seventeen years since the above recommendations were made. Effective February 27, 2008, Ordinance No. 08-11 was adopted to establish a Pinellas County Countywide Historic Preservation Program. The provisions of the ordinance are designed to:

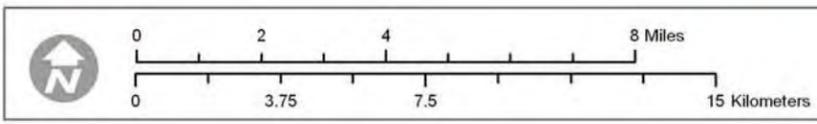
- Declare historic preservation to be public policy;
- Recognize the benefits of historic preservation;
- Provide historic preservation programs for the county and municipalities;
- Implement a historic preservation program; and
- Provide for modifications should such a need arise in the future.

In the present document, recommendations are offered to assist Pinellas County in putting the newly adopted ordinance into effective practice, as discussed more fully below.

DOCUMENT PURPOSE AND BACKGROUND

This document contains a historic context, historic resource inventory, and recommendations for future historic preservation planning. It is an outgrowth of Resolution 05-135 adopted by the Pinellas County Board of County Commissioners in 2005 to promote countywide historic preservation efforts. The resolution established a 15-member Historic Preservation Task Force to study, analyze, and develop a historic preservation program plan for Pinellas County. The Task Force was charged with developing "a toolbox of preservation techniques, guidelines, and resources that local governments may consider using with their respective jurisdictions, and an educational component to inform, promote and support the historic resources found throughout Pinellas County" (Pinellas County Planning Department 2007:76).

In order to accomplish these objectives, the Task Force (now named the Historic Preservation Advisory Board, or HPAB) first called for an inventory of the county's historic resources, the development of a context and significant cultural themes, and the association of known historic resources with the previously defined cultural themes. Based on the findings, the next task included development of preservation recommendations that the HPAB, after review, could offer as initiatives to the county and its municipalities to promote historic preservation and allow maximum use of the local, state, and federal programs available to them. Accordingly, Pinellas County funded a historic resource survey in 2007 and awarded a contract to New South Associates for the completion of the work. The scope of work called for the completion of a series of specific tasks that are outlined below.



Map 1 - Pinellas County, Florida

PRESERVATION TASKS AND METHODS

TASK 1 – BACKGROUND RESEARCH AND DATA COLLECTION

The initial step was to request data from the Florida Master Site File (FMSF) on previously recorded resources including sites, buildings, and structures in the county. The FMSF contains data on all National Register historic properties, as well as identified properties that have been evaluated or are unevaluated for their National Register of Historic Places (NRHP) eligibility. Survey report manuscripts were reviewed.

Second, the Pinellas County's Planning Department provided the following:

- Survey materials associated with previous cultural resource management efforts including maps generated to show archaeological and historic resource concentrations and/or predictive models, existing and proposed historic district boundaries, NRHP listed and locally significant individual locations, reports and research notes;
- Pinellas County Historical Background (1995; revised 2007);
- Pinellas County Property Appraiser Records on all properties constructed prior to 1965;
- Pinellas County GIS files on current and future land use, parcel data, municipal boundaries, rail and road transportation corridors; and
- United States Department of Agriculture (USDA) soil data and United States Geological Survey (USGS) elevation data for Pinellas County.

Preservation staffs at individual Pinellas County municipalities and other local repositories were contacted in an attempt to gather additional information on their respective cultural resources. These included the State Libraries and Archives of Florida, the University of Florida Library, the Pinellas County African American Museum, the Central Gulf Coast Archaeology Society, the Clearwater Historical Museum, the Pinellas County Historical Society, the Pinellas Park Historical Society, the Dunedin Historical Society, the Gulfport Historical Society, the Indian Rocks Historical Society, the Largo Area Historical Society, the Oldsmar Historical Society, the Palm Harbor Historical Society, the St. Petersburg Historical Society, the Tarpon Springs Historical Society, the Treasure Island Historical Society, the Pinellas County Heritage Village and the Safety Harbor Museum. Also contacted were the director for the 22nd Street South Redevelopment Authority, the president of the Crystal Beach Community Association and managers of the Clearwater, Old Palm Harbor, and St. Petersburg Grand Central District Main Street programs.

After conducting background research and consulting with planning staff, efforts were made to add or refine historical themes listed in the Scope of Work. These included but were not limited to: Coastal Living; Tourism; Agriculture; Transportation; Wars; Florida Boom Era; Community Life; and Prehistory/Archaeology.

TASK 2 – EVALUATE DATA AND ENTER INTO GIS

FMSF GIS data were acquired from the Florida Office of Cultural and Historical Programs database website on June 26, 2007. Once received, the available data were evaluated in the following ways.

1. Current FMSF data were cross checked to determine how many of Pinellas County's resources were recorded since the last inventory 17 years ago. Gaps in the data and areas of concern where existing literature could be strengthened were also identified.

2. FMSF historic structure point data were edited and assigned to corresponding tax parcel boundary data based on each data layer's address field. Historic structures not successfully identified with their proper parcel data are compiled in a separate list for future consultation and survey work.

3. The FMSF GIS data were modified in order to develop an updated GIS database of historic resources for Pinellas County. The updated Historic Resources GIS contains the following layers and associated attributes as recorded on the FMSF:

- Historic Maps
- Archaeological Sites
- Historic Structures
- Cemeteries
- Bridges
- Resource Groups
- National Register of Historic Places Eligibility
- Eligible
- Not Eligible
- Eligibility Determination Unknown

4. A roster was created of resource types associated with historical themes in Pinellas County. Each recorded resource was assigned an appropriate theme and entered into the GIS database.

TASK 3 – ASSESS CURRENT CONDITION

A new field, Condition, was created for the database and transferred to the project GIS. Assessments of condition were generated based on overlays of FMSF GIS data and current land use and tax parcel mapping provided by the Pinellas County Planning Department. An archaeological site recorded in a location that is now shown as a commercial development or residential subdivision, was assumed to have been negatively impacted. Similarly, any historic property or previously recorded building shown on a lot recorded as vacant was also identified as having been potentially lost. The GIS comparison of historic resource locations and current land use in Pinellas County were then used to generate a list of resources that may have been lost or damaged since the original survey date.

TASK 4 – FIELD RECONNAISSANCE

The condition assessment described above was followed by a vehicle reconnaissance of historic resources and archaeological sites to verify preservation status. New South Associates then updated FMSF Smart Form IIs for all resources that have been lost, destroyed, or significantly damaged. Minor alterations to historic resources such as the addition of a wing on a structure were not recorded.

New South Associates evaluated the existing resources for potential inclusion on the NRHP. In particular, the historian inspected areas of concentrated resources to gain an overall sense of their appearance, condition, integrity, association, and aspect. Based on the reconnaissance, New South Associates developed recommendations for potential districts that may be suitable for nomination to the NRHP.

TASK 5 – SMART FORM II REVISIONS

FMSF records were reviewed for completeness. Where data was missing that should be available, such as cultural association for an archaeological site or date of construction for a historic structure, the FMSF files were updated through the completion of a new Smart Form II. Over 500 FMSF forms were updated.

TASK 6 – UPDATE CULTURAL RESOURCE SENSITIVITY MAPS

Mapping was developed for both historic and archaeological resource sensitivity based on historic maps, land use, landforms, the locations of recorded resources, and other historic and archaeological data. GIS mapping from the early 1990s was updated and recommendations were generated for future cultural resource survey and management.

TASK 7 – PREPARE REPORT AND PRESERVATION RECOMMENDATIONS

The final results of these analyses are presented in this report, provided in GIS layers for the County's use, and recorded in updated FMSF forms for resources that have experienced significant alterations. In keeping with the report format requested by the County, this report includes the following chapters:

Chapter I -- An introduction summarizing the history of Pinellas County, its archaeological and historical resources, and this outline of tasks and report organization.

Chapter II -- A historic context presenting the history of Pinellas County, including historic maps and photographs reflecting the county's growth through time. The Historic Context is adapted from the Pinellas County Historical Background, which was prepared by the Pinellas County Planning Department in 2007. This chapter also contains a summary prehistoric context prepared by New South Associates.

Chapter III -- An examination of themes in Pinellas County history, which provides greater detail on the meaning of each of these themes to Pinellas County history and includes numbers and locations of

resources by theme. At the request of the county, archaeological resource locations are not shown.

Chapter IV -- A discussion of the state of historic preservation in the county today, providing aggregate tabular information on the number and kind of NRHP listed/eligible resources and data on how many are not evaluated. This chapter includes Historic Resource Sensitivity, noting resource types that are as yet unidentified, as well as resource classes that are threatened. This section includes GIS mapping depicting areas with a high potential for containing archaeological sites.

Chapter V -- Recommendations for future resource management that suggest different actions Pinellas County could take to manage its historic properties, including additional surveys, NRHP nominations, public outreach, the development of resource management plans, and others.

TASK 8 – PRESENTATION OF RESULTS/ RECOMMENDATION TO TASK FORCE

As a summary, New South has been asked to present a 45-minute PowerPoint presentation on project methods, results, and recommendations at a County Preservation Task Force meeting.

DOCUMENT ORGANIZATION

To accommodate the need for oversize maps in the planning document, the final report is designed as an atlas 11 x 17 inches in size and has been prepared in a desktop publishing program with integrated graphics and maps. The selected size of the document allows the data maps to be viewed at a high resolution and at a readable size.

Appendix A contains the complete inventory of identified resources within Pinellas County as recorded on the FMSF. Appendix B lists the surveys completed in Pinellas County. Appendix C provides a listing of Pinellas County's Grant History. Appendix D contains a list of above ground resources that are no longer extant. Appendix E lists the resources identified in the Tax Appraiser's records, while Appendix F includes the resources identified in the FDOT records.

II. CONTEXT

The following context describes Pinellas County's prehistoric and historical development. New South Associates provided the brief prehistoric overview, while the historical context is an adaptation of the Pinellas County Historical Background prepared by the Pinellas County Planning Department in 2007. The 2007 Historic Context reprises and revises an earlier county history prepared in 1995. Typically, historic contexts that are developed to provide an understanding of the significance of historic resources associated with historical events, people, or places in a locality close the overview narrative at the fifty-year threshold, reflecting the National Register age criteria used for evaluating historic resources. Fifty years affords sufficient historical perspective to judge how and why a landscape, event, place, etc. should be considered historic. This context is a decided departure from that approach, giving an account of the county's development from prehistory through the present day. An understanding of the county's growth between 1955 and the present is critical to the purpose and need of this document. Pinellas' growth during the last decades has had a significant impact on historic resources and this county history provides a much-needed chronicle of late twentieth-century county actions and planning as Pinellas County grew through the twentieth century and entered the twenty-first. It is an excellent reference as a county administrative history and an explanatory tool for changes in the recent past.

In addition, the context's chronological and topical approach offers a vehicle to extract significant historical themes and resource types (See Chapter III) that are associated with Pinellas County's history. The context has been adapted for use in this document; it has been abbreviated and reformatted. For a full version with illustrations, please see Pinellas County Historical Background prepared by The Pinellas County Planning Department as the Local Planning Agency for the Pinellas County Board of County Commissioners (January 2007).

PREHISTORY AND EARLY HISTORY (PRE-COLUMBIAN ERA-1830)

NATIVE AMERICANS IN PINELLAS

Pinellas County is within the Central Peninsular Gulf Coast archaeological region as defined by Milanich (1994). Florida archaeologists have identified a chronology of prehistoric cultural periods that include the Paleoindian period, the Archaic period, and the Formative period. An increase in regional variation is apparent after about 500 BC, when the emergence of distinct, regional cultures can be seen in the archaeological record.

The following discussion provides a brief overview of regional prehistory in Pinellas County. Additional background is available in the 184 Pinellas County cultural resource reports on file with the Florida Master Site File, as listed in Appendix B, and in an earlier summary of unincorporated Pinellas County (Piper Archaeological Research 1991).

PALEOINDIAN PERIOD (CA. 12,000-7500 B.C.)

Human occupation of the Florida peninsula began during the Paleoindian period at the end of the last glacial stage (Wisconsin) of the Pleistocene epoch. During this time, Florida was a much different place than it is today. So much ocean water was taken up in the form of ice that sea level would have been as much as 320-380 feet lower than today (Milanich 1994:37). The Florida peninsula would have been more than twice as wide as today; after the melting of the glaciers, half of the land available to Paleoindian groups has since been inundated. The daily habits of the Paleoindians were related to a hunting and gathering lifestyle.

A study of Paleoindian projectile point distributions suggests that the major concentration of Paleoindian sites in Florida is in regions with Tertiary-age limestone outcrops, such as the Central Gulf Coast region. Most of the sites located elsewhere in the state are found near or in sinkholes, spring caverns, or other karst features that expose limestone (Dunbar and Waller 1983:19; Dunbar 2002). Clausen et al. (1979:613) proposed that intervening dry periods would have exerted control over the distribution of habitation sites on the inland portions of the peninsula. This would explain the concentrations of Paleoindian artifacts in solution features, spring runs, and the major drainages of the peninsula. With lower water table, sea level, and drier climate than today, there would have been little or no stream flow anywhere in the Florida peninsula and potable ground water would have been a scarce commodity. It has been hypothesized that Paleoindian settlements clustered around these karst features, where not only water was available and predictable, but game as well. Not surprisingly, this settlement model is called the Oasis hypothesis (Dunbar 1983, 1991, 2002).

ARCHAIC PERIOD (CA. 7500-500 B.C.)

Sites from the Archaic period have been divided into three subperiods, the Early Archaic (7500-5000 B.C.), the Middle Archaic (5000-3000 B.C.), and the Late Archaic (3000-500 B.C.). Some chronologies terminate the Archaic period with the first appearance of fired clay pottery (the Orange period) at about 2000 B.C., although here we recognize a Transitional period starting about 1200 B.C. This is in keeping with Milanich (1994:35) who extended the Archaic period to 500 B.C. because of archaeological evidence that "...indicates that late Archaic lifeways continued unchanged to 1000 or 500 B.C. in most regions of the state, especially in riverine and coastal locales." Milanich (1994:35) recognized that "...there are at least several discernible geographic varieties of late Archaic cultures in Florida and that those cultures are transitional to the better defined regional cultures present after A.D. 500." Others use the term Terminal Archaic to describe the period from 1200-500 B.C. (Marquardt 1992:13; Luer 1999:2).

Early Archaic sites have been found in many of the same environmental settings as the older Paleoindian sites, especially along the major drainages. But, it is also clear that Early Archaic activity or habitation sites are preserved in other localities as well. After 8500 B.C., changes in settlement pattern and subsistence became evident between the Paleoindian and subsequent Early Archaic cultures (Milanich and

Fairbanks 1980). However, from the standpoint of lithic technology, a definite shift occurred between the Early and Middle Archaic periods, more so than between the Paleoindian and Early Archaic periods (Daniel and Wisenbaker 1986:144).

During the Archaic, populations probably adapted to an increasingly sedentary lifestyle in response to a much broader range of plant and animal sources of subsistence. In much of Florida, this involved the use of shellfish, either from freshwater streams and lakes, or from the coastal areas. The evidence from Archaic tools suggests that hunting, especially of deer, was still a major concern, but learning where and how to acquire many different foods allowed populations to remain settled in one camp for at least part of the year (Milanich 1994). Late Archaic cultures are known from shell middens adjacent to the Gulf and from sites located inland; the largest, most conspicuous sites are extensive deposits of shell.

At the end of the Archaic, populations acquired or developed techniques for manufacturing pottery, and some incipient cultivation of plants probably occurred. The earliest pottery recognized in Florida is called fiber-tempered and was tempered with vegetal fiber and occasionally sand, and was molded into bowls of various sizes and shapes. This pottery marks the Orange period. Research conducted by Sassaman (2003) in the middle St. Johns region has resulted in the refinement of dates for the Orange period. Radiocarbon dates from a number of Orange period sites cluster within a 500-year span that ranges from 2000-1500 B.C.

TERMINAL ARCHAIC/TRANSITIONAL PHASE (1200-500 B.C.)

The Terminal Archaic describes what has also been referred to as the Transitional phases, which marks the beginning of increased regional variation during the Formative period. The Transitional period is believed to mark the end of a largely hunting/gathering lifestyle for most prehistoric Florida populations. Fiber-tempered wares predominate through this period but begin to be replaced by sand-tempered and limestone-tempered ceramics. Regional varieties of ceramic types increased and dense village middens began to accumulate, suggesting an increase in sedentism. There is evidence for population growth and contact with other groups. Evidence suggests that Florida inhabitants shared ideas and traits with their northern neighbors (Milanich 1995:108).

MANASOTA – WEEDEN ISLAND (CA. 500 B.C.-A.D. 800)

The Manasota culture appeared about 500 B.C. during the post-Transitional or Formative period of the Central Peninsular Gulf Coast region, Manasota people were primarily coastal dwellers, with a material culture marked by the dominance of sand-tempered plain pottery and shell/bone tools (Luer and Almy 1982). As elsewhere in Florida, the wetlands provided Manasota peoples with most of their diet. In the coastal setting, they took advantage of maritime resources, exploiting wooded locales and inland rivers. Evidence for any type of agriculture is lacking, and it may be that extensive agriculture never occurred in the region south of Tampa Bay (Milanich 1994:224). Treatment of the dead during the early Manasota phase included burial in a flexed position within a shell midden.

During the later Manasota occupations, there is evidence for influence from the Weeden Island culture to the north. Burials from this later period began to be found in sand mounds, and a much more varied material culture reflects an extensive trade network and complex socio-religious organization. The type site for Weeden Island culture (8PI1) is located in St. Petersburg (Fewkes 1924; Sears 1971) and the entire Weeden Island Cultural and Natural Preserve has recently been the subject of a comprehensive survey (Weisman et al. 2005). Other Manasota and Weeden Island-related occupations are known at the Bay Pines site, New Haven #1 site, and other significant sites in Pinellas County.

SAFETY HARBOR (CA. A.D. 800-1725)

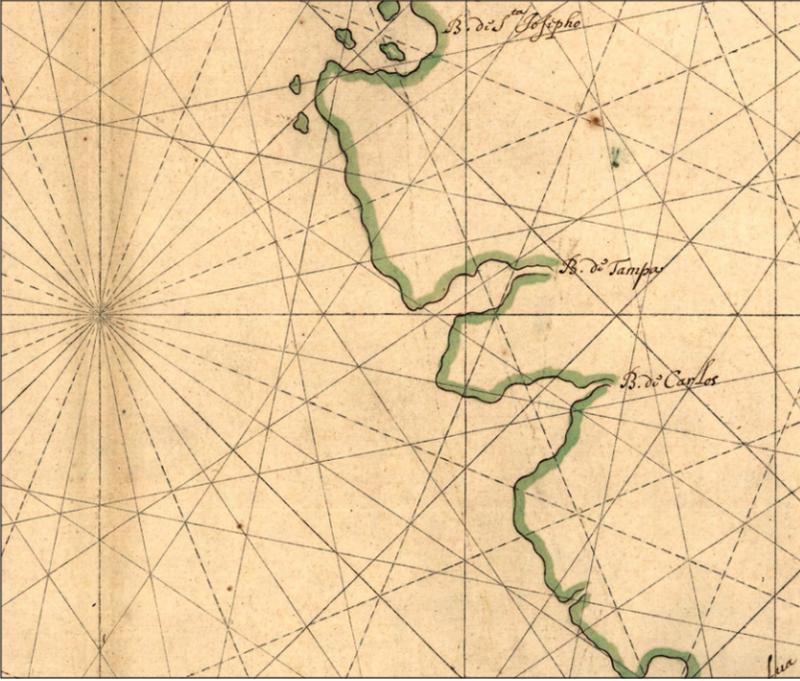
A late prehistoric culture that flourished in Pinellas County at the time of European contact was Safety Harbor. This was the local manifestation of the Mississippian cultural tradition characterized by elaborate ceremonialism, pyramidal mounds, and large village plazas, and a chiefdom level of socio-political organization. Developing from the previous Manasota-Weeden Island traditions, Safety Harbor culture was also strongly influenced by the Fort Walton culture to the north, although the processes by which that influence reached the Safety Harbor region are poorly understood (Milanich 1994:328).

In his dissertation, Mitchem (1989) redefined the Safety Harbor phase, dividing the period into four temporal subperiods, with the fourth ending in A.D. 1725 after European contact (Milanich 1994:389). Safety Harbor sites are primarily found along the coast, as seen in the type site (PI2) recorded in Pinellas County and investigated early on by Griffin and Bullen (1950). Additional sites include the Narvaez Midden, Bayview Mound and Midden, and others.

Ethnohistorical accounts from Spanish explorers have identified Safety Harbor peoples as Tocobaga Indians. Spaniards described the Safety Harbor/Tocobaga as a highly ranked society with priests, nobility, warriors, slaves, and common villagers. They were ruled by a chief who resided at the Safety Harbor site (PI2), which is known to have been a town named Tocobaga. Safety Harbor sites contain evidence of trade with Europeans (metal, glass beads, etc.), and it is this contact and the accompanying diseases that contributed to the decimation of the native peoples in Florida and the documented history of later developments throughout the state.

THE SPANISH ERA

Encounters between the Tocobaga and the Spanish were seldom friendly, as the latter were engrossed in the search for treasure and behaved accordingly. Ultimately, the conquistadors' militaristic conduct, combined with the spread of European disease, decimated Pinellas County's native residents. The first, and perhaps most notorious, Spanish explorer was Pánfilo de Narvaez, who arrived in 1528, 15 years after Ponce de Leon became the first white person to set foot in Florida. Although the exact location has not been positively confirmed, there is general consensus among local historians that Narvaez, accompanied by 300 men and several horses, did make landfall somewhere on the Pinellas peninsula and claimed the land for Spain (Pinellas County Historical Museum).



Map of the Pinellas Peninsula and Tampa Bay Harbor in Spanish Florida, 1639 (Courtesy of the Library of Congress).

Narvaez apparently explored the lower Pinellas peninsula before trekking northward, crossing Tampa Bay and engaging in extreme cruelty to the Indians in an attempt to find the treasures he was convinced they possessed. This encounter led to the capture of one of Narvaez's expedition, Juan Ortiz, who was reportedly saved from death at the hands of the Indians by the chief's daughter; thus, launching a legend many believe was eventually stolen by John Smith and transplanted to the Virginia colonies to form the now famous Pocahontas story.

On May 25, 1539, Hernando de Soto reached Tampa Bay, most probably via the Manatee River. Initially setting out to establish a colony in the region, de Soto found Ortiz, a ten-year captive of the Indians, who joined the de Soto expedition as interpreter and guide. Quickly swept up in the lust for treasure, de Soto soon abandoned his settlement plans, marched northward and inland, and for the next three years desperately attempted a fruitless search for gold until succumbing to yellow fever in 1542 (Dunn 1973:13).

There were other treasure-seeking Spanish expeditions in the area, but none met with success. What these early Spanish explorers did encounter on the Pinellas peninsula was a primeval forest dominated by pine flatwoods. In fact, the County's present name "Pinellas" is derived from the Spanish term for their landing site, punta pinal, meaning point of pines. In addition to pinelands, the peninsula included expansive beaches and dunes, mangrove-lined bays, and lush hardwoods. Among the vegetation lived a wildlife community, including bear, panther, deer, and turkey, in an abundance that modern-day residents could barely conceive of. In addition, the peninsula was home to huge rookeries of wading birds. Bald eagles nested throughout the peninsula (Pinellas County Planning Council 1979:227).

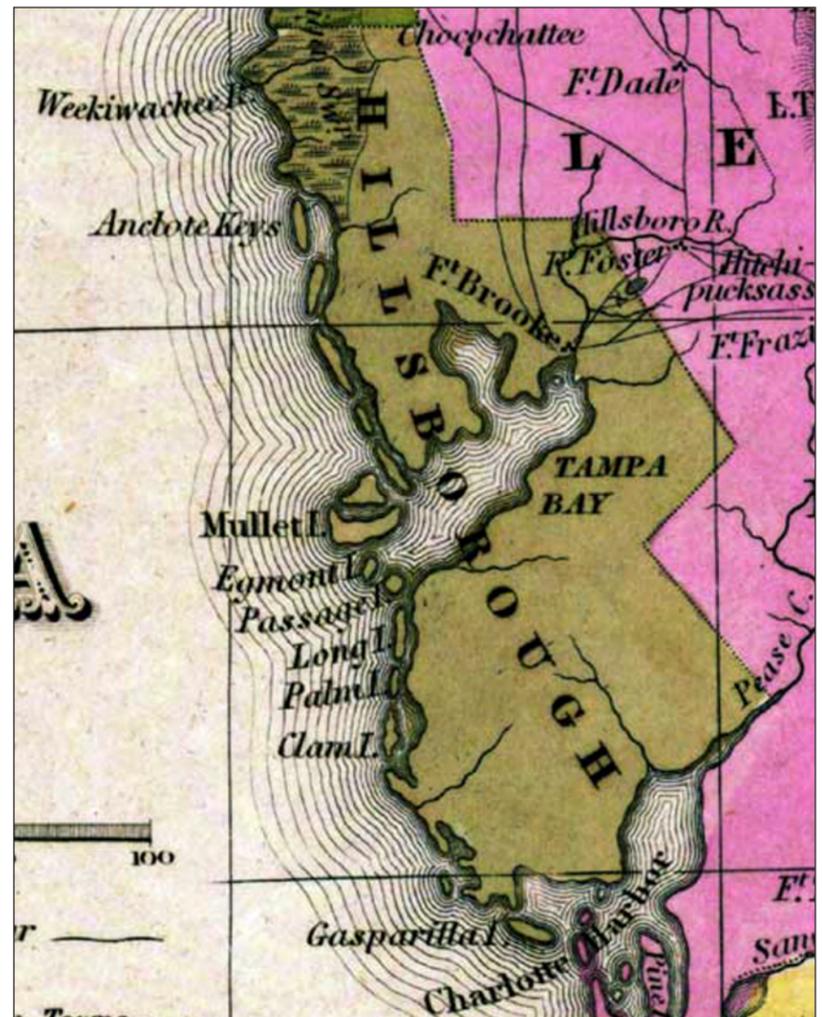
In retrospect, the total contribution of the Spanish to the Pinellas peninsula was small. Essentially, the Spanish thought of Florida as a mere buffer between their Caribbean empire and the English colonies to the north. Most of the Spaniards' settlement was in North Florida, between St. Augustine -- the first town established in North America -- and Tallahassee. Some have suggested, however, that the Spanish paved the way for more extensive white settlement by contributing to the decline of the native population through disease and warfare.

After a presence of more than 200 years, the Spanish relinquished control of Florida to the British in 1763 as part of the Seven Years War

settlement. They took over again after the British lost the Revolutionary War in 1783 before finally ceding Florida to the United States in 1819 (Wills 1994).

NEW MIGRATIONS OF INDIANS, HISPANICS AND WHITES

During the eighteenth century, new groups began moving into Florida. Creeks and other tribal groups, displaced by white settlers in the Southern colonies, moved southward to Florida and became known as the Seminoles. Cuban fishermen in search of mullet established temporary camps on the Pinellas shore to process their catch. In the first decades of the nineteenth century, fugitive African-American slaves, many of whom worked in the Cuban fish camps or integrated into the Seminole communities, joined these groups (Jackson 1962:31-32).



Hillsborough County, from the 1839 Map of Florida (Courtesy of the Special Collections Department, University of South Carolina).

In the summer of 1821, two years after the United States bought the Florida territory from Spain, Colonel Charles Miller led a band of mercenaries to raid the Cuban fish camps and capture runaway slaves. The expedition burned many camps between Tampa Bay and Charlotte Harbor, and captured about 300 African Americans. Many coastal settlers, terrified by the raids, fled to the Florida Keys or the Bahamas (Piper 1991). The first federal government establishment in Tampa Bay was an army fort constructed in 1824 at the mouth of the Hillsborough River, created to oversee a 256-square-mile Indian reservation. Pinellas was not part of the reservation; instead, it was one of the few Southwest Florida regions that saw no encounters between Indians and whites during the Seminole Wars of 1835 -1842. However, in 1841; construction of Fort Harrison, named for President William Henry Harrison, began in the area now known as Clearwater. Although the fort was not fully completed prior to the end of the Seminole Wars, the facility served as a recuperation center for sick and wounded soldiers of the 6th Infantry.

In 1845, after lengthy debate, Congress granted statehood to Florida. At the time, the Pinellas peninsula was but a small piece of Hillsborough County, which extended from present day Hernando County south to Fort Myers and east to the Kissimmee River. Monroe, Dade, and St. Lucie, three other sprawling counties, comprised the rest of sparsely settled south Florida.

THE FIRST SETTLERS AND COMMUNITIES (1830-1880)

Around 1832, Odet Philippe established the first permanent white settlement on the Pinellas peninsula on the bluffs of what is now Safety Harbor. His farming and fishing endeavors were successful. Philippe has been credited as the first local person to grow citrus, which was to become the leading agricultural product of Pinellas, and his grove is recognized as the first commercial citrus venture in the state of Florida. Odet Philippe's daughter, Melanie, married Richard Booth, a veteran of the Indian wars. Their son, Odet "Keeter" Booth, born in 1853, was said to be the first white child born in Pinellas.

Another of the earliest families to settle in Pinellas was the McMullens -- seven brothers (James P., John, William, Thomas, Daniel, David, and Malcolm) who came to the peninsula with their families in the 1860s. Many of their descendants remain in Pinellas today (Straub 1929:33). Also during the post-Civil War period, a small number of African-American tenant farmers settled in the area.

In 1842, the Armed Occupation Act gave Americans the first real incentive to settle in South Florida. The Act provided that 160 acres would be given to any "head of family or single man over eighteen" who bore arms, cultivated at least five acres, and lived on the land in a fit habitation for five years. While several claims were made along Tampa Bay and Clearwater Harbor, few pioneers came to Pinellas during the period from 1840 to 1880. Only 50 families lived in the area when the Civil War began, and even fewer after the war. The few agriculture or fishing settlements established during this period were located directly along the coast.



The seven McMullen Brothers, 1881: Back row - John Fain, David, Malcolm; Front row - Thomas Fain, James P., William, and Daniel (Courtesy of the Pinellas County Heritage Village Image Collection).

In his *History of Pinellas County, Florida*, W. L. Straub (1929:45) noted that early settlement spread slowly in fan-like form, north and west to the site of Ozona, south and west to Indian Rocks, and to the Point that is now St. Petersburg from Pinellas' first established community in present-day Clearwater. The area's first public school opened at the site of present day Clearwater High School as early as 1855. A post office was established in Clear Water Harbor, as it was then called, in

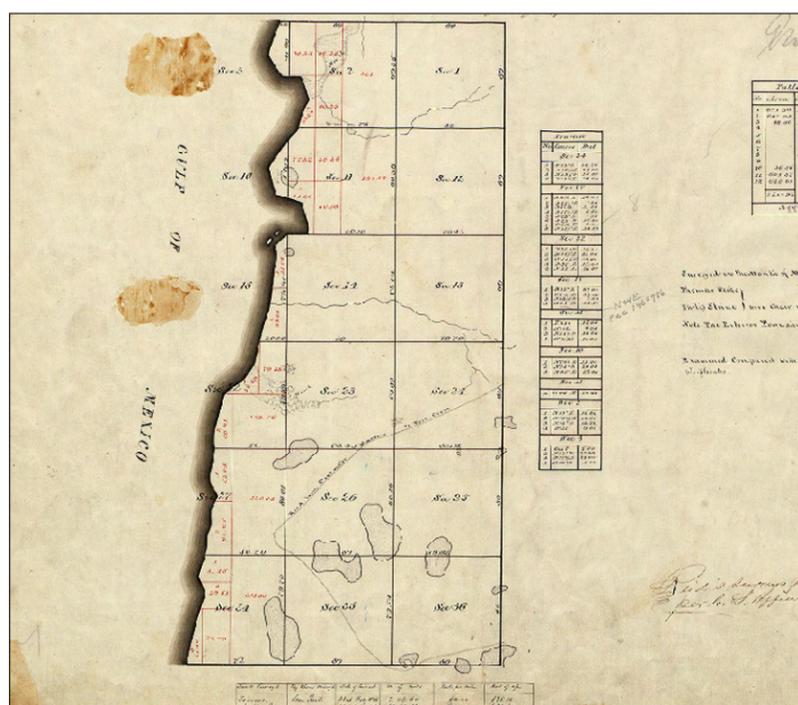
1859 by David B. Turner. Around this time, Dunedin also developed as a trading post of some importance. Both communities, however, were still basically frontier settlements with few amenities. Cedar Key, the only major town on frontier Florida's west coast, was more than 100 miles north of Pinellas by boat. The schooners, and later the steamers, that sailed from Cedar Key carried mail and supplies to Pinellas communities and transported their farm products -- mainly cotton, citrus, and vegetables -- to market.

Pioneer homesteaders who engaged primarily in agriculture settled the lower part of the peninsula. Prior to the arrival of the railroad, families in the region specialized in growing cotton, which because it was lightweight and nonperishable could be easily shipped by boat. In 1868, a horse operated-gin was established in the Dunedin area, from which local growers transported their bales via rowboat to larger shipping vessels (Schnur 2004). Other agricultural pursuits also began during this period. The famous Leonardi grapefruit were introduced to the area; Abel Miranda became the leading cattleman, with over 1,000 head; commercial fishing, begun by Maximo Hernandez in 1843, continued as John Bethell pursued the Cuban mullet trade. By 1876, homesteads dotted the Pinellas peninsula, with approximately 25 pioneers settled as far south as the St. Petersburg point.

As quaint as it may have seemed by modern standards, early settlement was already causing extensive environmental change and decline around the peninsula. Homesteaders harvested vast stands of virgin pine, cypress, and hardwoods. Groves and farm fields also replaced native vegetation. Plume hunters decimated huge rookeries of wading birds, such as snowy egrets and roseate spoonbills, and organized hunts commonly targeted bear, panther, and other major predators, which were considered a threat to livestock (Pinellas County Planning Council 1979:227).

EARLY TRANSPORTATION PROBLEMS

With the peninsula's interior a rugged wilderness, waterways took the place of highways. Consequently, settlements around Pinellas Point, near present-day St. Petersburg, were more closely tied to Tampa, the County seat across the bay, than to Clearwater, much farther away by boat. For years, Pinellas Point's early settlers had to sail to Tampa for their mail (Straub 1929:38).



General Land Office Survey Map of Clearwater Harbor Area, 1846 (Courtesy of the Florida Department of Environmental Protection).

The few roads that did exist were nothing more than rough trails. For more than three decades after Hillsborough County was established it lacked a road between Pinellas and the center of government and commerce in Tampa. This first road was described in *History of Point Pinellas*:

The first road to this section (Big Bayou) was made by Old Tampa stockmen from the John Taylor Place to the James R. Hay Place, now known as Forrand Grove, in 1856. In 1857, Hay continued it on just east of Salt Lake to Big Bayou. In 1868, John L. Branch cut a road from what is now Foster Grove to intersect the Old Tampa Road, as it was afterwards called, about eight miles north of the Forrand Grove. The people of Pinellas traveled this road often due to the fact that Old Tampa was headquarters for schools, churches, voting, entertainment, speech-making, and such-like, just after the war (Bethel 1962:88).

The Old Tampa Road ran close to the eastern edge of Old Tampa Bay through bayside settlements but bypassed Gulf Coast settlements, another indication of the separation of the St. Petersburg area from the rest of the peninsula.

Inaccessibility was one major reason for the slow pace of early development on the peninsula. One historian noted that when General John Constantine Williams brought his family to this area in 1879, it took his four covered wagons nearly a month to travel from Gainesville (Jackson 1962:52). The primitive state of transportation particularly caused hardships for farmers wishing to market perishable agricultural products such as citrus to northern markets. A historical account indicates:

Cotton and cattle were the only things that brought money into the County at first. The people of Indian Pass (Anona) worked away from home or ran on boats. Every farm had a small seedling orange grove. Hucksters from Mobile and New Orleans came in boats for oranges. They did the picking and hauled the fruit by team of oxen to a small boat that carried its load to the schooner at anchor in the bay. Difficulties of marketing hindered the citrus industry (Pinellas County Board of Public Instruction 1946:10).

PERIOD OF TRANSITION (1880-1900)

Until the 1880s, the Pinellas peninsula remained a traditional pioneer society—agriculture was the main activity and productivity was limited. Technologies that revolutionized transportation, farming, and industry elsewhere in the United States had not yet come to the area. Family and clan connections were the primary form of social organization. For Pinellas to move beyond this phase, it would need an external stimulus to introduce new economic activity, capital and ideas. In his theory of economic development, Walter Rostow stated that, in this transition stage, “New types of enterprising men come forward—in the private economy, in government, or both, willing to mobilize savings and to take risks in the pursuit of profit or modernization” (Rostow 1960:7).

Such men came forward in Pinellas County. The first of these was Hamilton Disston, a Philadelphia manufacturer and land speculator, who acquired four million acres of Florida in 1881 for a mere 25 cents per acre.

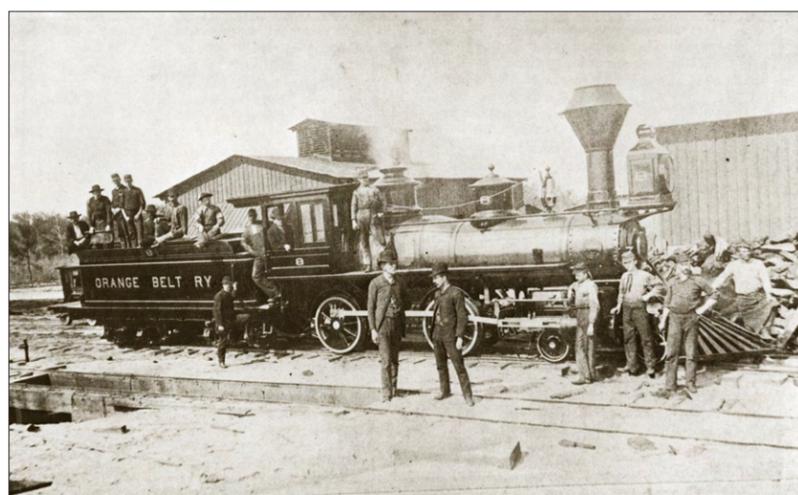
The Disston interests acquired some acreage in the section which became known as Tarpon Springs. Hamilton Disston and a party of friends came by sea from Cedar Key and landed at Anclote in 1882. At first, Disston believed that a town site should be situated near Lake Butler (Tarpon) that was near better transportation facilities, but later changed the location to Spring Bayou. The town of Tarpon Springs was laid out in 1882, and the first hotel, the Tropical, was erected in 1883. When Marks platted the streets and lots, there were only three families in the section. But when the town of Tarpon Springs was incorporated in 1887, it had a population of 52 persons (Bethel 1962:89-90).

Thus, Tarpon Springs became the first incorporated city on the Pinellas peninsula. The man responsible for carrying out Disston’s plans in the Tarpon Springs area was Anson P. K. Safford, ex-territorial governor of Arizona. Safford convinced many prominent Philadelphia families in the 1880s to build winter homes around the bayous in Tarpon Springs. Many of these homes still exist today, including Safford’s home, which is listed on the NRHP.

Hamilton Disston advertised in the North and in England to attract tourists and residents to his newly created city of Tarpon Springs. He invested even more capital in the Pinellas peninsula by establishing another town, Disston City, on the present site of Gulfport. On paper, Disston City occupied 12,000 acres; in actuality, the first construction included only the Hotel Waldorf, a warehouse, a wharf, some homes, and several stores.

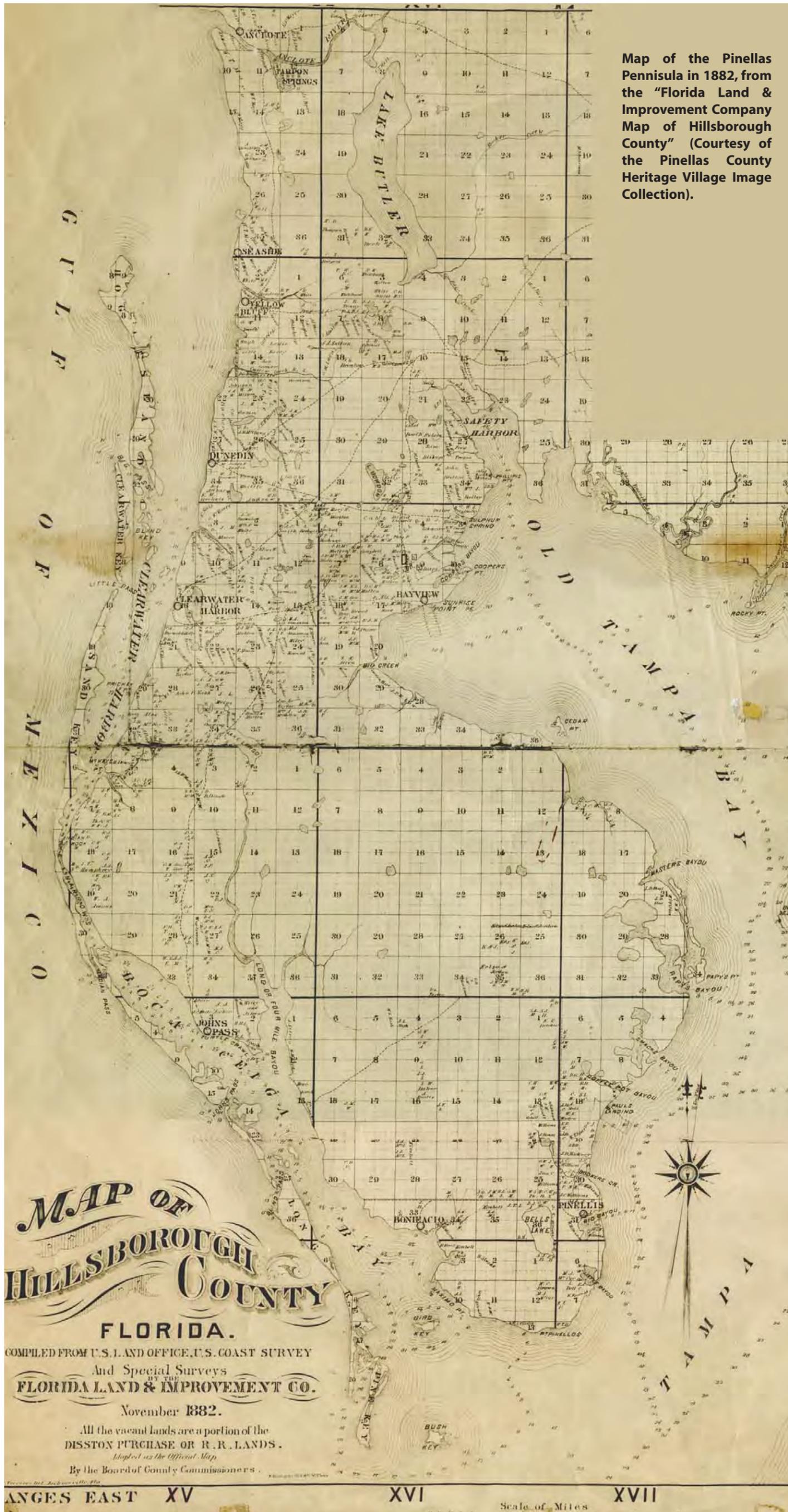
THE COMING OF THE RAILROAD

Disston’s land development efforts were only the first steps in the transition of Pinellas. Of much greater impact was the arrival of the Orange Belt Railroad in 1887, the building of which was made possible by a grant to Russian immigrant Peter Demens from Disston. This tremendously significant event ended the pioneer period and ushered in a new era of development. Although the early railroad was not very dependable, it made accessible the necessities of life so that residents no longer needed to extract them from the wilderness.



Workers Building the Orange Belt Railroad, circa 1888 (Courtesy of the Pinellas County Heritage Village Image Collection).

Running southwest from Sanford, the Orange Belt extended through central Florida swamp and scrub that had only rarely been traversed before. Work crews, many of them African-American laborers who would settle in the region and would continue to work in the citrus and rail industries, performed the grueling work of cutting the rail line through this rugged wilderness. Financing also proved a considerable challenge. At one point, the Orange Belt’s locomotive was chained

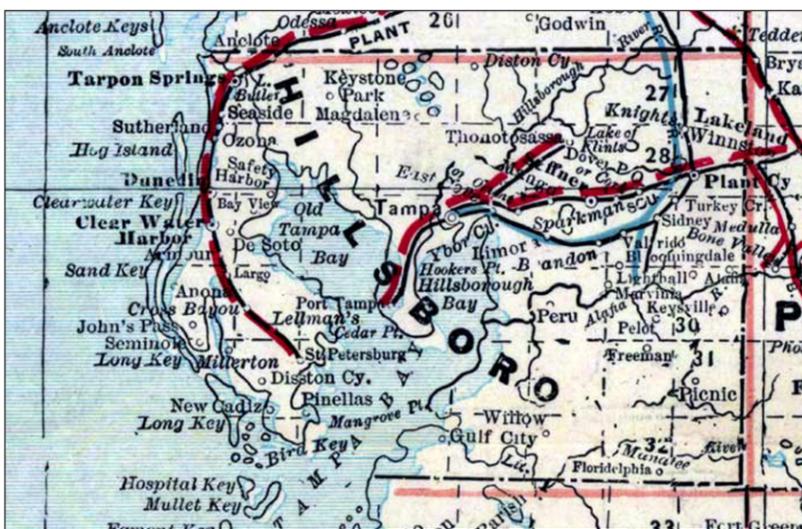


Map of the Pinellas Peninsula in 1882, from the "Florida Land & Improvement Company Map of Hillsborough County" (Courtesy of the Pinellas County Heritage Village Image Collection).

to the tracks until the owners could pay the workers. Financial help for the railroad came from H. O. Armour, the Chicago meatpacker, and A. J. Drexel, the furniture manufacturer. On June 8, 1888, the rail line finally reached its terminus at a point on Tampa Bay, which was named St. Petersburg, after the native city of Peter Demens, the railroad's organizer.

An interesting feature of the Orange Belt came about as a result of a deal between Demens and John C. Williams, a wealthy merchant from Detroit who was determined to turn his land holdings in southern Pinellas into a city. Demens needed waterfront access for the rail line, and Williams wanted the rail line on his property. Williams offered to donate a portion of his land in St. Petersburg to the Orange Belt if the railroad would complete the line to his property and erect a wharf into Tampa Bay at the line's end. The resulting railroad pier was about half a mile long, extending to a point where the water was 12 feet deep.

The railroad pier was built out to deep water so the steamers and sailing vessels could land. The steamers, the *H. B. Plant* and the *Margaret*, ran from Tampa to St. Petersburg, on to Manatee, up the river as far as



Map of Hillsborough County, 1890s (Courtesy of the Special Collections Department, University of South Florida).

Ellenton. The train would go out on the pier to meet the boats and bring the passengers and mail into the depot (Bethell 1962:8).

Demens' railroad was narrow gauge and the trains were extremely uncomfortable, a situation that was to be remedied in 1895, when railroad tycoon Henry B. Plant purchased the Orange Belt system, converted it to standard gauge, and improved the service. The railway's name changed in 1895 to the Sanford and St. Petersburg Railroad.

ESTABLISHING THE PATTERNS OF GROWTH

Growth inevitably followed the railroad, and towns that the train ran through -- Tarpon Springs, Sutherland (now Palm Harbor), Ozona, Dunedin, Clearwater, Largo, and St. Petersburg--immediately began to grow. Settlements the rail line bypassed -- Safety Harbor, Anclote, Bayview, Anona, Indian Rocks, and Disston--for years remained relatively unchanged (Straub 1929:50). As the terminus of the railroad and a deep-water port, St. Petersburg was poised to become the peninsula's major city. Its growth came partly at the expense of other Pinellas towns, most notably Tarpon Springs. By the end of the century, St. Petersburg had electricity (the St. Petersburg Lighting Company, precursor to Florida Power Corporation) and a public telephone system. It was also during this period that the military base now

known as Fort De Soto spurred on by the Spanish-American War, was built at the far southern tip of the peninsula.

Another contributing element to growth was the area's climate. At the 1885 American Medical Society Convention in New Orleans, Dr. W. C. Van Bibber of Baltimore lauded the Pinellas peninsula as the healthiest spot on earth. His report fueled the growth of tourism with the arrival of visitors, many sent by their doctors, and solidified the area's reputation as a resort and retirement locale.

St. Petersburg's tourist industry thrived from the beginning, quickly creating the need for secondary industries. A newspaper account from 1897 noted the following businesses: three general stores, a jewelry shop, a novelty store, two drug stores, a barber shop, a bicycle shop, a livery stable, an ice company, a cigar factory, a steam laundry, one tailor, two bakeries, two millinery shops, a blacksmith and wheelwright, a sawmill, several hotels and boarding houses, and an opera house (Hooker 1984:12).

Businesses prospered and more hotels were built elsewhere along the rail line. In 1895, Henry Plant began constructing the Belleview Biltmore Hotel in Belleair. The hotel, then the world's largest occupied wood-frame structure, opened on January 15, 1897. In his *Clearwater - A Pictorial History* (1983:27-31), Michael L. Sanders noted that the Belleview Biltmore Hotel did more than any other establishment to promote the area as a tourist resort. The hotel featured one of the first golf courses in the state, and attracted wealthy industrialists, steel magnates, socialites, and railroad executives, who were brought into the grounds via private railroad tracks that ran off the main line.

The citrus industry, which had previously been dependent upon water routes to ship its products, quickly took advantage of the railroad. This new form of transportation provided citrus growers

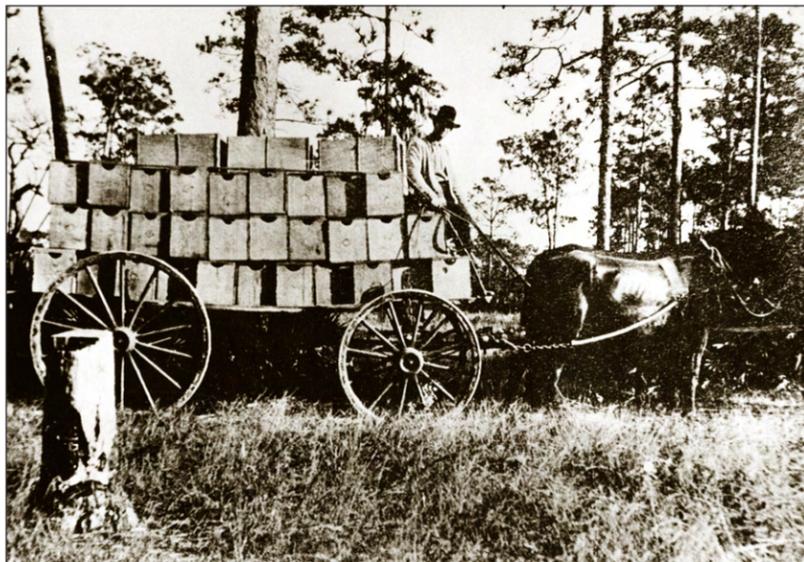


Golfers on the Belleview Biltmore Golf Course, Belleair, 1898 (Courtesy of the Pinellas County Heritage Village Image Collection).

with a greater opportunity to market their products. One historian provided the following description of early citrus marketing: "In 1893, Dan McMullen of Largo shipped 104 crates of oranges to market and received \$174 in return. Before a profit was realized, he had to pay the railroad \$110 for shipping charges, which left him a payment of \$64 for his crop" (Covington 1957:190).

It was also during this period that the sponge industry and the Greek community in Tarpon Springs were established on the peninsula.

As early as 1873, a rich sponge field lying off the coast near present-day Tarpon Springs had been accidentally discovered by



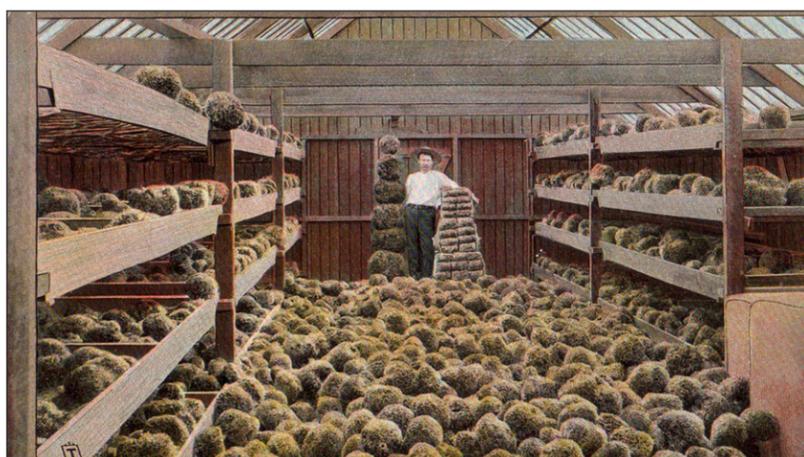
Pinellas County Citrus Farmer, circa 1915 (Courtesy of the Pinellas County Heritage Village Image Collection).

some Key West turtlers. Soon, boats from Key West made regular trips to the sponge beds and returned with rich harvests, and an influx of Bahamian sponge fishermen established posts along the Anclote River. In 1890, John K. Cheyney established the Anclote and Rock Island Sponge Company with headquarters in Key West but with Anclote as a base for his boats. The sponge industry now began to move to Tarpon Springs and Anclote from Key West. In 1900, there were 120 vessels operating in the sponge fields, and 35 of these boats were based at Tarpon Springs. In 1905, a large influx of Greek migrants arrived in the area after John Cocoris, a Greek immigrant hired by the Anclote and Rock Island Sponge Company to improve productivity, recruited sponge divers seeking to transfer their expertise to the Gulf of Mexico industry. Within the span of one year, some 1,500 Greeks had come to Tarpon Springs, allying with the Bahamian residents to support a thriving industry (Covington 1957:207-208).

By 1908, sponge harvesting was the largest industry in Florida, with Tarpon Springs as a major base of operations (Bucuvalas 2006).

The three distinct elements of the Pinellas peninsula's early twentieth-century economy -- the tourist industry, the citrus industry and the sponge industry -- had been clearly established by the end of the nineteenth century. These industries were arranged in a clear geographic pattern. The tourist industry centered mainly around St. Petersburg in the south. The citrus industry covered the central region of the peninsula and shipped its products through the central railway depots at Largo, Clearwater, and Dunedin. The sponge industry was the province of Tarpon Springs and Anclote at the northern end of the peninsula.

The booming citrus, railway, and tourist resort industries drew African-American families to the area, many of them tenant farmers originally



Postcard Image of a Tarpon Springs Sponge Warehouse, circa 1915 (Courtesy of the Pinellas County Heritage Village Image Collection).

from Georgia, Alabama, and South Carolina seeking the ample employment opportunities in the county. These migrants developed distinct communities both within municipal areas designated for people of color and in rural areas of the County, reflecting patterns of physical segregation dominant during this period in American history (Goldman n.d.).

While the railroad provided the first reasonably reliable travel between peninsula communities, there is little evidence that it was used for local transportation. So, while communities still remained distinct and independent, their sudden connection to the outside world changed the face of the peninsula forever (Straub 1929:50).

THE EARLY TWENTIETH CENTURY (1900-1920)

To carry forward the momentum of growth established before the turn of the century, large capital investments in transport, communications, and utilities were necessary. Newcomers who arrived via the railroad brought along their wealth and a demand for the modern conveniences developed in this age of invention. During the first two decades of the twentieth century, electricity, telephones, modern utilities, and the automobile were introduced to the citizens of Pinellas, stimulating further change and growth. The infant telephone system, begun in 1898, was acquired in 1904 by the Peninsula Company, which began operations in Clearwater and Tarpon Springs. F. A. Davis, who introduced electric service to St. Petersburg in 1897, opened an electric streetcar line in 1904 in St. Petersburg and extended it to Gulfport one year later. In 1913, the streetcar line was extended all the way from Tampa Bay to Boca Ciega Bay.

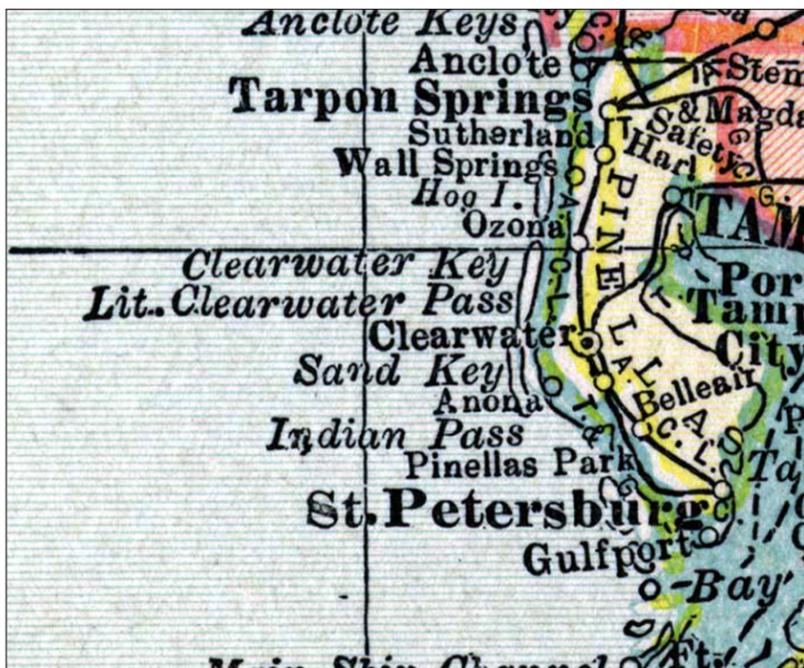


Tourists Posing on an Automobile Shuttle, Largo, circa 1920 (Courtesy of the Pinellas County Heritage Village Image Collection).

Davis also tried to enhance St. Petersburg's deep-water port, but he failed. Henry Plant, who by the turn of the century controlled all rail lines around Tampa Bay, used his power to stimulate the growth of Tampa while stifling St. Petersburg. One historian noted, "When a storm took about 500 feet of the St. Petersburg railroad pier, it was never rebuilt, and St. Petersburg was never permitted to become a major port facility in competition with Tampa (Jackson 1962:79).

In 1902, the Atlantic Coast Line railway system absorbed Plant's Sanford and St. Petersburg Railroad, so that the original Orange Belt Railroad now formed part of the Atlantic Coast Line. A second railroad, known as the Tampa and Gulf Coast Railroad, was added to the peninsula's transportation system in 1914, connecting Clearwater, Largo, and St. Petersburg with Tampa. The Seaboard Air Line Railroad Company,

eventually becoming the Seaboard Coastline Railroad, later acquired this line, along with the Atlantic Coast Line.



Map of Pinellas County 1916, from *The New Reference Atlas of the World*, Published by C.S. Hammond & Company (Courtesy of the Private Collection of Roy Winkleman).

The most significant development of the first decade of the twentieth century in Pinellas was the coming of the automobile. Few people could have predicted the vast effect this machine would have on the peninsula, or the tremendously expensive road network that local governments would be required to build. In fact, the need for roads on the peninsula and Hillsborough County government's unwillingness to provide them, prompted public clamor.

There was no question that the public streets were badly in need of improvement, since they were, for some years, so bad that the story is told of E. H. Tomlinson, proud owner of the first automobile in St. Petersburg, who became so tired of getting stuck in the sand on the roads that he took to driving his automobile on the wooden sidewalks. There being no ordinances covering this situation, it appears that he was left undisturbed to drive where he chose (Jackson 1962:78).

The overland route to Tampa was a long and arduous journey. It was far easier to cross Tampa Bay by boat, even though that left many Pinellas residents without personal transportation in Tampa.

As a result of the lack of worthwhile improvements, the people of the lower end of the peninsula found it almost impossible to drive to Tampa, either with teams or by automobile. They had to follow a trail that zigzagged around swamps and swales and through the pinelands. In places the sand was deep; in other places wheels sank hub deep in mud. During the rainy season, the travel was often impossible for months at a time. In January 1907, a party of motorists left Tampa for St. Petersburg. They were three and one-half days on the road (Grismer 1948:115).

SECESSION FROM HILLSBOROUGH COUNTY

Because Pinellas was, in the first decade of the twentieth century, a part of Hillsborough County, all of its official business transactions took place in Tampa, the county seat. The long distance between Pinellas citizens and their government caused increasing dissatisfaction. The difficulty of travel between the Pinellas peninsula and Tampa meant Pinellas residents had little opportunity to participate in local

government decisions. Also, tax dollars collected in Pinellas were spent by Tampa politicians, usually on Tampa schools, roads, and buildings (Hooker 1984:19). As a result of these and other problems, Pinellas residents began to talk of secession from Hillsborough.

Hillsborough County would not meet the peninsula's need for basic public facilities, and it failed in its attempts to placate the secessionists. In 1906, Hillsborough County constructed a graded shell road from Tampa to Ozona. However, as most of the Pinellas population lived in the southern part of the peninsula, Pinellas residents were only angered by this token. In another effort, the Hillsborough government built a bridge across Long Bayou at Seminole. According to one historian, the bridge fell down as soon as it was finished and subsequently was not rebuilt, which angered the Pinellas insurgents even more (Straub 1929:67-68).



Officials in front of Pinellas County Courthouse, 1912 (Courtesy of the State Library and Archives of Florida).

On February 23, 1907, W. L. Straub, then editor of the *St. Petersburg Times*, published a lengthy editorial that came to be known as the "Pinellas Declaration of Independence," and called for a separation of the peninsula from Hillsborough County. While this idea met with opposition from County officials in Tampa, Straub nevertheless continued to bombard his readers and legislators (who were mailed the paper free for one full year) with editorials and cartoons, and even traveled to Tallahassee to pursue the issue in person (Hooker 1984:33). It took the Florida Legislature four years to approve the separation. On May 23, 1911, Governor Albert Gilchrist signed into law a Pinellas independence bill. Six months later the proposal was overwhelmingly ratified by the peninsula's voters, and on January 1, 1912, the area officially became Pinellas County.

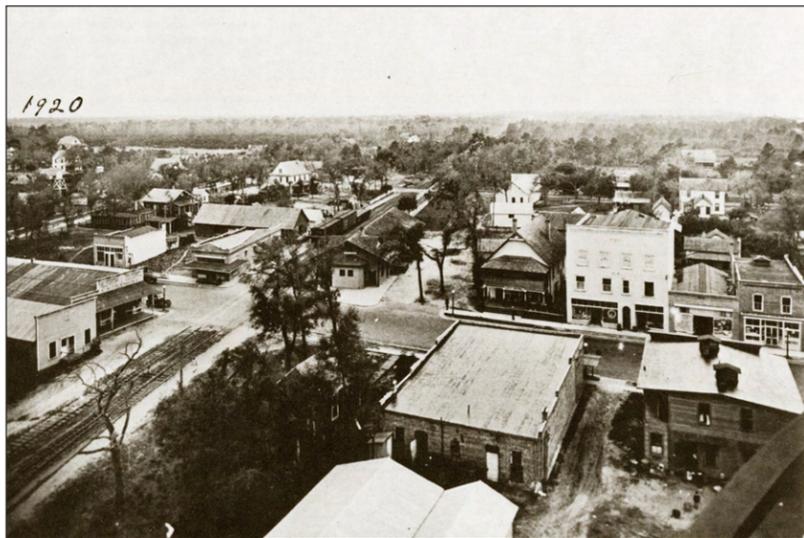
GROWTH AND DEVELOPMENT

Once Pinellas became a separate county, controversy quickly arose over the location of the county seat. Although the legislative bill that had created Pinellas County named Clearwater as the county seat, St. Petersburg wanted an election to determine the permanent location. However, Up-County commissioners outvoted those from the lower county and quickly awarded a contract for the construction of a two-story frame courthouse, guaranteed for two years, to be built in Clearwater within thirty days at a cost of \$3,750 (Reed 1965:4). The courthouse was built on lots donated by the city of Clearwater on the

present site of Peace Memorial Presbyterian Church at S. Ft. Harrison and Pierce streets. According to historian Ralph Reed (1965:4):

The first courthouse was built with volunteer labor, while the neighborhood women brought food to the workers. Torches blazed around the rising structure as work went on through the night, and armed guards with shotguns patrolled it constantly, because rumors had been spread that St. Petersburg people planned to come to Clearwater and burn it down.

In 1917, construction of a new courthouse, expected to have adequate space for many years, began. However, seven years later the building had already reached capacity, and two additions, one in 1924 and another in 1926, were made.



Aerial View of Downtown Dunedin in 1920 (Courtesy of the Pinellas County Heritage Village Image Collection).

The newly formed County consisted of emerging communities and vast undeveloped areas. Densely settled communities were concentrated in relatively small areas, generally with some distance separating each from its neighbors. A substantial majority of the land was either unused or in cultivation. Among the towns that were already incorporated at this time were: Tarpon Springs (1887), Clearwater (1891), St. Petersburg (1892), Dunedin (1899), Largo (1905), Gulfport (1910), Pass-a-Grille (1911), Pinellas Park (1913), and Safety Harbor (1917). Settled but unincorporated communities included Oldsmar, Sutherland (Palm Harbor), Ozona, the Crystal Beach/Wall Springs area, the Seminole/Oakhurst area, Indian Rocks (mainland area only), the Harbor Bluffs area, and the Anclote area.

As the twentieth century progressed, a new form of transportation arrived to facilitate development in Pinellas County. In fact, a key historical moment in aviation, which would come to greatly influence migration and tourism in the county and beyond, occurred in Pinellas. On January 1, 1914, St. Petersburg became home to the first scheduled airline flight when pioneering aviator Tony Jannus and one passenger made a 23-minute trip from St. Petersburg to Tampa in the 26-foot seaplane, *The Benoist*. Known as the St. Petersburg-Tampa Airboat Line, 1,200 passengers had flown on the service by March 1914 without any accidents (Dunn 1973a:28). However, business dropped off when publicity declined and service discontinued shortly thereafter.

During the period from 1900 to 1920 the County's established communities began to experience steady, often dramatic growth. During these years St. Petersburg's population grew by 804 percent (from 1,575 to 14,237); Clearwater's population increased 608 percent (from 343 to 2,427); Dunedin's population grew by 468 percent (from 113 to 642); and Tarpon Springs' population increased 289 percent (from 541 to 2,105). With the growth in the county's population

came the need for more school facilities. Pinellas had 25 schools and a total school enrollment of 3,263 in 1913. By 1918, the number of schools had increased to 34, and total school enrollment numbered 4,781 (Straub 1929:64).

Renewed interest in establishing a Pinellas County road system occurred during this time. The bickering over the location of the county seat had somewhat delayed any progress in establishing a good county road system. In 1912, a \$370,000 bond issue was approved for the construction of a system of rock or semi-hard surfaced roads. However, as it only provided for pieces of road here and there, the county still lacked a paved road system between its principal cities and towns (Straub 1929:68). Moreover, the handful of existing roads were not maintained, and they quickly became rough and full of holes.

To help develop the much-needed county road system, the Pinellas County Board of Trade was established in 1913 to promote all county building interests and activities. Under the authority of the board, a road committee formed to plan a system of roads and develop preliminary surveys and cost estimates. The committee had 10 members, one representative from each town and community (Largo, Pinellas Park, Tarpon Springs, Sutherland, Dunedin, Clearwater, Safety Harbor, Seminole, St. Petersburg, and Gulfport). Pass-a-Grille was not included, as it was located on an island and was, therefore, considered to be out of reach.

The road committee spent a year developing plans for the county road system, which eventually resulted in the approval of a \$715,000 bond issue for the construction of 75 miles of nine-foot brick roads. When the roads were completed in early 1917, Pinellas County began to enjoy its first system of real paved roads (Straub 1929:68).

In Clearwater, a \$10,000 bond issue to build a wooden bridge to Clearwater Beach was approved in a 1916 election. The election was made more significant by the fact that Clearwater was one of the first Florida cities to give women the right to vote, and a number of women in town cast their first ballots (Sanders 1983:83). When the bridge was completed in 1917, it provided the access necessary for the eventual development of the barrier island.



Crossing Boca Ciega Bay on McAdoo Bridge, 1925 (Courtesy of the Pinellas County Heritage Village Image Collection).

Another notable development, prior to 1920, was the building of the first bridge to Pass-a-Grille. Opened on February 4, 1919, the new toll bridge was built by W. G. McAdoo, who owned property on the northern part of the island, about five miles north of the city of Pass-a-Grille. The opening of the bridge allowed McAdoo to develop his property as a beach resort, which he named St. Petersburg Beach.

During the two decades between 1900 and 1920, the county had, thus, experienced substantial population growth and the necessary development of its communities, schools, road system, and businesses. World War I interrupted the area's growth, but this interruption was short, leaving local governments with the task of keeping pace with the demands of the county's steadily increasing population.

BOOM, BUST AND DEPRESSION (1920-1940)

On October 25, 1921, a hurricane struck Pinellas County, the worst such storm to hit the area since 1848. The hurricane caused widespread damage: two wooden bridges to the beaches were demolished, as was the Municipal Pier in St. Petersburg; two people were killed, and all communication with the outside world was knocked out (Hooker 1984:29). Had this storm occurred during another era, it might have taken years for Pinellas County to recover. However, another important event was about to take place.

When World War I ended in 1918, thousands of tourists invaded the state of Florida, many of whom headed for Pinellas County. Spurred on by the financial boom of the early 1920s, tourists, flush with spending money and a desire to travel, came to vacation, buy new homes, and invest their money. Additionally, Henry Ford's inexpensive Model T's enabled even people of moderate income to make the trip to Florida. In describing these less affluent tourists, one writer has noted that, "Although their expenditures may not have pumped a lot into the economy, they were great at talking up the virtues and attractions of Florida when they got home, luring others in their wake" (Nolan 1984:187). Soon, visitors of all income levels exposed to Florida's allure began to speculate in real estate, drawn by the lure of easy money. This was the start of a period in Florida that came to be known as the Boom, a fast-paced period that saw the creation of multi-million dollar developments, magnificent hotels, and the frenzied buying and selling of real estate.

The Florida real estate boom began in 1921 and reached its height in 1925. As more people migrated to Florida in the early 1920s, the housing supply became inadequate, which, in turn, touched off a building boom. Numerous houses, apartments, offices, and churches were constructed. It was also during this period that many of Pinellas County's big hotels were built. According to historian Walter P. Fuller, 10 new hotels were constructed in St. Petersburg alone, adding some 2,000 rooms to the city's inventory of public accommodations (Fuller



Don CeSar Hotel (1927), St. Pete Beach

1972:159). These 10 hotels were, in order of completion: the Soreno, the Pheil, the Suwannee, the Mason, the Pennsylvania, the Dennis, the Vinoy Park, the Jungle Country Club, the Rolyat, and the Don CeSar. A considerable number of small hotels was also built to accommodate the new automobile tourists.

The Boom period produced a new breed of man characteristic of this era--the real estate speculator. The fast turnover of property and profits made by these people was contagious, and people with no knowledge of land or markets were drawn into the speculation. Profits were made possible by the so-called "binder boys," named for the nominal binder fee paid they collected from a prospective buyer to secure a property purchase on the promise a down payment would be made perhaps a month later (Sanders 1983:83).

A \$500 binder, which would hold down a \$10,000 piece of property, could be sold the same day for a profit and would probably be re-sold dozens of times before the thirty days were up. By then, the \$10,000 price might have been kited to \$50,000, while everyone along the line took his or her share of the profits. The original \$500 plus profit could be put into other binders, the process repeated, and, within a short period of time, an impressive paper fortune would result (Nolan 1984:187).



Postcard Image of the Hotel Arcade, Tarpon Springs, circa 1920s (Courtesy of the Hampton Dunn Postcard Collection - University of South Florida- Tampa Campus Library).

The frenzied buying and selling of real estate swelled the ranks of realtors substantially. According to one account, there were 6,000 real estate salesmen in 1925 in St. Petersburg; the city had only a population of 14,237 in 1920 (Nolan 1984:201).

Building statistics also reveal the tremendous effects of the boom. The value of building permits in St. Petersburg increased from \$2.8 million in 1920 to more than \$24 million in 1925, while the City's land area grew from 11.05 square miles in 1920 to 53.22 square miles in 1926 (Straub 1929:160, 126). Other parts of Pinellas County were also sharing in the boom. The County's assessed property valuation increased from \$11.4 million in 1920, to \$26.2 million in 1924, to \$38.4 million in 1928 (Straub 1929:89). Clearwater, whose public beach was its main attraction, enjoyed popularity as a tourist resort, while Safety Harbor attracted numerous visitors to its mineral springs.

Contemporaneous with the land boom, Pinellas County agriculture continued to thrive in the 1920s. In particular, wild land speculation bypassed inland areas such as Largo, which maintained its agricultural economic base and slow growth rate and was known during the era as "the agricultural 'metropolis' of the county" (Straub 1929:111). After the Great Freeze of 1894-1895 devastated much of the Florida citrus industry, but spared the Pinellas peninsula, citrus production

flourished. By 1927, Pinellas ranked fourth overall in citrus shipments out of Florida counties, shipping out 3,600-railroad cars worth of fruit (Southeastern Archaeological Research n.d.).

OLDSMAR

The development of the community of Oldsmar typifies the blend of entrepreneurship and civic vision by which many Florida towns were created early in the twentieth century. In 1916, Ransom E. Olds, the automobile tycoon and creator of the Oldsmobile, purchased 58 square miles of land in the northeastern part of the County for \$400,000 with the intent of establishing a town. The site had the advantage of being located on Old Tampa Bay, 15 miles from the city of Tampa, at the intersection of a highway from Tampa and the Seaboard Air Line Railroad. A fan-shaped city was laid out with the main streets converging at the shore of the bay.

Olds invested considerable sums of money clearing land, paving streets, and building homes, hotels, a post office, a bank, a railroad station, a racetrack and a power plant. He intended the town, which he named Oldsmar, to become a model farming-industrial community whose outlying farms would promote northern investment and stimulate growth. A large demonstration farm was started, employing experienced Florida farmers to teach farming techniques to new arrivals. Olds even drilled an oil well, and although the well struck only water, he reportedly poured oil into the well each morning to give the appearance of success. During the early 1920s, when Olds realized his substantial investments in the town were not realizing a profit; he sold all of his holdings in Oldsmar for a loss of nearly \$3 million. In 1923, the bustling town of 100,000 Olds had imagined remained a farming outpost of 200 with its name changed to Tampashores. It was incorporated in 1926 and would again become known as Oldsmar in 1937. It would be several more decades before rapid growth and development would come to Oldsmar.



The Oldsmar State Bank Building, 1924 (Courtesy of the Burgert Brothers Photography Collection. Tampa-Hillsborough County Public Library System.

UTILITY AND TRANSPORTATION IMPROVEMENTS

As in previous decades, the continued growth of Pinellas cities placed pressure on existing infrastructure and created demand for better roads, bridges, and water service. For example, under the increased population pressure of the 1920s, the city of St. Petersburg's wells began to produce poor quality water. After studying the problem, the

city decided to search for a better water source, eventually resulting in the city's 1940s purchase of areas in northwest Hillsborough County for future wellfield development (Pinellas County Planning Council 1979:8).



Grading of Druid Road in Clearwater, circa 1920s (Courtesy of the Pinellas County Heritage Village Image Collection).

Road building during this period increased at a steady pace:

Plans were begun in 1922 for the first modern system of standard type highways to serve each section of Pinellas County. When the plans were completed in 1923, a \$2,863,000 bond issue was approved and contracts were awarded for the construction of 100 miles of modern paved highways. Twelve Special Road and Bridge Districts were created for the purpose of providing connecting systems with the main County highway roads, and bonds totaling \$6,251,000 were approved and sold, resulting in the construction of 167 miles of modern paved highways, many large bridge structures, and three causeways connecting the mainland with the Gulf Beaches. Transportation statistics for the years 1923 through 1928 indicate that traffic on Pinellas County's roads increased approximately 2,000 percent (Straub 1929:70).

One of the more significant transportation improvements constructed during the 1920s was Clearwater's "million dollar" causeway, named Memorial Causeway in tribute to World War I veterans. Stretching from downtown Clearwater to Clearwater Beach, the causeway replaced an old wooden bridge. The new causeway helped to further enhance the popularity of the beach by providing easy access from the mainland to the island.

The designers of the county's updated road system were not merely interested in moving people from town to town. They were also mindful of the county's tourist industry and the appeal of a leisurely drive by the water's edge. Several of their early roadways were scenic routes. These scenic routes included the highway surrounding Boca Ciega Bay, from the Pass-a-Grille Bridge to the Madeira Beach causeway; the causeway to Clearwater Beach; and the shore drives from Dunedin to Ozona, from Bayview to Safety Harbor, and from Safety Harbor to the Safety Harbor Bridge (Straub 1929:70). In later years some of these same facilities were designated as scenic/non-commercial corridors by local government and the Pinellas Planning Council.

The most important transportation improvement to be constructed during this time was the Gandy Bridge. Built by George S. Gandy, the bridge linked St. Petersburg to Tampa, shortening the traveling distance between the two cities from 43 to 19 miles. Officially opened on November 20, 1924, the bridge was the longest automobile toll bridge in the world. After its completion, property values in the bridge vicinity greatly increased, spurring residential development

and hinting of the rapid future development that would arrive later to that section of the peninsula (Grismer 1924:162). Other transportation improvements were also introduced during this period. In 1926, municipal bus service was inaugurated in St. Petersburg. The total number of bus passengers carried that year was 257,593; by 1928, the number of passengers was 408,670, an increase of approximately 59 percent (Straub 1929: 160). Additionally, a ferry service carrying passengers and automobiles between the southern tip of Pinellas County and Manatee County began operations in 1924.

Clearwater received a valuable transportation link to Tampa when the Davis Causeway was completed on June 28, 1934. Built by Captain Ben T. Davis, the causeway took seven years to complete. Like the Gandy Bridge, the Davis Causeway was initially a toll facility. Years later during World War II, the Federal government forced both Gandy and Davis to sell their bridges, and then lifted the tolls. Davis received \$1,085,000 and Gandy received \$2,383,000. This was done under the War Powers Act, because airmen from MacDill Air Force Base used both the bridge and the causeway to travel to and from the base in Tampa (Dunn 1973:31). Following World War II, the Davis Causeway was re-named the Courtney Campbell Causeway when the State Road Department made improvements. Courtney Campbell was a Clearwater resident who was largely responsible for these improvements (Sanders 1983:84). Davis' memory is recognized today in the name "Ben T. Davis Beach," a Tampa municipal beach located on the Hillsborough County side of the causeway.

THE END OF THE BOOM

Between December 1925 and June 1926, the Florida boom came to an end. The public lost interest in Florida land, and real estate values dropped to low levels (Covington 1957:237). To understand why the boom ended, it is necessary to remember why it began. As one historian noted, "The 1925 boom was not an urge to retire in a pleasant cottage in Florida or to bask in luxurious villas or seaside hotels. It was, instead, a greedy delirium to acquire riches overnight without benefit of effort, brains, or services rendered" (Fuller 1954:2e).

The end of the boom sparked a steep decline in land prices, which shook all layers of the local economy. Construction activity all but ceased, merchants were unable to sell their inventories, tourism declined dramatically, and many banks weakened and collapsed.

In 1929, the Great Depression hit the nation. The stock market crash truly devastated the Pinellas economy, which was still reeling from the



1926 Aerial Photo of North St. Petersburg (Courtesy of the Pinellas County Heritage Village Image Collection).

real estate debacle (Dunn 1973b:32). For example, money was in such short supply in St. Petersburg that a Citizens Emergency Committee began to issue scrip that could be used in lieu of cash. Many employers, including the St. Petersburg Times and the Pinellas County School Board, paid their employees at least partially in scrip, which was honored by merchants all over town (Hooker 1984:36). Jobs in St. Petersburg were so scarce that notices were posted on the outskirts of town that stated, "Warning - Do Not Come Here Seeking Work - A City's First Duty Is To Employ Its Own Citizens" (Hooker 1984:35). In the Clearwater area, fruit packinghouses dwindled, and, in 1930, the Mediterranean fruit fly invaded the area, threatening citrus crops (Sanders 1983:84).

RECOVERY FROM DEPRESSION

With the entire nation suffering from economic depression, the federal government took action to spur the economies of communities across the country. Pinellas County received a share of federal money, which helped to alleviate some local unemployment. One major federal project during this time was the construction of the Bay Pines Hospital and Veterans' Administration Center. Incorporating an ornate Spanish style of architecture, the project was built at a cost of approximately one million dollars.

In St. Petersburg, the Federal Works Progress Administration provided funding for projects including the development of Albert Whitted Municipal Airport, a new campus for St. Petersburg Junior College, and park and sewer construction. Additionally, according to historian Walter P. Fuller, St. Petersburg's city hall was built with funding from the Public Works Administration program, a companion law designed to assist communities in the expansion and improvement of services (Fuller 1972:186-187).



Aerial View of Whitted Airport in St. Petersburg, circa 1940 (Source: *Yesterday's St. Petersburg*, Hampton Dunn).

Federal money also helped the development of the Gulf beaches. During the 1920s, beach development remained minimal because of such obstacles as limited access, inadequate utilities (especially water supply), and high mosquito populations. During the Depression, new facilities and services were provided that spurred development along the waterfront and on barrier islands.

The Pinellas County water system was developed in 1935 with aid from the Public Works Administration to supply water to the beaches. The original water supply consisted of treated surface water from Walsingham and Taylor Reservoirs (Pinellas County Planning Council 1979:8). There were 200 customers in 1936.

A new transportation link to the beaches was provided in 1939, when the Treasure Island Causeway extended Central Avenue from the St. Petersburg mainland to the newly incorporated city of Treasure Island. The causeway, financed with assistance from the federal Reconstruction Finance Corporation, cost in excess of one million dollars.

A significant change in St. Petersburg's government also occurred during this time. In 1931, a new city charter was drafted to provide for a council-manager system of government (Fuller 1972:262). This new system replaced the city commission system and was considered to be more efficient.

In 1934, St. Petersburg's Albert Whitted Municipal Airport became the site of a U.S. Coast Guard Air Station, as well as the first regularly scheduled commercial flight of National Airlines (Pinellas County Planning Council 1980:69). Four years later, the U.S. Post Office authorized a daily mail service on National's St. Petersburg-Miami route via Sarasota and Fort Myers.

Toward the end of the 1930s, there were signs that the area was coming out of the economic doldrums. Statistics presented in *St. Petersburg and Its People* indicated that the value of building permits in the City increased from \$278,100 in 1932, to \$4,731,200 in 1939, and to \$5,830,539 in 1940; bank deposits increased from \$4.6 million to \$19.1 million to \$21.8 million during those same years (Fuller 1972:254,258). The county also began to derive some increased business from the recovery of the tourist industry, which had been sharply curtailed by the Depression.

DEVELOPMENT TRENDS

Following the coming of the railroad, the county's population increasingly settled in urban areas (Table 1). By 1920, the population was almost evenly divided between urban and rural; while in both 1930 and 1940 the urban population far surpassed the rural population.

Table 1. Urban and Rural Population of Pinellas County, 1920-2000

Year	Total Population	Urban Population	% of Population Classified as Urban	Rural Population	% of Population Classified as Rural
1920	28,265	14,237	50.40%	14,028	49.60%
1930	62,149	51,446	82.80%	10,703	17.20%
1940	91,852	74,350	80.90%	17,502	19.10%
1950	159,249	137,702	86.50%	21,547	13.50%
1960	374,665	341,384	91.10%	33,281	8.90%
1970	522,329	502,277	96.20%	20,052	3.80%
1980	728,531	724,988	99.50%	3,543	0.50%
1990	851,659	848,230	99.60%	3,429	0.40%
2000	921,495	920,531	99.90%	964	0.10%

Source: US Dept of Commerce, Bureau of Census; Bureau of Economic & Business Research, "Florida Population Studies," 34.

During the period from 1920 to 1940, the majority of the county's population was concentrated in the cities of St. Petersburg and

Clearwater. Although the population of these two cities has continued to grow, their proportionate share of Pinellas County's overall population has declined since the 1940s, as other areas of the county have become more developed.

Following the economic hardships of the Great Depression, Pinellas County's economy developed an orientation toward the tourist industry. With the local economy becoming predominantly based upon the provision of goods and services to the county's tourists and seasonal residents. Examination of 1930 census data shows that 17 percent of all workers were employed in the retail trade sector, while 36 percent were employed in the service sector. By 1940, the increasing proportion of employment in the retail trade (22 percent) and service (39 percent) sectors indicated the county's growing dependence on tourists and seasonal residents.

The county's shrinking agricultural sector remained primarily engaged in citrus cultivation. In 1930, agricultural employment comprised eight percent of total employment. By 1940, the proportion of agricultural employment had dropped to less than six percent and continued to steadily decline in each successive decade, as Pinellas County became increasingly urbanized. Of note during this period is the county's early participation in the production of citrus concentrate, with Citrus Concentrate, Inc. of Dunedin using technology related to the drying of blood plasma to produce the product as early as the late 1930s, thus playing an important role in the development of this next wave in Florida's citrus industry (Southeastern Archaeological Research n.d.).

Also during the 1940s, the thriving sponge industry located out of Tarpon Springs collapsed when the advent of synthetic sponges coincided with a red tide blight that destroyed the area's sponge beds. The industry, which during the early 1900s made Tarpon Springs "the Sponge Capital of the World," never fully recovered, although a small industry continues and the Greek character of its neighborhoods remains to this day.

Between 1920 and 1940, Pinellas County weathered the Florida land boom and its subsequent bust, as well as the national depression. Pinellas County's population grew 119.9 percent between 1920 and 1930, and 47.8 percent between 1930 and 1940. Still, the county's population growth continually surpassed that of both Florida and the nation. This trend would continue until the 1970s, when the growth rate dropped below that of the state. It should be noted, however, that despite this phenomenal growth less than 10 percent of the county's total land was developed by the beginning of World War II.

WORLD WAR II TO 1970

THE WAR YEARS

As the 1940s began, Pinellas County's economy continued its recovery from the Great Depression of the previous decade. Then, on December 7, 1941, the United States entered World War II. The war years dramatically slowed the county's population growth, with many people moving away from the area, even if temporarily, to seek employment in the large industrial centers of the North and Midwest. Simultaneously, many residents of these war production centers postponed planned relocations to Florida, staying to take advantage of labor shortages. Additionally, birth rates were held down because of the large number of men serving in the armed forces.



Tourists on Treasure Island Beach, 1938 (Source: *Yesterday's Clearwater*, Hampton Dunn).

St. Petersburg, whose major industry was tourism, was especially affected by the war. Travel restrictions, compounded by rationing of gasoline and tires, practically wiped out the tourist trade during the war years:

Until World War II ended, life and livelihood for wage earners and persons without accumulated savings or income based on sources other than daily labor or employment was difficult indeed, and the City's hotels quickly drained of guests (Fuller 1972:190).

The war might have, like the previous real estate boom, devastated the local economy. Fortunately, the U.S. military began operations in the county, capitalizing on the area's temperate climate and abundance of empty hotel rooms. St. Petersburg was selected as a site for a basic training center for the Army Air Corps. Many of the city's luxury hotels, including the Vinoy Park, the Soreno, and the Princess Martha, began filling with soldiers, while the Don CeSar Hotel in Pass-a-Grille was used as a hospital. Soldiers also occupied the Fort Harrison Hotel and the Gray Moss Inn in Clearwater and the Bellevue Biltmore Hotel in Belleair. As the flood of recruits filled St. Petersburg's hotels to capacity, a tent city was established in the city's Jungle area, accommodating some 10,000 additional soldiers. A total of 119,057 military personnel passed through the basic training center in the city during the war years (Fuller 1972:191).

In 1941, the construction of the Pinellas County Airport (now known as the St. Petersburg-Clearwater International Airport) began. Prior to the completion of the airport, the Army Air Corps leased the facility for use as a fighter pilot training facility. In November 1945, the airport was declared military surplus and given to the county (Greiner Engineering Sciences 1978:1). The airport opened to civil aviation in 1946 and commercial airline service initiated. Elsewhere in the county,



Postcard of Downtown Clearwater, circa 1940s (Courtesy of Michael Sanders Personal Collection).

St. Petersburg's Albert Whitted Municipal Airport served as a training facility for naval aviation cadets in the War Training Service Program (Pinellas County Planning Council 1980:69).

Clearwater resident Donald Roebing, grandson of the builder of the Brooklyn Bridge, made a significant contribution to the war effort. Roebing invented the Alligator, an amphibious vehicle that was used extensively by U.S. troops during World War II. Prior to its use in war overseas, the Marines tested the Alligator on the local beaches. For his efforts, Roebing was awarded a Medal of Merit by President Harry S. Truman in 1948.



Donald Roebing's Amphibious Vehicle, the LVTI "Alligator" (Courtesy of the St. Petersburg Historical Society).

POST-WAR LAND DEVELOPMENT

The end of World War II in 1945 marked the start of another era of rapid growth for Pinellas County. The removal of wartime restrictions on spending and mobility contributed to the area's boom, making the post-war decade the strongest period of growth the region had yet seen (Covington 1957:249). Many of the soldiers who trained in the area during the war returned with their families. Additionally, developments in Social Security payments and private retirement pensions provided steady income, enabling retirees to migrate to Pinellas by the thousands. The end of the war also allowed for the spending of savings that many people accumulated through prudent investments and hard work during the war. With money to spend and a pent-up demand for travel, tourism resumed. The country's postwar prosperity meant that employers could provide more paid vacations and millions of families could afford cars, fueling the Florida vacation industry. This new postwar boom, built on housing construction and tourism, had a much more substantial foundation than the speculative boom of the 1920s (Covington 1957:249).

Pent-up housing demand from existing residents, stymied during wartime rationing, combined with the need of newcomers to stimulate a local building boom. An account of this era describes the situation:

Comparatively few large buildings were included in the gigantic building program, the one outstanding exception being the new Maas Brothers Department Store building at First Avenue North and Second Street. Most of the building permits were for houses—hundreds and hundreds of houses. They sprang up everywhere, from the old, settled sections far out in to the suburbs. Altogether, construction of 1,635 new homes started during the first ten months of 1947. Abandoned boom-time subdivisions, where paved streets were overgrown with grass, came to life again. Residential lots which had been a drag on the market for years were again in demand (Grismer 1948:200).

Statistics presented in *St. Petersburg and Its People* indicate that from 1945 to 1946 the city's building permit valuation more than doubled, increasing from approximately \$4.5 million to almost \$11 million. By 1950, building permit valuation climbed to almost \$31 million (Fuller 1972:258). St. Petersburg's population increased 59 percent, from 60,812 in 1940 to 96,738 in 1950.

St. Petersburg was not the only community to grow. Among the municipalities exhibiting tremendous rates of population growth during the 1940s were Belleair (341%), Clearwater (54%), Dunedin (82%), Gulfport (134%), Largo (50%), and Pinellas Park (323%). Pinellas County's total population increased from 91,852 to 159,249 – a 73 percent jump in a single decade.

Development of the Gulf Beaches, made possible by infrastructure improvements of the 1920s and 30s, underwent major changes during the postwar boom:

...and out on the beaches, the growth was little short of phenomenal, all the way from Pass-a-Grille to Indian Rocks. The beaches had developed rapidly, even during the Depression years. The main development began late in 1927 after Corey Causeway, John's Pass Bridge, and a highway along the Keys were completed. Thereafter, the growth was steady. So many new sections became built up, and were given different names, that old-timers were hard put to keep track of them--the city of Treasure Island, Boca Ciega, Mitchell's Beach, Sunset Beach, Madeira Beach, Bennett Beach, Sunshine Beach, Belle Vista Beach, Redington Beach, and perhaps a few more. The palm-fringed shores, where picnickers and bathers went in days gone by when seeking solitude, were gone forever. Now, all the way up and down the Keys, there were cottages, and houses, and apartments, and bathing pavilions, and stores, and hot dog stands, and beer parlors. Yes, the beaches had become developed (Grismer 1948:200).

Rapid growth continued into the next decade, with 1950s witnessing the most spectacular growth in the history of Pinellas. The county's population increased by more than 135 percent, from 159,249 in 1950 to 374,665 in 1960. This increase of 215,416 persons represented the largest numerical gain as well as the highest percentage increase ever recorded in Pinellas County's population.

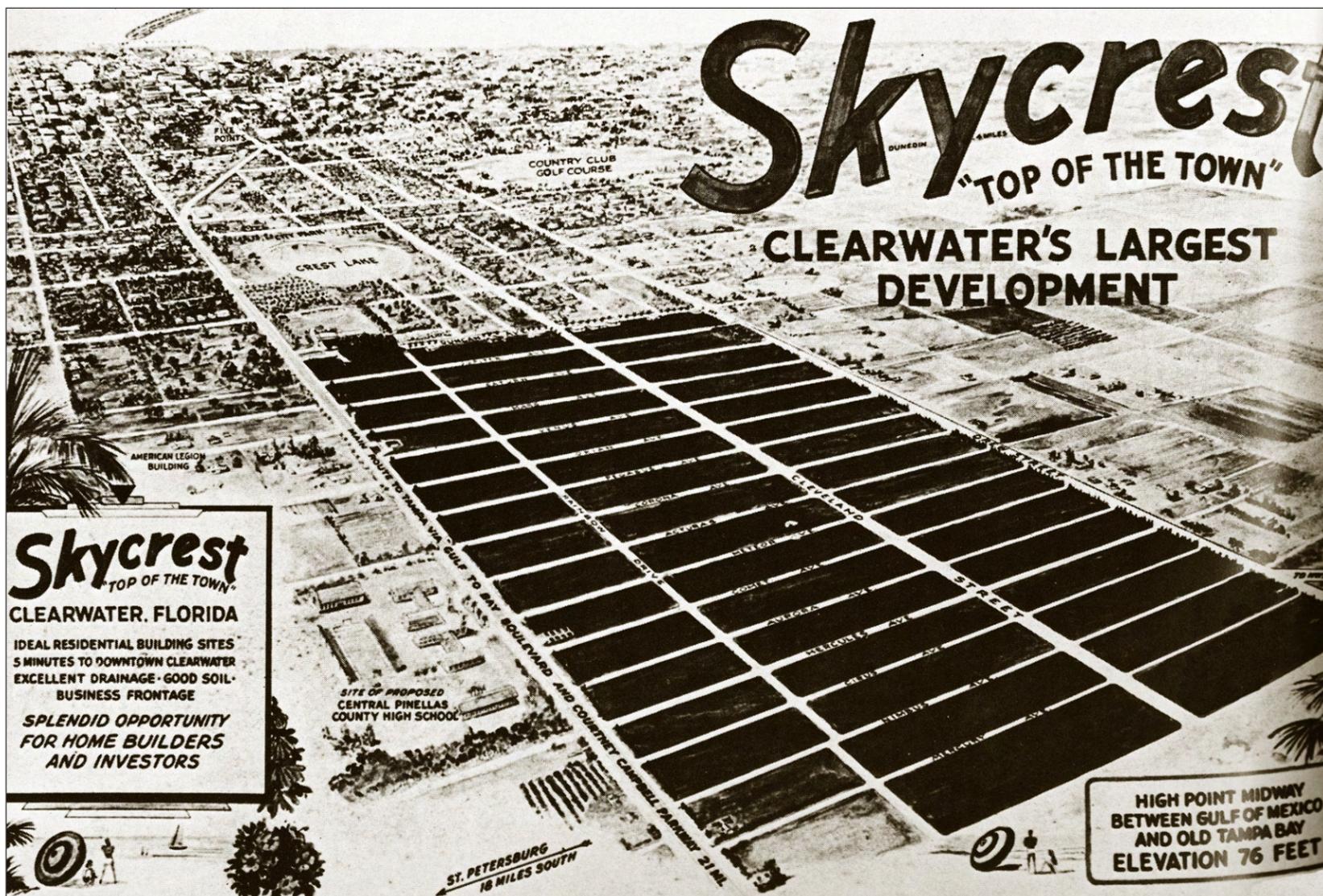
With the rapid post-war growth in population came a corresponding increase in the county's total number of housing units. Data from the U.S. Department of Commerce, Bureau of the Census, indicates that the total number of housing units increased 79 percent, from 40,525 to 72,682, during the decade from 1940 to 1950, and 128 percent, from 72,687 to 165,823, during the 1950 to 1960 decade (Table 2).

Table 2. Housing Units in Pinellas County, 1940-2000

Location	1940	1950	1960	1970	1980	1990	2000
St. Petersburg	27,945	43,710	81,346	97,073	119,486	125,452	124,618
Clearwater	3,897	7,927	15,013	23,333	44,183	53,833	56,802
Remainder of County	8,683	21,045	69,464	108,365	213,383	279,056	300,153
Total	40,525	72,682	165,823	228,771	377,052	458,341	481,573

Source: U.S. Department of Commerce, Bureau of the Census, Bureau of Economic & Business Research.

Covington's study of Florida's development suggests that the post-war home building boom can be divided into three stages. The first stage came at the end of the war when the problem was to ease the housing shortage by erecting homes on vacant lots in urban centers. The second stage brought project building or site development which involved the building of one hundred to five hundred houses at one time. These projects usually were contiguous to, and abutting, established communities. Stage three was the construction of a community complete with shopping centers, gas stations, and other business firms. Throughout all of Southwestern Florida, real estate



Advertisement for the Skycrest Subdivision in Clearwater, circa 1950 (Source: *Clearwater, a Pictorial History* : Dunedin, Ozona, Palm Harbor, Oldsmar, Safety Harbor, Largo, Michael Sanders).

executives developed housing projects and communities on the outskirts of larger cities. These projects even moved to areas long forgotten since the 1925 expansion, and made use of the sidewalks and streets constructed at that time (Covington 1957:249-250).

Developers in Pinellas County also went one step further by actually creating land on which to build new subdivisions. As the demand for waterfront property began to exceed the supply, developers started dredging sand to turn portions of shallow bays into dry land. During the 1950s, dredges ran around the clock, significantly increasing the size of many barrier islands. By 1970, dredge-and-fill had added 4,800 acres to the county, mostly in Boca Ciega and Clearwater Bay (Table 3).

Table 3. Acres of Fill, 1900-1970

Location	Acreage Added
Tampa Bay	925 acres
Boca Ciega Bay	2,506 acres
Clearwater Bay	1,359 acres
Total	4,790 acres

Unintended environmental effects from dredging and filling prompted the creation of agencies to regulate the activity. In 1955, the Legislature created the Pinellas County Water and Navigation Control Authority. Continued problems from dredge-and-fill led Pinellas County to push the Legislature for two special acts to halt the sale of local submerged lands, thus ending the “manufacture” of land (Pinellas County Board of County Commissioners 1970:1).



Aerial View of Dredge-and-Fill Development at Capri Isle in Treasure Island, 1956 (Courtesy of the Airlite Aerial Photographers Collection, University of South Florida, Tampa Campus Library).

With the continued pace of growth came a corresponding increase in Pinellas County’s developed land area. The amount of developed land as a percentage of total land increased from 9 percent in 1943 to 14 percent in 1952 to 39 percent in 1963. Additionally, the County’s urban population grew from 81 percent in 1940 to 87 percent in 1950 to 91 percent in 1960. As the urban area increased, the agricultural area decreased. Citrus acreage in Pinellas fell by 53 percent between 1956 and 1966, diminishing its position as a leading citrus producing county (Table 4).

Table 4. Total Commercial Citrus Acreage, Pinellas County, 1956-2005

Year	Total Commercial Citrus Acreage	Percent Change
1956	13,540	-----
1966	6,381	-52.90%
1976	3,770	-40.90%
1986	394	-89.50%
2002	38	-90.30%
2005	0	-100%

Source: State of Florida, Department of Agriculture, Florida Crop and Livestock Reporting Service.

POST-WAR INFRASTRUCTURE AND SERVICE IMPROVEMENTS

The tremendous growth in Pinellas during the 1950s placed increasing demands on public services. In an attempt to provide land use controls, Pinellas County’s Board of County Commissioners adopted zoning regulations and a building permit procedure in 1955 (Pinellas County Building Department n.d.). As growth continued, the provision of required public services failed to keep pace. Much development occurred without the benefit of proper planning, resulting in many of the problems that the County still suffers from today.

During this same period, saltwater intrusion threatened the County’s already strained water supply. Water use by the growing population had drawn the underground aquifer below the level required to prevent seepage of salt water from Tampa Bay and the Gulf. According to the Water Supply Element of the Pinellas County Comprehensive Plan, the Pinellas County Water System realized, as the city of St. Petersburg had in earlier years, that the peninsula’s internal water sources would not be adequate. Therefore, the County leased the Eldridge-Wilde wellfield in the corner of northeastern Pinellas County and northwestern Hillsborough County for development, and the wellfield was put into operation in 1956 (Pinellas County Board of County Commissioners 1989:xiv).

Inadequate sewer facilities presented another problem for Pinellas County. Through the late 1950s, a sizable portion of the county’s population remained unconnected to a central sanitary sewer system. In 1960, the South Cross Bayou Sanitary District was created, the first of many such districts aimed at expanding sewer service across the county. From 1969-1970, all of the sanitary districts consolidated into the Pinellas County Sewer System, which, along with municipal sewer facilities already in existence, helped resolve the sewage treatment issue (Pinellas County Utilities).

Having outgrown its second courthouse by the early 1960s, the county built a new courthouse immediately west of the old facility. The new building opened in 1963, and a judicial wing was later added in 1968. Also in 1963, the Florida Legislature enacted a law permitting county elected officials to appoint a county administrator, who would be responsible for implementing and administering policies established by the Board of County Commissioners. Pinellas became the first county in Florida to adopt the commission-administrator form of government when voters approved the system in a 1964 countywide referendum.

Construction of several major transportation projects also took place during this period. Perhaps the most spectacular was the first span of the Sunshine Skyway Bridge, rising to a height of 150 feet across Tampa Bay and connecting the Pinellas peninsula with Manatee County. Opening on September 6, 1954, this toll bridge replaced the long-outdated Bee Line Ferry service. Additionally, a twin span was added to the Gandy Bridge, and the Howard Frankland Bridge was built across Tampa Bay midway between the Gandy Bridge and the Courtney Campbell Causeway. Opened in 1960, the Howard Frankland later became part of the federal interstate highway system. Also constructed during the period from 1960-1962 were the Pinellas Bayway, which provided another link between the southern Pinellas mainland and the Gulf Beaches, and the Clearwater Pass Bridge, connecting Clearwater Beach with Sand Key.

On July 19, 1955, the last segment of the Gulf Coast Highway (now known as U.S. Highway 19) opened for traffic in St. Petersburg, providing a direct route between Pinellas and Tallahassee. The new road was hailed as another boon to tourism, and commercial and residential development began alongside it almost as soon as it was completed.



View of the Sunshine Skyway Bridge, 1954 (Courtesy of the Pinellas County Heritage Village Image Collection).

As early as the 1960s, planners contended that the county would require a north-south freeway between St. Petersburg and Clearwater to augment U.S. 19. The Pinellas Expressway Authority was created by the Legislature in 1967 to develop a plan for the proposed road. By 1969, the authority proposed a bond issue for a 23-mile toll road, running roughly parallel to Alternate U.S. 19. The plan, however, drew criticism from both politicians and taxpayers. Later that year, when the Pinellas County Commission refused to commit gas tax money for construction, expressway plans were scrapped. The Legislature then dismantled the Expressway Authority and gave its powers to the County commission.

In the immediate post-war era, Pinellas County along with the rest of the nation began to see a major revolution in consumerism -- the shopping center -- that would affect the form of urban areas, as well as the way people shopped. Prompted by shifts in residential patterns and transportation modes away from traditional downtown shopping districts and towards suburban enclaves, a very different form of commercial development took form. Whereas traditional downtown districts consisted of many buildings on many lots, the new districts were in shopping centers built by a single developer on a single parcel. Furthermore, these new shopping centers, with their expansive parking lots, were designed to accommodate cars, which were replacing buses and streetcars as the nation's predominant form of urban transportation. With the advent of the shopping center, and later the enclosed shopping mall, retail activity moved away from downtown areas, a trend that would strongly influence Pinellas County's landscape from the 1950s onward.

Another innovation that had tremendous impact on the county's postwar development was the mobile home. This low-cost dwelling was especially popular with retirees, who in this period formed an ever more important sector of Pinellas's population. By the early 1960s, Pinellas contained more mobile homes than any other county in the state, a distinction that continued through the 1990s.

With the booming population and urbanization of the County, Pinellas officials became aware of the need for expanded public

facility offerings. Recreational opportunities greatly expanded during the post-war period as the Pinellas County Park Department opened eight new facilities throughout the County. These parks, many of which stood on sites of historical significance, were: Philippe (1948), Taylor (1958), Ridgecrest (1962), Fort De Soto (1963), Belleair Causeway (1965), Howard (1966), Anderson (1966), and Lake Seminole (1968).

POST-WAR STRUCTURE OF THE ECONOMY

The post-war boom and continued prosperity in Pinellas County reflected state and national trends. Nationally, the pent-up demand for consumer goods spurred the production of cars, homes, appliances, and other peacetime commodities to unprecedented levels. Increased production, in turn, led to higher wages and greater purchasing power. The growing availability and affordability of air conditioning technology in the 1950s provided new comfort in Florida's hot summer climate. A population able to afford new homes, with greater mobility, more leisure time, and a desire for resort living all contributed to development in Pinellas.

Through the early 1950s, service and retail trade continued to dominate the county's economy, indicative of the importance of retirement and resort industries to the area. It was, therefore, not surprising that the largest numerical gains in employment during the decade from 1950 to 1960 were made in the service and retail trade sectors. When employment growth is examined in terms of percentage change, however, manufacturing far outpaced all other sectors, increasing almost 233 percent during this period. In fact, by 1960, manufacturing had replaced construction as the third largest employment sector in the county.

The growth in the manufacturing sector resulted largely from increased federal spending for defense and space exploration. During the late 1950s, a number of large electronic and aerospace companies began locating manufacturing facilities in Florida. Among those to set up plants in Pinellas were Honeywell, Sperry-Rand, Electronic Communications, Inc. (ECI), and General Electric. While the center of the nation's space program at Cape Canaveral may have helped attract the giant high-tech companies to the state, they were lured mainly by Florida's cheap land and labor (Koenig 1993). Although the traditional employment sectors of retail trade and services continued to dominate the Pinellas economy, the growth of the manufacturing sector diversified the economic base.

In 1957, the Light Industry Council of Pinellas County was established to encourage the development of nonpolluting industry and enhance employment opportunities. The Council became a full-time organization in 1961 when a permanent executive director was hired. In 1969, the Council was changed under new legislation to the Pinellas County Industry Council, with the responsibility of promoting and encouraging all aspects of economic development.

During the decade from 1960 to 1970, the manufacturing sector continued to grow steadily. As in the past, however, the retail trade and service sectors, influenced by increasing numbers of tourists and retirees, continued their domination of the local economy. Pinellas County's labor force continued to grow during the post-World War II period, due not only to increases in the population, but also because of the massive influx of women into the labor force, a reflection of national trends.



Pinellas Civil Rights Pioneer, Judge James B. Sanderlin, circa 1960s
(Courtesy of the Pinellas County Heritage Village Image Collection).

DEMOGRAPHIC AND SOCIAL TRENDS

During the mid-1960s, Pinellas County's population surpassed that of Hillsborough to become the third most populous county in the state behind Dade and Broward. The years 1950 to 1960 witnessed a tremendous in-migration of older persons. During that decade, the county's population of persons aged 65 and over increased by 63,226, or 211.2 percent. The steady in-migration of older persons had a substantial impact on the county, particularly in regard to components of population change. Prior to 1960, Pinellas maintained a positive, although declining, proportion of natural population increase (births exceeded deaths). During the years 1960 to 1970, however, the county began to experience a negative natural increase (deaths exceeded births). This unique phenomenon resulted from the disproportionate share of older persons living in Pinellas, particularly in relation to the number of females in the childbearing age groups. Population growth during this decade therefore became dependent upon in-migration (Table 5). Moreover, a reversal of this trend has not occurred in subsequent year. The 2000 death rate of 13.8 persons per 1000 compared to a birth rate of 10.6 per thousand means that Pinellas County registers a -3.2 persons per 1000 natural rate of population growth, compared to 2.6 per 1000 for Florida and 6.0 per thousand for the United States as a whole.

Table 5. Components of Population Change, Pinellas County, 1940-2000

Years	% Due to Natural Increase	% Due to Net Migration
1940-1950	3.90%	96.10%
1950-1960	1.60%	98.40%
1960-1970	-12.11%	112.11%
1970-1980	-21.14%	121.14%
1980-1990	-31.33%	131.33%
1990-2000	-43.54%	143.54%

Source: University of Florida, Bureau of Economic & Business Research.

The nationwide civil rights movement also carried significant impact for African-American residents of the County. On May 7, 1964, Attorney James B. Sanderlin sued the Pinellas County School System on behalf of five African-American families, challenging the Florida state dual system of public schools and its continued refusal to comply with the Supreme Court's *Brown vs. Board of Education* ruling. Throughout the mid-50s and 60s, Pinellas County continued to expand segregated schools such as Gibbs Junior College in defiance of the federal courts' call for integration. The complaint was successful, with the decision simultaneously desegregating the Pinellas, Sarasota, and Hillsborough County school systems. Although a court ordered desegregation plan, requiring busing in order to maintain integrated facilities, was not approved and implemented until July 23, 1971, the 1960s was an era when Pinellas began to confront a long history of physical, economic, and social segregation (Pinellas County Schools 2007).

CONTINUED GROWTH, 1970-1990

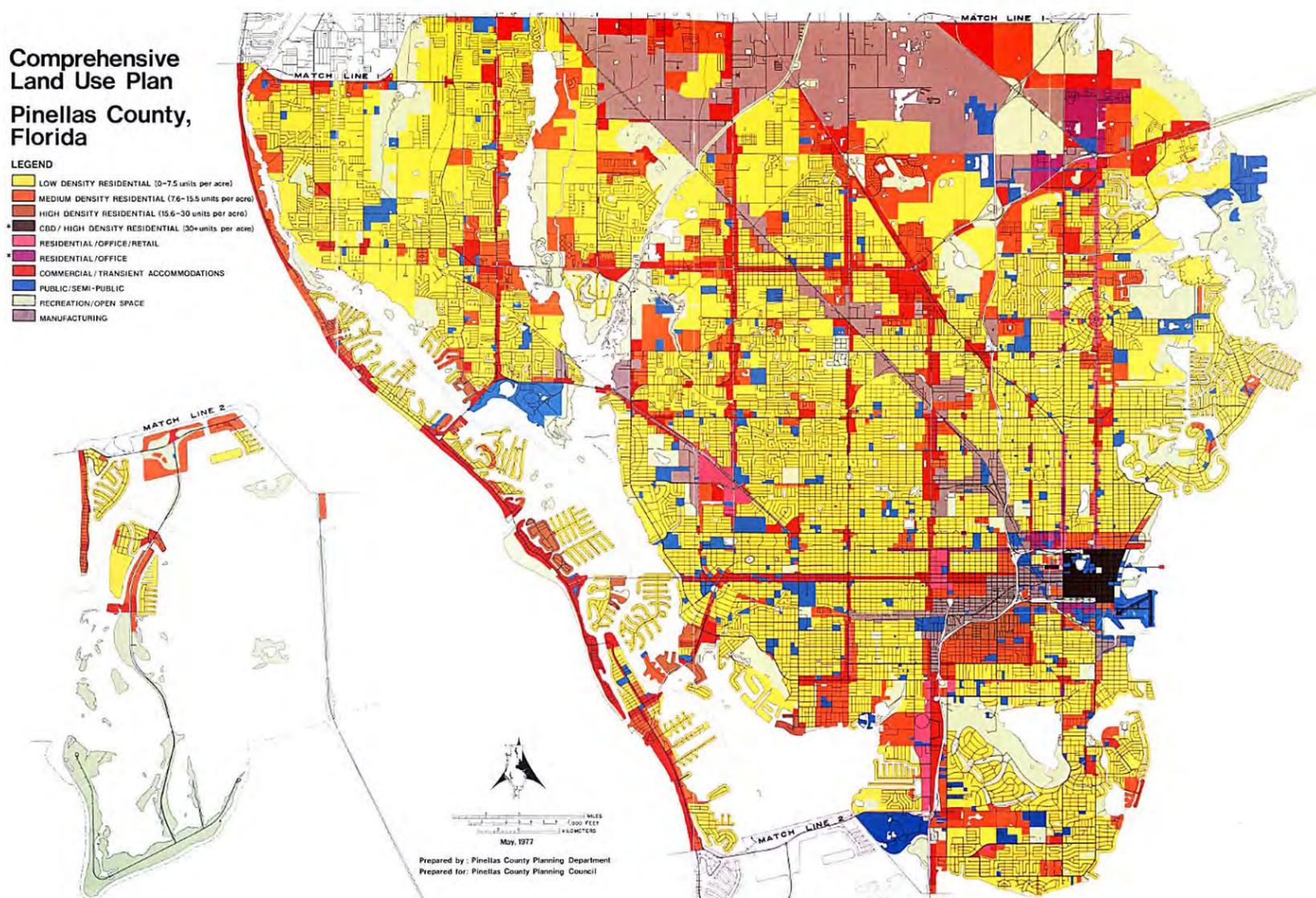
During the period from 1970 to 1990, Pinellas continued to experience rapid growth and development. Over the two decades, the county's population grew by 63 percent -- an increase of more than 329,330 people. Although Pinellas continued to attract a sizable population of retirees, a large number of younger adults also became residents during the 1970s and 1980s. The growth in young adults can be dually attributed to the aging of the baby boomer generation within the county and expanded employment opportunities, which attracted increasing numbers of working-age people. In fact, Pinellas County's median age actually decreased by 6 years from 48.1 years to 42.1 years between 1970 and 1990, with 72 percent of population growth in the 1980s occurring in the 25-44 age group. However, the county's median age as well as its proportion of persons in the 65 and over age group still remained higher than that of both Florida and the nation, signaling the continued demographic importance of the retirement community in Pinellas County.

DEVELOPMENT TRENDS

During the 1970s and 1980s, Pinellas County continued to transition into an urban county. Residential areas were especially prominent during this period; they rapidly expanded while agricultural and forested land diminished.

Between 1970 and 1990, the county's housing units doubled from 228,771 to 458,341 (Table 4). Among the communities exhibiting housing unit growth rates greater than 100 percent were Largo, Indian Shores, Safety Harbor, Tarpon Springs, South Pasadena, Belleair Beach, Oldsmar and unincorporated Pinellas County. Increasing urbanization and high land values, in combination with hard freezes in December 1983 and January 1985 resulted in most of the county's last remaining citrus groves being sold for development. Between 1976 and 1986, commercial citrus acreage in Pinellas decreased by 89.5 percent, from 3,770 acres to 394 acres (Table 4). Correspondingly, by 1990, approximately 81 percent of the County's land had been developed, signaling the end of the rural era.

The boom period of the early 1970s saw tremendous growth in residential construction. Annual data on residential building permit activity shows dramatic increases during this period, with



The Comprehensive Land Use Plan Map for Lower Pinellas County, 1977 (Courtesy of the University of Florida Map and Image Library).

construction reaching its zenith in 1972 and 1973 when more than 30,000 new building permits were issued each year. During this period, construction of multi-family housing far outpaced that of single-family structures, with the period from 1970-1974 especially marked by a tremendous overbuilding of condominiums. Reminiscent of the 1920s land boom, condominium construction in the 1970s was based more on speculation and anticipated demand than on a firm foundation of pre-selling to prospective occupant owners.

A steep decline in building activity occurred simultaneously with the mid-1970s recession. According to one account, when the full force of the recession hit in 1974, builders were stuck with huge inventories, and individual speculators saddled with units they often could neither sell nor rent (Whitney 1981). Moreover, the addition of substantial numbers of multi-family units, originally developed as condominiums but later marketed as rental apartments, caused apartment vacancy levels to rise to historically high levels (Reinhold P. Wolff Economic Research 1984:28). It is interesting to note that it was not until the late 1970s that the county's inventory of unsold condominiums was finally depleted. At that point, in response to a renewed demand for condominiums, many apartment building owners began to convert their rental units to condominiums, in turn leading to a shortage of rental housing. One study indicated that approximately 7,000 rental units in Pinellas County were converted to condominiums between 1977 and early 1981, when poor market conditions halted conversions (Reinhold P. Wolff Economic Research 1984:26).

The steep drop in building activity recovered to pre-boom levels by 1978. During the last two years of the 1970s, residential building permits were more evenly distributed between single-family and multi-family construction. By the mid-1980s, the county entered a new building boom, with 13,657 building permits issued in 1984 --

the most since the early 1970s. Throughout the 1980s, the fast pace of construction continued, with single-family residences now the dominant form of construction.

Especially prominent since the 1980s, tremendous growth occurred in the county's northern section, with the conversion of farms and citrus groves dramatically transforming areas such as Palm Harbor, East Lake Tarpon, Highpoint and Countryside. The cities of Oldsmar and Safety Harbor experienced a far greater growth rate during the 1980s than any other municipalities in the county. In Oldsmar, effects of this growth boom, which increased the city's population by 221 percent between 1980 and 1990, were evident when its sewage treatment plant reached full capacity, necessitating a state-mandated moratorium on new development in May 1985. The moratorium remained in effect for six months, until the city agreed to expand and improve its sewage treatment plant. It was also during the 1970s that the Countryside area was developed by the U.S. Home Corporation. The opening of the Countryside Mall in 1975 signaled the area's establishment as an important economic contributor to the northern part of the county. Countryside was later annexed by Clearwater, a move that was to have a very positive economic impact on that city.

Other areas that experienced especially intensive development booms since 1980 include St. Petersburg's Maximo area and the adjacent Pinellas Bayway/Tierra Verde area. Vacant beachfront property dwindled during the 1980s, with waterfront property values soaring and many older beachfront buildings were demolished and replaced with larger structures and multi-family units.

On Labor Day weekend in 1985, Hurricane Elena skirted the Florida West Coast. A total of 300,000 persons were evacuated countywide, along with mobile home communities and low-lying areas throughout

Pinellas. While the hurricane never made landfall here, the storm lingered for almost two days offshore, pounding the Florida West Coast with heavy seas, rain and wind before changing direction and slamming into Mississippi. The storm caused more than \$100 million in damage to Pinellas, with the most extensive destruction occurring to beaches and low-lying areas. Many waterfront homes were damaged or destroyed by pounding waves, while the Big Indian Rocks Fishing Pier, a landmark for 26 years, was demolished. The Safety Harbor Pier was also destroyed. In the storm's aftermath, Pinellas, Levy, Franklin and Manatee counties were declared federal disaster areas. Hillsborough, Dixie, and Wakulla counties were later added to this list.

Commercial and industrial offerings in the county likewise expanded during this period. In response to the county's rapid population growth and the increased pace of residential construction, shopping center development proliferated. The 1970s witnessed the development of large regional shopping malls of more than a half-million square feet: Tyrone Square Mall (opened 1972), Clearwater Mall (opened 1973), Countryside Mall (opened 1975), and Pinellas Square Mall (1977). The trend continued into the 1980s, with the number of centers of more than 20,000 square feet growing from 126 to 192 between 1983 and 1986 alone. Smaller shopping centers also began multiplying during the 1970s and 1980s, further drawing retail trade activity into the suburbs and away from traditional downtowns. Following this boom, by the mid-1980s commercial development slowed as an oversupply of retail space became evident. Despite this slowdown in construction, total retail sales in Pinellas grew significantly during the late 1980s and early 1990s, from \$3.5 billion in 1980 to \$5.3 billion in 1985 to \$8.3 billion by 1991 (Sales and Marketing Management 1981-1982).



Aerial View of the Construction of Countryside Mall in 1975 (PAIRS Image Courtesy of the Pinellas County Public Works Department).

Although service and trade continued to dominate the county's economic landscape, industrial growth did experience some expansion during the 70s and 80s. Of particular note is the mid-County Gateway/Highpoint area, which became one of the most active regions for new development in the Tampa Bay area during the 1980s. The Gateway area continues to serve as an employment district for the county, as of 2006 hosting 14.6 million square feet of non-residential space and serving as headquarters to many of the region's largest employers including the Home Shopping Network, Raymond James, and Equifax (Gateway Chamber 2007).

NEW DIRECTIONS IN MANAGING GROWTH

New growth outpaced the development of water and sewer systems, leading to an acute shortage of potable water and strapping the county's ability to dispose of sewage. Below-average rainfall during these years compounded the problems. In response, the county instituted a short-term building moratorium and water rationing while the water system was expanded and a growth management policy was developed. Afterwards, the county, as a major water supplier, implemented a program to allocate building permits based on estimated building demand and available water supplies. The county's water rationing program was suspended shortly after the onset of the mid-1970s national recession that temporarily reduced building activity. During numerous periods throughout the 1980s, the Southwest Florida Water Management District (SWFWMD) declared water shortages and instituted water-use restrictions on Pinellas and neighboring counties, due to drought conditions and failures of water supply pipes.

By the early 1970s, it became apparent that Pinellas County's rapid growth and development were putting a severe strain not only on water resources, but also on many aspects of public services and facilities (i.e. water, sewer, solid waste disposal, and transportation). In response to strains on the County's natural resources and infrastructure, the Pinellas Planning Council (PPC), originally created in 1964, was re-established in 1973 under a Special Act of the Florida Legislature, Chapter 73-594, Laws of Florida, as amended. The PPC was mandated to develop a countywide comprehensive plan and overall development policy document. When the mandatory Comprehensive Land Use Plan (CLUP) was adopted in 1974, it represented the first formal countywide attempt to manage growth and control ad hoc development in Pinellas. After the CLUP's adoption, public services and facilities in Pinellas County were planned for in accordance with the planned ultimate population arising from the CLUP. Additionally, with the passage of the Local Government Comprehensive Planning Act (LGCPA) in 1975, all municipalities and counties in Florida were required to develop local comprehensive plans, as instruments for assisting local governments and their citizens manage growth.

In 1985, the Florida legislature passed the Growth Management Act. Representing one of the most significant steps towards controlling future growth in Florida, the legislation greatly increased planning responsibilities of both state and local governments. Among its provisions, the Act requires that roads, water systems, parks and other public services and facilities necessitated by development be available prior to new development being authorized. In Pinellas, several special funding sources have been instituted since 1985 to provide needed public services and facilities. These include a six-cent local option gasoline tax through 2007, providing roughly \$14.6 million annually and a transportation impact fee charged to new construction providing \$11 million annually. Both these sources are specifically targeted to pay for transportation improvements in the county and its municipalities.

Another vital source of revenue to support infrastructure improvements is the “Penny for Pinellas,” a one-cent local sales tax first approved by voters in a November 1989 referendum. Generating \$827.9 million dollars over a 10-year period, Penny for Pinellas funds were split between the county and municipalities to pay for such projects as the criminal justice center and county jail upgrades, the Fred E. Marquis Pinellas Trail, the Bayside Bridge, and acquisition of parkland and preserves such as Shell Key (Pinellas County 2007). The development of a forward thinking approach to planning for development and the creation of mechanisms to ensure quality of life improvements for the county’s citizens would prove vital to the continued flourishing of Pinellas.

IMPROVEMENTS IN FACILITIES AND SERVICES

With mechanisms in place to properly manage and fund expanded development, the county’s offerings vastly expanded during the 1980s. In 1983, Pinellas County’s new resource recovery plant began operating, revolutionizing the county’s waste disposal process by turning garbage into electricity. The \$160 million facility, financed by a special bond issue, can burn up to 3,000 tons of garbage daily to produce enough electricity to service 45,000 homes. The plant also recovers 55 tons of metal each day, which is sold for recycling. Through burning and recycling, the plant reduces by 95 percent the volume of solid waste it processes. Also contributing to a reduction in waste volume is a recycling program, begun by the county and a number of municipalities in 1988. The program collects glass, aluminum, steel, paper, plastics, and yard waste. By 1992, the program was recycling 30 percent of the county’s waste, complying with the State’s waste-reduction goal two years before the deadline (Pinellas County Utilities n.d.).

A prominent change in the county’s service offerings was the creation in 1980 of a Countywide Emergency Medical Services system (EMS) via an act of the Florida Legislature. Operated in concurrence with the contracted ambulance company SUNSTAR, and aided by a 911 system that simultaneously dispatches fire department paramedics, Pinellas County maintains an average response time of less than four minutes. As such, Pinellas County EMS continues to be considered a model for emergency response across the country (Pinellas County 2007). The government made some noteworthy changes in its jail facilities during the early 1980s. Prompted by crowding at the jail in downtown Clearwater and a desire to consolidate criminal justice and confinement facilities, the county opened a new Criminal Courts Complex in 1982 and a new Pinellas County Jail Complex in 1983. Both are located in the Highpoint area near the St. Petersburg-Clearwater International Airport. The Jail Complex, which currently houses 1,675 beds, consists of maximum, medium, minimum, and female security facilities. Total renovation of the old jail facility was completed in the mid-1980s, and the building now houses county government offices.

Rapid growth in unincorporated areas of the county led these communities to develop autonomous service offerings. In Palm Harbor, residents chose to create a system to provide public services much like those that would be offered by an incorporated city. In 1985, the Florida Legislature and the Pinellas Board of County Commissioners created a special taxing district for Palm Harbor, allowing residents within district boundaries to tax themselves for services that the county did not provide. The legislation also provided the district with a defense against annexation by neighboring cities. In their first

act as a unified community in October 1985, Palm Harbor residents overwhelmingly approved a referendum to levy taxes for public library and recreational services and facilities. Today, the Palm Harbor Community Services Agency continues to oversee the Palm Harbor Library and Recreation Department.

As Pinellas grew more urban, greater cultural and educational opportunities for its residents became available. For example, in 1982, the Salvador Dali Museum opened in St. Petersburg, housing the world’s largest collection of works by the famed Spanish surrealist. The Ruth Eckerd Hall performing arts center opened in Clearwater in 1983 and continues to host musical and theatrical performances along with serving as home to the Marsha P. Hoffman Performing Arts Institute. The \$26-million renovation in the late 1980s of downtown St. Petersburg’s Bayfront Center also enhanced performing arts facilities in the county. The Bayfront complex contains an 8,400-seat arena, as



The Walsingham House (1915) in Heritage Village (Courtesy of the Pinellas County Heritage Village Image Collection).

well as the 2,000-seat Mahaffey Theater.

One more significant county cultural facility created during this period was Heritage Village, which opened in 1977. This facility, at 11909 125th Street North in Largo, contains a museum with historic artifacts, documents, manuscripts, photographs, and other memorabilia, as well as a number of the County’s historically significant buildings, which have been moved to the Village and restored. Heritage Village helps preserve Pinellas County’s cultural legacy and serves as an important source of information on local history.

PUBLIC LANDS AND ENVIRONMENTAL PROTECTION

As elsewhere throughout the United States, growing public consciousness of environmental protection brought changes to the County’s development policy. Civic activism in the late 1960s led to legislation in 1969 creating the Boca Ciega Bay Aquatic Preserve and prohibiting further dredging in Boca Ciega Bay, thus saving the ecosystem from further destruction. In 1972, the County launched an initiative partnering citizens, government officials, environmental groups, and private interests to develop the Red Flag Charette. This document identified environmentally sensitive land throughout Pinellas and set priorities for acquisition and protection. Also in 1972, voters passed a referendum supporting an ad valorem tax increase to support the purchase of lands listed in the Charette, and by 1974 the County created the Department of Environmental Management to manage the environmental lands that were being acquired by the public (Pinellas County Planning Department nda:33).

One especially noteworthy acquisition of the 1970s concerned Sand Key in the city of Clearwater, one of the most northerly of the Pinellas gulf beaches. Until the late 1960s, the property was owned by a local individual, Ed Wright, who left the land undeveloped and allowed public access such that the island became a popular beach area and recreation spot. When the United States Steel Corporation purchased Sand Key and began developing high-rise condominiums on the property, a citizen group called "Save Sand Key, Inc." quickly organized to prevent loss of this natural recreation space. In the following years, negotiation efforts by the City of Clearwater along with county funds from a 1974 parkland acquisition tax and federal support via the Land and Water Conservation Fund Program resulted in the county acquiring 66 acres on the north end of the island for a total cost of \$6.3 million. The Sand Key property was developed as a beach access park by the Pinellas County Park Department in the early 1980s, demonstrating the mix of citizen effort and funding commitments that continue to allow the county to protect environmentally sensitive land.

Throughout the 1970s and 1980s, the Pinellas County Park Department and the County Real Estate Division continued to expand and develop park facilities under the county park system. During this period, four more county parks were opened: War Veterans' Memorial (1973), Redington Shores Beach Access (1975), Sawgrass Lake (1979), and the original Brooker Creek Park (1979), which was subsequently renamed John Chestnut, Sr. Park. Municipalities also developed and expanded several municipal parks.

TRANSPORTATION TRENDS

Traffic congestion on Pinellas County's streets and highways escalated during the 1970s, as more and more motorists clogged roads designed to serve much smaller populations. Rush-hour traffic tie-ups were particularly bad. A number of transportation improvement projects were undertaken during the decade -- some successful, others not.

Among the noteworthy improvements completed during the 1970s and 80s were the second span of the Sunshine Skyway Bridge, the construction of a new span of the Gandy Bridge (the original bridge, built in the 1920s, was torn down in 1970), the completion of numerous segments of Interstate 275 in southeastern Pinellas, the construction of an overpass at the intersection of U.S. Highway 19 and Gulf-to-Bay Boulevard (S.R. 60) in Clearwater, a much needed widening and resurfacing of the Courtney Campbell Causeway from McMullen-Booth Road to the Hillsborough County line, and enhancements to such thoroughfares as Belcher Road, Starkey/Keene Road, and 113th Street North/New Ridge Road. Additionally, plans were made for the widening and improvement of U.S. Highway 19 to a six-lane facility with service roads and freeway-type interchanges at major intersections.

Two planned transportation projects that proved to be unsuccessful were the Pinellas Parkway and the Tampa Bay Area Rapid Transit Authority. The Pinellas Parkway was a proposed north-south toll road to link central Pinellas and Pasco County. The road would have been developed east of U.S. Highway 19, almost parallel to McMullen-Booth Road, and was to have included a new north-south bridge spanning Old Tampa Bay. However, like the Pinellas Expressway plan in the 1960s, the Pinellas Parkway plan drew strong opposition from the public and many elected officials. In a 1976 countywide referendum, the plan was defeated by a 3-to-1 margin.

On May 9, 1980, a freighter rammed the support pier of the Sunshine Skyway's southbound span, plunging a quarter mile of steel and concrete roadway into Tampa Bay and throwing seven vehicles and a Greyhound bus 150 feet into the water below. Thirty-five people were killed. The construction of the new Sunshine Skyway Bridge, at the time the largest construction project ever undertaken in Florida with a six-year building period and cost of \$225 million, inaugurated a new era of transportation upgrades. The new Sunshine Skyway Bridge, completed in 1987, is the largest cable-stayed segmental box girder-type bridge in the United States. A number of safety features, such as protective bumpers called "dolphins" to shield the piers, a message board system to warn motorists of problems, and electronic navigation aids for Tampa Bay harbor pilots--have been installed to prevent another bridge disaster.

U.S. Highway 19 received some much needed improvements when the facility was six-laned, from East Bay Drive to Tarpon Avenue, commencing in 1980. In the mid-1980s, construction began on a series of overpasses at key intersections on U.S. 19, work on which continued into the 1990s. Other significant improvements in the 1980s included the opening of the Park Boulevard Bridge in 1982, providing another much-needed beach access and hurricane evacuation route, and the extension of Interstate 275 through south St. Petersburg to the Sunshine Skyway. Additionally, in 1988 the State commenced



The Pinellas Suncoast Transit Authority.

construction on a new southbound span of the Howard Frankland Bridge, which opened to traffic in 1988.

Public transportation also underwent extensive transformations in the 1970s and 1980s, in terms of local providers. In 1970, the Florida Legislature, under a special act, created the Pinellas Suncoast Transit Authority (PSTA). The PSTA, then called the Central Pinellas Transit Authority, began operations in 1973, providing bus service north of the city of St. Petersburg, which had its own bus service since 1926 (Straub 1929:160). In 1983, a transit unification referendum sponsored by the Metropolitan Planning Organization passed, clearing the way for the absorption of the St. Petersburg Municipal Transit System into the Countywide Pinellas Suncoast Transit Authority (PSTA), which began service on October 1, 1984. The 1980s witnessed the end of Amtrak train service in Pinellas County. Passenger trains between Tampa, Clearwater, and St. Petersburg were replaced with bus service in February 1984. Amtrak's discontinuation of service represented the close of an era in passenger train travel in Pinellas County that had begun in 1887.

Similar to trends in the creation of oversight agencies for Pinellas County's urban development, ever-growing strains on the region's highway systems led to several attempts to plan for future transportation expansions. In 1971, the St. Petersburg Urban Area Transportation Study completed initial development of a long-range transportation plan, which was followed by the 1985 Street and Highway (Network 7) Plan. In the early 1970s, the Tampa Bay Area Rapid Transit Authority (TBART) was organized to develop a regional mass transportation system. When it was determined that a regional

mass transit system was not justified and that each respective county should establish its own countywide system, TBART was dissolved in 1977.

In 1976, federal law created the Pinellas County Metropolitan Planning Organization (MPO) to provide countywide transportation planning and serve as a forum for cooperative decision-making on countywide transportation issues. Later, in 1979, the MPO also became an entity under state legislation. The principal responsibilities of the MPO include the development of long-range highway and mass transit plans, and a five-year Transportation Improvement Program to build the improvements (Pinellas County Planning Department 1985:2). Additionally, all federal and state funded transportation projects must be approved identified in the MPO's Long-Range Transportation Plan in order to be eligible for Federal and State funding. One milestone in meeting the county's highway needs was the adoption in 1980 of the MPO's Year 2000 Long Range Transportation Plan outlining transportation condition, needs and improvements in the county.

ECONOMIC TRENDS

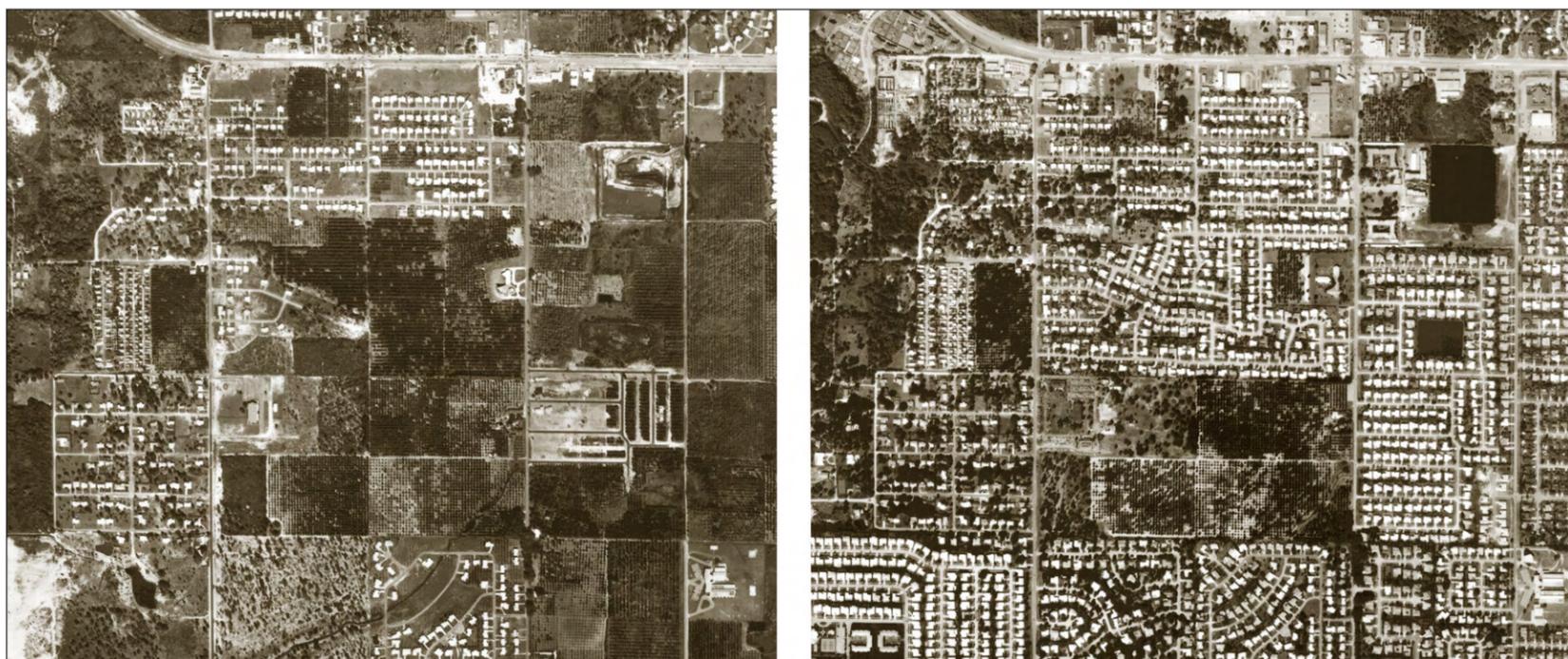
In line with booming populations and increased urbanization, Pinellas County's economy grew rapidly during the 1970s, with total employment increasing by 113,151, or 69 percent. The service and retail trade sectors maintained their domination of the local economy, once again registering the largest numerical gains in employment between 1970 and 1980: services increased 38,785 (up 77.4 percent) and retail trade increased 21,359 (rising 56.2 percent). The county's third largest employment sector, manufacturing, continued to grow steadily (rising 70 percent), as more new firms, typically high technology manufacturing companies, moved into the area to take advantage of the favorable business climate. During this period, there were an additional 1,010 new plants and plant expansions, creating more than 17,000 new jobs. Concurrent to the building boom of the 1970s, construction employment rose steadily, reaching a peak in 1973. When the recession hit in 1974, construction activity and employment dropped dramatically, stabilizing and again growing by the end of the decade. Overall, construction employment registered a 58.7 percent increase between 1970 and 1980.

Similar trends continued through the 1980s, and by 1990, the greatest number of jobs were in the trade (comprised mainly of construction employment) and service sectors, respectively accounting for 29 and 43 percent of all jobs. Manufacturing, which had contributed to the county's economic diversity, created nearly 16,000 new jobs for Pinellas between 1980 and 1990, yet the proportion of total employment represented by manufacturing jobs declined from 15 to 13 percent. While the manufacturing sector had been strong through most of the 1980s, it was dealt a severe blow by the recession of the late 1980s, particularly in computers and electronics, which experienced a 30 percent job decline between 1988 and 1992 (St. Petersburg/Clearwater Economic Development Council 1992-1993). Tourism continued to be important to the Pinellas economy, particularly with the growth in the 1980s of international tourism. Pinellas became a popular summer vacation spot for Europeans, who visited in growing numbers during the 1980s. By 1990, Europeans represented half of all vacationers in the county in the late summer months (St. Petersburg/Clearwater Area Convention and Visitor's Bureau 1993).

By far the largest percentage increase amongst all employment sectors during this period occurred in finance, insurance, and real estate services, which grew 113 percent from 1970 to 1980 alone. This sector's rapid growth was another result of the county's booming population growth, particularly among retirees with a disproportionate demand for financial and real estate services (Pinellas County Planning Council 1983:24). So great was the growth of this sector that by 1980 finance, insurance, and real estate services replaced construction as the fourth largest employment sector in Pinellas County.

In much of Florida through the 1980s, rapid job creation and low unemployment encouraged considerable population in-migration. This has been especially true in Pinellas County, where employment rose 39 percent between 1980 and 1991. In the same period, the State's employment figures rose by nearly the same rate, far surpassing the national growth of 18 percent. As favorable job prospects attracted working-age residents, the county's median age fell from 45.8 in 1980 to 42.1 in 1990. The proportion of working residents in the same period increased from 31 percent to 41 percent. While the county continues to attract large numbers of retirees, their proportion of the total population has steadily dropped while the working-age population has steadily risen. Since 1980, the unemployment rate in Pinellas, while it rose markedly in the recessions of 1982-1983 and

Comparison of Development in the Unincorporated Area of Pinellas County near Oakhurst Road and 102nd Avenue N between 1965 (left) and 1980 (right) (PAIRS Image Courtesy of the Pinellas County Public Works Department).



1990-1991, has been consistently lower than state and national levels. This has been due in part to the county's sizeable elderly population, which derives most of its income from Social Security, pensions, interest, rent, and other relatively "recession-proof" sources.

Overall, the years between 1970 and 1980 transformed Pinellas County into a truly urban area, in terms of population densities, land development trends, and economic characteristics. During the 1990s and into the new Millennium, this transformation would continue, as Pinellas County matured and comprehensive-planning instruments took hold.

PINELLAS COUNTY SINCE 1990

From 1990 into the early 2000s, Pinellas County steadily continued to attract new residents, though at a slower rate than that of the 1970s and 80s. According to the 2000 Census, the population of Pinellas was 921,482 – 69,836 more than in 1990, amounting to an 8.2 percent growth rate for the decade. Whereas the 1980s saw the greatest numerical population growth occurring in the unincorporated areas (up by 61,315 out of a total population growth of 123,128), the years between 1990 and 2000 witnessed resurgence in growth in Pinellas's municipalities (whose population grew by 41,130 persons versus the 28,706 increase in unincorporated areas).

On a percentage basis, the greatest population increases occurred in Oldsmar (42.4 percent growth), which remains substantially less than the triple digit growth seen in the 1970s. Indeed, in the decade from 1990-2000, population growth for the county as a whole slowed to one third its 1970s level. This demographic transition reflects contemporary changes in the county's development, as Pinellas transitions from expansionary to "buildout" conditions (Pinellas County Planning Department 2004). In fact, early into the twenty-first century, Pinellas is poised to become the first county in Florida to experience "buildout," a phrase indicating the absence of remaining vacant land available for development (Pinellas County Planning Department 2004, Table 6).

Table 6. Land Development Trends, 1913-2006

Year	Number of Square Miles Developed	Developed Land as a Percentage of Total Developable Land*
1913	3.5	1.3
1926	14	5.3
1943	25	9.4
1952	37	14
1963	104	39.2
1983	154.5	71.6
1990	174.8	81
2006	204.8	95

* Total Land Area Revised in 1980 from 265 Square Miles to 280 Square Miles by the U.S. Department of Commerce, Bureau of the Census.

Pinellas now ranks as Florida's sixth most populous county, behind Dade, Broward, Palm Beach, Hillsborough, and Orange. In terms of geographic size, however, Pinellas, at 280 square miles, is the second smallest county in Florida (Union County is the smallest at 246 square miles). This combination of a large population and a small geographic size has made Pinellas, with 3,380 persons per square mile, the most densely populated and the most intensely developed county in Florida. According to the 2000 Census, the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA), which is comprised of

Pinellas, Hillsborough, Pasco, and Hernando counties, was the 21st largest metropolitan area in the United States, and the second largest in Florida, behind Miami-Ft. Lauderdale. Additionally, U.S. Census figures show that some of the state's largest cities - St. Petersburg, Clearwater, and Largo -- are located in Pinellas. Both Asian and Hispanic populations doubled in Pinellas County during the 1990s, increasing the county's diversity. As the percentage of white and black populations slipped as Asian and Hispanic populations grew.

On May 6, 2003, the Board of County Commissioners adopted an additional element to the Pinellas County Comprehensive Plan that addressed the move towards buildout. Known as "Planning to Stay," it expresses the desire to make Pinellas County a place where families and businesses will locate for life, and outlines key principles to guide urban planning and development in the new phase of the county's growth (Pinellas County Planning Department 2003:33).

EXPANDING SERVICES AND INFRASTRUCTURE

Recent developments in governance at both municipal and county levels reflect the expanding responsibilities accompanying urbanization. A significant change in St. Petersburg's government occurred in April 1993, when voters approved a referendum changing their city charter from a City Council/Manager to a strong mayor form of government. A year later, the City of Seminole went in the opposite direction and replaced a strong mayor form of government with a City Council/Manager system considered more efficient for their municipality. In 1999, changes in County government took place when voters approved an expansion of the Board of County Commissioners from five to seven commissioners. Under the new Charter, rules four commissioners reside in and represent specific districts and three are elected at large (Pinellas County 2007). Another change to the County Charter came in 2000, with a referendum replacing state control over voluntary municipal annexation by the County with local procedures and criteria (Pinellas Planning Chronicles 2000).

On March 25, 1997 a 10-year extension of "Penny for Pinellas," the one-cent additional local government option sales tax, was approved by 65% of voters. Estimated to generate \$1.36 billion over 10 years (from February 1, 2000 to January 31, 2010), the extension provides the majority of funds for the County's Capital Improvement Program (CIP) (Pinellas County 2007). The Penny for Pinellas tax remains the primary source of funding for the roads, parks, drainage facilities, open space purchases, and other improvements needed to achieve the quality of life envisioned in the local comprehensive plans.

Myriad improvements in public services have occurred since 1990. In 2003, the county's resource recovery facility underwent a \$63 million retrofit, to expand capacity and ensure its ability to continue recovery of energy and metals from the 1,114,640 tons of solid waste Pinellas County is projected to produce annually by 2015 (Pinellas County Planning Department n.d.b.:145). The county took a step to promote the responsible disposal of potentially harmful household chemicals with the opening of a hazardous waste collection center in 1992. The center allows households to drop off free of charge, pesticides, paint removers, automotive fluids, and other substances that pose an environmental risk when they are thrown away with ordinary garbage. The center recycles what it can and disposes the rest of the chemicals at EPA-approved facilities, adding an important component to the early success of the county's recycling program.

To meet the projected jail bed needs through the year 2010, and the operational, functional and spatial needs of the Judicial System, in October 1992, the county government issued a development order to expand and renovate the existing jail and courthouse facilities. Construction of expanded facilities at the Criminal Courts Complex, completed in 1997, expanded capacity to 500,000 square feet, increasing the number of courtrooms from six to 22 and upgrading judicial and security operations.

A citizen initiative and a vote by residents of unincorporated Pinellas to tax themselves for library services led to the creation in 1990 of the Pinellas Public Library Cooperative. The cooperative effectively consolidated the collections of participating library systems in the county, allowing a library cardholder to check out materials from the collections of participating libraries. Currently, 15 library systems belong to the cooperative, offering services ranging from electronic databases to deaf literacy collections to genealogical research assistance.

Another important contribution came with the opening of Pinewood Cultural Park to the public in 1999, quickly followed by the Florida Botanical Garden in 2000. The merger of these facilities with Heritage Village into Pinewood Cultural Park formed a venue for ongoing natural, cultural, education and preservation initiatives (Pinellas County Planning Department n.d.c.:J-32). The museum offerings of St. Petersburg likewise continue to expand, with the city now home to The Florida International Museum, the Florida Holocaust Museum, Great Explorations, as well as the Museum of Fine Arts, the Dali Museum, and the St. Petersburg History Museum.

On October 24, 2000, the Pinellas County School Board approved the Choice Plan, granting the school district unitary status and aiming to increase voluntary integration of schools through parent choice. The plan, which went into effect in August 2003, aimed to end the court-ordered busing in place since 1971 while preventing re-segregation that would come with traditional districting. Other developments in the Pinellas County school system during the 1990s included a large expansion of school facilities and magnet program offerings, notably the opening of the Center for Advanced Technologies at Lakewood High School, Ridgecrest Elementary Center for Gifted Studies in 1994, and the International Baccalaureate and the Center for Wellness and Medical Professions programs at the newly-established Palm Harbor University High School in 1996 (Pinellas County Schools 2007).

Higher education also underwent significant improvements. The St. Petersburg campus of the University of South Florida (USF) currently has an enrollment of nearly 5,000 undergraduate and graduate students. The campus hosts a 160,000 volume library and recently received classification as a Carnegie-designated research facility, signifying the active research undertakings of the College of Medicine's Department of Pediatrics Children's Research Institute, the Florida Humanities Council, the USGS Center for Coastal and Watershed Studies, and the Florida Marine Research Institute and Florida Institute of Oceanography (Florida Marine Research Institute and Florida Institute of Oceanography 2007). In June 2001, legislation was signed by Governor Jeb Bush enabling St. Petersburg Junior College (SPJC) to become the first among Florida's 28 public community colleges to transition to a four-year institution. The College dropped the "Junior" from its name, but not its commitment to its two-year mission, which remains as strong as ever (St. Petersburg College 2007). Eckerd College, one of Florida's private national liberal

arts college, and Clearwater Christian College round out the county's higher education offerings.

LAND USE TRENDS

The continued growth of Pinellas caused a corresponding decline in the county's proportion of undeveloped land. Construction through the 1990s expanded through the remaining vacant acreage so that by 2000, only 5.2 percent of the county's developable land remained vacant, meaning that only 9,266 acres were suitable for development but not yet developed (Pinellas County Planning Department 1993). As discussed, Pinellas County now imminently approaches "buildout" and is expected to become the first county in Florida to run out of vacant raw land available for development (Pinellas County Planning Department 2003:1)

Residential construction continues to dominate the county's developed acreage. Although the rampant pace of development that occurred during the 1970s and 1980s slowed as land availability diminished, construction has continued at a steady but slower pace for new housing units, with annual permits averaging 3,337 during the period 1990-2002. Construction during this period echoed development throughout the 1980s, with single-family residences more prominent than multi-family dwellings. As of 2004, single-family residential and mobile homes occupied 32.4 percent of the county's net land area. Multi-family residential development comprised 6.8 percent. Another prominent trend in the late 1990s and into the 2000s, as incomes in the county and property values crept up, was a rising median size and price for homes. In 2000, the median size and price for an existing home was 1,356 square feet and \$95,000 compared to 2,224 square feet and \$201,750 for newly built homes (Pinellas County Planning Department 2004).

Especially in the latter years of the 1990s and into the 2000s, as scarce land and soaring property values increased pressure on the County's stock of residences, new challenges for housing arose. Mobile home communities, which in 2000 accounted for 12 percent of the county's housing stock (with 56,456 units), are often located on prime real estate and thus face continual pressure for redevelopment. While mobile homes provide a much-needed source of affordable housing and often constitute close-knit communities, those constructed prior to 1994 suffer from high susceptibility to storm damage, and balancing safety concerns and redevelopment pressures with the advantages they provide continues to be an important goal of the county (EAR A-9). Pressure for increased residential housing availability and real estate speculation have likewise encouraged the conversion of hotels and motels and rental facilities into condominiums, a situation similar to that of the late 1970s and likely to affect both the affordable housing options and the county's tourist accommodation capacity in coming years. A recent "cooling" of the residential real estate market has substantially slowed, if not halted, these conversions.

The approach of buildout likewise encourages a transition towards more multi-family and attached single-family town homes, which support a larger number of people at lower land and resource consumption levels. Such trends raise quandaries as how to protect the historic character of the county's traditional neighborhoods but also introduce possibilities for high-density, mixed-use development conducive to the county's increasingly urban character.

Reflecting the suburban nature of development throughout the 1960s and 1970s, commercial growth in recent decades siphoned a considerable amount of commerce away from traditional downtowns throughout Pinellas. Recently, however, focus on downtown revitalization projects renewed interest in the diverse mix of communities that dot the Pinellas peninsula. The earliest such efforts took place in downtown St. Petersburg beginning in the 1980s, resulting in numerous renovations and new construction of not only commercial buildings, but also public facilities and private residences. Principal among these were the \$93-million restoration and expansion of the Vinoy Hotel in 1992; the \$139-million, 42,000-seat Thunderdome sporting complex; and the 2000 development of BayWalk, a 150,000-square foot plaza including a 20-screen movie theater complex, restaurants, and retail outlets. Efforts also focused on historic preservation within Pinellas County's largest city, and St. Petersburg now boasts five historic districts recognized on the NRHP, as well as numerous individual buildings likewise designated.

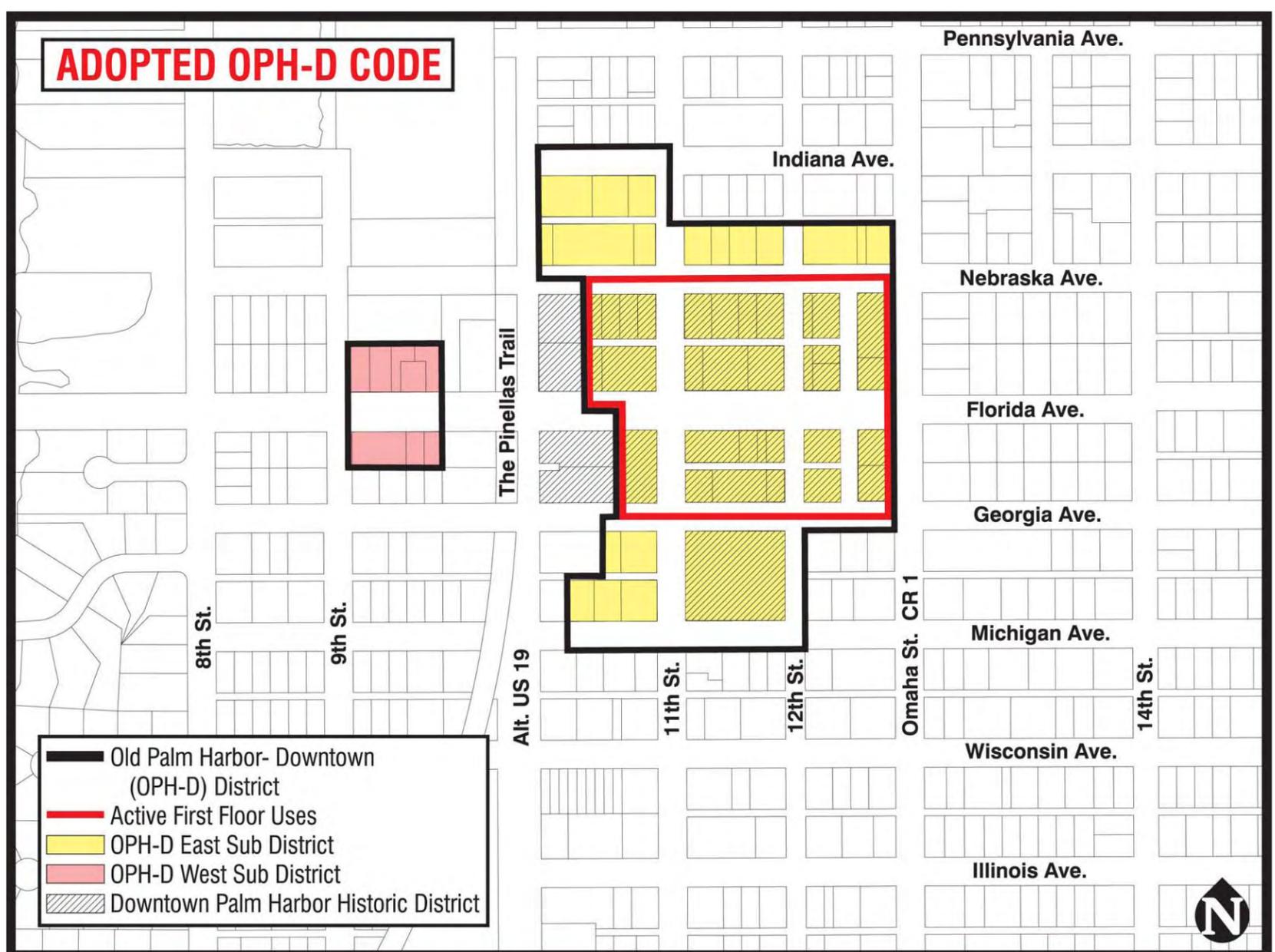
During the 1990s, revitalization plans were adopted throughout the county and efforts are now underway to recreate distinct main streets and downtowns not only in St. Petersburg but also in Clearwater, Gulfport, St. Pete Beach, Madeira Beach, Seminole, Pinellas Park, Largo, Indian Shores, Indian Rocks Beach, Safety Harbor, Dunedin, Tarpon Springs, and Downtown Palm Harbor (Pinellas County Planning Department 2003:29). Typically, these aim to provide landscaping, improved pedestrian facilities, parking, and other features to attract more business activity to the traditional business districts of cities. As the new millennium progresses, work on these downtown projects continues throughout the county. August 1998 saw Downtown Clearwater designated as a Florida Main Street Community by

the National Trust for Historic Preservation. Downtown Dunedin, Safety Harbor, Oldsmar, and St. Petersburg Central Avenue have aggressively followed the National Main Street trend in revitalizing their central business districts, followed by Downtown Palm Harbor in 1999.

Also of particular note are the improvements made during the 1990s to Baskin-Dansville, a predominantly African-American community in the Ridgecrest area. Long bypassed by county services, in 1992 a tornado severely damaged homes in the area, attracting official attention and leading to a revitalization of local streets, drainage, lighting, and garbage disposal services as well as renewed attention to the area's history (Goldman n.d.). Other historically low-income areas of the county, including portions of Highpoint and Lealman in unincorporated Pinellas County, Mid-town in St. Petersburg and Greenwood in Clearwater and areas in Tarpon Springs, are also gaining renewed attention, with initiatives to build parks and community centers and increase code enforcement to promote investment confidence (EAR A-8).

Following St. Petersburg's lead in the promotion of historic preservation, recent initiatives have sought to secure the cultural and economic benefits of protecting sites of historical significance. Of particular note, in 1994, the County Commission voted to create the Palm Harbor Historic District with the aim of preserving the strong sense of community and small town feel of the area while promoting business in the old part of the town. The Palm Harbor Historic District was the first Historic District established in unincorporated Pinellas County. In 1999, the Old Palm Harbor Main Street organization was created to support preservation efforts followed by the Board of

Boundary Map of the Old Palm Harbor Downtown Historic District.



County Commissioners adoption of a Master Plan for Revitalization of Downtown Palm Harbor and by addition of new land development regulations to promote downtown revitalization. By 2006, a major streetscape improvement project of Florida Avenue, in the heart of Downtown Palm Harbor, was completed (Palm Harbor Main Street 2007).

In 2005, the owners of the historic 1897 Belleview Biltmore Resort and Spa sought to demolish the structure for a future condominium community. From this episode, many community members who have an interest in historic preservation learned that local governments are virtually powerless to prevent a privately owned historic structure from being demolished; even being on the NRHP does not provide protection against the wrecking ball. A debate ensued on the fate of historic structures throughout Pinellas County and how local governments can adequately protect their heritage.

To take a comprehensive look at rectifying the situation and in order to promote preservation efforts, the Pinellas County Board of County Commissioners adopted Resolution 05-135 that established an ad hoc countywide, 15-member Historic Preservation Task Force to study, analyze, and develop a historic preservation program plan for Pinellas County. The work of the Task Force will culminate into recommendations that the county and the 24 Pinellas municipalities may use ranging from strengthening development codes that would consider protecting recognized historic resources to granting tax breaks and other incentives to preserve historic buildings, structures, and sites. The historic preservation program plan would feature a toolbox of preservation techniques, guidelines, and resources that local governments may consider using with their respective jurisdictions, and an educational component to inform, promote and support the historic resources found throughout Pinellas County.

PUBLIC LAND, AGRICULTURE, AND CONSERVATION AREAS

During the 1990s, as Pinellas County's urbanization continued, the last traces of citrus groves and other agricultural lands gave way to commercial and residential developments. In 2005, Pinellas County's last remaining commercial citrus land, Orange Blossom Groves, on U.S. 19 closed, signaling the end of an industry in the county that was home to Florida's first known citrus grove (Lindberg 2005). By 2004, agricultural land had fallen to only 625 acres or 0.3% of the county's land area. These changes reflect the disappearance of agriculture, an industry once integral to the county's economy, from the Pinellas landscape.

Although pressured by the expansion of residential and commercial development, the county continued to acquire thousands of acres of land for public parks and natural preserves and to open new recreation facilities. As of 2004, fully 12.6 percent of the county's land (or 35,500 acres) consisted of conservation and preservation areas, and 7.9 percent of the county was made up of recreation and open-space land uses (Pinellas County Planning Department 2004:60). Between 1980 and 2006, the county undertook extensive expansion of public land holdings, opening diverse facilities including Sand Key Park, the St. Petersburg Beach Access, the Park Boulevard Boat Ramp, the Madiera Beach Access, the Treasure Island Beach Access, and Wall Springs Parks, to name a few.



The Fred E. Marquis Pinellas Trail.

In 1999, the Friendship Trail, a 2.6 mile long recreational trail and fishing facility located on the old Gandy Bridge opened, providing a pedestrian and bicycle link between Pinellas and Hillsborough counties. The "Save the Gandy" citizen's campaign saved the bridge from being torn down after the new Gandy Bridge was constructed, convincing Hillsborough and Pinellas County to assume ownership of the bridge from the state.

In 1990, the first section of the Fred E. Marquis Pinellas Trail, extending five miles from Seminole Park in Seminole to Taylor Park in Largo opened. Now 34 miles long, the "linear park," built on an abandoned railroad right-of-way and made possible by the Penny for Pinellas tax, the Trail continues to receive national publicity as one of the longest and most heavily traveled urban "rails to trails" projects in the United States. Further development of the trail system continues. On November 23, 1999, the Board of County Commissioners approved a lease agreement with Progress Energy to allow for the construction of the 20.6 mile long Progress Energy Trail Extension, extending the County's bicycle network from the East Lake Tarpon portion of the existing trail along the eastern side of Pinellas to the Weedon Island Preserve in St. Petersburg. The Cross Bayou Bridge, connecting the northern and southern portions of the Pinellas Trail across Boca Ciega Bay opened to the public in 2000. The \$4 million project was a partnership between the State of Florida and Pinellas County using federal money from the Congestion Mitigation and Air Quality Improvement program. In early 2006, the Trust for Public Land purchased the 2.1 miles required to extend the trail into downtown St. Petersburg, the next step in what is envisioned as 80 miles of bicycle and walking trails connecting the existing trail with a loop that circles the northern portion of the County and links to the Progress Energy trail in south Pinellas (Wilson 2006).

Spurred on by the 1989 Growth Management Plan, Pinellas County



A Pinellas County Government Program

vastly expanded acreage devoted to conservation in the past two decades. Preserve lands are managed to jointly provide passive

public recreational use and promote the health of natural ecosystems. Pinellas County and the Southwest Florida Water Management District through a combination of Penny for Pinellas tax and state Communities Trust Fund grants purchased the largest tract, the 8,500-acre Brooker Creek Preserve in northeast Pinellas (Friends of Booker Creek Preserve 2007). In June 2004, the Brooker Creek Environmental Education Center opened to the public, adding interactive exhibits, a resource center, and a gift shop to the preserve's public offerings. Similarly, 2002 witnessed the opening of the Weedon Island Preserve Cultural and Natural History Center. Complementing the 3,000-acre preserve, Weedon Island offers a fishing pier, boardwalk and observation tower facilities, as well as extensive hiking and canoe/kayak trails. A third major conservation initiative came in 2000 with the establishment of Shell Key Preserve, a 1,800-acre habitat on one of the county's last remaining undeveloped barrier islands. In addition to these major preserves, the county shares responsibility for the Mobbly Bayou Wilderness Preserve with the City of Oldsmar and manages 11 other areas of land for environmental protection (Pinellas County 2007).

CLIMATE AND NATURAL RESOURCES: CONFRONTING NEW CHALLENGES

Record tropical activity during the 2004 and 2005 hurricane seasons and increased awareness of global warming trends have recently renewed attention to the vulnerabilities faced by Pinellas's peninsular location, in particular barrier island and waterfront communities. Tropical storm activity has always been a part of Pinellas County's history, with the 1921 hurricane that split Caladesi and Honeymoon islands into separate landforms serving as a particularly potent example. Although the county has experienced no direct hits in the past twenty years, during 2004 and 2005, Pinellas felt the effects of several storm systems.

When Hurricane Charley approached the peninsula during the second week of August 2004, officials ordered the largest ever evacuation of county residents, asking 380,000 residents to leave their homes. Although a sudden eastward turn spared the county of predicted extensive damage and flooding from Charley, the county experienced the effects of Hurricanes Jeanne and Frances, as well as several tropical storms and depressions during 2004 and 2005. As urbanization continues and population densities increase, hurricane awareness and preparedness plays an ever-more important role in Pinellas.

The widespread development and large population growth occurring in the Tampa Bay region faced the further vulnerability of an adequate water supply during periods of below-normal rainfall. Since March 1992, concern about the impact of groundwater withdrawals on the natural environment has limited lawn irrigation in Pinellas and adjacent areas. Watering during the midday hours is prohibited. In 1998, a major change occurred when Pinellas partnered with Hillsborough and Pasco counties and with the cities of Tampa, St. Petersburg, and New Port Richey to create a regional water supply utility, Tampa Bay Water. Tampa Bay Water, with funding support from the Southwest Florida Water Management District, has embarked on a major program to reduce its reliance on groundwater through development of other sources of public water supply. The county continues to expand its reclaimed water system and, with Tampa Bay Water, to explore the feasibility of a desalinization plant somewhere in Pinellas County to help meet the region's growing water needs.

Finally, as in other areas of the county's development, attention is increasingly being paid to ensuring environmental sustainability in future economic expansion. For example, partnership between Pinellas, Hillsborough, and Manatee counties resulted in the formation of the Tampa Bay Estuary Program and the adoption in 1997 of a Comprehensive Conservation Management Plan for restoring Tampa Bay, ensuring that growth and economic development minimize damage to the region's aquatic ecosystems.

TRANSPORTATION TRENDS

Continued growth and development throughout the 1990s resulted in increased traffic congestion, to which state and county government responded with a number of roadway improvements. To accommodate increasing amounts of vehicle traffic in the county, considerable effort has been spent in transportation planning and road construction, as well as in the operation of the county's bus system. Periodically updated to reflect changing transportation challenges, the 2005 version of the Metropolitan Planning Organization's (MPO) strategy, the 2025 Long Range Transportation Plan, focuses on developing a multi-modal transportation system that simultaneously supports economic vitality, promotes livable communities, and connects local citizens with state and national authorities in transportation planning (Metropolitan Planning Organization 2005).

Automobiles continue to dominate mobility within the county, accounting for 99 percent of all trips in 2000. The coming years will witness important decisions and actions in responding to the transportation challenges that come with additional growth. In particular, corridors such as U.S. Highway 19 (which as of 2000 is home to 39 percent of all jobs and 50 percent of commercial jobs in Pinellas County north of S.R. 580) must balance functions as both a major north south corridor and as an economic center, while ensuring accessibility (Pinellas County Planning Department 2003:37). Recent efforts of the Pinellas Suncoast Transit Authority to provide unlimited ride cards to target riders and to implement express bus routes, along with the introduction in 2001 of the Suncoast Beach Trolley servicing the route from Sand Key to St. Pete Beach, represent ongoing improvements in public transportation options within the county (Pinellas County Planning Department J-16 2005).

As mentioned previously, efforts to promote bicycle and pedestrian travel were boost by construction of the Fred E. Marquis Pinellas Trail. In 2001, the Board of County Commissioner's passed an ordinance requiring bicycle lanes to be included in all road widening and resurfacing projects, which along with the planned expansion of the Pinellas Trail and numerous sidewalk projects included as part of the 2010 extension of the Penny, will continue to support foot and bike travel within the county (Pinellas County Planning Department J-17 2005). Through these efforts, the county hopes to overcome the Tampa Bay Metropolitan Statistical Area's 2004 ranking in the top ten most dangerous areas in the United States in terms of pedestrian death rates (Surface Transportation Policy Report 2004).

Recent highway improvements completed since 1990 include the construction of a second span of the Howard Frankland Bridge, the Lake Seminole Bridge, the new Bayside Bridge spanning part of Old Tampa Bay, the widening of McMullen-Booth Road between State Road 60 and Pasco County, the extension of Belcher Road, reconstruction of the Memorial Causeway Bridge, and ongoing upgrades of the U.S. Highway 19 corridor. The county expanded its scenic non-commercial corridor program, first established in 1964, in 1999 when



Aerial View of the St. Petersburg-Clearwater International Airport (Courtesy of James G. Howes, 1988).

three additional roadways were designated as scenic corridors. Along with this expansion, the Board of County Commissioners committed approximately \$12 million through 2010 to landscape major portions of the county's roadway network.

Along with roadway improvements, transportation enhancements have also occurred at the St. Petersburg-Clearwater International Airport. While Tampa International has always been the region's predominant airport, the St. Petersburg-Clearwater facility serves growing numbers of planes and passengers. Passenger arrivals grew from 61,000 in 1982 to 596,510 in 2005. This airport has also been serving several major air cargo carriers such as United Parcel Service (UPS). Today the airport operates a 2,000-acre facility, home to the world's largest U.S. Coast Guard air station as well as the busiest automated flight service station in the U.S., employing over 3,000 people and generating more than \$400 million in yearly economic benefits to the Tampa Bay area (St. Petersburg/Clearwater International Airport 2007).

ECONOMIC TRENDS

Pinellas County's three largest employment sectors (services, retail trade, and manufacturing) have not changed between 1960 and 2000. However, the portion of the workforce employed in the service sector has substantially increased, now comprising almost 55 percent of employment. Employment trends have fluctuated somewhat over the past twenty years, with the county's unemployment rate ranging from a high of 6.7 percent (1992) to a low of 2.6 percent (2000). However, Pinellas's average unemployment rate remains consistently below that of Florida and the U.S. and its average per capita income remains above state and federal levels (Pinellas County Planning Dept. 2004:39).

In July 2005, the Pinellas Planning Council, followed by the Board of County Commissioners in September of that year, approved Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community. Focusing on the challenges faced by buildout conditions, the document outlines goals and strategies particularly aimed at promoting economic redevelopment throughout the area, and encouraging infill construction and redevelopment of older properties to ensure buildout does not hinder business growth. Pinellas by Design likewise seeks to implement development around the existing framework of centers, transportation corridors and districts (Pinellas County Planning Department 2005:19).

Ensuring economic growth has also involved continuing efforts to strengthen the county's industrial and commercial land availability. The Gateway/Mid-Pinellas area, which contains a substantial portion of the county's remaining vacant land (23 percent) and sits at a convenient location between the county's major population centers and Tampa's economic center, remains the focus of a planned employment district and industrial acreage (Pinellas County Planning Department nda:6). As Pinellas enters the new millennium, area businesses especially seek to expand into the knowledge-based and high-tech sectors. A major challenge confronting such economic growth is ensuring the county contains enough adequately trained workers to meet these sectors' demands, an area where the county now lags behind other high-growth counties (in 2000, 23.4 percent of residents held a Bachelor's degree or higher compared to a national average of 25 percent).

Tourism remains a major industry. In the year 2006 alone 5.3 million visitors infused \$3.2 billion into Pinellas County's economy. The Planning to Stay agenda seeks to reinforce the qualities that draw tourists to Pinellas, including accessible beaches and relaxed atmosphere, while addressing existing deficiencies in accommodation properties, public transportation offerings, and outdated commercial areas (Pinellas County Planning Department 2003:41). Professional sports and spring training also continues to contribute to the economy. In 1995, major league baseball awarded a franchise to the Tampa Bay Area, and in 1998 the Tampa Bay Devil Rays inaugurated their first season at the Thunderdome in St. Petersburg. Spring training continues as a seasonal industry in the area; the Philadelphia Phillies have been playing in Clearwater since 1948, and the Toronto Blue Jays have trained in Dunedin since becoming a major-league franchise in 1977.

Finally, as in other areas of the county's development, attention is increasingly being paid to ensuring environmental sustainability in future economic expansion. For example, partnership between Pinellas, Hillsborough, and Manatee counties resulted in the formation of the Tampa Bay Estuary Program and the adoption in 1997 of a Comprehensive Conservation Management Plan for restoring Tampa Bay, ensuring that growth and economic development minimize damage to the region's aquatic ecosystems (Pinellas County Planning Department 2003:21).

SUMMARY

The twentieth century changed Pinellas County from a remote Florida county to Florida's sixth most populated county. Its landscape once primarily agricultural has also been transformed with modern development and tourism, retiree in-migration and manufacturing all played strong roles in the County's development. Although it lays claim to being Florida's smallest county, it is also its most densely populated and developed county. In 2004, only 5.2 percent of the County's developable land remained vacant. In the face of such change, how does the County recognize and preserve the places that speak to its history? This context constitutes the first step in preservation planning by laying out a framework of historical themes that were significant to the County's historical development. The next chapter takes these historical themes, expands on each and provides historic resource types that are associated with each.

III. RESOURCE TYPES, THEMES, AND FLORIDA MASTER SITE FILE INVENTORY

This chapter is divided into three sections. The first describes the cultural resource types/categories that are represented in Pinellas County in the FMSF. The second section develops important themes that characterize cultural developments through time in Pinellas County and provides resource examples of that theme. The final section presents a numerical summary of what resources have been identified to date during the present inventory and their NRHP status. Appendix A contains the complete inventory of identified resources within Pinellas County as recorded on the FMSF.

FLORIDA MASTER SITE FILE DATA

Originally started in the 1940s as a card file system for archaeological site identification, the FMSF has evolved into a statewide preservation-planning tool for documenting and recording Florida's historic cultural resources. Primary components of the FMSF include a paper document archive and computer database inventory of all surveyed historic properties, archaeological sites and associated field survey reports. Maintained by the Bureau of Historic Preservation of the Division of Historical Resources, Florida Department of State in Tallahassee, the Site File presently includes records on over 170,000 historical structures and archaeological sites, listed by county, throughout the state.

There are two primary criteria for resource listing on the FMSF. The first is that the resource must be at least fifty years of age at the time of recording with only some exceptions allowed at the discretion of the Site File Supervisor. Secondly, the appropriate recording must be completed according to the detailed specifications in the appropriate FMSF manual (Florida Division of Historical Resources 2003). Finally, inclusion on the FMSF does not indicate historic significance for the recorded resource or eligibility for the NRHP.

FMSF resources for database distribution are organized according to six principal cultural resource categories:

- Archaeological Sites;
- Historic Buildings and other Structures;
- Historic Cemeteries;
- Historic Bridges;
- Resource Groups (Historic and Archaeological Districts, Mixed Districts, Building Complexes, Landscapes, and Linear Resources); and
- NRHP Listed Properties and Historic Districts.

The FMSF data used to conduct the Countywide Historic Resource Survey for Pinellas County was attained from the FMSF office Internet server and entered into GIS (Geographic Information Systems) on June 26, 2007.

RESOURCE TYPES/CATEGORIES

ARCHAEOLOGICAL SITES

At this writing, the FMSF lists 409 previously recorded archaeological sites in Pinellas County; this number has increased by 123, or 43

percent, since the last inventory (Piper Archaeological Research 1991). As noted complete inventory of all FMSF Archaeological Site resources in Pinellas County classified by municipality can be found in Appendix A. A list of 184 reports written to date for cultural resource studies in Pinellas County is provided in Appendix B.

A critical preliminary step in predicting where new sites can be found during future surveys requires knowledge of where known sites have been previously recorded. Existing GIS data from the FMSF were used to gain an understanding of the occupation dates and types of sites that are known for the county. A second aspect of the analysis was to use GIS in the development of site sensitivity zones, as presented in the next chapter.

It should be noted that extracting consistent descriptive data from FMSF site forms can be challenging. First, the FMSF database contains varying entries and incomplete data that can be inaccurate, particularly for sites assessed by only a Phase I survey and from site forms completed prior to 1980 (Marion Smith and Dawn Creamer, personal communication 2007). In developing the summary data below, it was first necessary to check the standardization of information from the FMSF database regarding time period(s), site type or description, and site setting, etc., in order to strengthen the usefulness of information entered/not entered on site forms. Some of the forms were filled out decades ago and lack detail; the same can be said of some more recent forms. Once collected and refined, the GIS and FMSF information was used to produce maps and tabular data to illustrate where known sites are located and to assist in developing better strategies for finding new ones in the future. Some updated forms were created, as discussed later in the document.

KNOWN FMSF SITES BY TIME PERIOD

The FMSF contains records for 409 sites in Pinellas County. The cultural and temporal periods represented at these sites (Paleoindian, Archaic, Transitional, Manasota--Weeden Island, Safety Harbor, and Unspecified Prehistoric, and Historic components) were drawn from the existing Site File data, as discussed in a subsequent section on historical themes and in Chapter II. At present, Unspecified Prehistoric components account for 43 percent (n=235) of the cultural components in evidence at Pinellas County sites listed in the FMSF.

KNOWN FMSF SITES BY TYPES

Recorded sites in Pinellas County fall into the following nine categories (Table 7). These site types are given brief discussion below to define the use of the terms and to identify some of the components, features, and data that can be expected for each site type.

Table 7. FMSF Site Type Descriptions

FMSF Site Type Description	Number (#)	Percent (%)
Lithic Scatter	139	34.0
Midden	95	23.2
Artifact Scatter	55	13.4
Unspecified	47	11.5

Table 7. FMSF Site Type Descriptions Continued

FMSF Site Type Description	Number (#)	Percent (%)
Mound	27	6.6
Historic	23	5.6
Mound/Midden Complex	21	5.1
Burial	1	0.3
Canoe	1	0.3
Total	409	100.0

Lithic Scatters. Lithic Scatters (n=139, or 34%) have been the most commonly encountered sites in Pinellas County. These consist of stone (lithic) tools, tool fragments, or waste flakes created during tool production or maintenance. Many of these sites may represent preceramic period occupations; although, without additional subsurface testing, that cannot be said with certainty.

Middens. Middens (n=95, or 23.2%) are characterized by accumulations of shell and/or earth with artifacts representing habitation. Cultural features that can be expected at such sites include storage and refuse pits, posts and postmolds from structures, burials, and artifact caches. These sites preserve faunal and floral remains and may contain artifact concentrations related to activity areas or specific patterns of refuse disposal. These sites also have the potential to yield material suitable for radiocarbon dating. Artifacts typically encountered in these middens can include marine shell tools and ornaments, pottery sherds, and bone tools and ornaments.

Artifact Scatter. These sites usually contain a lower density of artifacts than middens. Artifact Scatters (n=55, or 13.4%) are usually interpreted as possible campsites that, compared to middens, were utilized by a smaller number of people for a shorter period of time. Also, they contain a wider variety of material compared to Lithic Scatters. Generally speaking, while the same artifacts from daily life can be expected in these locations as occur at larger habitation middens, the campsites can be expected to yield lower frequencies and less diversity in the recovered assemblage.

Mounds. Sites described as mounds number 27 and account for 6.6 percent of the previously recorded sites. Mounds can be made from more than one type of fill material, including sand, shell, or both. Mounds are found in both coastal and inland locations, and in many cases these constructions were used for burying the dead. As known, or possible, burials may be present in these locations, any proposed archaeological investigation of these sites must be coordinated with the State Archaeologist.

Mound/Midden Complex. These sites are self-explanatory and contain associated mound and midden components. These number 21 and account for 5.1 percent of the known sites. Because they may contain burials, any proposed archaeological investigation of these sites should be coordinated with the State Archaeologist.

Historic sites in the FMSF number 23 and account for 5.6 percent of those recorded. This is a very small percentage, given that any site over 50 years old qualifies as 'Historic.' However, many of these sites have multiple components, and those represented at these sites number 92, as seen in the table below (Table 8).

Table 8. FMSF Historic Site Types

FMSF Site Type Description	Number (#)	Percent (%)
Land-Terrestrial	30	32.6
Historic Refuse	15	16.3
Artifact Scatter	11	11.9
Building Remains	10	10.8

Table 8. FMSF Historic Site Types Continued

FMSF Site Type Description	Number (#)	Percent (%)
House	7	7.6
Homestead	6	6.5
Road Segment	2	2.2
Indeterminate/Unspecified	2	2.2
Fort	2	2.2
Farmstead	1	1.1
Shipwreck	1	1.1
Historic Earthworks	1	1.1
Town	1	1.1
Historic Burials	1	1.1
Log Boat	1	1.1
Still, moonshine	1	1.1
Total	92	100.0

The first three, Land-Terrestrial, Historic Refuse, and Artifact Scatter, all appear to represent scatters of artifacts with few associated components. When combined, these account for 60.8 percent of the sites where types are noted. Building remains, House, Homestead, Farmstead, and Town all reflect individual or collective settlement. It should be noted that whenever a standing structure contains a subsurface archaeological component, the FMSF requests a number for the structure itself, as well as a different number for the archaeological component.

Burials. Only one site is listed as a burial, although other sites are certainly known to contain them as well. Again, the State Archaeologist should be contacted prior to any investigation of such locations.

Canoes. The FMSF lists one canoe as a site, which accounts for less than one percent of known sites in the county. Canoes are difficult to find intentionally as most occur under water, especially along the edges of lakes, but they can also be encountered through the use of heavy equipment during demucking operations.

Unspecified. Sites that have been typed as 'unspecified' can be sites that were recorded long ago based on minimal information, or are sites that lack temporally diagnostic artifacts. Sites with this type description number 47 and account for 11.5 percent of the recorded sites.



Artifact Screening at a Coastal Site

HISTORIC BUILDINGS AND OTHER STRUCTURES

There are three form types, as defined by the FMSF, classified under the historic structures category (Florida Division of Historical Resources 2003):

Building. A building is defined as a single functional construction created principally to shelter any form of human activity. The FMSF treats functionally related buildings forming a building complex as a Resource Group. Traces and ruins of historic buildings are recorded as archaeological sites.

Structures. These non-earthen and non-architectural resources refer to functional constructions made for purposes other than creating human shelter, such as a water tower, pier, or electrical sub-station. FMSF identifies earthen constructions as archaeological sites.

Objects. This refers to monuments and statuary items that are primarily artistic in nature and relatively small in scale. Examples include sculpture, neighborhood boundary markers, memorials, and fountains.

FMSF GIS data identifies 10,031 historic structures in Pinellas County (Map 2). Of this number, 1,667 resources have been surveyed within the last ten years. These historic properties range in age from the antebellum frontier settlement McMullen Cabin (PI00126, Unincorporated Pinellas County), built in 1852, to the Plaza Del Sol Apartments (PI07383), constructed in 1968 in St. Petersburg. As noted, a complete inventory of all FMSF Historic Structure resources in Pinellas County classified by municipality can be found in Appendix A.

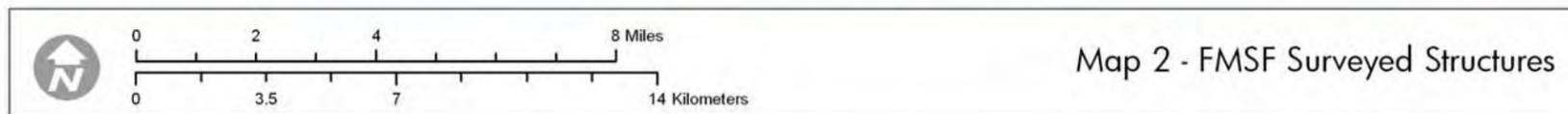
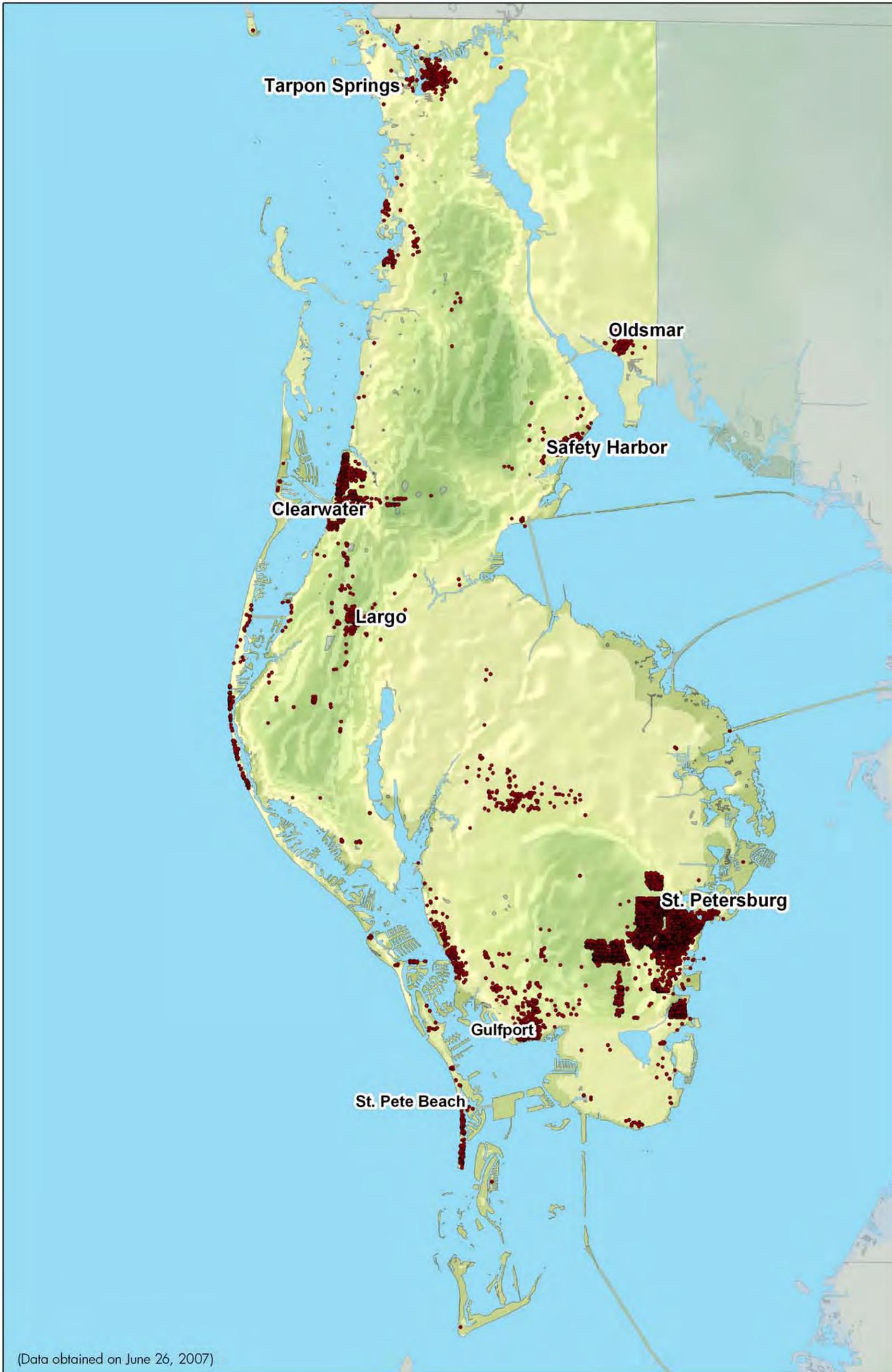


The Snell Arcade Building (1928) and Open Air Post Office (1916), St. Petersburg.

The Anclote Key Lighthouse (1887), circa 1954 (Courtesy of the State Library and Archives of Florida).



Houses along Crystal Beach Avenue, Pinellas County



Map 2 - FMSF Surveyed Structures

HISTORIC CEMETERIES

The FMSF defines historical cemeteries as consisting of a collection of graves, marked or unmarked, that may include grave markers, grave depressions, fencing, and other related landscape elements dating from the historic period. Cemeteries are often associated with a church or included as part of a church complex; however, some municipally owned cemeteries are also present. Prehistoric burials are documented as archaeological sites (Florida Division of Historical Resources 2003).

Current FMSF GIS data identifies eight historic cemeteries in Pinellas County (Table 9) (Map 3). Most are locally significant as burial places of the county's early pioneer families. A complete inventory of all FMSF Historic Cemetery resources in Pinellas County, classified by municipality, can be found in Appendix A.

Table 9. Historic Cemetery Resources in Pinellas County Listed in the FMSF

Site ID	Cemetery Name	Association	Year	Municipality
PI00141	Sylvan Abbey Cemetery	Private/Religious	c. 1853	Clearwater
PI00729	Greenwood Cemetery	City of St. Petersburg	c. 1890	St. Petersburg
PI01089	Largo Cemetery	City of Largo	1887	Largo
PI01770	Seminole Methodist Church Cemetery	Seminole Methodist Church	c. 1880	Unincorporated Pinellas County
PI01780	Lone Pilgrim Cemetery	Lone Pilgrim Primitive Baptist Church	1887	Seminole
PI09691	Curlew Methodist Church Cemetery	Curlew Methodist Church	c. 1850	Unincorporated Pinellas County
PI11168	Rose Cemetery	Private/African-American	c. 1904	Tarpon Springs
PI11540	Dunedin Cemetery	City of Dunedin	1886	Dunedin



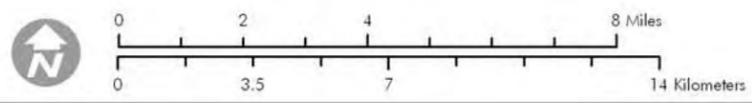
Dunedin Cemetery (1886), Dunedin (Courtesy of the Pinellas Genealogical Society).



Largo Cemetery (1887), Largo (Courtesy of the Pinellas County Heritage Village Image Collection).



(Data obtained on June 26, 2007)



Map 3 - FMSF Surveyed Cemeteries

HISTORIC BRIDGES

The FMSF identifies bridge resources as “any structure that allows pedestrian or mechanized traffic across a body of water or other obstacle. Ruinous bridges, especially those showing only pilings and lacking historical documentation or historical depictions, are recorded as archaeological sites” (Florida Division of Historical Resources 2003).

There are 33 historic bridges in Pinellas County documented by FMSF (Map 4). Construction dates for this resource type range from 1915 to 1957, with the majority of surveyed bridges (n=23, or 70%) built during

the decade of the 1920s. Primary bridge contractors and engineers include the Luten Bridge Company of York, Pennsylvania, Pinellas County Engineer C. E. Burlison, and the firm of Parsons, Brinkerhoff, Hall, and MacDonald of New York. Bridges listed in ‘good condition’ comprise 82 percent (n=27) with the remaining resources classified as either ‘fair’ (n=5, or 15%) and ‘excellent’ (n=1, or 3%). A complete inventory of all FMSF Historic Bridge resources in Pinellas County, classified by municipality, can be found in Appendix A.



The Alligator Creek Bridge (1927) in Clearwater, circa 1955 (Courtesy of the State Library and Archives of Florida).



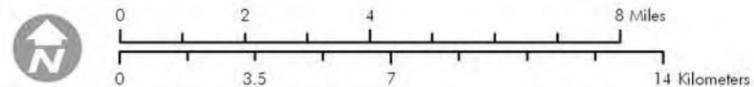
Motorists on the Gandy Bridge, 1924 (Courtesy of the Pinellas County Heritage Village Image Collection).



Fish Basin Bridge (1928) in Unincorporated Pinellas County (Source: *Historic Highway Bridges of Florida*).



(Data obtained on June 26, 2007)



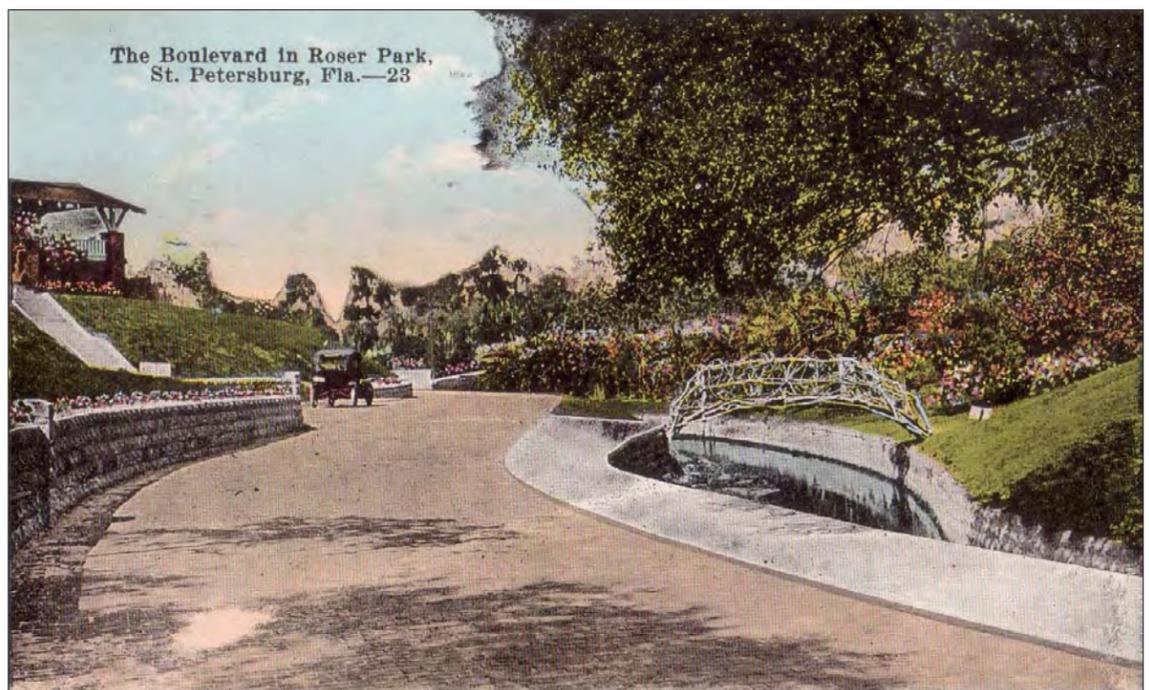
Map 4 - FMSF Surveyed Bridges

RESOURCE GROUPS

The FMSF classifies resource group types according to historic districts, archaeological districts, mixed districts, FMSF building complexes, or historic landscapes (designed or rural) and linear resources. The Site File defines historic districts as only representing historic buildings and structures. Archaeological districts must contain only archaeological sites. Mixed districts contains all of these resource types (historic buildings, structures, and archaeological sites). All district types must be in a contiguous space, with a high percentage of chronological, functional, and/or architecturally stylistic affiliations among resources. A building complex “is a contiguous group of buildings closely related by design, function, and time period” (Florida Division of Historical Resources 2003). Historic landscapes may contain multiple resources (buildings, structures, objects) and attendant features. They are categorized according to two primary subtypes: designed historic landscapes (e.g. parks, golf courses, or gardens) or rural historic landscapes, (e.g. farmsteads, fish camps). Linear resources are considered a special type of rural historic landscape

and are generally associated with the context of transportation and commerce. Examples of linear resources include roads, railroads, and canals, although none of these has been recorded in Pinellas to date..

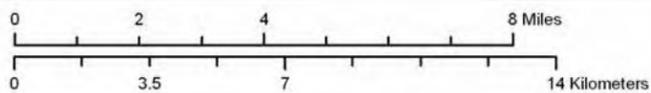
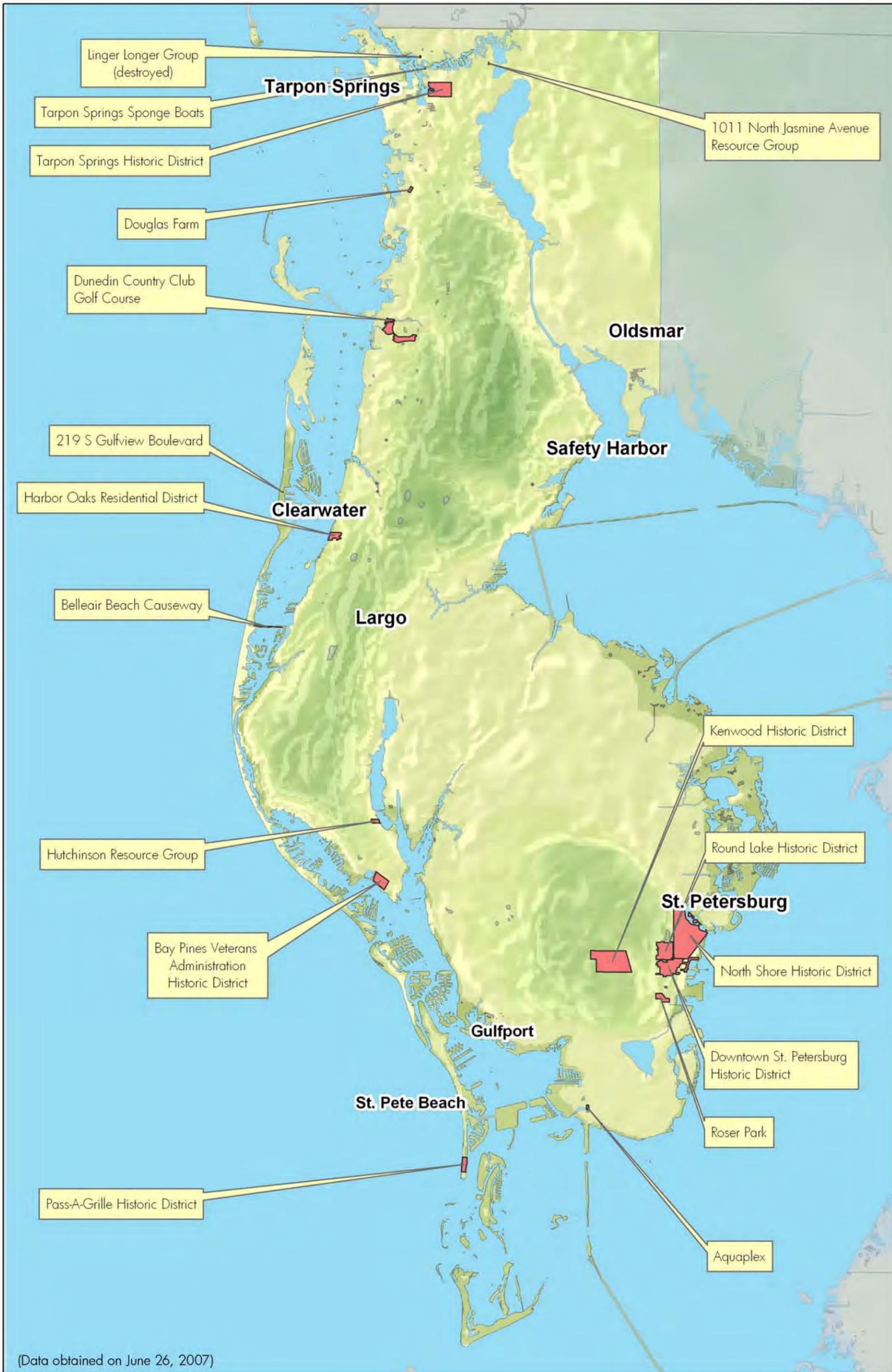
Eighteen FMSF resource groups are identified within Pinellas County (Map 5). Sixteen of these resource groups are classified as historic districts. The Belleair Beach Causeway (PI11433) is the only identified mixed district resource type. There are three building complexes listed; the Hutchinson resource group (PI11536) in Pinellas County, the Aquaplex (PI11470) in St. Petersburg, and the Tarpon Springs Sponge Boats (PI01886). The Dunedin Country Club Golf Course (PI11579) is designated as a designed historic landscape type. Two resource groups in unincorporated Pinellas County, North Jasmine Avenue (PI11578) and Douglas Farm (PI02297) are recorded as rural historic landscapes. A complete inventory of all FMSF Resource Groups in Pinellas County, classified by municipality, can be found in Appendix A.



Postcard Image of Roser Park in St. Petersburg, circa 1920 (Courtesy of the Pinellas County Heritage Village Image Collection).



Businesses on 8th Avenue in The Pass-A-Grille Historic District, St. Pete Beach.



Map 5 - FMSF Surveyed Resource Groups

THEMES

As a means of spatially identifying and documenting the variety of Pinellas County's historic resources, each recorded FMSF historic resource data type (Structure, Cemetery, Bridge, and Resource Group) was classified within the GIS database according to a respective general theme distilled from the Pinellas County Historical Background context. Eight categories were developed to correspond with the broad themes of the county's collective history: Coastal Living, Tourism, Agriculture, Transportation, Wars, the Florida Boom Era, Community Life, and Prehistory/Archaeology. Each resource was assigned at least one theme. However, in order to fully reflect the multifaceted character of Pinellas County's history, some resources were given a maximum of two primary historical themes where warranted. An example of this would be the Vinoy Park Hotel in St. Petersburg. This resource is significant as architecture associated with the Florida Boom Era theme and with the theme of Tourism in Pinellas County. Table 10 illustrates the total number of FMSF historic resources as categorized by theme.

Table 10. FMSF Historic Resources Identified by Theme

Theme	FMSF Structures	FMSF Cemeteries	FMSF Bridges	FMSF Resource Groups	FMSF Archaeological Sites	NRHP Listed
Coastal Living	401			4		10
Tourism	148			3		8
Agriculture	14			3	1	1
Transportation	50		33	4	4	7
Wars	6			1	3	1
Florida Boom Era	4,978		15		1	13
Community Life	4,876	8	18	15	3	42
Prehistory / Archaeology				2	409	5

Finally, each primary theme was further expanded with a corresponding subtype identifier as a means of providing greater definition to the various historic resources of Pinellas County. Subtypes were based on either county or state specific area of significance (i.e., the sponge industry, citrus farming) or on a more generalized associated context (i.e., social history, politics/government, planning/development).

THEME: PREHISTORIC OCCUPATION

The first theme deals with prehistory (ca. 12,000 B.C. to European contact), a time for which written records and photographic documentation are not available. Instead, archaeological evidence is summarized as a means of cataloging what is known about the prehistoric occupation of the county. Following a brief explanation of the temporal "subthemes" under which archaeologists classify artifactual remains, an inventory of sites is given by time period, site type, and level of significance. At the request of the Planning Department, the locations of archaeological resources are not shown.

To aid in the interpretation and discussion of archaeological sites, archaeologists categorize sites by geographically related cultural regions, prehistoric and historic temporal periods, and functional site types. The dynamics between humans and their environment and between different human groups reflect behavioral patterns and changes that are, in turn, recognized in the material archaeological record. These discernable patterns and changes reflect the activities, behaviors, interactions, and sociocultural traditions of different human groups.

Within Florida, archaeologists have defined a general chronology of prehistoric cultural periods based on similarities in material culture traits. These have been defined as the Paleoindian period, the Archaic period, and the Formative period. During the Formative, an increase in regional variation is apparent after about 500 B.C., when the emergence of distinct, regional cultures can be discerned in the archaeological record. Pinellas County lies within the Central Peninsular Gulf Coast archaeological area as defined by Milanich (1994).

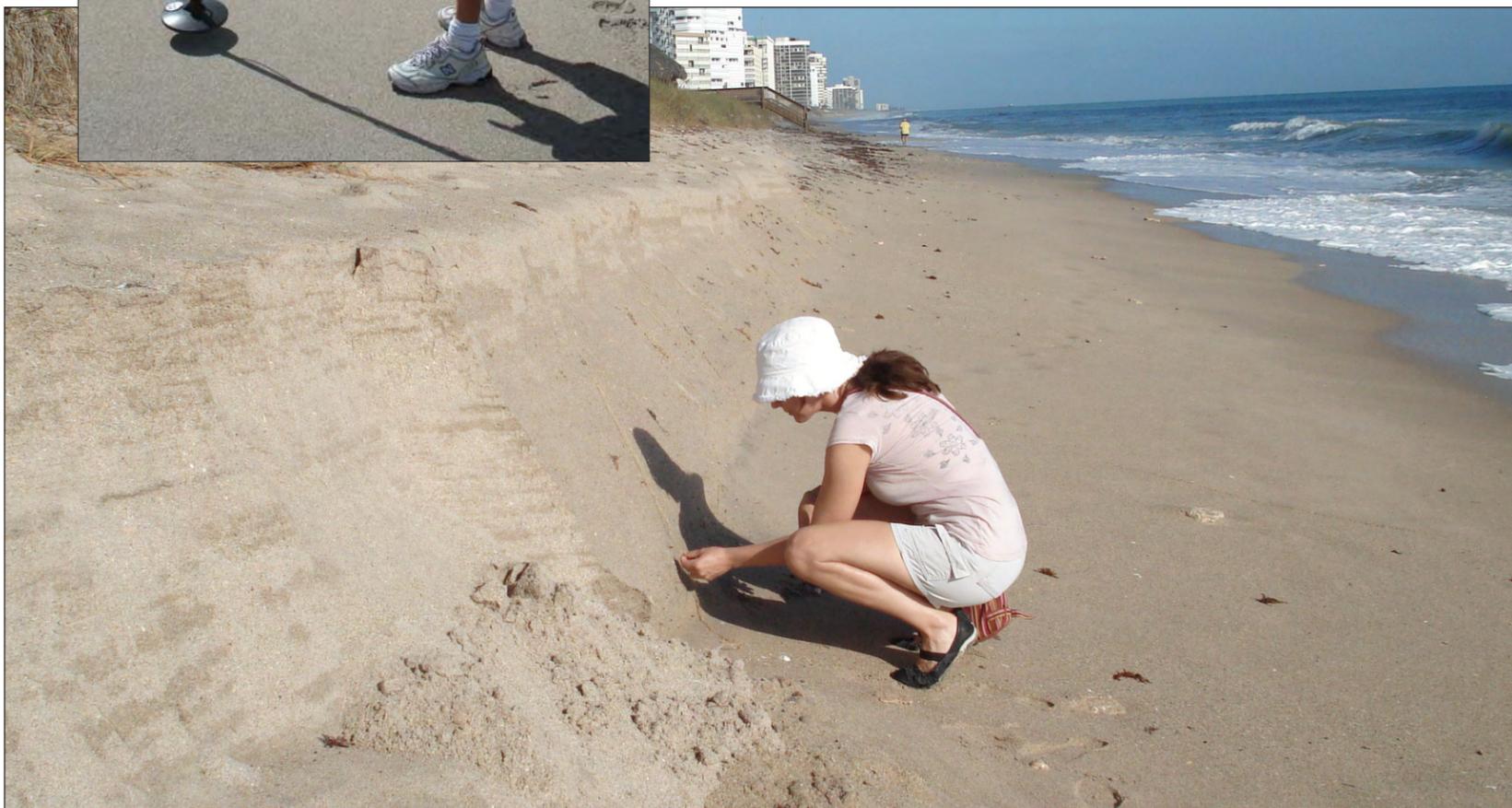
Chapter II provided a brief overview of regional prehistory in Pinellas County. Additional background is available in the 184 Pinellas County cultural resource reports on file with the Florida Master Site File, as listed in Appendix B. Table 11 provides a list of these previously recorded prehistoric site types.

Table 11. Previously Recorded Sites by Time Period (based on FMSF data)

Culture	Number (#)	Percent of Known Sites (%)
Paleoindian	9	1.6
Archaic	94	17.2
Transitional	26	4.8
Manasota -- Weeden Island	68	12.5
Safety Harbor	48	8.8
Unspecified prehistoric	235	43.0
Historic	66	12.1



Metal Detecting in a Coastal Site



Beach Surface Reconnaissance



Archaeological Survey Showing Shovel Testing and Screening of Artifacts

THEME: COASTAL LIVING

Throughout time, residents on the Pinellas peninsula have always looked to the sea, both as a resource to be exploited and more recently, to be enjoyed. Seasonal Cuban fish camps, followed by white frontier settlements scattered along the county's coast in the 1820s and 1830s, were heavily reliant upon commercial fishing as a way of life. The late nineteenth century saw the emergence of the sponge industry. Tarpon Springs became known as the "Sponge Capital of the World," and attracted thousands of Greek immigrant fishermen prior to the collapse of the industry in the 1940s as a result of blight and the invention of the synthetic sponge. With the rise of tourism in Pinellas during the early twentieth century, seasonal beach cottages and hotels were built on the thin barrier islands of the peninsula's gulf coast in areas such as Pass-A-Grille, Boca Ciega Bay, and Indian Rocks Beach. Transportation improvement projects such as the construction of a bridge to Clearwater Beach in 1917 and W. G. McAddoo's toll bridge to Pass-A-Grille in 1919, served to encourage coastal development in Pinellas County by making previously secluded beaches easily accessible to tourists and residents alike. Coastal growth intensified after World War II as developers began to increase the amount of waterfront property through dredging and infill construction on the barrier islands.

A total of 405 FMSF structures and resource groups are associated with the Coastal Living theme in Pinellas County (Map 6). These resources are further defined by their relation to one or two of the four subtypes assigned to the Coastal Living theme: commercial fishing, the Tarpon Springs sponge industry, coastal recreation or beach development (Table 12). The majority of these surveyed properties are related to recreational activities such as swimming and fishing, or to the coastal developments built along the coast of the Gulf of Mexico throughout the twentieth century in places like St. Pete Beach, Treasure Island, Indian Rocks Beach, and Clearwater Beach. Ten structures and one resource group are culturally associated with the sponge industry in Tarpon Springs including the NRHP listed E.R. Meres Sponge Packing House (c1905) (PI01594) and five sponge diving boats.

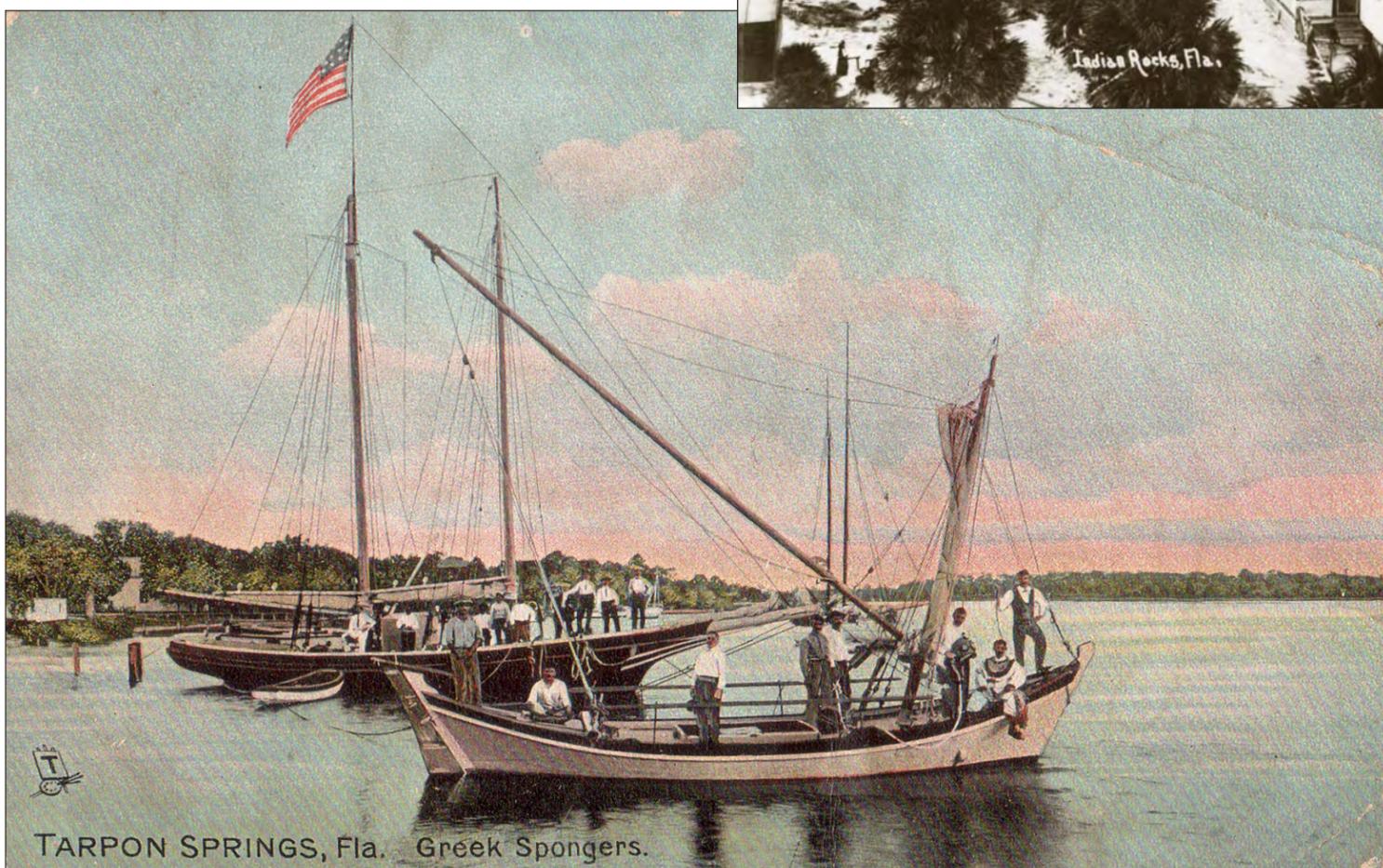
Table 12. Coastal Living Themed Historic Resources by Subtype

Subtypes	FMSF Structures	FMSF Resource Groups
Commercial Fishing		
Sponge Industry	10	1
Coastal Recreation	322	3
Beach Development	305	



Swimmers on Clearwater Beach, circa 1950s (Courtesy of the Clearwater Public Library System).

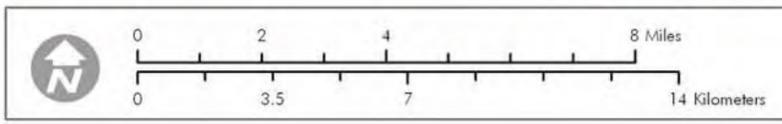
Beach Houses along Indian Rocks Beach, circa 1918 (Courtesy of the Pinellas County Heritage Village Image Collection)



Postcard Image of Greek Sponge Boats circa 1920, Tarpon Springs. (Courtesy of the Pinellas County Heritage Village Image Collection).



(Data obtained on June 26, 2007)



Map 6 - Coastal Living Themed Resources

THEME: TOURISM

Ever since Dr. W.C. Van Bibber's famous exaltation of the Pinellas peninsula as "the healthiest spot on earth" in 1885, tourism has been one of the primary industries in Pinellas County. Blessed by a mild winter climate, scenic Gulf Coast beaches, and miles of coastline, the county has attracted millions of visitors from all over the United States since the late nineteenth century. Initial wealthy vacationers were drawn to the cottages and boathouses that ringed the Spring Bayou in Tarpon Springs and industrialist Henry Plant's majestic Belleview Biltmore Hotel (1895) in Belleair. Other, more modest hotels built along the rail lines catered to tourists in places such as Clearwater, Dunedin, and St. Petersburg. Spurred by a healthy economy and the automobile, tourism increased dramatically in Pinellas County during the Florida Boom Era years following World War I and many of the county's grand hotels such as the Soreno, the Ft. Harrison, and the Fenway were built during this period. Recreational activities such as lawn bowling, golf, and baseball spring training became popular attractions for both visiting tourists and permanent residents alike. In addition, numerous bridge and causeway construction projects made the beaches on gulf barrier islands easily accessible for the first time. Hardships brought on by the Great Depression and World War II had a debilitating effect on tourism in Pinellas County during the 1930s and 1940s; however, the industry quickly rebounded after the war's end and by the 1960s had exceeded pre-war levels.



Al Lang Field, St. Petersburg, 1947. (Source: *Yesterday's St. Petersburg*, Hampton Dunn).

There are 151 FMSF resources in Pinellas County associated with the theme of tourism and additionally categorized according to the subtypes of either resort, hotel or motel properties, entertainment and recreation, or tourist related roadside attractions (Table 13) (Map 7). Recorded construction dates for surveyed hotels and motels throughout the county range between the years of 1888 and 1958 with 42 percent (n=48) of these built during the general period of the Florida Boom Era in the 1920s. Thirty-four structures and two resource groups were categorized as relating to entertainment and recreation in Pinellas County. Only two structures were identified as roadside attractions – the mid-century Thunderbird Sign (circa 1958) (PI10575) in Treasure Island and St. Petersburg's Sunken Gardens (1927) (PI00735), which lured passing motorists with the promise of shopping and lush botanical gardens.

Table 13. Tourism Themed Historic Resources by Subtype

Subtype	FMSF Structures	FMSF Resource Groups
Resort/Hotel/Motel	112	2
Entertainment/Recreation	34	1
Roadside Attractions	2	



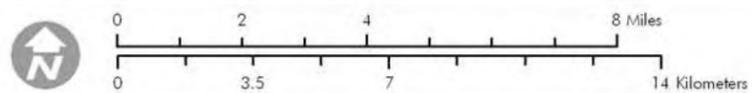
Lawn Bowling across from the Coliseum, St. Petersburg, circa 1920 (Source: *St. Petersburg & Pinellas County The Gulf Coast Jewel on Tampa Bay*, St. Petersburg Area Chamber of Commerce).



Fenway Hotel (1925), Dunedin



(Data obtained on June 26, 2007)



Map 7 - Tourism Themed Resources

THEME: AGRICULTURE

Prior to World War II, Pinellas County relied heavily on agriculture as the basis for its local economy. Citrus cultivation, first established in the county by settler Odet Phillipe in 1832, grew along with its attendant packing and distribution industries to become the primary commercial crop in Pinellas during the nineteenth and early twentieth centuries. Buoyed by a wealth of natural resources, relatively cheap land, and access to coastal shipping and rail lines, Pinellas County farmers also engaged in a number of other profitable agricultural enterprises including cotton farming, timber harvesting, dairy operation, and cattle ranching. In the 1920s, Pinellas laid claim to the title as the fourth largest citrus producer in Florida and citrus groves occupied much of the county's rural landscape. By 1940, however, factors such as rapid population growth, suburban development, and a transition to a retail-oriented economy brought about a sharp decline in agricultural production in the county – a trend that intensified during the post-World War II era.

Only 18 FMSF recorded historic resources are associated with the theme of agriculture in Pinellas County and fall under the subtypes

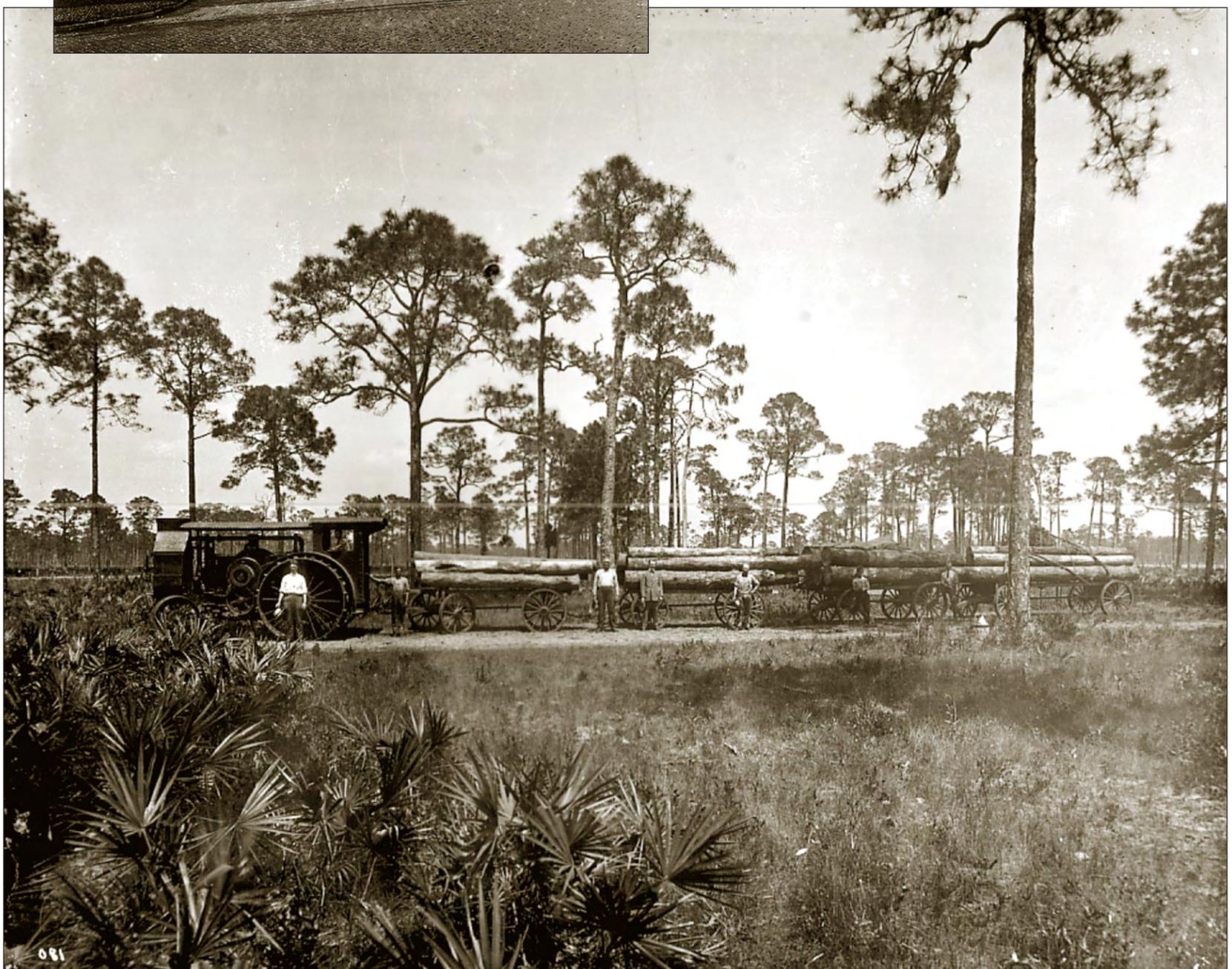
of citrus cultivation, timber harvesting, dairy and cattle ranching, or general farming (Table 14) (Map 8). The majority of these properties, such as the 200-acre Douglas Farm (1890) (PI02297) resource group located in unincorporated Pinellas County and the Taylor Packing Plant (1931) (PI01083) in Largo, are tied to the history of citrus agriculture in the county. Other FMSF resources identified with cattle ranching and timber harvesting include the Largo Feed Store (1910) (PI00903) and the former Pinellas Lumber Yard (circa 1922) (PI00715) in St. Petersburg. One archaeological site, the Francis House (PI00184) in unincorporated Pinellas County, has simply been recorded as a farmstead.

Table 14. Agriculture Themed Historic Resources by Subtype

Subtypes	FMSF Structures	FMSF Resource Groups	FMSF Archaeological Sites
Citrus Cultivation	10	1	
Timber Harvesting	1		
Dairy/Cattle Ranching	3	2	
Farmstead			1



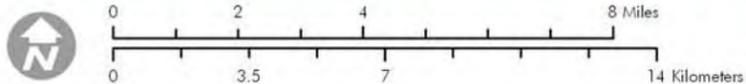
Taylor Fruit Packing House (1930) in Largo, circa 1950 (Courtesy of the Largo Public Library System).



R.E. Olds Farm Company, Hauling Train of Logs Near Oldsmar, 1916 (Courtesy of the Burgert Brothers Photography Collection, Tampa-Hillsborough County Public Library System).



(Data obtained on June 26, 2007)



Map 8 - Agriculture Themed Resources

THEME: TRANSPORTATION

Following the initial settlement of the Pinellas peninsula in the 1830s and continuing through to the present era, successive modes of transportation have had a profound effect on Pinellas County's social and economic development. Due to the difficult wilderness conditions of the inland area and proximity to the ocean, maritime transport became the most utilized method of travel and trade for early Pinellas residents during the nineteenth and early twentieth centuries. Primitive roads connecting settlements and fishing communities near present day Clearwater, Palm Harbor, and Safety Harbor to Tampa were cut during the 1850s and 1860s. Basic overland transit remained perilous and time consuming, however, until the arrival of the Orange Belt Railroad in 1887.

The railroad revolutionized travel and growth on the Pinellas peninsula by creating greater access to markets for local farmers, providing transportation for seasonal tourists and contributing to the urbanization of the county as towns and cities, such as Clearwater, Dunedin, Largo, and St. Petersburg were founded and developed along the rail line. In 1905, the creation of electric streetcar service initiated residential suburban development in St. Petersburg and Gulfport. The suburbanization trend grew rapidly throughout the rest of the county with the rise of the automobile during the first two decades of the twentieth century. By the late 1920s and early 1930s, an extensive network of causeways, bridges, highways, and surface roads was developed to accommodate the need for greater mobility resulting from local population growth and increased tourism. On January 1, 1914, Pinellas County played an important role in aviation history as the setting for the first passenger airline flight when pilot Tony Jannus completed a landmark, 23-minute voyage from St. Petersburg to Tampa.

A total of 91 FMSF resources are associated with the theme of transportation in Pinellas County (Map 9). Six transportation subtypes are identified within this category: maritime transit, railroad, streetcar, automobile, aviation, and historic road segments (Table 15).

Table 15. Transportation Themed Historic Resources by Subtype

Subtypes	FMSF Structure	FMSF Bridges	FMSF Resource Groups	FMSF Archaeological Sites
Maritime	12		2	2
Railroad	5			
Streetcar	1			
Automobile	29	33	2	
Aviation	4			
Road Segment				2

Examples of FMSF resources relating to maritime transportation include the Anclote Key Lighthouse (1877) (PI08566, Unincorporated Pinellas County), the Aquaplex (circa 1947) (PI11470) in St. Petersburg and the Tarpon Springs Sponge Boats (1873-1990) (PI01886) resource groups. Two recorded archaeological sites, the shipwreck of the

Mary Disston (PI09633, Marine/Unincorporated Pinellas County) and building remains of the Anclote Keys Light Station (PI10611, Unincorporated Pinellas County) also fall under this subtype. Two historic road segments have been recorded as archaeological sites: Santa Barbara Drive (PI09647) in Dunedin and an unnamed road (PI11471) located in the City of St. Petersburg. Four resources, all rail stations, share the theme of railroad transportation: the Seaboard Coast Line Railroad Station (1926) (PI03160) in St. Petersburg, the Seaboard Airline Railroad Depot (1923) (PI08422) in Clearwater, the Atlantic Coast Line Railroad Station, now the Dunedin Historical Museum (1923) (PI11539) in Dunedin, and the Atlantic Coast Line Railroad Station (1908) (PI01651) in Tarpon Springs. A fifth railroad-related resource, the Sulphur Springs Depot (1924) (PI11529), was originally located near I-275 in Tampa and was moved into the Pinellas County Heritage Village in 1978.

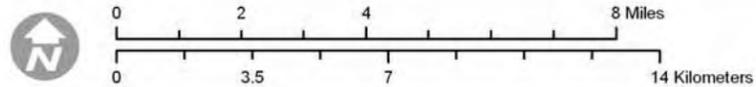
The Trolley Station (1914) (PI00736) represents the only recorded property associated with the establishment of electric streetcar service in St. Petersburg in 1905. Sixty resources, including two resource groups, the destroyed Linger Longer mobile home park (PI11508, Unincorporated Pinellas County) and the Belleair Causeway Historical District (1950) (PI11433, Belleair Bluffs and Belleair Beach), and thirty-three surveyed bridges are associated with automobile transportation in Pinellas County. In general, many of the automobile related FMSF recorded structures are commercial properties such as gas stations, parking garages, and car dealerships, which facilitated the increased auto use of Pinellas residents during the twentieth century. Notable examples of Pinellas County's car culture include the architecturally significant Studebaker Building showroom (1925) (PI00905) in St. Petersburg and the demolished Pinellas Park Drive-In (1963) (PI10295). Four resources tied to the county's aviation history are all located in the City of St. Petersburg: a monument (PI00118) and historical marker (PI00890) that commemorate the Jannus flight, as well as the Albert Whitted Municipal Airport (1928) (PI00746) and the airport's Hangar No. 1 (1931) (PI11573), which was the original home of the famous Goodyear Blimp and National Airlines.



Former Dunedin Railroad Station (1924), now the Dunedin Historical Society, Dunedin.



(Data obtained on June 26, 2007)



Map 9 - Transportation Themed Resources

THEME: WARS

The territory comprising modern Pinellas County has long played a role in many of the United States' major armed conflicts, reaching as far back as the early half of the nineteenth century. Fort Harrison was built in 1841 in the area of present day Clearwater and acted as a hospital for sick and wounded soldiers at the end of the Second Seminole War. Civil War related activity in Pinellas was minor, with the area exposed only to light Union raids and a single gunboat skirmish in Tampa Bay prior to Florida's surrender to the U.S. Government in 1865 (Janus 2005). As part of the response to the outbreak of the Spanish-American War in 1898, construction began on Fort DeSoto at Mullet Key, the southernmost tip of the Pinellas peninsula. Following the United States' entry into World War I in 1917, military training facilities and coastal defense systems were established throughout the county and Clearwater and St. Petersburg operated as major supply centers to facilitate the war effort. During World War II, the Albert Whitted Municipal Airport and newly constructed St. Petersburg-Clearwater International Airport, served as Navy and Army Air Corps aviation training facilities, respectively. In addition, many of the county's hotels were converted to use as barracks for locally stationed soldiers throughout the war years. In the Cold War Era, from the 1950s to the 1980s, a number of national defense and aerospace related industries began locating their operations in Pinellas County.

Only six previously surveyed FMSF structures, one resource group, and three FMSF archaeological sites have been identified with the Wars Theme in Pinellas County (Table 16) (Map 10). At the time of this survey, no extant historic structures have been recorded that relate to fighting during the Seminole and Civil wars. Fort Harrison (PI00164) is an archaeological site in Clearwater associated with the post 1821 Seminole War period, while the Miranda site (PI00127) was the home of Abel Miranda, a Seminole War veteran who moved to the present day vicinity of St. Petersburg in the late 1850's. In February 1862, a Union squadron attacked the home, marking it as

the site of the only armed conflict in Pinellas County during the War Between the States. Fort DeSoto (circa 1898), located on Mullet Key at the county's southernmost tip, represents a Spanish-American War related resource - both as a FMSF recorded structure (PI00121) and as an archaeological site (PI00048).

The Union Academy school building (circa 1915) (PI11464, Unincorporated Pinellas County) is significant for its original use as a World War I barrack or office (Heritage Village 2008). The Bay Pines Veterans Hospital (PI00234) resource group in Pinellas County served wounded and recovering soldiers during World War II and two other resource structures, the Albert Whitted Municipal Airport (1928) (PI00746) and Hangar No. 1 (1931) (PI11573) in St. Petersburg, are notable for their use as training centers in Pinellas County during the conflict. The maintenance (PI11451) and armory (PI03361) buildings of the Clearwater Florida Army National Guard (FLARNG) facility, built in 1953, are the only two resources found to be associated with the Cold War subtype.

Table 16. War Themed Historic Resources by Subtype

Subtypes	FMSF Structures	FMSF Resource Groups	FMSF Archaeological Sites
Seminole Wars			1
Civil War			1
Spanish American War	1		1
World War I	1		
World War II	2	1	
Cold War	2		

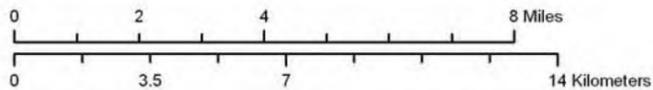
Mortars at Fort De Soto Park (1898), Pinellas County.



Clearwater National Guard Armory (1953), Clearwater.



(Data obtained on June 26, 2007)



Map 10 - War Themed Resources

THEME: FLORIDA BOOM ERA

Lasting roughly six years, between 1920 and 1926, the Florida Boom Era was an exhilarating period in the state's history fueled primarily by the unprecedented success of the nation's stock market after World War I. Flush with money, increased leisure time, and newfound mobility due to the ubiquity of the low-cost, Ford Model T automobile, millions of tourists from around the United States flocked to the warm climate and sunny beaches of Florida and Pinellas County in particular. As with other areas of the state, the Florida Boom Era in Pinellas County was marked by intense real estate speculation and widespread growth. By the end of 1926, however, the Florida Boom Era had come to an end – the victim of a sharp decline in land prices throughout the state and brought on by an overextended and often fraudulently operated real estate market. The local economy of Pinellas County was greatly weakened and never recovered before the national market slipped into the Great Depression in 1929.

FMSF structures built between 1920 and 1926 account for 4,978 (or 50%) of the total 10,031 structures surveyed in Pinellas County. In addition, 15 (or 45%) of the county's 33 assessed historic bridges were also constructed during this time period – an indication of how much of the transportation and utility infrastructure was improved in order to account for increased automobile use and a growing local population. These resources are significant for the distinctive architecture and/or patterns of planning and development characteristic of this period in Pinellas County's history (Table 17) (Map 11).

Table 17. Florida Boom Era Themed Historic Resources by Subtype

Subtypes	FMSF Structures	FMSF Bridges	FMSF Archaeological Sites
Architecture	124		
Planning/Development	4910	15	
Artifact Scatter			1

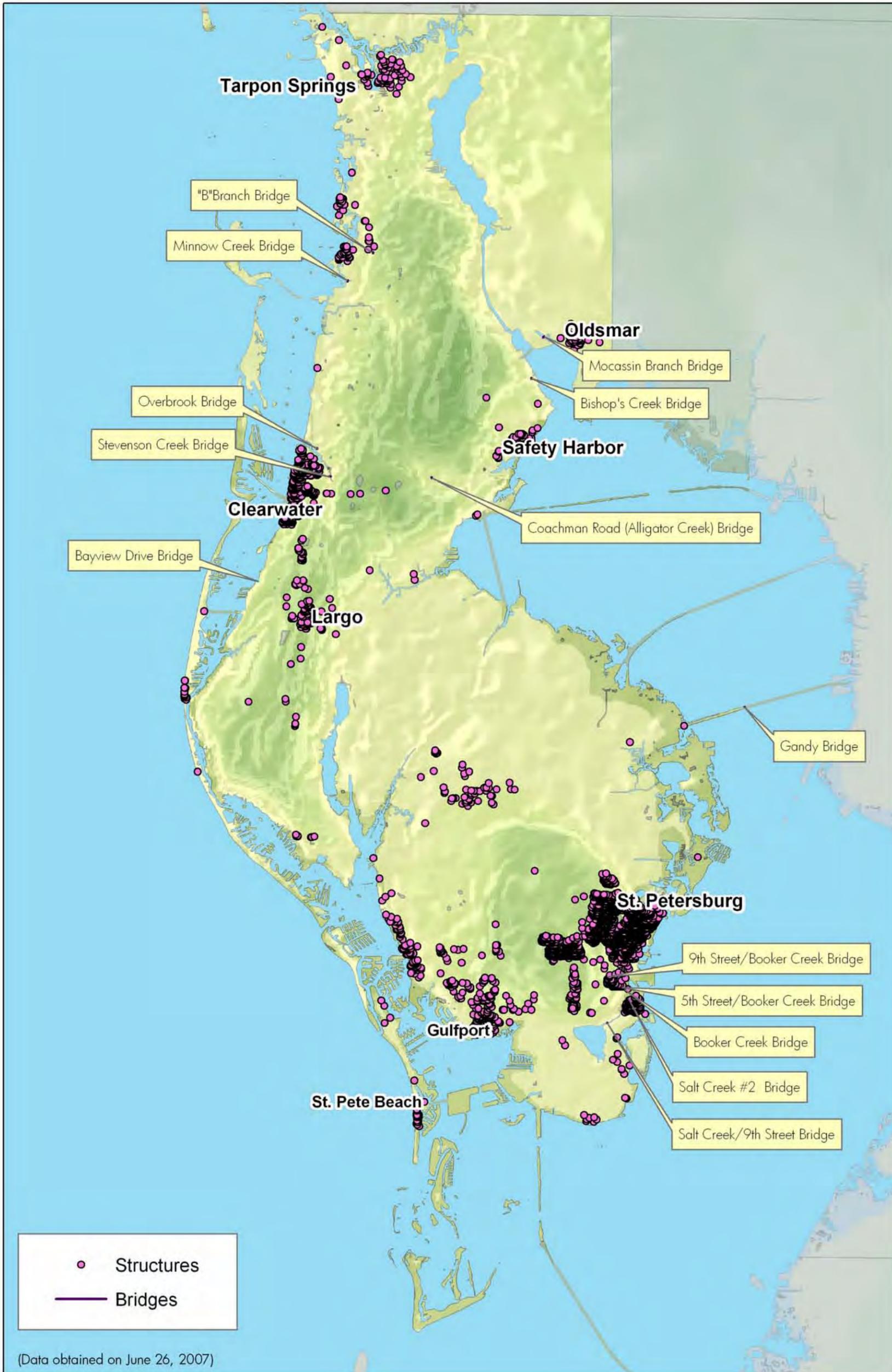
Entrance To Harbor Oaks Neighborhood (1924), Clearwater (Courtesy of the Burgert Brothers Photography Collection, Tampa-Hillsborough County Public Library System).

One hundred and twenty-four FMSF structure resources are notable for the high style or unique character of their architectural design. Local and national architects working in Pinellas County during this time often employed the exotic Mediterranean Revival and, to a lesser extent, Mission and Georgian Revival styles for prominent commercial, public, and residential commissions. Many of the grand hotels built throughout Pinellas County from 1920-1926 that have popularly defined the Florida Boom Era, such as the Richard Kiehnel designed Rolyat Hotel (1926) (PI02632, Gulfport), the Spanish Mission style Arcade Hotel (1924) (PI00870) in Tarpon Springs, and the Henry L. Taylor designed Jungle Country Club, now known as the Admiral Farragut Academy (1925) (PI00221, St. Petersburg), are all examples of properties exhibiting high-style architectural features.

Fifteen FMSF bridge resources and 4,910 FMSF structure resources have been identified as representative of planning and commercial, residential, and public development during the Florida Boom Era. In general, much of the commercial development is found within, or in close proximity to, the traditional business district cores of the county's various towns and cities. Extant residential development in Pinellas County dating from this period generally reflects early twentieth-century trends of suburbanization at the peripheries of commercial centers due to the increased mobility afforded by streetcar transit and the automobile. Artifacts from two sites, the Fort De Soto Batteries (PI48) in Unincorporated Pinellas County, and the Oakbrooke Bottle Dump (PI0893) in Tarpon Springs are listed with the FMSF as representing the Florida Boom Era.



Sunset Golf and Country Club (1926), St. Petersburg.



Map 11- Florida Boom Era Themed Resources

THEME: COMMUNITY LIFE

The Community Life theme encompasses the broad elements that have contributed to the cultural, political, and socio-economic development of Pinellas County during the historic period ranging from Spanish exploration until the post World War II era. FMSF historic resources relevant to the theme of Community Life account for 4,920 of the total 10,499 (or 47%) resources surveyed in Pinellas County (Map 12). The 4,876 structures associated with the residential and commercial planning and development of the county during the nineteenth and twentieth centuries constitute the lion's share of this number (86%) (Table 18). Three archaeological sites of building remains, the Odet Phillipe Estate (PI00131) in Safety Harbor, the Maximo Hernandez Homestead (PI00730) in St. Petersburg, and the Scharrer Homestead (PI09614) in Dunedin, are associated with the subtype of early settlement in Pinellas County during the nineteenth century. The remaining properties are identified with subtypes relating to the political, religious and social history, commercial growth, and outstanding or significant architecture of the county.

Table 18. Community Life Themed Historic Resources by Subtype

Subtypes	FMSF Structures	FMSF Cemeteries	FMSF Bridges	FMSF Resource Groups	FMSF Archaeological Sites
Exploration				1	
Early Settlement	81	6		3	3
Government/Politics	18				
Social History	44	2			
Religion	46				
Education	28				
Health/Medicine	2				
Commerce	288			2	
Communication	4				
Art	2				
Landscape Architecture	14			2	
Architecture	116			5	
Planning/Development	4597		18	6	



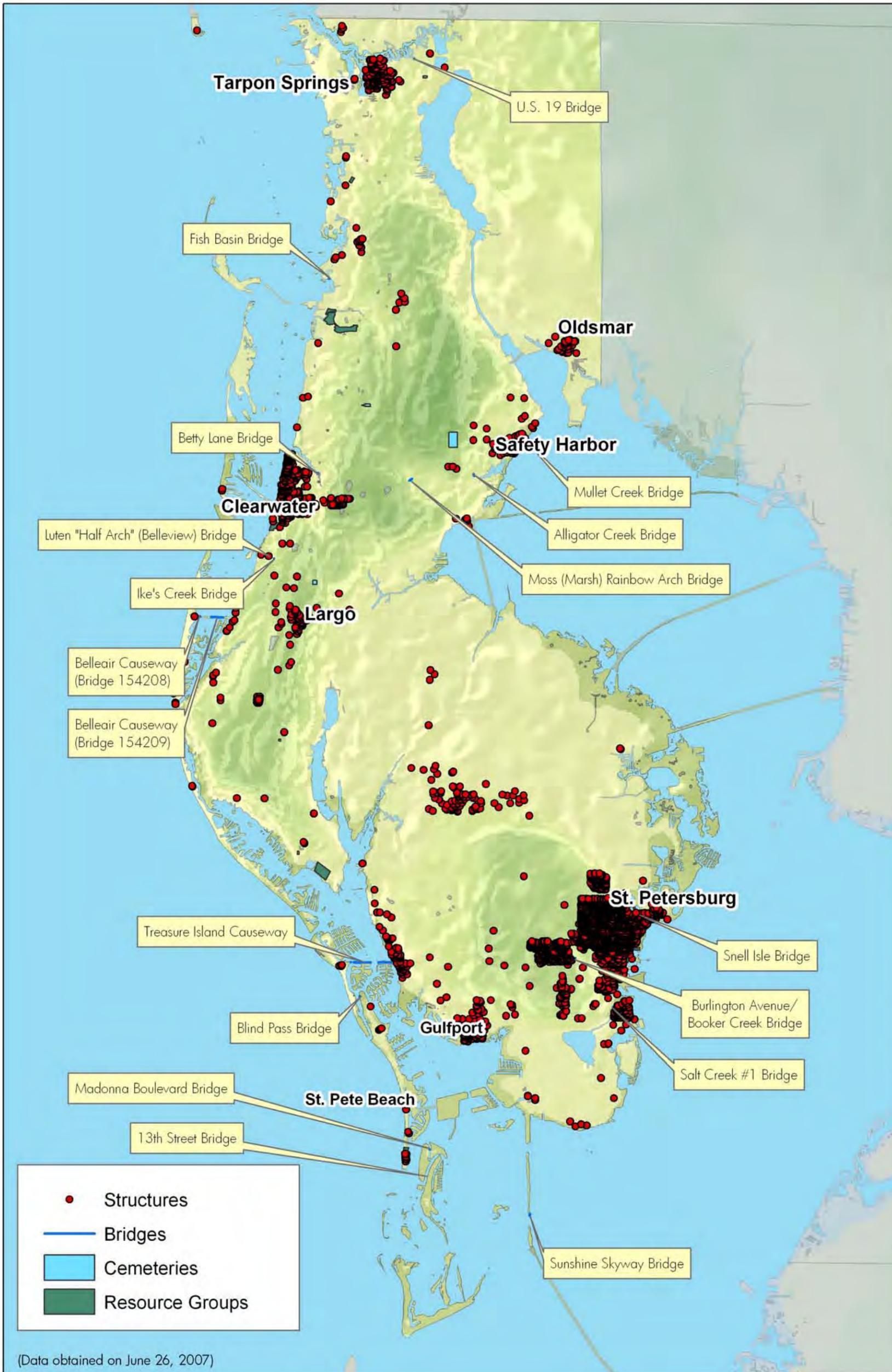
The Union Academy Schoohouse (1915) at Heritage Village (Courtesy of the Pinellas County Heritage Village Image Collection).



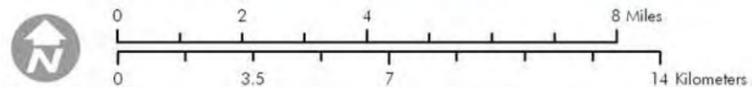
The S.H. Kress & Co. Department Store Building (1927), St. Petersburg.



Palm Harbor White Chapel (1924), Pinellas County.



(Data obtained on June 26, 2007)



Map 12 - Community Life Themed Resources

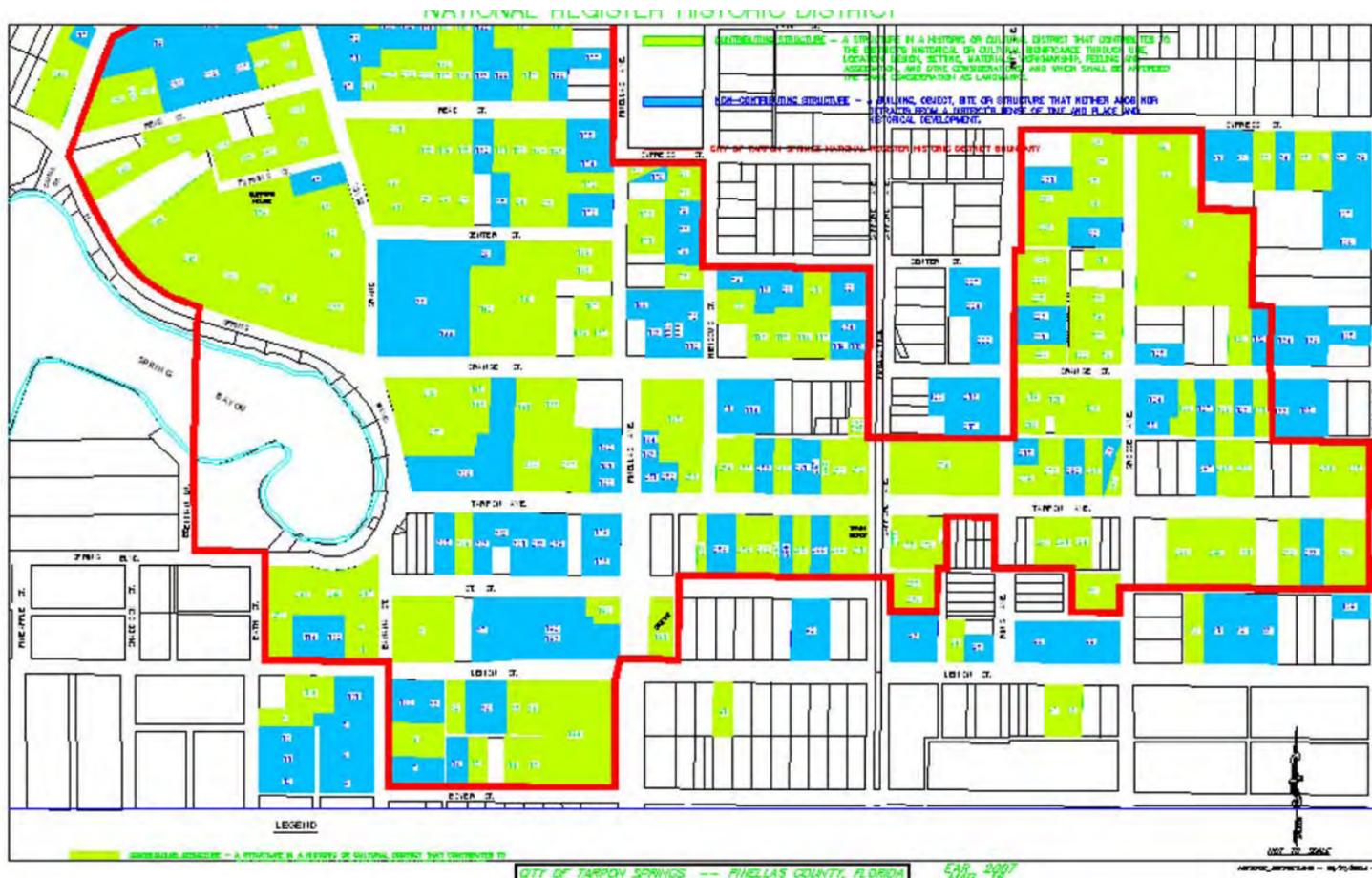
NRHP PROPERTIES AND DISTRICTS

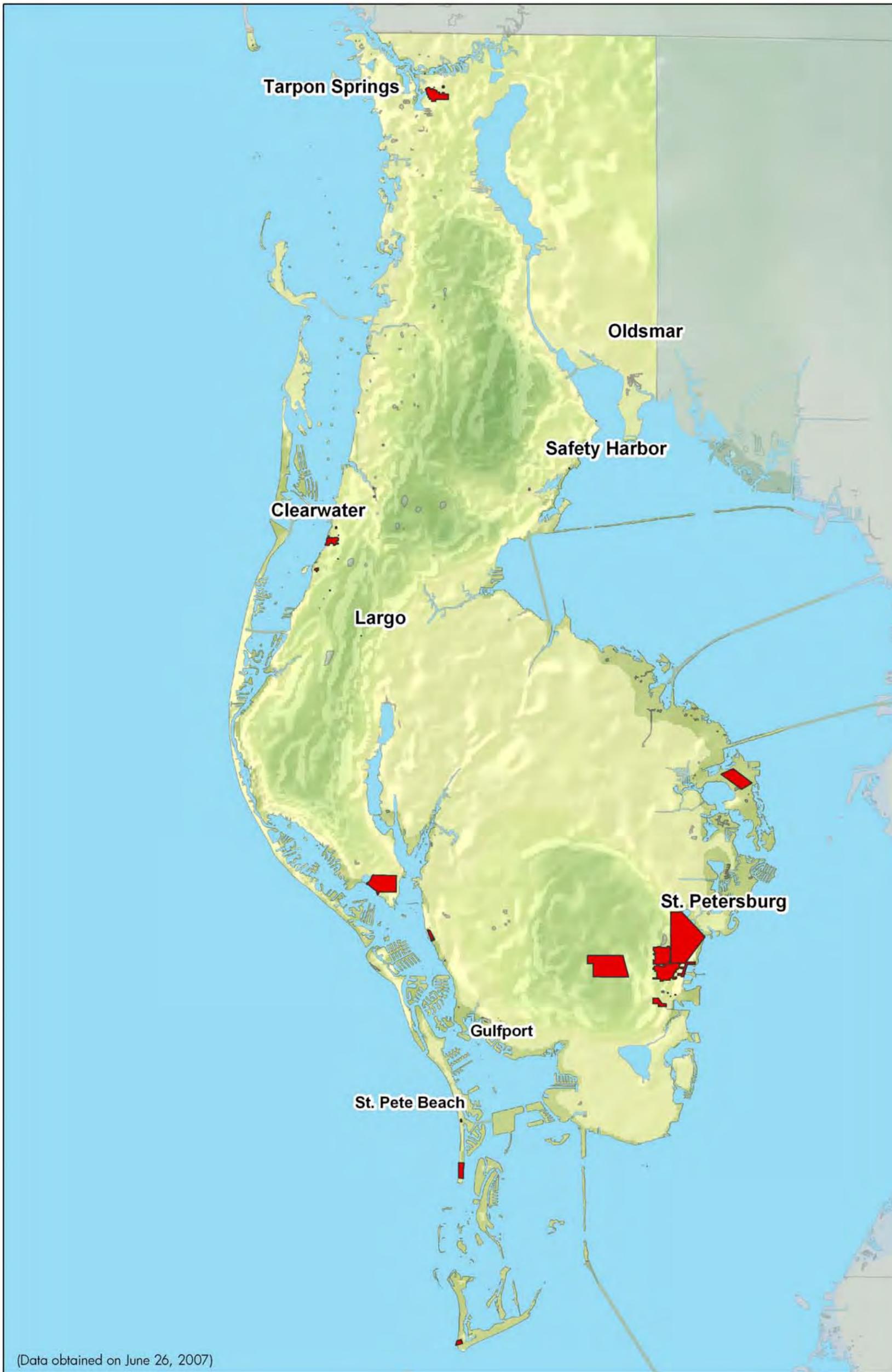
At present, there are 59 cultural resources in Pinellas County that have been listed on the NRHP (Table 19) (Map 13 – archaeological sites are not shown). These are individual properties, landscapes, archaeological sites, and districts that have been found to be significant in American history, architecture, archaeology, engineering, and culture at the local, state, or national level. The numbers of contributing and non-contributing properties (i.e. buildings, structures, sites and objects) comprising each National Register Historic District are identified in Table 20. Table 21 shows the number of National Register designated resources in Pinellas County according to resource type. Eligibility for inclusion to the National Register is based on one or more the following criteria considerations:

- Criterion A. Resources that are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B. Resources that are associated with the lives of persons significant in our past; or
- Criterion C. Resources that embody the distinctive characteristics of a type period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D. Resources that have yielded, or may be likely to yield, information important in prehistory or history.



City of Tarpon Springs National Register Historic District. Green lots indicate contributing properties. Blue lots are non-contributing properties. This district was listed in 1990 for its significance in the areas of Architecture, Ethnic Heritage, Commerce and Exploration/Settlement. The district covers 700 acres and includes 145 Properties.





(Data obtained on June 26, 2007)



Map 13 - NRHP Listed Historic Resources

Table 19. Individually NRHP Listed Properties and Historic Districts in Pinellas County

Site ID	NRHP Reference #	NRHP Resource Name	NRHP Resource Type	NRHP Criteria of Eligibility	NRHP List Date	Municipality
PI00002	66000270	Safety Harbor Site	Site	D	1966	Safety Harbor
PI00001	72000347	Weeden Island Site	Site	D	1972	Pinellas County / St. Petersburg
PI00104	72000346	Andrews Memorial Chapel	Building	C	1972	Dunedin
PI00176	74000654	Safford House	Building	C	1974	Tarpon Springs
PI00114	75000563	Don CeSar Hotel	Building	C	1975	St. Pete Beach
PI00199	75000565	Williams, John C., House	Building	B, C	1975	St. Petersburg
PI00223	75000564	U.S. Post Office	Building	C	1975	St. Petersburg
PI00048	77000407	Fort Desoto Batteries	Structure	A	1977	St. Petersburg
PI00202	78000955	Vinoy Park Hotel	Building	C	1978	St. Petersburg
PI00165	79000690	South Ward School	Building	A, C	1979	Clearwater
PI00168	79000689	Roebing, Donald, Estate	Building	B, C	1979	Clearwater
PI00169	79000687	Bellevue-Biltmore Hotel	Building	A, B, C	1979	Belleair
PI00235	79000691	Douglas, J. O., House	Building	B, C	1979	Dunedin
PI00316	79000688	Ducros, Louis, House	Building	B	1979	Clearwater
PI00317	80000962	Cleveland Street Post Office	Building	C	1980	Clearwater
PI00839	80000963	Casa Coe da Sol	Building	C	1980	St. Petersburg
PI00751	80004602	St. Petersburg Lawn Bowling Club	District	A	1980	St. Petersburg
PI08752	98000027	Green--Richman Arcade	Building	A, B, C	1980	St. Petersburg
PI00263	82001038	Veillard House	Building	C	1982	St. Petersburg
PI00279	82001037	Snell Arcade	Building	C	1982	St. Petersburg
PI00064	83001443	Bay Pines Site (Bay View Indian Mound)	Site	D	1983	Pinellas County
PI00315	84000200	Alexander Hotel	Building	C	1984	St. Petersburg
PI00718	84000946	Central High School	Building	A, C	1984	St. Petersburg
PI00870	84000943	Arcade Hotel	Building	A, C	1984	Tarpon Springs
PI00359	85000160	Casa De Muchas Flores	Building	C	1985	St. Petersburg
PI00905	85001485	Studebaker Building	Building	A, C	1985	St. Petersburg
PI00285	86001259	St. Petersburg Public Library	Building	A, C	1986	St. Petersburg
PI00301	86000804	Dennis Hotel	Building	A, C	1986	St. Petersburg
PI00616	86001457	Boone House	Building	B, C	1986	St. Petersburg
PI00904	86001258	Potter House (Demolished)	Building	B, C	1986	St. Petersburg
PI00981	87001632	Johnson, Louis, Building	Building	B, C	1987	Largo
PI01261	87002133	Harbor Oaks Residential District	District	A, C	1988	Clearwater
PI01696	89001734	Pass-a-Grille Historic District	District	A, C	1989	St. Pete Beach
PI01694	90001538	Tarpon Springs High School, Old	Building	A, C	1990	Tarpon Springs
PI01702	90001136	St. Nicholas III (Sponge Diving Boat)	Structure	A, C	1990	Tarpon Springs
PI01703	90001132	N.K. Symi (Sponge Diving Boat)	Structure	A, C	1990	Tarpon Springs
PI01704	90001133	Duchess (Sponge Hooking Boat)	Structure	A, C	1990	Tarpon Springs
PI01705	90001134	St. Nicholas VI (Sponge Diving Boat)	Structure	A, C	1990	Tarpon Springs
PI01712	90001762	Tarpon Springs Historic District	District	A, C	1990	Tarpon Springs
PI00885	90001433	First Methodist Church of St. Petersburg	Building	C	1990	St. Petersburg
PI01578	90001117	Tarpon Springs City Hall, Old	Building	A, C	1990	Tarpon Springs
PI01706	90001135	GEORGE N. CRETEKOS (Sponge Diving Boat)	Structure	A, C	1990	Tarpon Springs
PI01594	91000411	Meres, E. R., Sponge Packing House	Building	A	1991	Tarpon Springs
PI01545	91000412	Arfaras, N. G., Sponge Packing House	Building	A	1991	Tarpon Springs
PI01883	92000405	Ingleside	Building	A	1992	Safety Harbor
PI01894	92000828	Pinellas County Courthouse, Old	Building	A, C	1992	Clearwater
PI00580	94000708	St. Petersburg Woman's Club	Building	A, C	1994	St. Petersburg
PI03168	94000421	Old Belleair Town Hall	Building	A	1994	Belleair
PI06915	98000295	Roser Park Historic District	District	A, C	1998	St. Petersburg
PI08566	99000410	Anclote Key Lighthouse	Structure	A, C	1999	Pinellas County
PI09654	99001250	Domestic Science and Manual Training School	Building	A, C	1999	St. Petersburg
PI02238	99000802	Mount Olive African Methodist Episcopal Church	Building	A, C	2000	Clearwater
PI00290	1001057	Kress, S.H., and Company Building	Building	A, C	2001	St. Petersburg
PI00735	2000680	Sanitary Public Market	Building	A, C	2002	St. Petersburg
PI00054	3000007	Jungle Prada Site	Site	D	2003	St. Petersburg
PI09640	3000040	North Shore Historic District	District	A, C	2003	St. Petersburg
PI11175	3000824	Round Lake Historic District	District	A, C	2003	St. Petersburg
PI11176	3000729	Kenwood Historic District	District	A, C	2003	St. Petersburg
PI01696	3000943	Pass-a-Grille Historic District Boundary Increase	District	A, C	2003	St. Pete Beach
PI10648	4000364	Downtown St. Petersburg Historic District	District	A, C	2004	St. Petersburg

Table 20. NRHP Districts in Pinellas County

Site ID	NRHP District Name	Contributing Properties	Non-contributing Properties	Municipality
PI00751	St. Petersburg Lawn Bowling Club	3	2	St. Petersburg
PI01261	Harbor Oaks Residential District	87	22	Clearwater
PI01696	Pass-a-Grille Historic District	356*	154*	St. Pete Beach
PI01712	Tarpon Springs Historic District	145	73	Tarpon Springs
PI06915	Roser Park Historic District	146	22	St. Petersburg
PI09640	North Shore Historic District	2975	514	St. Petersburg
PI11175	Round Lake Historic District	1001	102	St. Petersburg
PI11176	Kenwood Historic District	2204	178	St. Petersburg
PI10648	Downtown St. Petersburg Historic District	388	60	St. Petersburg

*These numbers for contributing and non-contributing properties are based on the Pass-a-Grille NRHP Historic District Boundary Increase, which was approved in 2003. At the time of this survey, FMSF records for the total number of surveyed resources in the district had not been entered into GIS and are therefore not reflected in this report's number of recorded resources in St. Pete Beach.

Table 21. NRHP Resources by Type in Pinellas County

NRHP Resource Types	Number (#)	Percentage (%)
Sites	4	7
Buildings	39	66
Structures	7	12
Districts	9	15
Total	59	100



Ingleside (1889), Safety Harbor.

The Old Pinellas County Courthouse, (1917), Clearwater (Courtesy of the Michael Sanders Personal Collection).



The Vinoy Park Hotel, St. Petersburg, circa 1920s (Source: Yesterday's St. Petersburg, Hampton Dunn).



FMSF EVALUATED RESOURCES BUT NOT NRHP LISTED

The FMSF also contains information on properties that are in the evaluation process but are not NRHP listed. In many cases, identified resources are evaluated for their NRHP eligibility but are not nominated to the register. These can include Section 110 cultural resource inventories owned by the federal government and agencies and Section 106 compliance with the National Historic Preservation Act through transportation projects, federal undertakings, or those identified as part of an environmental permitting process. Instead, if they meet the NRHP criteria, they are simply treated as though they were eligible properties. A second group of properties within the FMSF are those resources recommended potentially eligible but the SHPO has not yet rendered a determination of eligibility on the property as further work is needed to confirm eligibility. There may also be resources associated with pending NRHP nominations or that have been recommended eligible. Finally, some resources have been evaluated but did not meet NRHP criteria and thus are considered ineligible. This section summarizes what is known about these evaluated resources. Above ground resources are treated first followed by a discussion of below ground or archaeological resources.

The Florida SHPO evaluations have found that 65 structures in Pinellas County are potentially eligible for listing on the NRHP, although 10 have since been destroyed (Table 22) (Map 14). The majority of these are individual or multiple property eligible buildings, structures, and objects. The Linger Longer Mobile Home Park (PI11508), which included six contributing properties (PI11502, PI11503, PI11504, PI11505 and PI11506), was the only resource group identified as NRHP eligible, but was demolished in October 2007. The FMSF also contains data on building concentrations particularly in urban areas that may comprise future historic districts. Discussion of these groups of individually eligible buildings will be expanded on in the next chapter.

Table 22. NRHP Status of FMSF Structures, Cemeteries, Bridges, Resource Groups, and Sites

Historic Resource Type	NRHP Listed	Potentially Eligible for NRHP	Ineligible for NRHP	Not Evaluated by SHPO	Insufficient Information
Structures	23	65 (10 destroyed)	528	9433	1
Cemeteries	0	0	0	8	0
Bridges	0	0	3	30	0
Resource Groups	8	1 (destroyed)	6	4	0
Archaeological Sites	4	9	50	338	10
Total	35	75	587	9,813	11

Nine archaeological sites in Pinellas County have been judged by the SHPO to be potentially eligible for listing in the National Register. These sites (Table 23) appear to contain information that is significant to the understanding of regional or local culture history, but further archaeological work has been recommended by the SHPO to confirm that.

Table 23. Pinellas County Sites Determined Potentially NRHP Eligible by SHPO

Site #	Name	Site Description
PI11501	Linger Longer	Land-terrestrial
PI11557	Eagle Lake I	Prehistoric lithic artifacts only, but not quarry
PI00738	Bertrand	Prehistoric shell midden
PI00876	Stadium Parking	Lithic scatter/quarry (prehistoric: no ceramics)
PI00894A	New Haven 1	Artifact scatter-low density (< 2 per sq meter)
PI00894B	New Haven 1	Artifact scatter-low density (< 2 per sq meter)
PI10297	Oak Grove	Campsite (prehistoric)
PI10298	Spider Bite	Campsite (prehistoric)
PI10299	Leaping Mullet	Campsite (prehistoric)

Nine sites not included in the SHPO list above have been recommended by their respective field investigators as eligible for the NRHP (Table 24). In these cases, the SHPO has not yet made a determination of potential eligibility, but has instead requested additional information before making such a recommendation.

Table 24. Archaeological Sites Recommended by Surveyor as Potentially NRHP Eligible

Site #	Name	Site Type
PI11474	No Name	Building remains
PI11482	No Name	Campsite (prehistoric)
PI01753	Moog Midden/Airco Property	Historic burial(s)
PI02295	War Veterans Memorial Park	Campsite (prehistoric)
PI09649	Badwater Creek	Specialized procurement site
PI10296	Deserter's Hill	Campsite (prehistoric)
PI10610	Safford House	Subsurface features known
PI10611	Anclote Key Light Station	Building remains
PI10616	Clam Bayou Midden #1	Specialized procurement site

Five hundred and twenty-eight buildings, three bridges, six resource groups, and 50 archaeological sites have been evaluated but were not considered eligible. Finally, there are no pending NRHP nominations in Pinellas County as of February 2008.

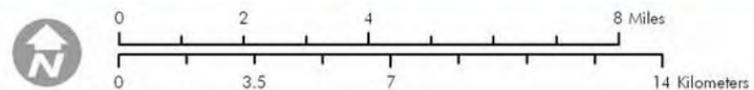
A complete list of potentially NRHP eligible historic resources in Pinellas County classified by municipality may be found in Appendix A.

NOT EVALUATED FMSF RESOURCES

There are 9,433 structures/buildings (94% of total inventory), eight cemeteries (100% of total inventory), 30 bridges (97% of total inventory), four resource groups (22% of inventory), and 338 archaeological sites (83% of total inventory) that are currently not evaluated by SHPO (Table 22). The Florida Department of Transportation (FDOT) has recommended that nine bridges in Pinellas County are eligible for NRHP listing (see next chapter), however, the Florida SHPO has not yet evaluated these resources. As noted, none of the eight surveyed historic cemeteries have been assessed for their NRHP eligibility.



(Data obtained on June 26, 2007)



Map 14 - NRHP Eligible Historic Resources

SUMMARY

Between 1975 and 2006, over 150 FMSF evaluated archaeological and architectural surveys have been conducted in Pinellas County, accounting for a total of 10,499 identified cultural resources (FMSF Web Manuscript Reports 2007). This number of resources comprises 409 archaeological sites, 10,031 historic structures, eight cemeteries, 33 bridges, and 18 resource groups. In addition, 59 individual and historic district resources are listed on the NRHP; however, FMSF data shows that 93% of the county's identified resources have not yet been evaluated for their NRHP eligibility.

Categorization of the FMSF resource data according to location shows that the City of St. Petersburg contains the largest number of FMSF recorded resources in the county with 7,370 (or 70%) of the total 10,499 surveyed (Table 25). Clearwater has the second highest number with 987 (or 9%), followed by Gulfport with 408 (or 4%), 401 (or 4%) in Tarpon Springs, and 331 (or 3%) recorded resources in Unincorporated Pinellas County. In some cases, resource types, such as bridges, were assigned twice if they spanned more than one municipality (see notes accompanying Table 25 below). Six municipalities in Pinellas County were shown to contain no FMSF recorded resources: Belleair Shore, Kenneth City, Madeira Beach, North Redington Beach, Redington Beach, and Redington Shores.

In terms of themes, the majority of the FMSF inventory is associated with Florida's Boom and the Community Life themes. While resources can be associated with more than one theme, these two themes are represented in varying degrees in almost 10,000 resources. Slightly over 400 resources are associated with the third most popular theme, Coastal Living. The remaining resources are related with Tourism, Transportation, and Agriculture, while those resources in Pinellas County associated with the Wars theme appear to remain the most under-recorded.

Table 25. FMSF Historic Resources Classified by Municipality

Municipality	FMSF Structures	FMSF Cemeteries	FMSF Bridges	FMSF Resource Groups	FMSF Archaeological Sites	NRHP Listed
Belleair	7		3			2
Belleair Beach	17		1	1**		
Belleair Bluffs	4		1	1**		
Belleair Shore						
Clearwater	951	1	5*	2	28	7
Dunedin	6	1		1	9	2
Gulfport	402				6	
Indian Rocks Beach	70					
Indian Shores	77					
Kenneth City						
Largo	174	1			9	1
Madeira Beach						
North Redington Beach						
Oldsmar	73		1*		6	
Pinellas Park	156				4	
Redington Beach						
Redington Shores						
Safety Harbor	172		2		12	2
St. Pete Beach	145		1*	1	2	2
St. Petersburg	7207	1	8	6	148	28†
Seminole	10	1		1**	2	
South Pasadena	1				1	
Tarpon Springs	344	1	1	2	53	12
Treasure Island	30		2*		1	
Pinellas County	185	2	11*	5**	128	4†
Total:	10031	8	33*	18**	409	59†

*Alligator Creek Bridge (PI08725) spans Alligator Creek between Clearwater and Unincorporated Pinellas County and the Moccasin Branch Bridge (PI08724) connects Oldsmar to Unincorporated Pinellas. The Blind Pass Bridge (PI08728) spans both the St. Pete Beach and Treasure Island municipalities.

** The Belleair Beach Causeway Resource Group (PI11433) is located in both the Belleair Beach and Belleair Bluffs municipalities. The Hutchinson Farm Resource Group (PI11536) lies in both Seminole and Unincorporated Pinellas County.

†The Weeden Island NRHP Site (PI00001) is shown to be located in both Unincorporated Pinellas County and the City of St. Petersburg.

IV. EXPANDED DATA, ARCHAEOLOGICAL SENSITIVITY, AND PRESERVATION CONCERNS

EXPANDING THE DATA

While the FMSF is the chief repository of data on Florida's cultural resources, relevant data on Pinellas County resources was found in a number of other places that expand on what is known about the county's resources. Tax parcel data, city/municipal inventories, local districts, resources on local registers, genealogical society data on cemeteries, and bridge surveys conducted by the Florida Department of Transportation contributed additional information on properties that meet the age criteria for National Register eligibility but are not recorded on the FMSF. Resource types such as schools, hotels/motels, mobile home parks, cemeteries, roads, and bridges, as well as landscapes that represent Pinellas County's agricultural past, are more fully analyzed using tax parcel data and are shown pictorially on maps.

FMSF COVERAGE AND BUILDINGS AND STRUCTURES BY PERIOD OF DEVELOPMENT

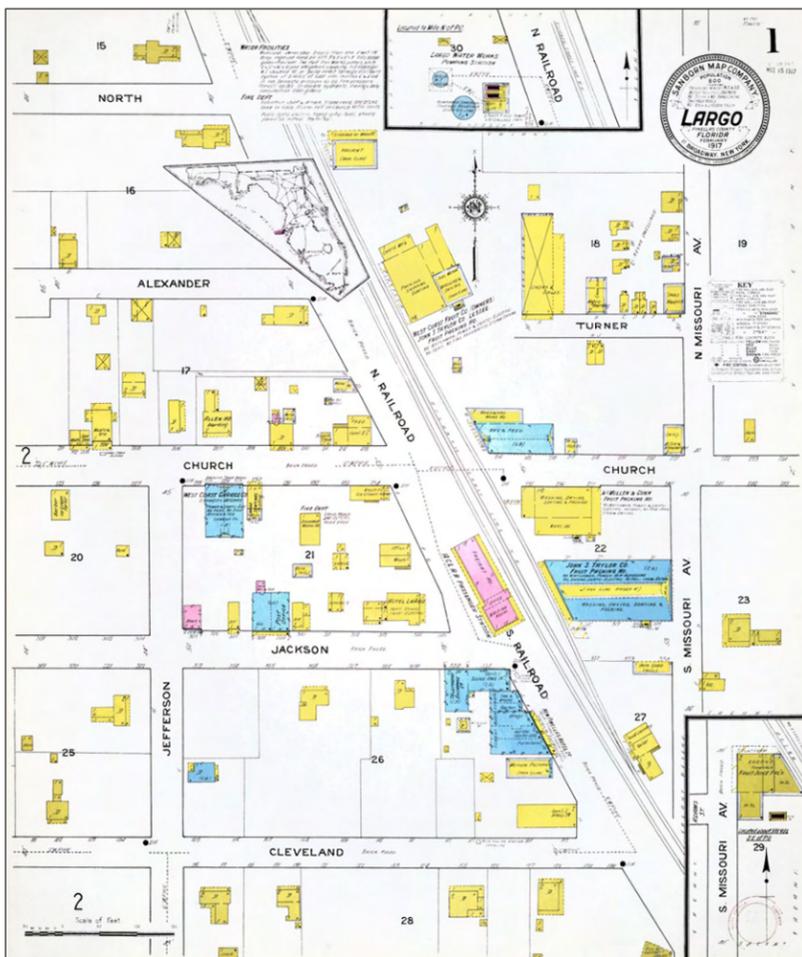
Although over 10,000 buildings and structures have been recorded on the FMSF for Pinellas County, this number represents only a small percentage of the overall built environment that exceeds 50 years of age. A comparison of identified build dates for tax parcel data

provided by the Property Appraiser's Office with FMSF structure data, shows that FMSF surveyed buildings and structures account for only 11 percent (n=9993) of Pinellas County's known building stock developed between the years of 1850 and 1960. Build dates for 38 of the total 10,031 surveyed buildings and structures have not yet been determined.

Maps 15a, 15b, 15c, and 15d are classified by four primary periods of development and illustrate areas of FMSF survey coverage compared to likely resource locations in Pinellas County. Table 26 indicates that the periods of development from 1930-1945 during the Great Depression and World War II, and in the post-war era from 1946 to 1960, represent the greatest disparity between surveyed and non-surveyed properties.

Table 26. Numbers and Percentages of Surveyed to Non-surveyed Buildings in Pinellas County by Period of Development

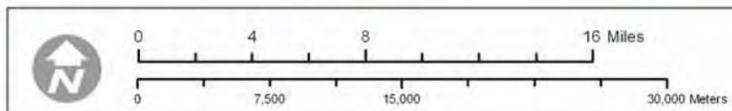
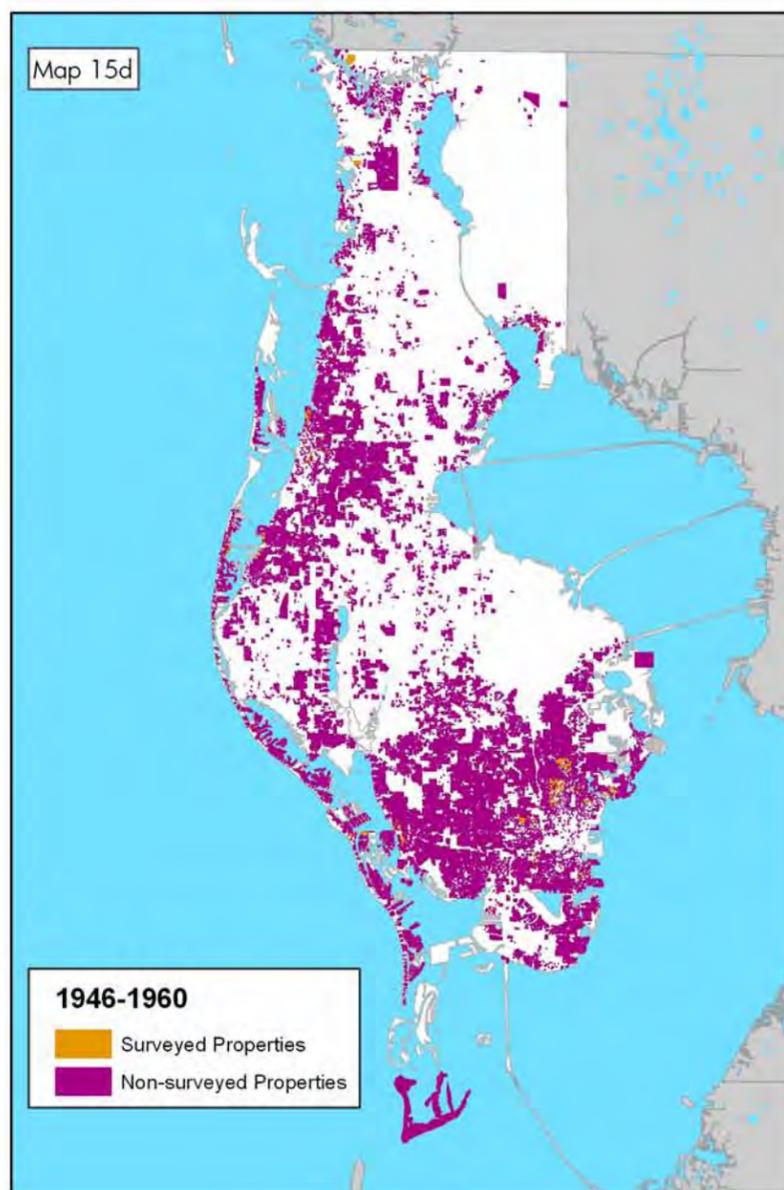
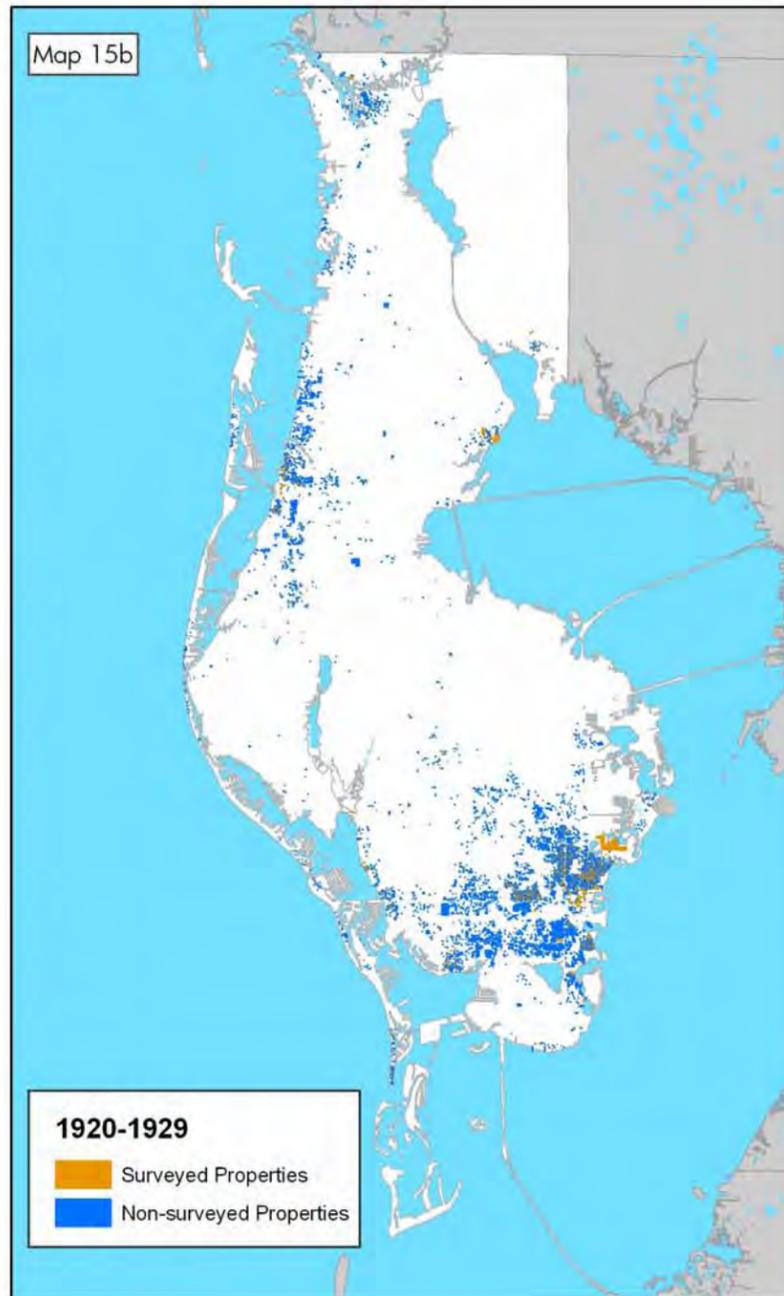
Period of Development	Surveyed Properties	Non-surveyed Properties	% of Surveyed Properties
1850-1919	1,254	1,326	95%
1920-1929	5,427	11,391	48%
1930-1945	2,698	8,176	33%
1946-1960	614	70,811	1%
Total	9,993	91,704	11%



Sanborn Map of the City of Largo, 1917 (Courtesy of the University of Florida, Georgia A. Smathers Library).



Aerial View of the Development of the Meadowland Subdivision in St. Petersburg, 1956 (Courtesy of the Airflite Aerial Photographers Collection, University of South Florida, Tampa Campus Library).



Map 15 - Periods of Development in Pinellas County

SCHOOLS

Examination of Property Tax Appraiser GIS data has identified 105 school buildings built between 1901 and 1960 in Pinellas County as illustrated in Map 16. At present, only 14 of these resources have been recorded on the FMSF. These school buildings may be significant for architecture and education as well as for the context of social history relating to desegregation of schools in Pinellas County during the Civil Rights Era of the late 1950s and 1960s. This list contains both public and private institutions with educational levels ranging from elementary school to college. Also, some current school buildings may have been changed from the original historic use of the property (e.g. Admiral Farragut Academy and the Rolyat Hotel, which is now the Stetson University School of Business). Table 27 classifies the number of recognized school buildings by decade of construction. A full list of non-surveyed school building resources can be found in Appendix E.

Table 27. School Buildings in Pinellas County Built Between 1900-1960

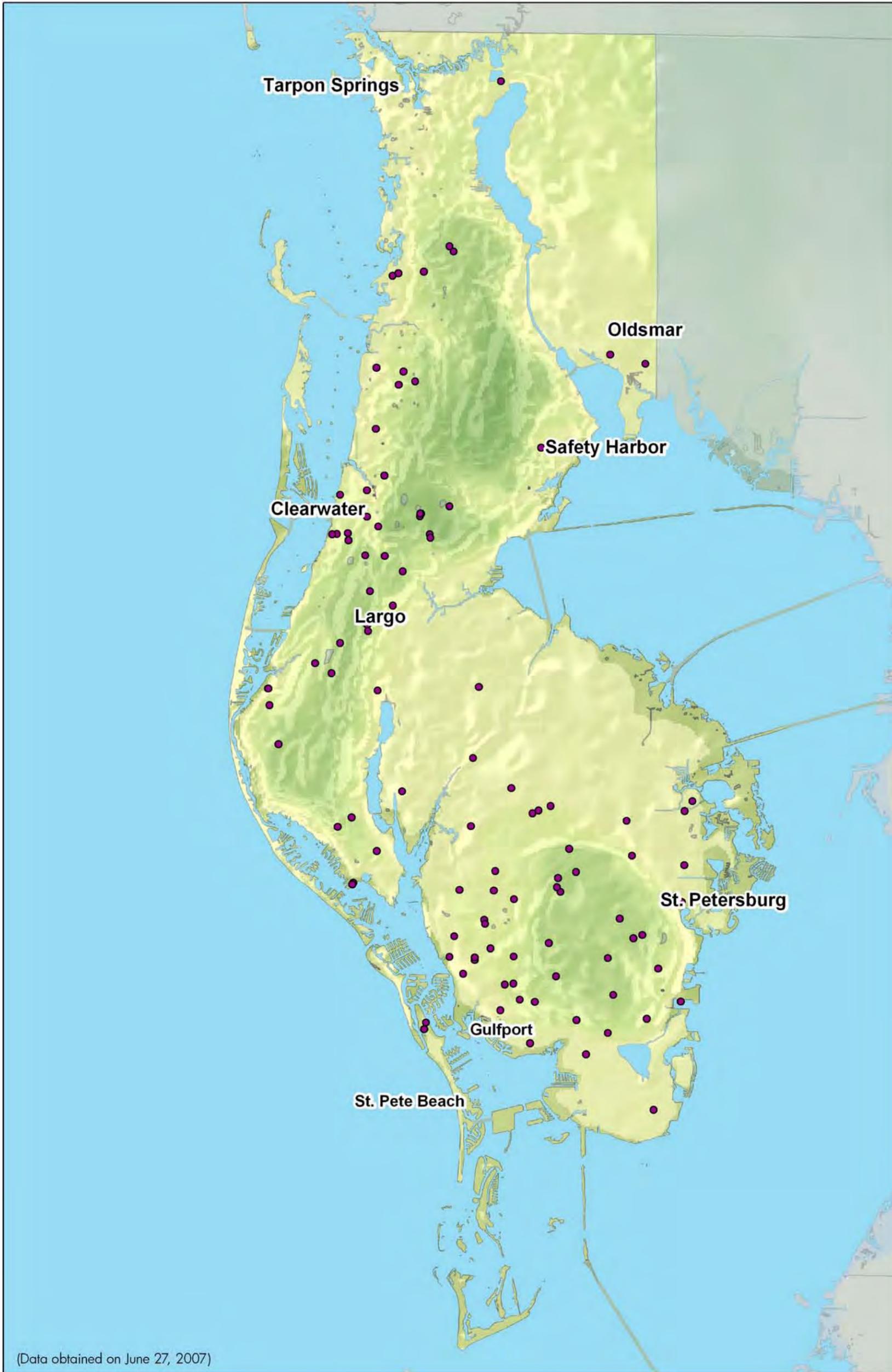
Decade of Construction	Non-surveyed School Buildings	Recorded on FMSF
1900-1909	0	2
1910-1919	1	2
1920-1929	7	5
1930-1939	6	2
1940-1949	4	1
1950-1959	60	2
1960	13	0



Opening Ceremonies for the John B. Stetson University Law School, 1954 (Courtesy of the State Library and Archives of Florida).



Clearwater High School, 1956 (Courtesy of the State Library and Archives of Florida).



Map 16 - Non-surveyed School Buildings

0 2 4 8 Miles
0 3.75 7.5 15 Kilometers

HOTELS/MOTELS

Analysis of Pinellas County Tax Appraiser Office parcel tax data has produced a list of 358 commercially zoned hotel or motel properties built between 1900 and 1965 that have not been recorded on the FMSF (Map 17). These resources may be significant for their association with tourism in Pinellas County during the twentieth century and for architecture. Table 28 compares the number of non-surveyed hotels and motels to the 51 buildings recorded on the FMSF by the decade of construction. A full list of non-recorded hotel and motel properties in Pinellas County can be found in Appendix E.

Table 28. Hotel/Motel Buildings in Pinellas County Built Between 1900-1965

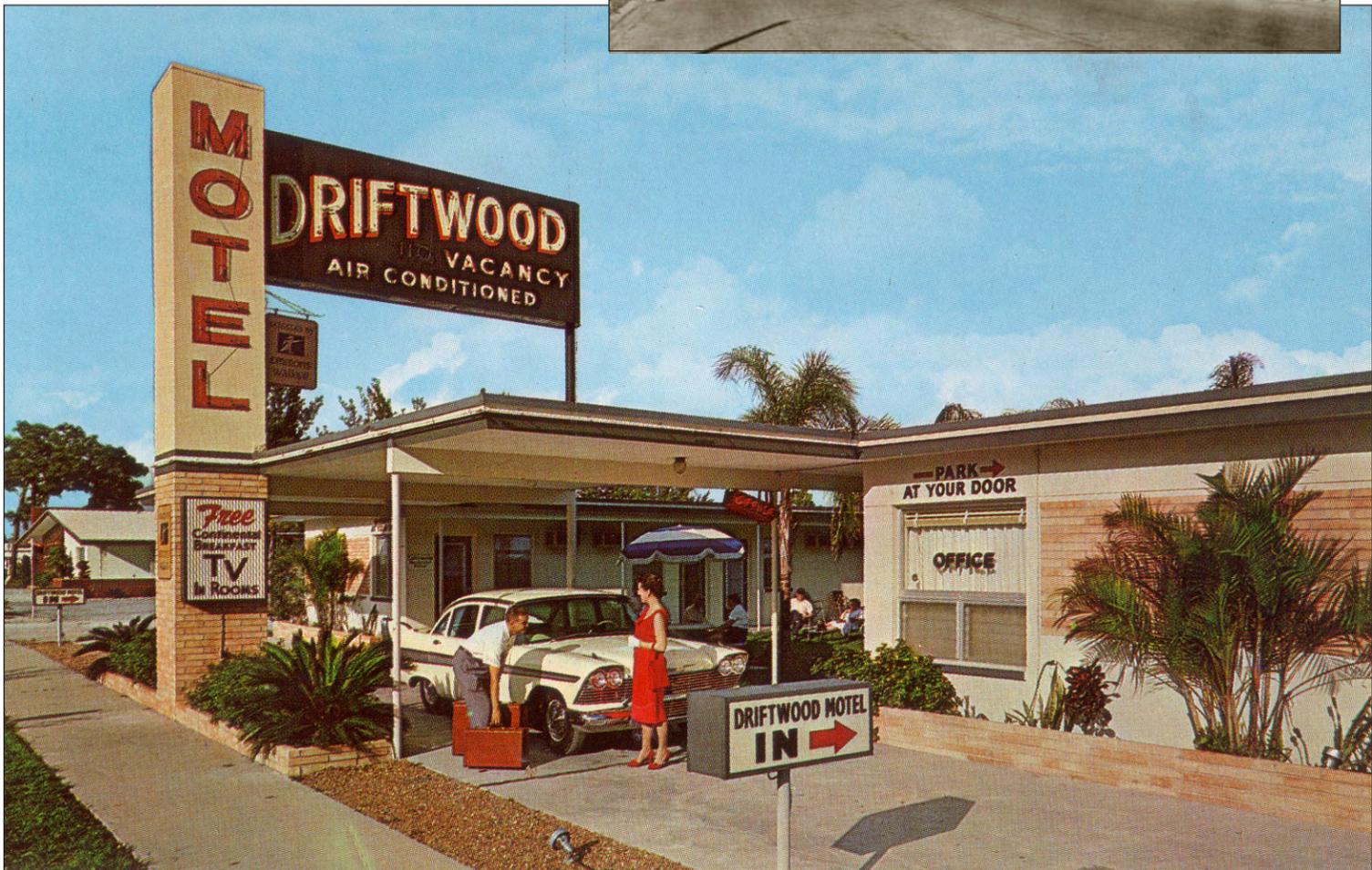
Decade of Construction	Non-surveyed Hotels/Motels	Recorded on FMSF
1900-1909	1	5
1910-1919	1	10
1920-1929	10	17
1930-1939	7	5
1940-1949	76	7
1950-1959	230	6
1960-1965	33	1



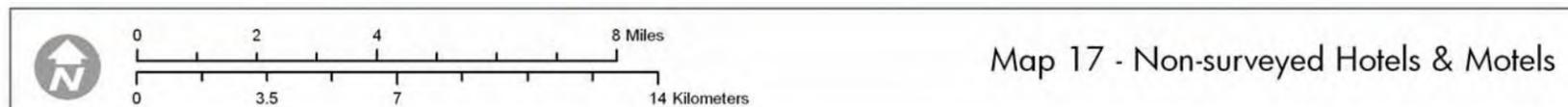
Palm Aire Motel, 34th Street N , St. Petersburg.



Hotels In Clearwater Beach, 1965 (Courtesy of the State Library and Archives of Florida).



Postcard Image of the Driftwood Motel, circa 1950s, St. Petersburg (Courtesy of the Pinellas County Heritage Village Image Collection).



Map 17 - Non-surveyed Hotels & Motels

MOBILE HOME PARKS

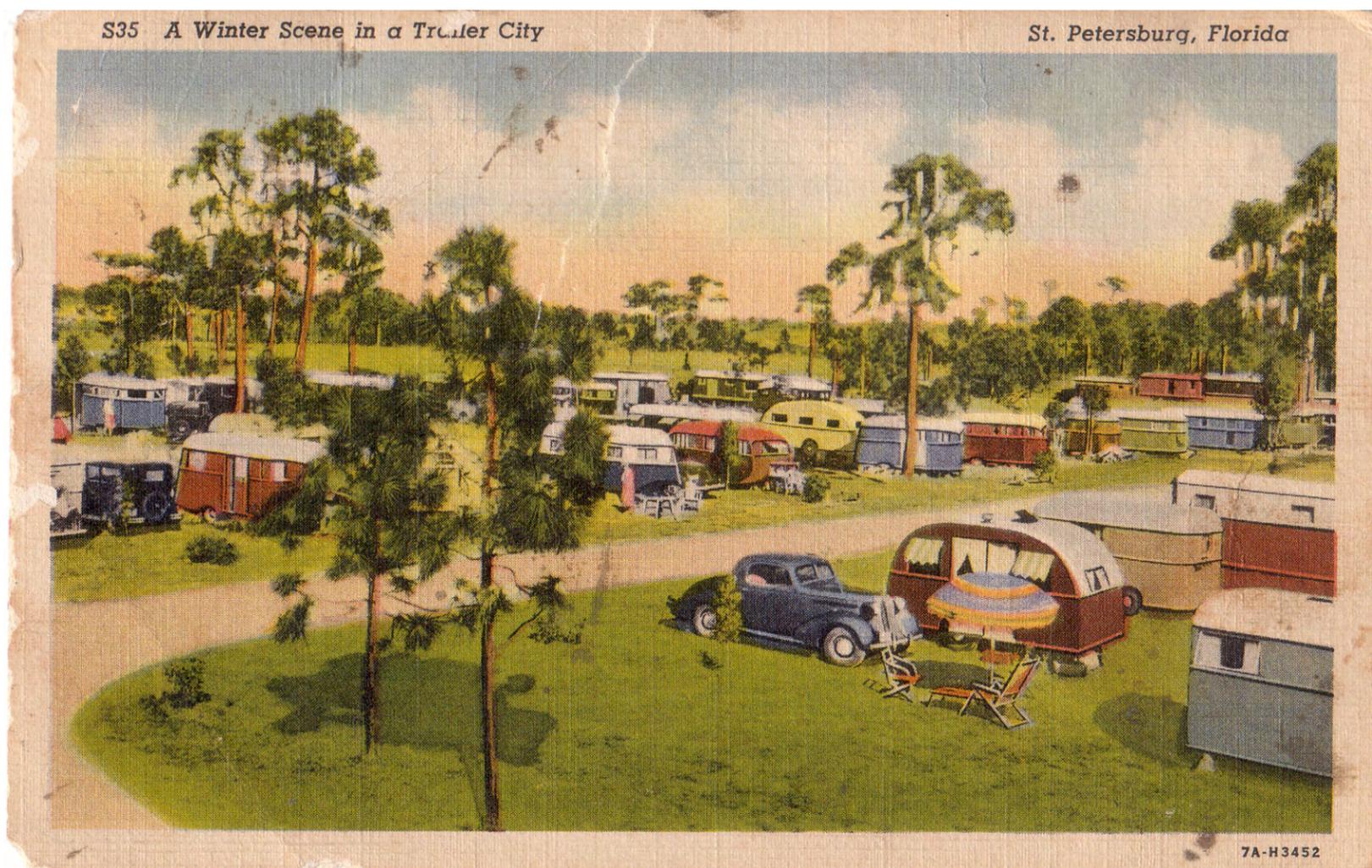
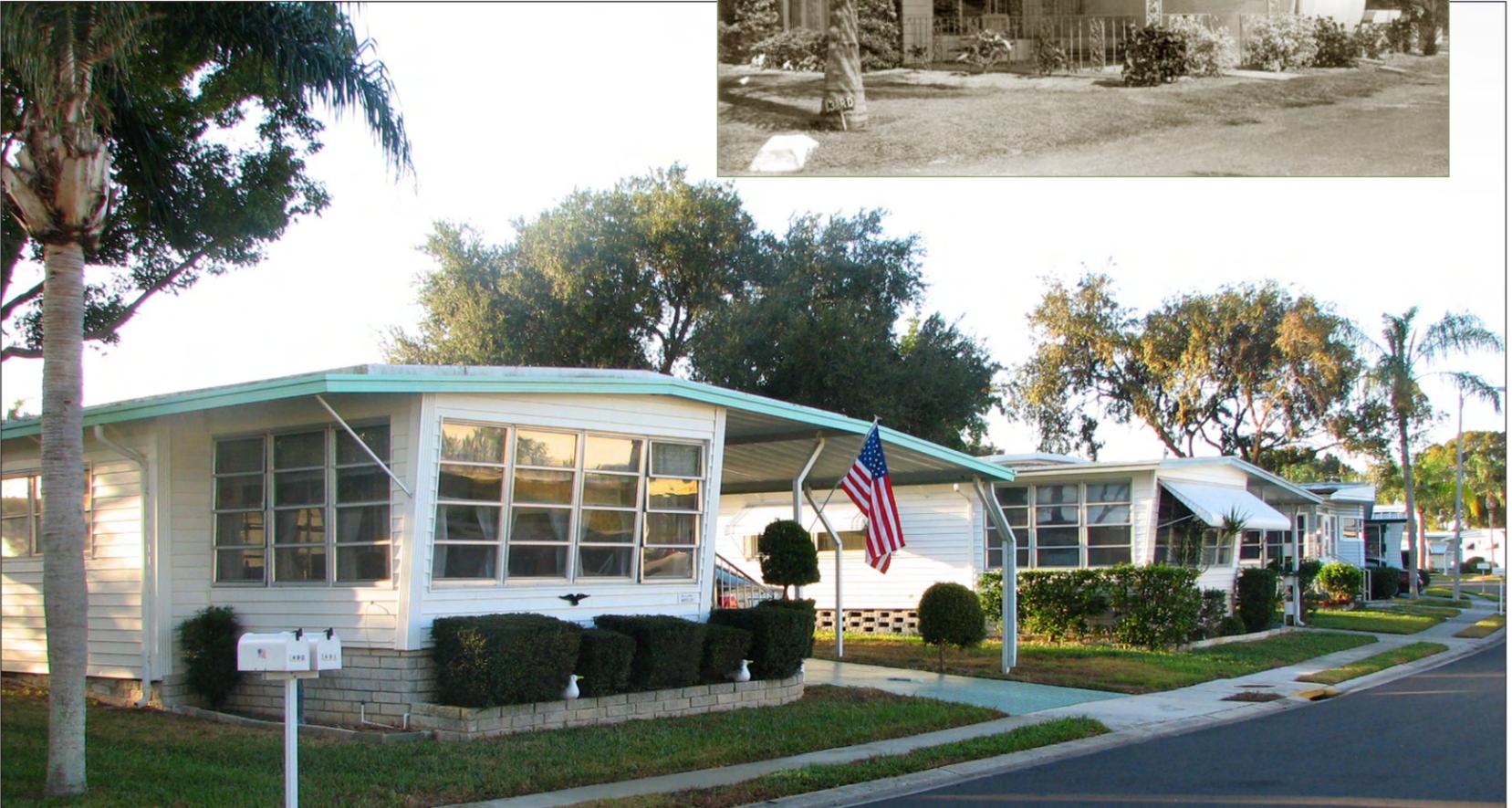
Pinellas County Property Appraiser's Office GIS data identifies 199 tax parcels zoned for mobile home parks built prior to 1965 as illustrated in Map 18. Although most mobile home parks and travel trailer campgrounds sprang up in the decades following World War II, these

important resources are associated with the history of tourism and automobile transportation in Pinellas County, reaching as far back as the 1920s.

Lakeside Mobile Home Park in Clearwater, 1957 (Courtesy of the State Library and Archives of Florida).



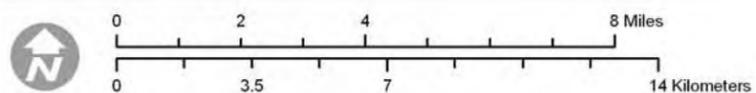
Fairway Village Mobile Home Park, Largo.



Postcard Image of a Mobile Home Park in St. Petersburg, circa 1930s (Image Courtesy of the Pinellas County Heritage Village Image Collection).



(Data obtained on June 27, 2007)



Map 18 - Mobile Home Park Resources

LINEAR RESOURCES

Linear resources are structures such as roads, railroads, canals, trails, power lines, and associated adjacent features (buildings, structures, objects, sites, and materials) significant for contributions in the areas of transportation, commerce, engineering, and community development. Linear resources over 50 years old are considered eligible under Criterion A and Criterion C for the NRHP. Ruins of linear resources identified through archaeological investigation are to be treated as archaeological sites and may be considered eligible under Criterion D in cases where additional work is likely to yield valuable historical information. Boundaries for active and abandoned linear resources are based on the historic right-of-way of the resource.

At the time of this survey, there were no recorded linear resources in Pinellas County. Future consideration should be paid however, to four components of the built environment that may qualify as historic linear resources associated with the transportation history, economy, and pattern of development in Pinellas County throughout the nineteenth and twentieth centuries: the local, or county road networks, railroads, canal systems, and segments of the U.S. Highway System.

County Roads. Map 19a provides an illustration of Florida Department of Transportation (FDOT) GIS data showing the current network of local municipal and county-owned roads in Pinellas County. In some cases, these road corridors are the remaining impress of former wagon trails that once traversed the county during the nineteenth century and which were later paved over for automobile use. Others are portions of the original road system constructed by the Pinellas County government during the early decades of the twentieth century. Today, sometimes only the place names, such as Old Coachman, Old Tampa, and Bryan Dairy Farm are the last vestiges of the road's historic use or the families and settlements that they once connected. A list of Pinellas County owned roads can be found in Appendix E.

Railroads. The former Orange Belt Line Railroad, established in 1887 (later named the Atlantic Coast Line Railroad in 1902) and Seaboard Air Line Railroad, which was extended into Pinellas County in 1927, are the two primary railroad linear resources as shown in Map 19b. Both railroad companies played crucial roles in shaping the settlement patterns and economic development of Pinellas County throughout the late nineteenth and twentieth centuries. In 1967, the two lines merged to become the Seaboard Coast Line Railroad (of which the Fred Marquis Pinellas Trail currently comprises former abandoned segments). Today, both lines are owned by the CSX Corporation, which purchased the Seaboard Coast Line Railroad in 1980.

Canals. Both upland (or inland) and finger-fill type canal systems represent a largely under-recorded group of linear resources associated with the agricultural, tourism, and community development themes of Pinellas County. Since the early twentieth century, canal waterways have been constructed in the county to facilitate agricultural irrigation and cultivation, to operate as drainage and flood control

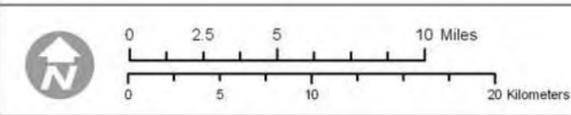
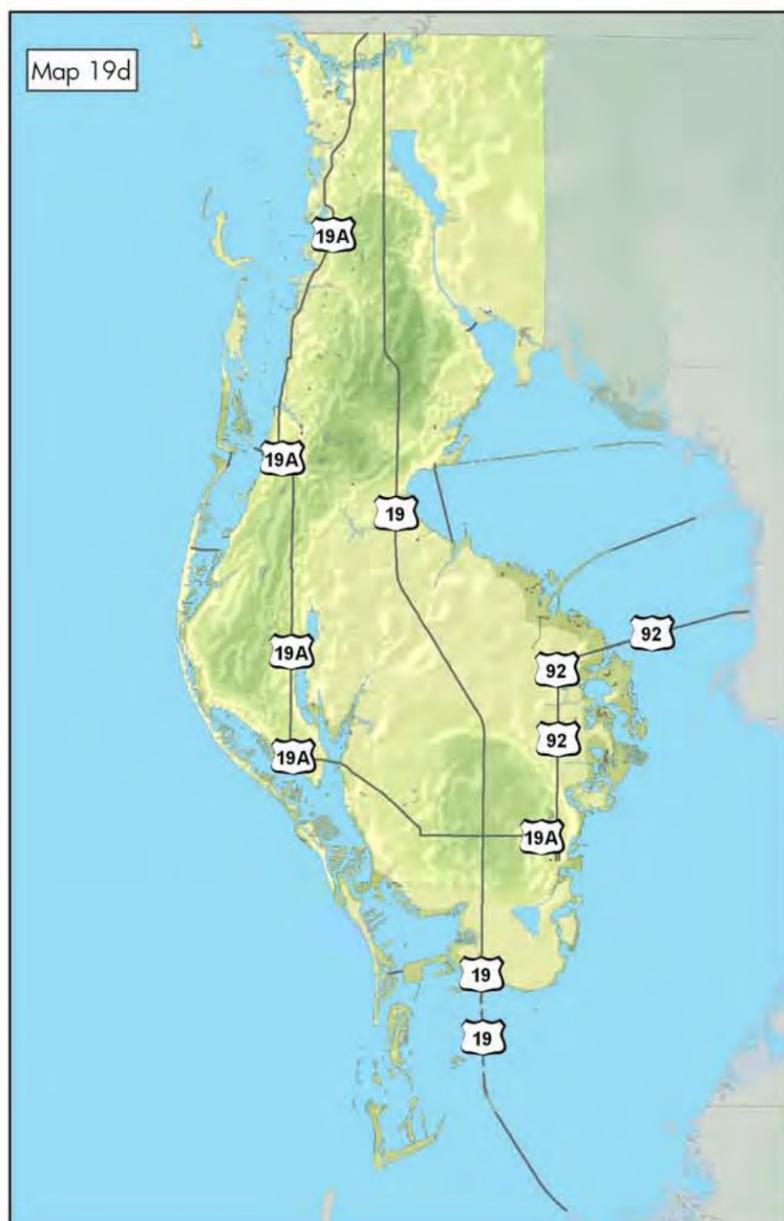
mechanisms, and to serve navigational, recreational, and private residential purposes (Cervone 2004). Information gathered as part of the Pinellas County Water Resources Atlas (www.pinellas.wateratlas.usf.edu) and from county GIS hydrology data and topographic maps has identified 27 canal systems including the historic Cross Bayou Canal (1917), and the Lake Tarpon Outfall Canal (1967) as shown in Map 19c. Although a total number of the county's canal inventory with verifiable construction dates remains incomplete, this list may serve as a starting point for future documentation of these resources.

Table 29. Identified Canal Linear Resources in Pinellas County

Canal Name	Length	Year Built
45th Ave NE Canal*	1 Mile	more information needed
54th Ave E Canal*	2 Miles	more information needed
70th Ave N Canal*	1 Mile	more information needed
Cross Bayou Canal*	7 Miles	1917
Innisbrook Canal*	3 Miles	more information needed
Lake St. George Canal*	0 Miles	more information needed
Lake Tarpon Outfall Canal*	3 Miles	1967
Pinebrook Canal*	2 Miles	more information needed
Roosevelt Canal*	1 Mile	more information needed
Sawgrass Lake East Outfall Canal*	1 Mile	1951
Sawgrass Lake North Outfall Canal*	1 Mile	1951
Sawgrass Lake West Outfall Canal*	2 Miles	1951
Seminole Bypass Canal*	4 Miles	1977
Minnow Canal	more information needed	more information needed
Jesse's Canal	more information needed	more information needed
Capri Isle Canal	more information needed	more information needed
112th Ave Canal	more information needed	more information needed
Low Head Canal	more information needed	more information needed
Westwinds Canal	more information needed	more information needed
Crosswinds Canal	more information needed	more information needed
Shore Drive Canal	more information needed	more information needed
Long Branch Canal	more information needed	more information needed
Graff Canal	more information needed	more information needed
Roth's Canal	more information needed	more information needed
Smack's Bayou Canal	more information needed	more information needed
Venetian Canal	more information needed	more information needed
Horseshoe Canal	more information needed	more information needed

*Source: www.pinellas.wateratlas.usf.edu/navigator/waterbodylist2.asp

U.S. Highway System. U.S. Highway routes may be important historic linear resources due to their association with twentieth-century tourism and transportation in Pinellas County. The extension of the U.S. Highway 19 ushered in the arrival of the 'tin-can tourist' to Pinellas in the 1920s as vacationers from the Northeast and Midwest packed up their automobiles and mobile trailers and headed south for fun and sun. Map 19d shows the routes for U.S. Highway 19, U.S. Alternate 19, and U.S. Highway 92. Alternate U.S. 19, which travels along the Gulf Coast north of Clearwater down to St. Petersburg, represents the original route of U.S. Highway 19 when it was completed through Pinellas County in 1930. U.S. Highway 19 was re-routed to the current right-of-way and U.S. Highway 92 was extended west into Pinellas County during the early 1950s.



Map 19 - Linear Resources in Pinellas County

BRIDGE RESOURCES

FMSF data retrieved in June 2007 contains a listing of 33 historic bridges in Pinellas County. The Florida Department of Transportation (FDOT), Office of Maintenance Bridge Inspection Reports identifies

an additional 62 state highways, local roads, and railroad bridges in Pinellas County that have been built prior to 1963, but are not recorded on the FMSF. In some instances, more than one FDOT identification

Table 30. Non-surveyed Pinellas County Bridges Built Prior to 1963

Owner	FDOT Bridge #	Structure Name	Roadway	Facility Crossed	Year Built	Reconstructed
State	150006	US 19A/Anclote River	ALT US 19 / SR 595	Anclote River	1956	
State	150007	SR590 over Stevens Creek	SR 590	Stevens Creek	1927	1970
City or Municipal	150009	Philippe Pkwy/Mullet Creek	Philippe Pkwy	Mullet Creek	1926	
State	150013	SR 580A/Moccasin Branch	SR580A St / Pete Drive	Moccasin Branch	1941	
State	150014	4th St. SB over Big Island	SR 687	Big Island Gap	1959	
County	150020	Indian Rocks Rd. - Church Creek	Indian Rocks Rd.	Church Creek	1954	
State	150024	US 92 over Turner Creek	US 92 / SR 687 & 600	Turner Creek	1950	
State	150025	US 92 over Tinney Creek	US 92 / SR 687	Tinney Creek	1950	1963
State	150028	Welch Causeway Drawbridge	SR 666	Intracoastal Waterway	1962	
State	150033	US 19 over Alligator Creek	US 19 / SR 55	Alligator Creek	1948	1982
State	150036	US 19 over Allen Creek	US 19	Allen Creek	1951	1982
State	150042	US 19 over Pinellas Trail	ALT US 19 / SR 595	Pinellas Trail	1957	
State	150043	SR 60 over Clearwater Harbor	SR 60	Clearwater Harbor	1960	
State	150045	US19 A over Cedar Creek	ALT US 19 / SR 595	Cedar Creek	1958	
State	150046	US 19A over Curlew Creek	ALT US 19 / SR 595	Curlew Creek	1923	1958
State	150047	US 92 over Placido Bayou	SR 687 / US 92	Placido Bayou	1937	
State	150049	Pinellas Bayway Structure E	SR 679	Boca Ciega Bay	1961	1996
State	150050	Bayway Structure C Drawbridge	SR 682	Intracoastal Waterway	1962	
State	150052	Bayway Structure A WB	SR 682 WB	Boca Ciega Bay	1962	1986
State	150061	US 19 over Joe's Creek	US 19	Joes Creek	1952	
State	150065	SR 686 / Cross Bayou Canal	SR 686	Cross Bayou Canal	1955	
State	150070	Ulmerton Rd. / Long Branch Canal	SR 688 / Ulmerton Rd.	Long Branch Canal	1962	
State	150082	US 19 / CSX RR Pin Trail	US 19 / SR 55	CSX RR	1959	1981
State	150107	Howard Frankland NB	I-275 NB	Tampa Bay	1959	1992
State	150108	4th St. NB over Big Island	SR 687	Big Island Gap	1959	
State	150111	SR 651 / Stevens Creek	SR651 / Court St.	Stevens Creek	1952	1997
State	150112	Indian Rocks Drawbridge EB	SR 688 / Walsingham	Intracoastal Waterway	1958	1999
State	150217	SR 694 over Sawgrass Creek	Gandy Blvd & Grand Av.	Sawgrass Creek	1951	1977
State	150941	US 19 over CSX RR	US 19 / SR 55	CSX RR	1952	1975
State	150951	Bayway Structure B WB	SR 682	Boca Ciega Bay	1962	1985
County	154000	Beckett Bridge	North Spring Blvd.	Whitcomb Bayou	1924	1996
County	154003	Westwinds Drive over Westwinds Canal	Westwinds Drive	Westwinds Canal	1956	
County	154004	Crosswinds Drive over Crosswinds Canal	Crosswinds Drive	Crosswinds Canal	1958	
County	154371	San Martin Blvd. at Riviera Bay	San Martin Blvd.	Riviera Bay	1962	
City or Municipal	155000	Winston Dr. / Graff Canal	Winston Dr	Graff Canal	1950	1984
City or Municipal	155001	N Pine Circle / Roths Canal	North Pine Circle	Roths Canal	1950	1984
City or Municipal	157103	18th Ave. S / Salt Creek	18th Avenue S	Salt Creek	1958	
City or Municipal	157105	7th St. S / Salt Creek	7th St. S	Salt Creek	1946	
City or Municipal	157122	1st Ave S / Booker Creek	1st Ave S	Booker Creek	1955	
City or Municipal	157123	Central Ave / Booker Creek	Central Ave	Booker Creek	1921	2002
City or Municipal	157124	1st Ave. N over Booker Creek	1st Ave. N	Booker Creek	1926	
City or Municipal	157125	16th St. N / Booker Creek	16th St. N	Booker Creek	1925	
City or Municipal	157126	17th St. N over Booker Creek	17th St. N	Booker Creek	1953	
City or Municipal	157152	31st Ave. NE / Smacks Bayou Canal	31st Ave. NE	Smacks Bayou Canal	1960	
City or Municipal	157154	Nathaniel J Upham Bridge	40th Ave. NE	Placido Bayou	1961	1990
City or Municipal	157160	64th St. S / Bear Creek	64th St. S	Bear Creek	1957	
City or Municipal	157161	1st Ave. S / Bear Creek	1st Ave. S	Bear Creek	1961	
City or Municipal	157162	Central Ave. / Bear Creek	Central Ave.	Bear Creek	1953	
City or Municipal	157163	1st Ave. N / Bear Creek	1st Ave. N	Bear Creek	1953	
City or Municipal	157185	Bayou Grande Blvd. NE / Bayou Grande Canal	Bayou Grande Blvd. NE	Bayou Grande Canal	1957	
City or Municipal	157186	Venetian Blvd. / Venetian Canal	Venetian Blvd.	Venetian Canal	1957	
City or Municipal	157187	Shore Acres / Horseshoe Canal	Shore Acres Blvd.	Horseshoe Canal	1957	
City or Municipal	157189	Overlook Dr NE / Smacks Bayou	Overlook Dr. NE	Smacks Bayou	1965	
City or Municipal	157196	39th Ave. South / Big Bayou	39th Ave. S	Big Bayou	1955	1999
City or Municipal	157197	45th Ave. South / Little Bayou	45th Ave. S	Little Bayou	1961	1999
City or Municipal	157263	1st St. North / Low Head Canal	1st St. N	Low Head Canal	1960	1998
City or Municipal	157302	38th St S / Minnow Canal	38th St. S	Minnow Canal	1940	
City or Municipal	157317	Jesse's Canal	37th St. S	Jesse's Canal	1960	
City or Municipal	157367	58th St North / Bear Creek	58th St. N	Bear Creek	1959	
City or Municipal	157501	21st Ave. / Little Mcpherson Bayou	21st Ave.	Little Mcpherson Bayou	1954	1980
City or Municipal	157860	116th Ave. / Capri Isle Canal	116th Ave.	Capri Isle Canal	1958	
City or Municipal	157880	112th Ave. over 112th Ave. Canal	112th Ave.	112th Ave Canal	1956	1990

Source: Florida Department of Transportation, Office of Maintenance, Florida Bridge Information Report, January 2008

number may be assigned to a single bridge structure (e.g. 150024 and 150025 for US 92 over Tinney Creek). A list of these structures is provided in Table 30.

In a 2004 study, *The Historic Highway Bridges of Florida*, the FDOT recommended nine of these bridges as eligible for inclusion on the NRHP (Table 31).

Table 31. FDOT Recommended NRHP Eligible Bridges in Pinellas County

Bridge Name	FDOT#	FMSF#	Bridge Type	Year Built
Tierra Vista [13th Street]	154701	PI08738	Concrete Girder	1957
Booker Creek/Burlington Ave.	157127	PI08747	Concrete Girder	1942
Fish Basin	154100	PI08732	Arch--Deck	1928
Belleview Bridge	159901	PI08749	Arch--Deck	1915
Tierra Vista [Madonna Blvd.]	154700	PI08737	Concrete Girder	1957
Marsh [Moss] Rainbow Arch	150113	PI08730	Arch--Through	1927
Salt Creek #1	150022	PI08726	Arch--Deck	1937
Snell Isle	157191	PI08748	Movable--Bascule	1928
Treasure Island Causeway	157800	PI10574	Movable--Bascule	1939

FDOT bridge location data was not available for many of the bridges cited in Table 30. Therefore, no compilation map is presented.



The Tierra Vista Bridge (aka the 13th Street Bridge), built in 1957, Pinellas County (Source: *Historic Highway Bridges of Florida*).



The Snell Island Bridge in St. Petersburg (Source: *Historic Highway Bridges of Florida*).

CEMETERY RESOURCES

Currently, there are eight recorded cemeteries in Pinellas County listed in the FMSF database. Analysis of GIS property land use data provided by the Pinellas County Planning Department, used in conjunction with cemetery survey documentation jointly conducted by the Pinellas and Suncoast Genealogical Societies, has produced a list of 13 additional cemeteries that may be significant for their association with early pioneer families and settlement of Pinellas County during the nineteenth and twentieth centuries. Table 32 provides the names of these cemeteries, the vicinity in which they are located, and the year each was established. Cemetery locations throughout the county are shown in Map 20.

Table 32. Non-surveyed Cemeteries in Pinellas County, 50 Years of Age or Older

Cemetery Name	Municipality	Year Established
Anona Pioneer/Old Anona Cemetery	Largo	1880
Clearwater Municipal Cemetery	Clearwater	1877
Cycadia Cemetery	Tarpon Springs	1887
Episcopal Church of the Holy Spirit	Safety Harbor	1912
Glen Oaks Cemetery	St. Petersburg	1874
Lincoln Cemetery	St. Petersburg	1926
McMullen Cemetery	Unincorporated Pinellas Co.	1881
Midway Cemetery	Unincorporated Pinellas Co.	1886
Royal Palm Cemetery	St. Petersburg	1921
Rousseau Cemetery	Unincorporated Pinellas Co.	1870
Safety Harbor African American Cemetery	Unincorporated Pinellas Co.	1896
St. Bartholomew Episcopal Church Cemetery	St. Petersburg	1890
Sunnyside Cemetery	St. Petersburg	1880



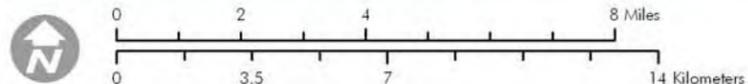
The Cycadia Cemetery (1887), Tarpon Springs (Courtesy of the Pinellas Genealogical Society).



View of the Royal Palm Cemetery (1921), St. Petersburg.



(Data obtained on June 27, 2007)



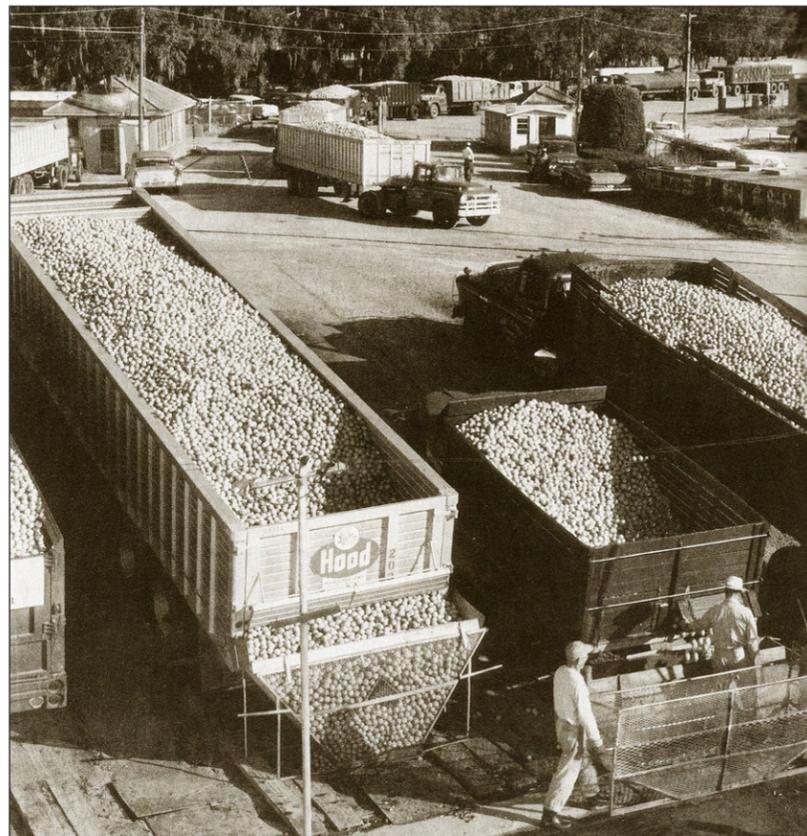
Map 20 - Non-surveyed Cemeteries

AGRICULTURE RELATED RESOURCES

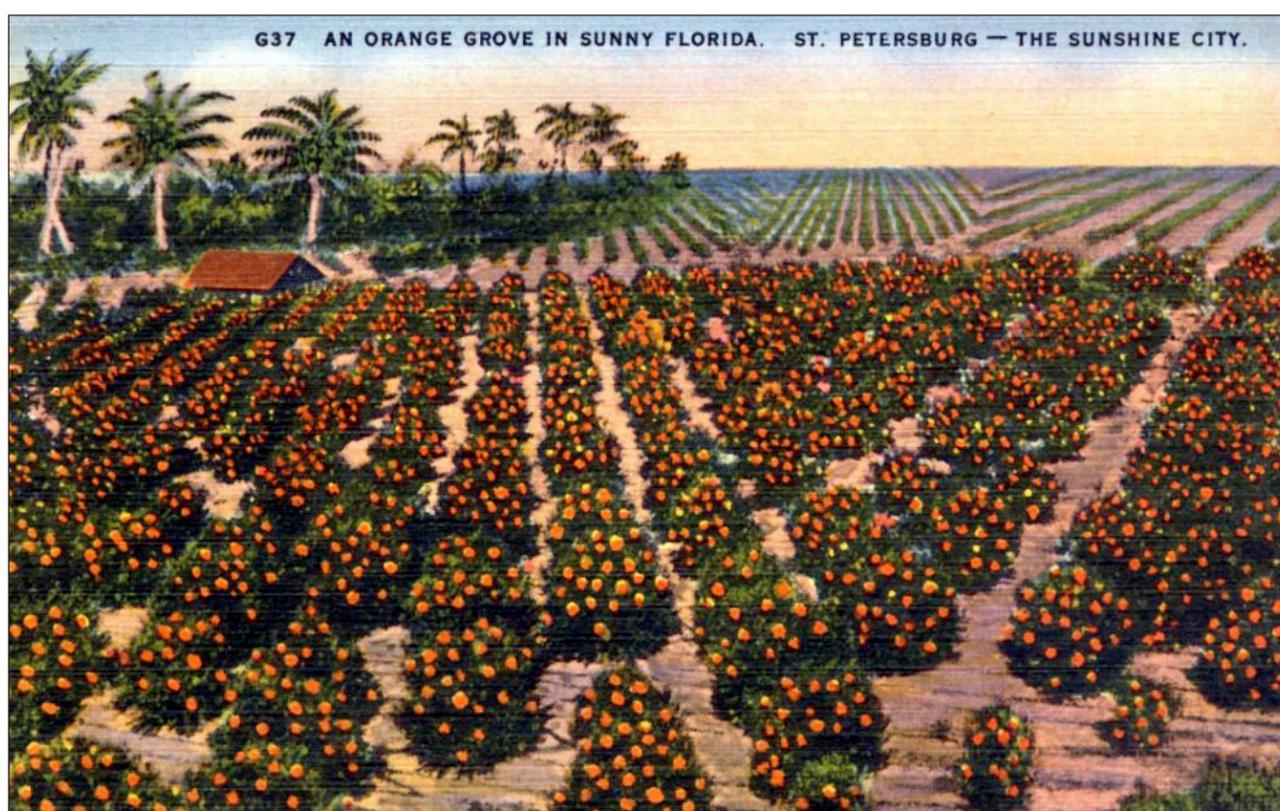
Map 21 shows tax parcels zoned for agricultural citrus orchards, pasture and grazing lands, and commercial fruit packaging by the Pinellas County Property Appraiser's Office. These properties may contain resources and landscapes associated with Pinellas County's rapidly diminishing agricultural past.



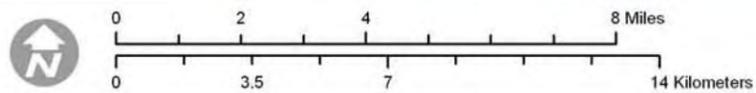
Orange Grove near Clearwater, circa 1920 (Courtesy of the State Library and Archives of Florida).



Unloading Citrus at the H.P. Hood and Sons Plant in Dunedin, circa 1958 (Source: *Dunedin* Vincent Luisi and A.M. de Quesada Jr.).



Postcard Image of a Citrus Grove in St. Petersburg (Courtesy of the Hampton Dunn Collection of Florida Postcards, University of South Florida, Tampa Campus Library).



Map 21 - Potential Agriculturally Related Resources

LOCAL REGISTERS OF HISTORIC PLACES

Local Registers of Historic Places include locally listed buildings, structures, districts, and sites that are considered architecturally or historically significant to the community. Local landmark designation is an official action undertaken by local municipal or county governments through approved enabling legislation or preservation ordinances. Owners of locally designated properties are subject to certain benefits, such as grants and local tax credits, as well as obligations related to the maintenance and preservation of the building or structure. Currently, the Pinellas County government and

the municipalities of Belleair, Dunedin, Gulfport, St. Petersburg, St. Pete Beach, and Tarpon Springs have enabling legislation allowing for the designation and preservation of local landmarks, districts, and sites.

Map 22 shows that a total of 6,016 surveyed structures have been judged eligible for nomination to local landmark registers where applicable. These evaluations were made by the individual surveyor of a given property or site and are only advisory in nature.



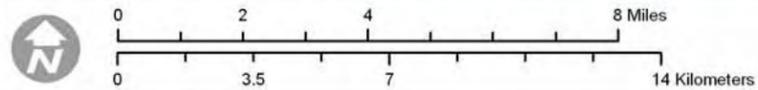
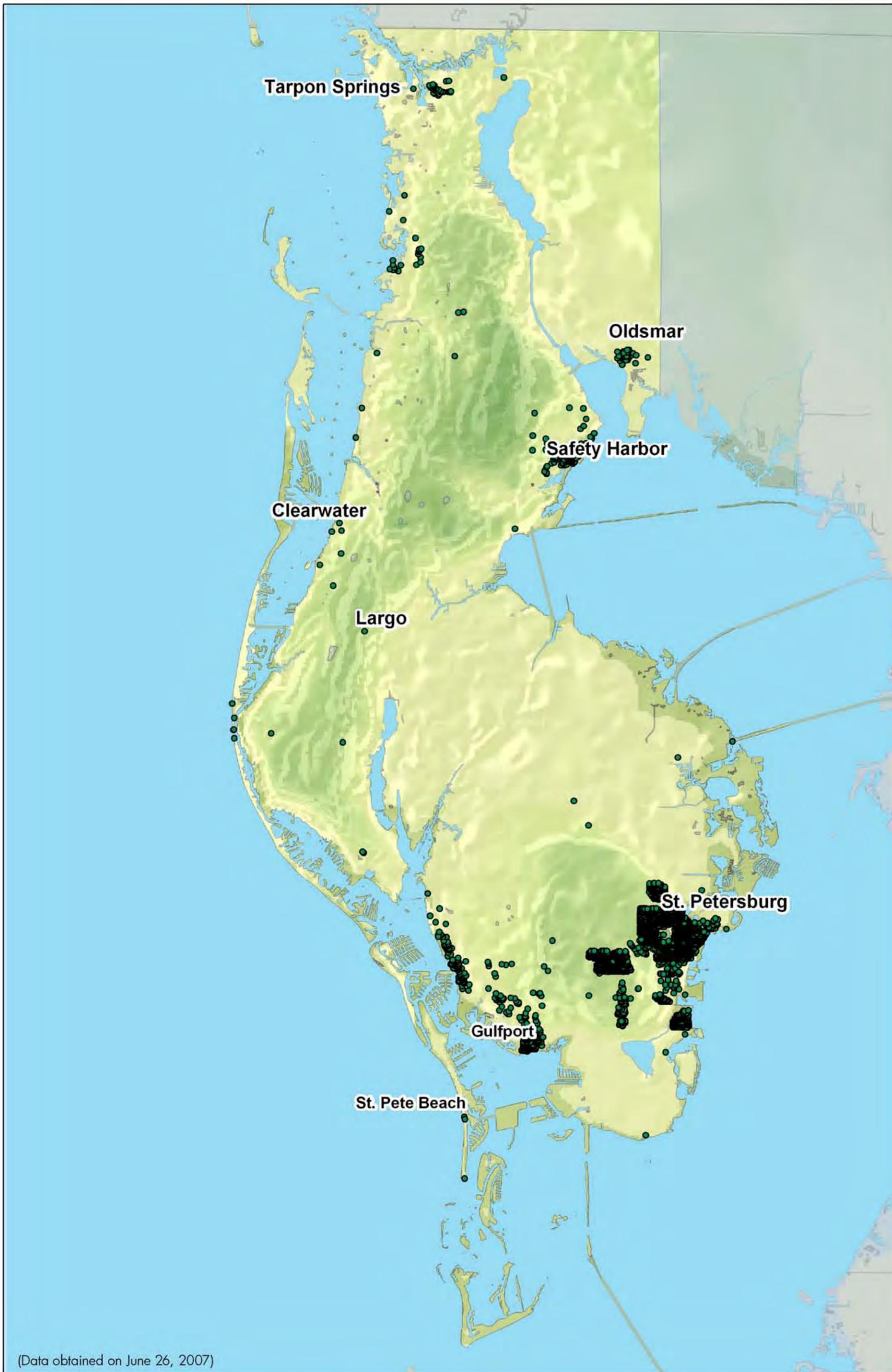
The Dennis/McCarthy Hotel (1926) was listed on the St. Petersburg Register of Historic Places in 1993.



The Old Belleair Town Hall (1931) was listed as a local historic landmark by the City of Belleair.



The Cedars/Bayview Hotel (1905) was recognized as a local historic landmark by the City of Gulfport in 1996 (Source: *Gulfport* by Lynne S. Brown).



Map 22 - Local Register Eligible Resources

LOCAL HISTORIC DISTRICTS

Local historic districts are defined as individual areas containing buildings, structures, and sites determined by the community to be aesthetically or historically significant at the local level. Properties contributing to a local historic district may include resources that maintain architectural and historic integrity and that collectively contribute to the significance of the district. Non-contributing properties are resources that may be less than 50 years old, are significantly altered, or are not associated with the historic theme or significance of the historic district. Boundaries for historic districts are generally derived from the concentration of contributing properties.

Other influencing factors may involve visual barriers such as highways, changes in visual character or new construction, historic municipal, or plat boundaries dating from the period of significance, and different patterns of development.

Currently, there are four existing local historic districts in Pinellas County: the downtown Tarpon Springs Historic District, the Old Palm Harbor Local Historic District in Unincorporated Pinellas County, and the Granada Terrace and Roser Park Local Historic Districts in St. Petersburg (Map 23).



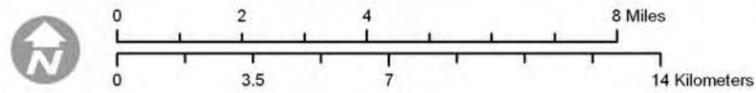
View of the Tarpon Springs Downtown Local Historic District.



View of the Old Palm Harbor Local Historic District.



(Data obtained on June 26, 2007)

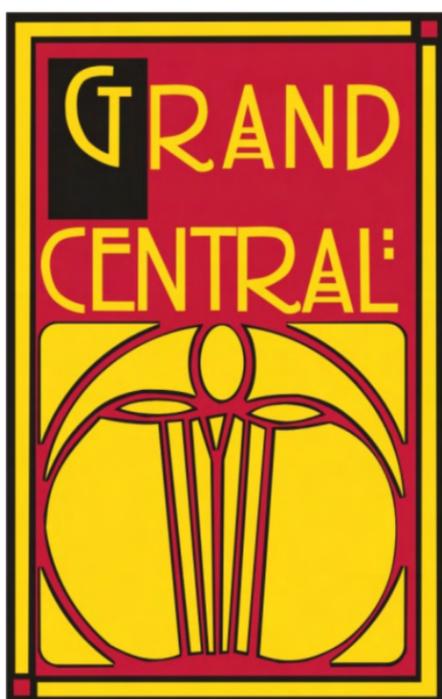


Map 23 - Local Historic Districts

MAIN STREET PROGRAMS

Developed by the National Trust for Historic Preservation in the 1970s, the Main Street Program provides a method for economically revitalizing traditional downtown business districts through historic preservation and local, community initiated marketing and development of these areas. Based on the national model, the Florida Main Street Program, as administered by the Florida Bureau of Historic Preservation, offers up to three years of training and technical assistance to local programs. Eligible communities include cities with populations ranging between 5,000 and 50,000, as well as smaller rural towns and pocket historic commercial districts within larger municipalities.

Presently, there are four designated Florida Main Street Programs in Pinellas County: the Clearwater Main Street, the Palm Harbor Main Street, and the Grand Central District and 22nd Street Main Street programs in St. Petersburg.



PINELLAS COUNTY GRANT INVOLVEMENT

Noted below is a brief overview of some of the more notable federal, state and local funding sources that have been employed in helping to finance the preservation and enhancement of Pinellas County's cultural heritage over the past few years. A more comprehensive list

of recent grant-funded projects in Pinellas County and award amounts may be found in Appendix C.

COMMUNITY DEVELOPMENT BLOCK GRANTS

Established in 1974 as part of the Housing and Community Development Act, the Community Development Block Grant (CDBG) program is an annual grant awarded by the Department of Housing and Urban Development (HUD) to entitlement communities as a means of providing housing and economic development opportunities, primarily for people with low and moderate incomes. As part of this objective, CDBGs may be allocated for historic preservation related activities including acquisition and rehabilitation of historic buildings for public and private use, neighborhood improvements, preservation planning, and heritage tourism. There are three designated entitlement communities in Pinellas County – the cities of St. Petersburg and Clearwater, and the Pinellas County government, which also disburses CDBG allocations to smaller municipalities within the county. Examples of CDBG funded preservation projects in the county include the rehabilitation of Mercy Hospital in St. Petersburg and the revitalization of the historic Dansville Neighborhood.

TRANSPORTATION ENHANCEMENT GRANTS

Transportation Enhancement (TE) grants are part of a federally funded program administered by the Florida Department of Transportation (FDOT) that may be used for historic preservation projects associated with local transportation history and infrastructure. Preservation related projects eligible for TE funding include:

- Acquisition of scenic or historic easements and sites;
- Scenic or historic highway programs including tourist and welcome centers;
- Landscaping and scenic beautification;
- Historic preservation of transportation related historic buildings, historic districts, or access improvements to historic sites;
- Rehabilitation and operation of historic transportation buildings, structures or facilities;
- Conversion of abandoned railway corridors to trails;
- Preservation planning, research, and interpretation; and
- Establishment of transportation museums.

Since 1999, TE grants worth more than \$10 million have gone towards transportation related historic preservation projects in Pinellas County ranging from the restoration of the Anclote Keys Lighthouse, rehabilitation of the Atlantic Coastline Railroad Depot in Tarpon Springs, and the development of the Fred Marquis Pinellas Trail along the abandoned Seaboard Coast Line Railroad corridor. The Pinellas Trail runs the length of the county from Tarpon Springs to St. Petersburg.

FLORIDA PRESERVATION GRANTS, SPECIAL CATEGORY GRANTS, HISTORY MUSEUM GRANTS, ARTS GRANTS

Each year, the Florida Department of State, through the Office of Cultural and Historical Programs, offers grant money to be used for

preservation related projects and activities throughout the state. Florida preservation grant programs include "Small Matching" Preservation Grants, State Legislature funded Special Category Grants, History Museum Grants and Florida Arts Grants. Since 1988, various governmental (regional, county, municipal) and private non-profit organizations in Pinellas County have been awarded over 100 grants, totaling \$8,101,039.91, from the state. This money has gone toward numerous projects such as cultural resource surveys, site excavations, historic property restoration and record preservation, public outreach initiatives and promotion of heritage tourism.

The Cultural Development Grant is a competitive, county-funded program that provides financial support for local, nonprofit, tax-exempt literary, visual and performing arts, and cultural organizations. The Cultural Tourism Grants Program works to promote cultural tourism in Pinellas County through the assistance of local nonprofit arts and cultural organizations with funding for marketing and production expenses of exhibitions, festivals, programs, and events that are open to the general public. Grants from these programs have gone toward educational and operational costs for the St. Petersburg Historical Society and the Safety Harbor Museum of Regional History, as well as for the Dunedin Historical Society exhibition documenting the history of the railroad in Pinellas County.

PREHISTORIC ARCHAEOLOGICAL SENSITIVITY MAP

Map 24, which depicts sensitivity of prehistoric (and possibly historic) archaeological resources, was compiled through the construction of a probability model based on basic environmental factors characterizing Pinellas County. Spatial data concerning soil and water resources were organized in a GIS (Geographic Information System) framework and the intersection of attributes for each data set was utilized to interpret high, medium, and low probabilities for the presence of sites.

Areas featuring a high probability for the presence of cultural resources were within 100 meters of water and/or located on excessively well-drained soils. Locations with a medium probability for the presence of archaeological sites were found within 300 meters of water and/or feature moderately well-drained or somewhat poorly drained soils. The remaining areas that did not fall under these criteria were designated as having a low probability for containing sites.

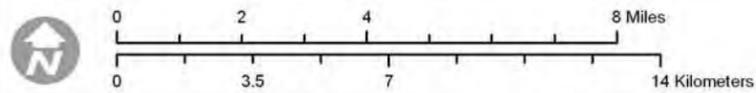
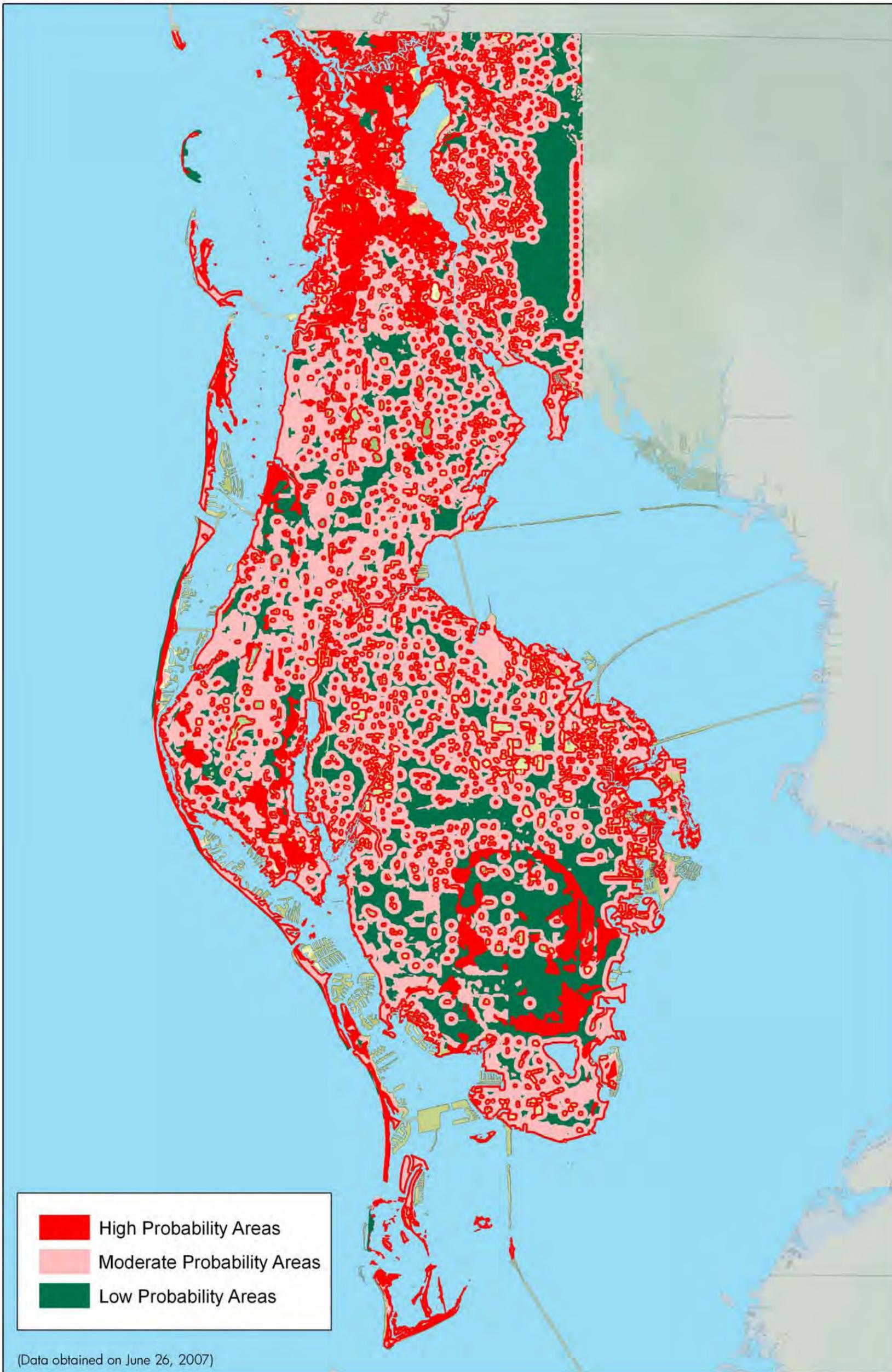
The environmental spatial data used for the model came from publicly available sources and were national data sets. The hydrographic data were compiled by the United States Geological Survey (USGS) from 1:24000-scale Digital Line Graphs (DLG). The data are part of an ongoing project and was last updated in 2007. Hydrological features were treated as a single resource. Bodies of water can serve as a potable resource, as well as a source of marine resources, so water salinity (salt vs. fresh) was not distinguished as a factor in the model. However, manmade bodies of water, like canals and detention ponds, were excluded as hydrographic features in the model. Spatial data concerning soils were also derived from the USGS.

Soil types surveyed in Pinellas County have been organized into a spatial data set in the Soil Survey Geographic (SSURGO) Database. This data set is the most detailed level of soil geographic data developed by the National Cooperative Soil Survey. The information was prepared by digitizing maps, by compiling information onto a planimetric correct base and digitizing, or by revising digitized maps using remote sensing and other information. It depicts information about the kinds and distribution of soils on the landscape. Additionally, the attributes of the soil types, in this case soil drainage, accompany each spatial data set. The soil data were updated in 1990. Rather than using locally derived soil and hydrographic data, national data sets are the most readily available, and the patterns seen in the sensitivity mapping can be compared to adjacent counties or on a regional scale.

The sensitivity model encompassed all of Pinellas County, approximately 175,453 acres. Approximately 70,520 acres were identified as possessing a high probability for prehistoric archaeological resources, while 68,664 acres were found to have a medium probability. The remaining portion was considered low probability for the presence of sites, approximately 36,269 acres. While a basic probability map like this does not supplant ground-truthing through archaeological survey, it can provide insights into the likely location of cultural resources. When compared to spatial data concerning previously recorded archaeological sites, the high probability areas defined under these criteria contained 67 percent of the recorded sites in the county (275 of 409 total), and 23 percent of the previously identified resources fell into the medium probability areas (94 of 409 total). The remaining 10 percent occurred in areas of low site probability.



Archaeological Reconnaissance of Identified Sites was conducted near Clearwater.



Map 24 - Archaeological Resource Sensitivity

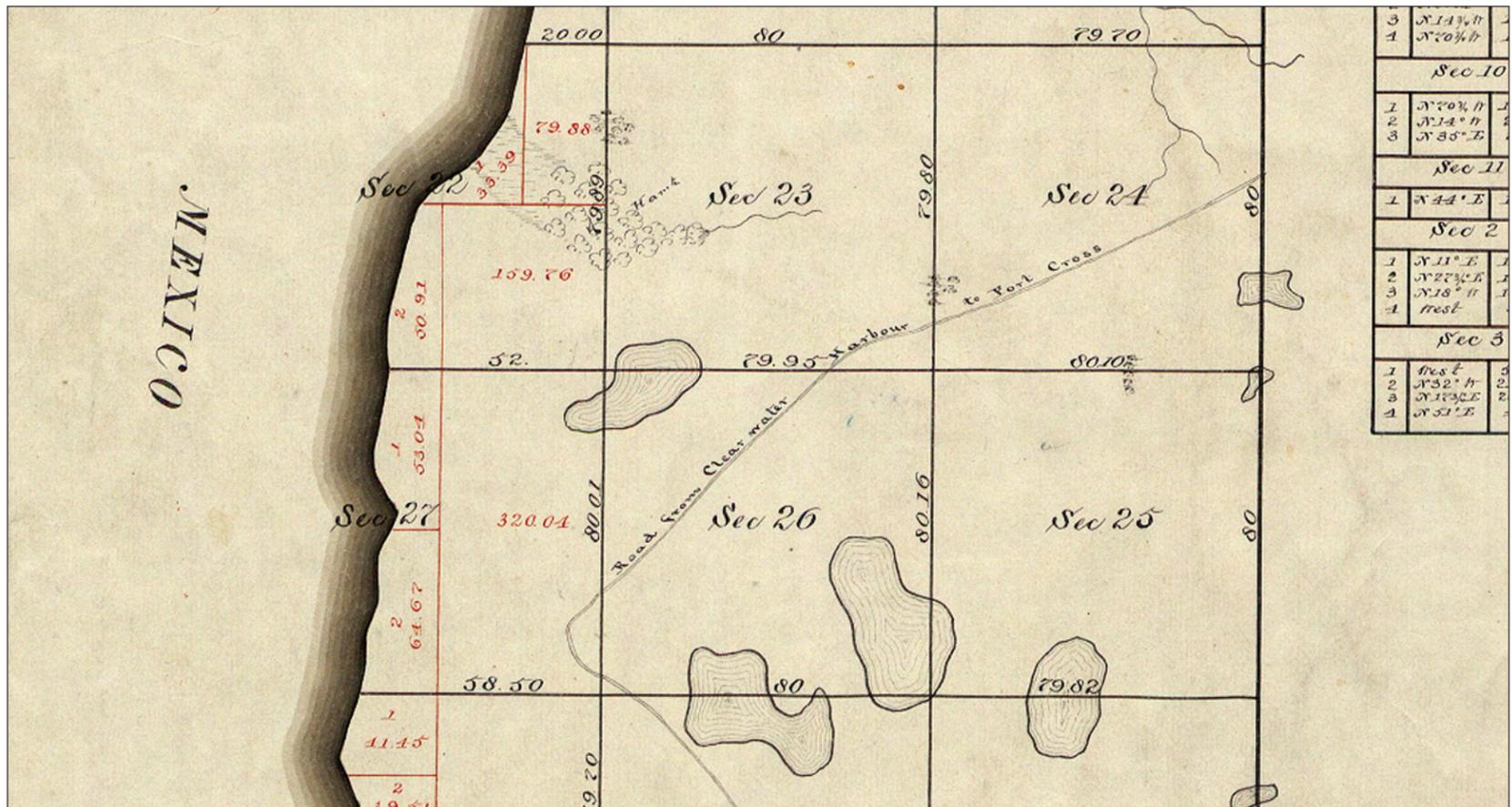
EARLY HISTORIC SETTLEMENT RESOURCE SENSITIVITY MAP

The original General Land Office (GLO) plats for Pinellas County depicted property that was subdivided through land sales. A majority of these early plats were surveyed and approved between 1845 and 1852; several were added in 1876. The maps depicted towns, subdivided land lots, major roads, and natural landscape features such as wetlands, creeks, and ponds. These maps provide an insightful summary of the location and distribution of major elements of the cultural landscape of Pinellas County prior to the introduction of railroads (circa 1843-1880).

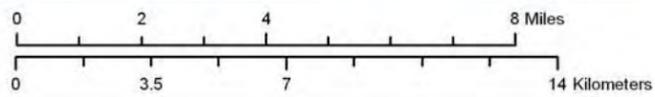
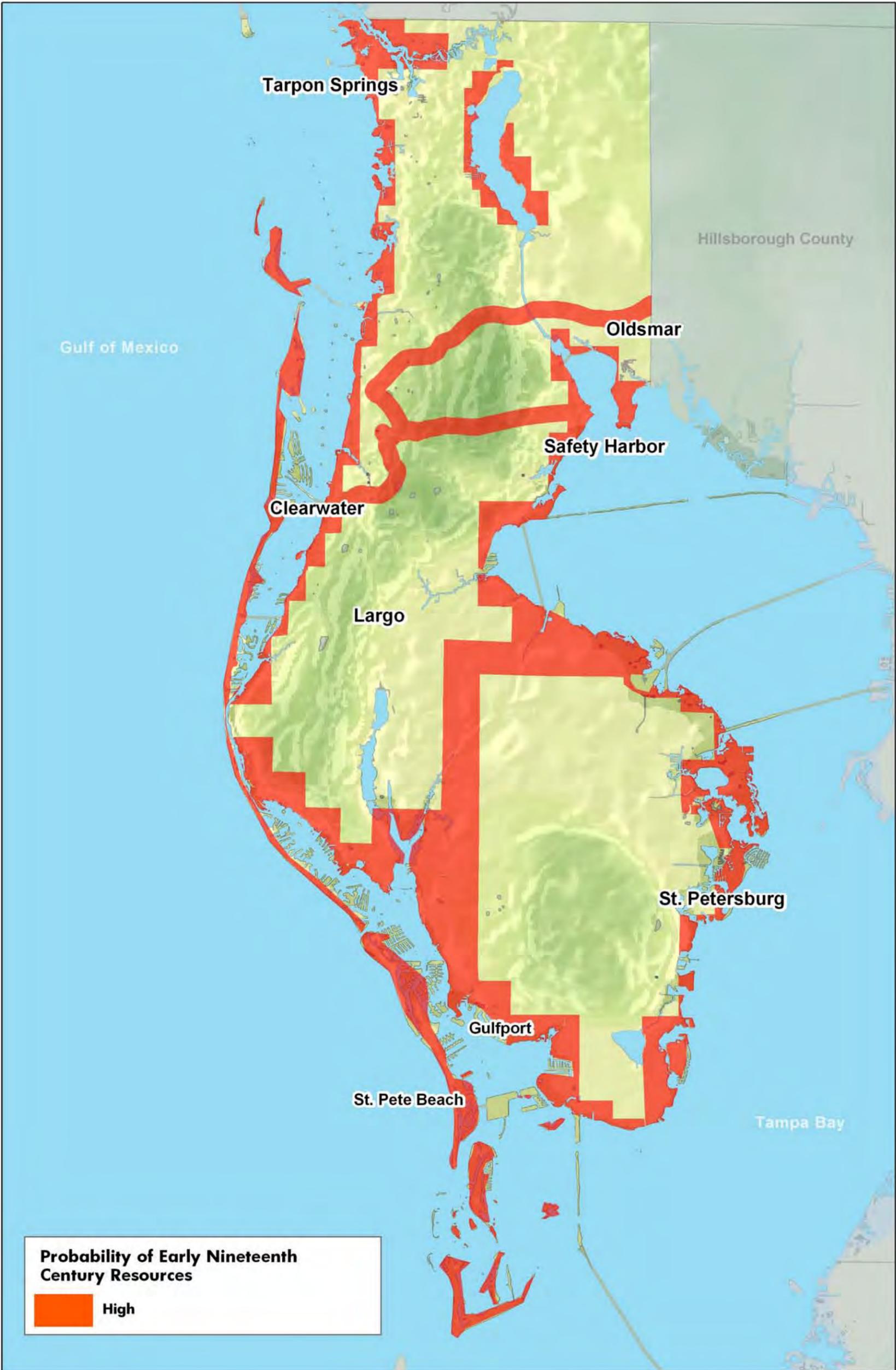
Man made landscape features, like roads, provide access for historic settlement. Therefore, resources associated with the early settlement period will likely cluster in areas adjacent to early thoroughfares. Several early roads are depicted on the GLO maps connecting the western and eastern sides of Pinellas County.

Selling or subdividing property can also be viewed as mechanisms for changing a cultural landscape. While it is likely each of the subdivided parcels appearing on the GLO maps did not have structures constructed on them, their demarcation on the map suggests a higher potential for the presences of resources associated with the early historic settlement period.

Areas depicted in orange on Map 25 correspond with subdivided parcels found on the General Land Office (GLO) plats for Pinellas County and areas within 0.25 mile of the early roadways. These areas have the highest potential to contain resources associated with the earliest historic settlement of the county. All of the FMSF recorded archaeological sites associated with the historic period in Pinellas County between 1513 and 1899 fall within the areas depicted in orange.



Detail of the Government Land Office (GLO) Map of the Clearwater Harbor Area, 1846. Note the early road network running between Clearwater and Tampa (Courtesy of Florida Department of Environmental Protection).



Map 25 - Early Historic Settlement (1830-1840)
Resource Sensitivity

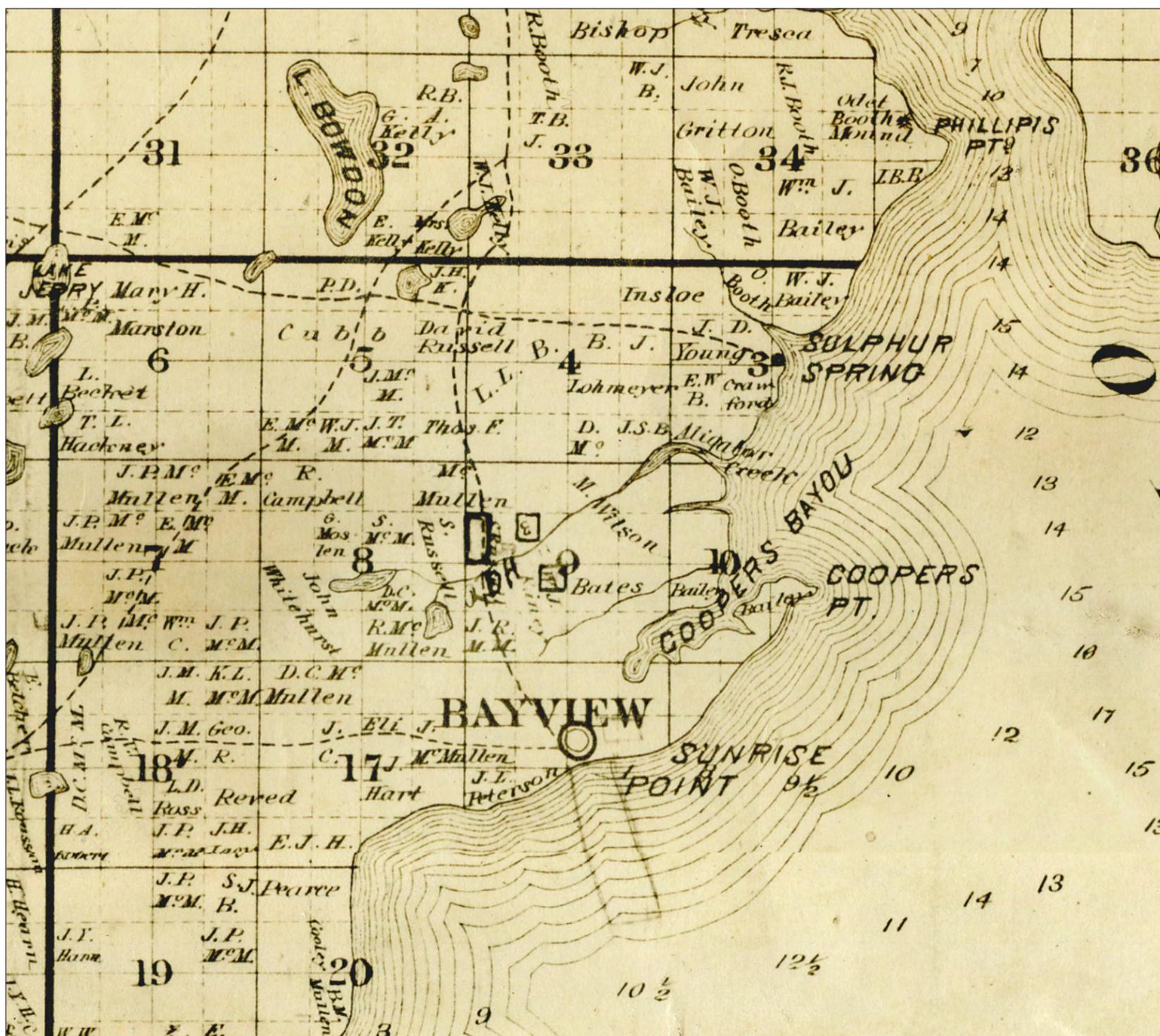
LATE 19TH AND EARLY 20TH CENTURY RESOURCE SENSITIVITY MAP

Industrialization brought rapid development to the region around the close of the nineteenth century and throughout the twentieth. Just as in the period of early settlement of Pinellas County, roads played a pivotal role in development of cultural landscape, and industrialization added railroads as an agent of historic growth. The addition of rail transportation created new corridors in which development would spread to the southern interior of the peninsula.

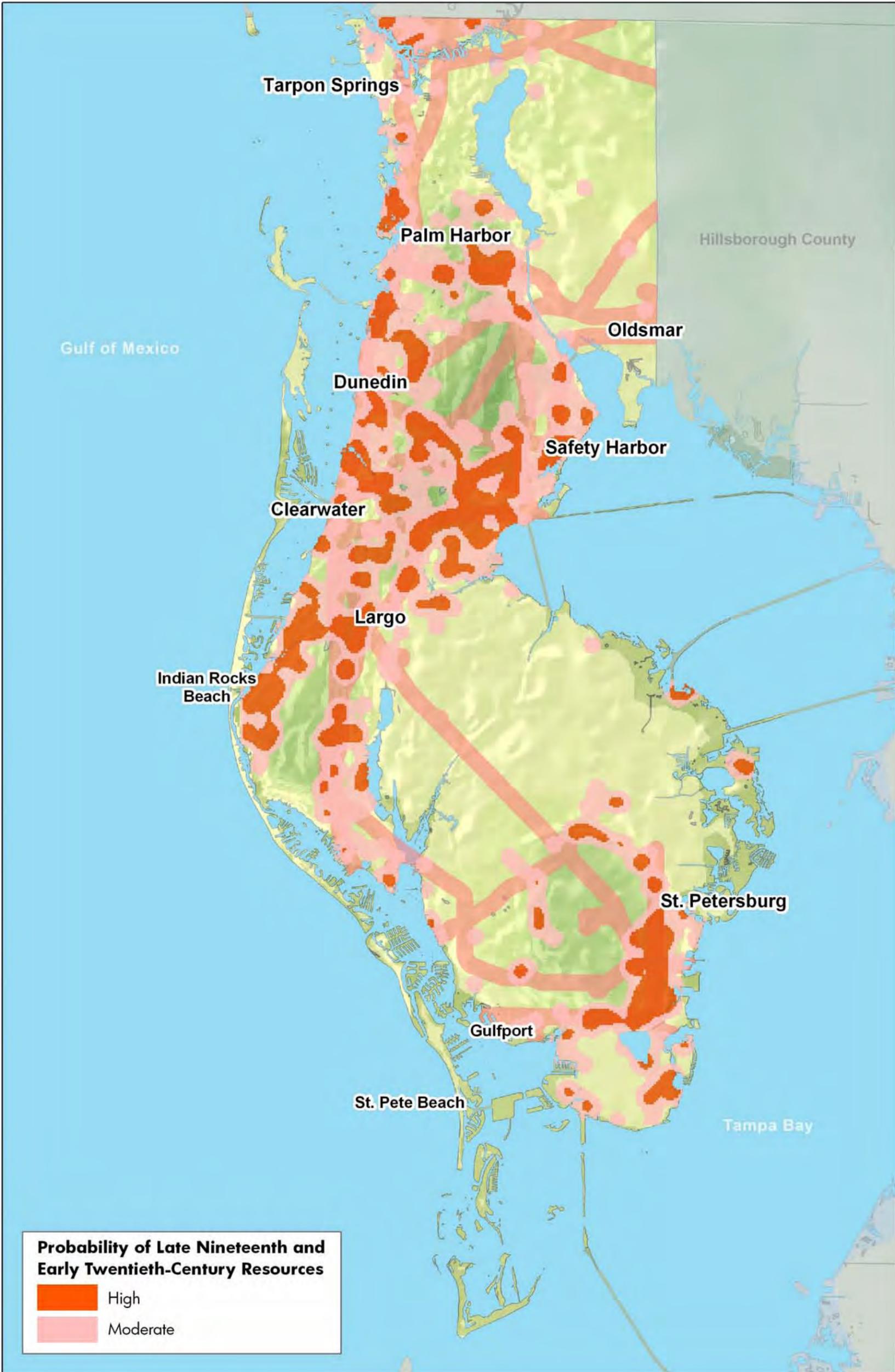
The "Florida Land & Improvement Company Map of Hillsborough County," from November of 1882 depicts the earliest development of this industrialized transportation network in the region. In addition to early rail corridors, major roads and populated places are also illustrated. Similar to the GLO maps from the early half of the 19th century, land under private ownership is indicated on the 1882 "Map of Hillsborough County" by a name printed in the area of the parcels. The names appear as whole words or as initials, and often the same name appears on multiple parcels.

Property ownership can be viewed as a mechanism of change in the cultural landscape, just as selling and subdividing land. Therefore, a point dataset was generated by placing a single point with each of the names depicted on the map. While the point does not reflect the exact location of a historic property, the overall distribution of the points across the entire county can provide insight into the potential presence of resources dating to this period of historic expansion.

Areas on Map 26 depicted in orange correspond with concentrations of parcels with defined ownership as depicted on the 1882 "Map of Hillsborough County"; and indicate a high potential for period resources. Areas marked in pink refer to areas with sparse concentrations of landowner names and areas around transportation networks like roads and rail corridors. These areas may have a somewhat lower potential for resources associated with this period of Pinellas County's history. However, the land depicted outside the areas in red are not necessarily devoid of historic period resources. The model presented here only serves as a tool in understanding broad trends of historic development over a countywide scale.

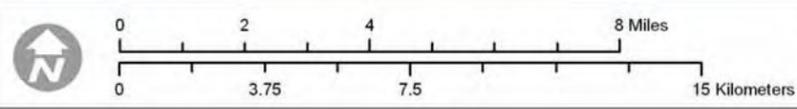


Detail of the Bayview and Safety Harbor Areas in 1882 from the "Florida Land & Improvement Company Map of Hillsborough County" (Courtesy of the Pinellas County Heritage Village Image Collection).



Probability of Late Nineteenth and Early Twentieth-Century Resources

- High
- Moderate



Map 26 - Late Nineteenth and Early Twentieth-Century Historic Resource Sensitivity

PRESERVATION CONCERNS - DATA ANALYSIS AND CONDITION ASSESSMENT

ABOVE GROUND RESOURCES DESTROYED OR LOST

Raw FMSF data for Pinellas County (retrieved June 2007) identified only 52 buildings and structures as having been destroyed. An updated conditions assessment for the county was achieved first by matching the 10,031 FMSF structure point data with the corresponding tax boundary parcel data provided by the Pinellas County Property Appraiser's Office. Data relationships were based on each layer's address field, resulting in a successful assignment rate of 93 percent (n=9,290). From these two sets of data, a map overlay of the county was developed to spatially identify all surveyed structure locations sited on vacant parcels as possibly destroyed. In September 2007, a windshield survey of potentially affected properties was conducted to verify general areas where FMSF recorded resources were listed as destroyed. Other methods of research included consultation with local preservation planning departments and an examination of local tax records, original survey manuscript maps, and current aerial photos of the county. As a result of this work, the confirmed number

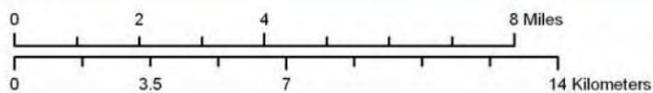
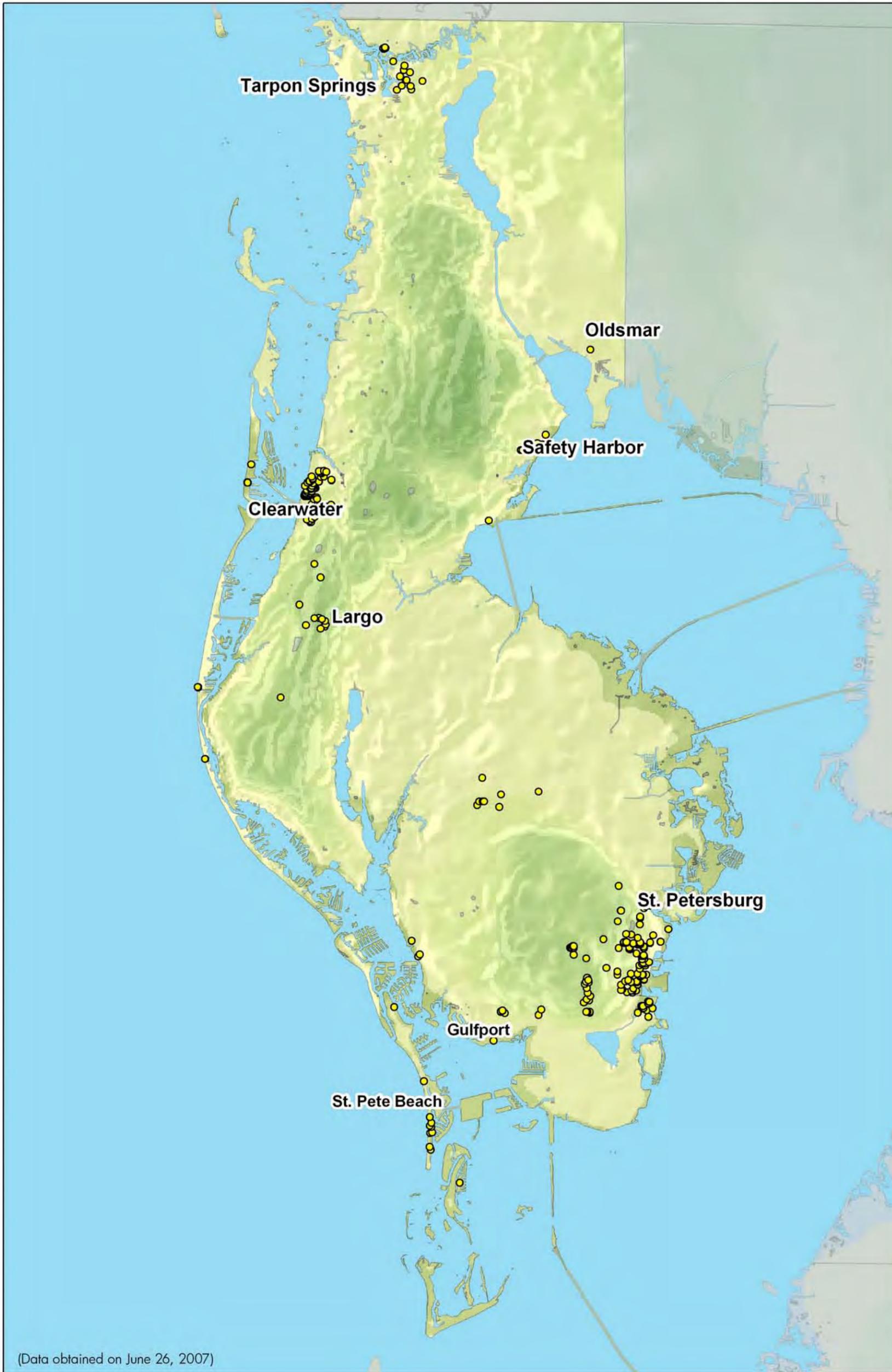
of destroyed properties in Pinellas County has been increased to a current total of 373. As shown in Table 33, the cities of Clearwater and St. Petersburg account for the highest number of lost resources. General distribution of destroyed FMSF recorded properties throughout the county is illustrated in Map 27. A listing of these properties, classified according to municipality, is contained in Appendix D.

Table 33. Number of Above Ground Resources Destroyed or Lost By Municipality

Municipality	Number of Lost Resources
Clearwater	119
Gulfport	11
Indian Rocks Beach	3
Indian Shores	3
Largo	12
Oldsmar	1
Pinellas Park	8
Safety Harbor	8
St. Pete Beach	11
St. Petersburg	174
Tarpon Springs	15
Unincorporated Pinellas County	8

GIS Data Showing Condition Assessment of FMSF Surveyed Structures in Clearwater (Tax Parcel Data Courtesy of the Pinellas County Planning Department).





Map 27 - Identified Destroyed Above Ground Resources

POTENTIALLY IMPACTED ARCHAEOLOGICAL SITES

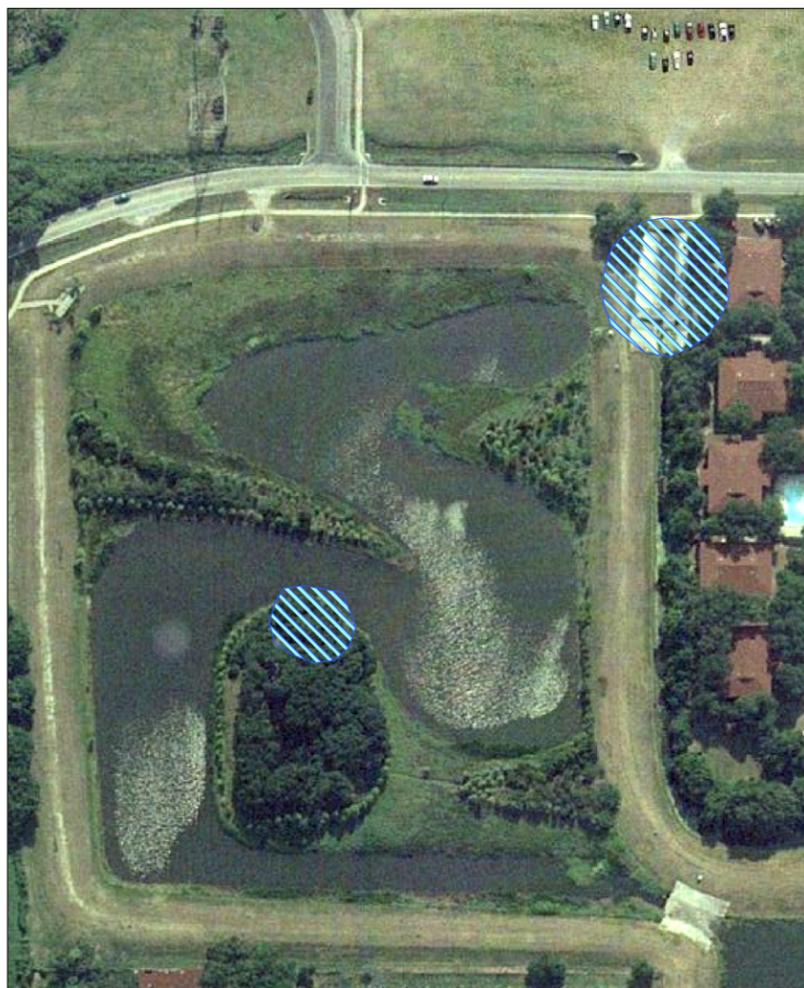
Assessments of condition were attempted based on GIS mapping of current land use in Pinellas County. First, county GIS information on land use and property locations was layered to identify those sites that may have been disturbed, destroyed, or covered by concrete and generally impacted by other forms of development. If an archaeological site is recorded in a location that is shown on current mapping as a commercial or industrial development, field reconnaissance indicated that those sites have been subjected to significant impacts.

Sites known to be co-located with industrial (n=5) and commercial development (n=14) were visited during a reconnaissance and are listed below in Tables 34 and 35, respectively. Site forms needing updates to record such changes were created, however most forms for the sites below make note of impacts to the site either by name (i.e., New Publix, Southside Shopping Center, and others) or by checking "disturbed/destroyed" on site file forms, or both.

Table 34. Sites in Areas of Industrial Development

Site Number	Site Name
PI00060	Unnamed
PI00878	Coachman Club
PI01257	Meyers Cove Midden
PI09637	Old Coachman Shell Mound
PI11453	Site 1

As an example, the figure below shows sites PI09637 (the Old Coachman Shell Mound) and PI00878 (Coachman Club). The Old Coachman Shell Mound can clearly be seen to have been impacted, and is noted on the 1999 site form as having been "destroyed." Coachman Club, recorded in 1980, also appears to have suffered some impacts, although the original site form refers to it as "relatively undisturbed." This FMSF form has been updated to reflect the development and possible impacts.



Impact of Industrial Development on Site PI09637 (Old Coachman Shell Mound) and PI00878 (Coachman Club).

Table 35. Sites in Areas of Commercial Development

Site Number	Site Name
PI00071	Countryside 2
PI00127	Miranda/Bethel Home
PI10647	Cromwell Heights
PI01192	New Publix
PI01200	Times Square
PI01206	Southside Shopping Center
PI01225	Royal Palm Cemetery Site
PI01237	Edward White Hospital
PI01255	Old Public
PI05658	Live Oak Redeposited Flake
PI01695	Cynthia Davidson
PI03122	Osteopathic
PI03365	Hubcap City
PI09622	Casket & Urn

The figure below is a depiction of the present setting of site PI00071 (Countryside 2). Clearly, this area has been developed and covered by concrete. The most recent site form on file describes the location as "under construction...lots of limestone for fill...making site depth start at 2-3 feet." Although no determination of significance has been made, it may be that portions of this 150-acre site remain preserved for the future. Only through additional testing can possible impacts be assessed.



Impact of Industrial Development on Site PI09637 (Old Coachman Shell Mound) and PI00878 (Coachman Club).

SITES IN AREAS OF RESIDENTIAL DEVELOPMENT

At this writing, there are 149 sites in Pinellas County that are co-located with areas of residential development (Table 36). Many of these locations have no doubt been impacted to some degree, or destroyed, but such evaluations are not possible without additional digging if those locations are threatened or proposed for evaluative testing in the future. It is hoped that this list proves useful as Pinellas County continues to grow and change.

Table 36. Sites in Areas of Residential Development

Site ID	Site Name
PI00003	Safford Mound
PI00004	John's Pass Mound
PI00007	Bayview/Seven Oaks
PI00008	Seven Oaks
PI00010	Clearwater Mound
PI00011	Long Key Mound
PI00014	Pinellas Point 2
PI00017	Dunedin Mound
PI00019	Maximo Point (Sheraton Midden)
PI00022	Big Bayou
PI00032	Bear Creek 1
PI00033	Bear Creek 2
PI00034	Bear Creek 3
PI00038	Across From Madeira
PI00039	Seminole Field
PI00041	Bayshore Homes
PI00043	Burnt Mill
PI00044	Murphy's Mounds
PI00051	Cabbage Key Mound
PI00055	Canton Street
PI00059	No name
PI00061	Tenth Street (Pinellas Point Midden)
PI00062	Sunset Point Mound
PI00068	Highland Lakes
PI00074	No name
PI00077	Lake Saint George
PI00078	No name
PI00083	Green Tree Community
PI00084	No name
PI00085	No name
PI00086	Lions Club Retreat
PI00087	North Lons Point
PI00088	South Dolly Bay Shore
PI00089	Northwest Dolly Bay Shore
PI00093	No name
PI00094	No name
PI00097	No name
PI00098	Old Fill
PI00099	New Fill
PI00106	Auburn Street Midden
PI00108	Hirrhigua Mound
PI00109	Bennet
PI00115	Oak Bluffs
PI00140	Sunset Point Road Mound
PI00164	Fort Harrison
PI00184	Francis House
PI00228	Coquina Key
PI00230	No name
PI00231	No name
PI00237	Curlew Road
PI00239	Eastlake I
PI00242	No name
PI00245	Beehive
PI00246	No name
PI00248	Sunstyle Homes
PI00728	Father Cancer
PI00731	De Narvaez
PI00732	Juan Ortez-Princess Herihiqua
PI00738	Bertrand
PI00740	Allenson
PI00743	Lampley Mound
PI00744	Baywood Park
PI00838	No name
PI00841	Autumn Run Subdivision
PI00847	Tarpon Lake Village 2
PI00848	Tarpon Lake Village 3
PI00850	Tarpon Lake Village 5
PI00851	Tarpon Lake Village 6
PI00853	Tarpon Lake Village 8
PI00854	Sleuth Hill

Site ID	Site Name
PI00863	Point Alexis 2
PI00864	Point Alexis 1
PI00865	Point Alexis 3
PI00866	Point Alexis 4
PI00871	Stump Mortar
PI00874	Fitzcharles
PI00879	Sanctuary Mound
PI00894A	New Haven 1
PI00894B	New Haven 1
PI00895	New Haven 2
PI00896	New Haven 3
PI00898	New Haven 5
PI01194	Village Green
PI01195	Coloney Point
PI01196	22nd Street
PI01201	Maximo Moorings
PI01205	Judy Mound
PI01209	Old Windmill
PI01210	Baker Midden
PI01211	Lewis Island
PI01214	Glen Lake
PI01216	32nd Avenue
PI01217	Booker Creek 1
PI01218	Booker Creek 2
PI01219	Booker Creek 3
PI01221	No name
PI01223	Bear Creek 4
PI01224	Bear Creek Elementary School
PI01226	No name
PI01230	No name
PI01232	Garden Drive
PI01234	No name
PI01239	No name
PI01240	Jungle Shores
PI01241	Villa Park Estates
PI01242	Pelham Road Mound
PI01246	Forrest Hills
PI01248	Miles Pines
PI01249	No name
PI01252	Anders
PI01253	Emerson Avenue Mound
PI01254	Boca Ciega Bay Midden
PI01258	Gandy Exit
PI01264	Cabbage Key Midden
PI01343	Pipkin Mound
PI01683	Waterberry Hills
PI01684	Beckett Bay
PI01686	Water Tower Site
PI01687	Meres Blvd
PI01692	Tierre Verde Mound
PI01693	Safety Harbor Museum
PI01717	Whitcomb Place South
PI01742	Ridgecrest Park
PI01748	Anderson Park Shelter 3
PI01756	Mink
PI01757	Hamlin
PI01758	Mariani
PI01867	Meres Boulevard
PI02250	Trenner
PI02294	Williamson
PI02296	Isolated Blade
PI03169	Pinellas Trails
PI06910	Krs #1
PI06913	Krs #4
PI08030	Morton Embree
PI08721	Wellington
PI09612	Cottle
PI09619	Del Oro Goves Mound
PI09620	Lover's Oak Shell Mound
PI09631	Saieva

Table 36. Sites in Areas of Residential Development Continued

Site ID	Site Name
PI09632	Mathews
PI09635	Seven Oaks/Kapok Terrace
PI09636	Bayview Gardens
PI09647	Santa Barbara Drive
PI10296	Deserters Hill
PI10610	Safford House
PI11454	Kennedy-Milazzo
PI11501	Linger Longer
PI11523	Smokey and the Bandits

resource types, particularly bridges and linear resources, schools, hotels, etc. In addition, there are four local historic districts and four Main Street Programs showing the county's current involvement in established preservation strategies. Forecasting archaeological sensitivity was also accomplished through GIS mapping. Finally, GIS analysis suggests that 168 archaeological sites may have been at least partly impacted by development and 373 buildings have been lost.

SUMMARY

The search for more information in the Tax Appraiser's Records, Florida Department of Transportation surveys, municipal records, and genealogical organization files yielded significant data about the county's resource inventory and enriched knowledge about the

V. RECOMMENDATIONS

The previous chapters provide a framework for understanding the cultural resources of Pinellas County, as they are known today. With the passage of time, however, there will continue to be threats to archaeological sites and historic properties. So too, with each passing decade, additional structures will become older and some will earn the distinction of the term “historic.” Newly discovered archaeological sites will also be found and evaluated. For both of these resource types, the sensitivity maps developed as part of this study will assist in providing a proactive awareness of the need for their future protection and preservation. The historical resource GIS database that was developed can be added as a layer to future land use and municipal emergency preparedness preservation plans. The continued use of GIS in tracking known sites, identifying site probability areas, and evaluating the locations of proposed land modifications will be invaluable in meeting future cultural resource survey needs and enhancing preservation efforts at the county and municipal levels.

This chapter outlines action steps that can be taken in the management of Pinellas County’s cultural resources. Many of the recommendations that had been made as part of the earlier (1991) inventory of these resources have already been realized under the collective efforts of the Board of County Commissioners and the Pinellas County Historic Preservation Advisory Board. Effective February 27, 2008, Ordinance No. 08-11 was adopted to establish a Pinellas County Countywide Historic Preservation Program. Broadly stated, this ordinance will establish historic preservation as public policy, provide benefits for promoting historic preservation, and implement and promote preservation regulations and programs that support the historic preservation policies of the ordinance.

The recommendations provided in this chapter are meant to assist Pinellas County in putting the newly adopted ordinance into effective practice by highlighting opportunities for future initiatives at the county and municipal levels. These include: prioritizing and strengthening local preservation efforts; applying the results of future study relative to important themes; promoting NRHP nominations, local landmark designations, public outreach, and the historic marker program; and creating financial incentives to aid in preservation planning. These recommendations are organized based on the seven general goals: (1) Location, Identification, and Evaluation of Resources; (2) Development and Promotion of Preservation Programs; (3) Creation and Support of Educational Outreach Programs; (4) Establishment and Expansion of Financial Incentives; (5) Demonstration of Leadership in Cultural Resource Stewardship; (6) Integration of Cultural Resource Management into the Planning Process; and (7) Support of Local Municipalities in Cultural Resource Management.

In addition to the countywide goals that follow, a specific discussion of objectives for each municipality is offered. While some overlap may exist, this specific treatment allows each municipality a status report and a point of departure for future preservation efforts.

PINELLAS COUNTY WIDE RECOMMENDATIONS

GOAL 1. IDENTIFICATION AND EVALUATION OF KNOWN CULTURAL RESOURCES

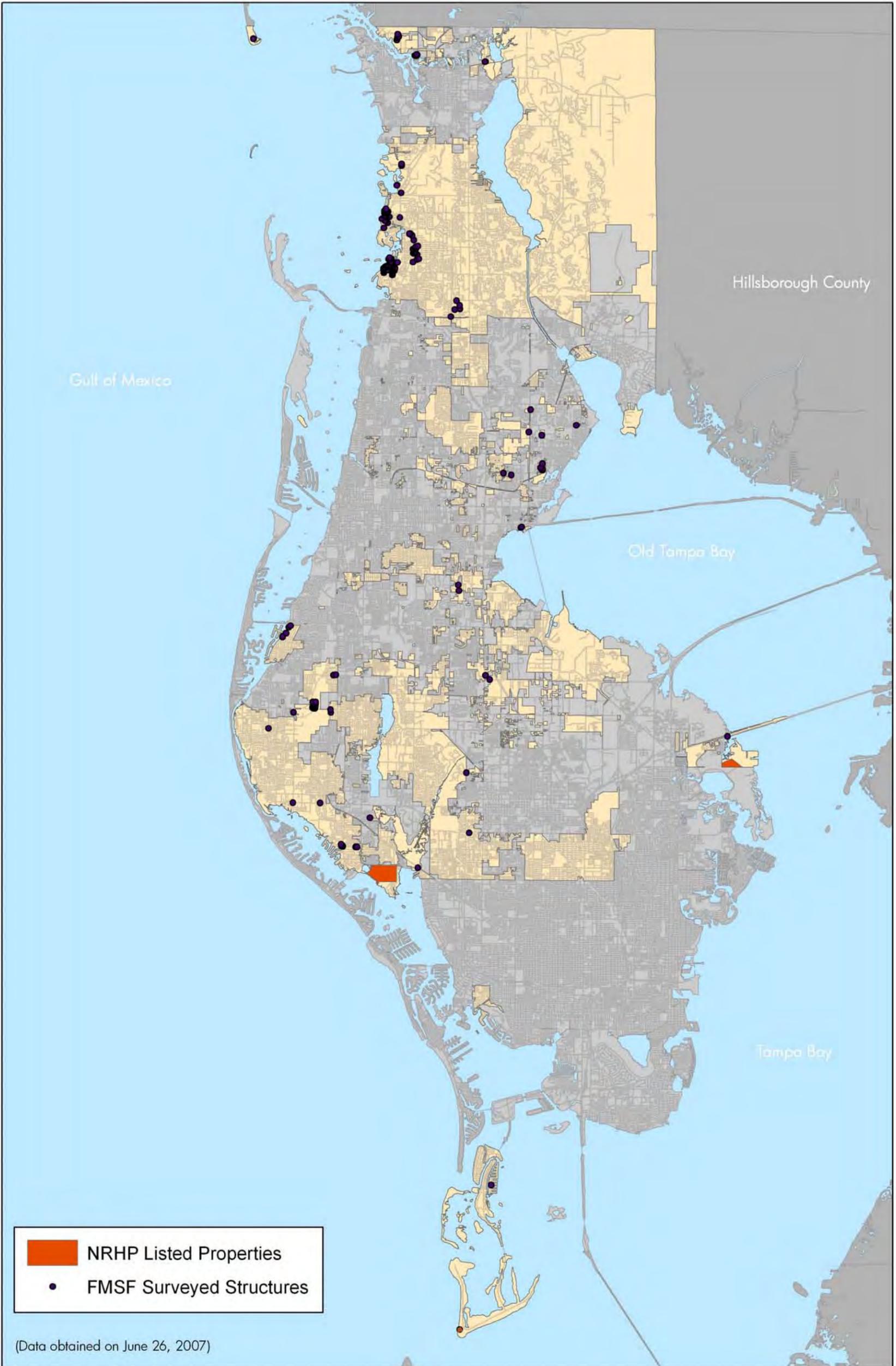
From necessity, cultural resource preservation must begin with a clear understanding of what resources exist and where they are located and the county and municipal governments in Pinellas County have already taken crucial steps toward this goal. Of the 10,499 recorded sites and structures throughout Pinellas County, 9,751 have not been evaluated for National Register eligibility. As an important starting point for local evaluations, Task Force members have already developed a white paper (2006) outlining local criteria with which to guide decisions on what is historically significant in Pinellas County.

Strategies for Resource Evaluation

- Coordinate with the Florida Department of State Division of Historical Resources to develop a plan for providing more extensive SHPO evaluations of FMSF recorded cultural resources to determine National Register eligibility status.
- Request SHPO evaluation for the following bridges located within Pinellas County that have been recommended NRHP eligible by the Florida Department of Transportation: Fish Basin Bridge, Marsh (Moss) Rainbow Arch Bridge, Tierra Vista/13th Street Bridge, Tierra Vista/Madonna Boulevard Bridge, and Salt Creek Bridge.
- Ensure that all future cultural resource surveys and site excavations in Pinellas County are conducted by professional preservation consultants and according to specifications as required by the FMSF.
- Develop and regularly update changes to the Pinellas County preservation plan, preferably along five-year intervals.

Strategies for Documenting Under-Recorded Resources

- Emphasize documentation of linear resources (e.g. canals, railroads, historic road segments) in future cultural resource surveys. Develop contexts for these resources to accurately assess their historic significance.
- Coordinate with local genealogical and historical societies to conduct surveys of historic cemeteries and unmarked graves.
- Encourage surveys to record cultural resources related to the histories of ethnic enclaves (e.g. African-Americans, Greek heritage of Tarpon Springs, etc.).
- Develop thematic surveys to identify under-recorded resources associated with the broad themes of Pinellas County (e.g. World War I and II, the Cold War, Civil Rights Era, etc.).



- Devote attention to documenting diminishing resources from the recent past in Pinellas County (e.g. drive-in theaters, roadside attractions, mid-century hotels/motels).
- Create opportunities for oral interviews to gather information of diminished cultural resources within the county.

GOAL 2. DEVELOPMENT AND PROMOTION OF PRESERVATION PROGRAMS

Identification of cultural resources represents only the first step towards implementing an effective preservation plan for Pinellas County. Additional tools are needed, however, at the local, state, and federal levels to ensure successful long-term protection of cultural resources. Used together, these programs can work to provide for future documentation, mitigation, heritage tourism, and preservation related economic development in Pinellas County.

Strategy for Creating National Register Historic Districts

- Pursue National Register nominations for the proposed historic districts of Crystal Beach and Ozona.

Strategies for Updating Existing NRHP Documentation

- Update NRHP Documentation for resources in Pinellas County that have been listed in excess of 15 years.
- Review and revise existing National Register historic boundaries and contributing properties as necessary.
- Pursue National Register nominations for all individually eligible resources as determined by SHPO.

Strategies for Expanding Preservation Tools

- Encourage Pinellas County municipalities to enact local preservation ordinances establishing review boards, local landmark inventories, preservation enforcement, and financial incentives for designated properties.
- Increase the number of municipalities participating in the Certified Local Government Program (CLG).

Strategies for Promoting Heritage Tourism

- Create avenues for heritage tourism based on the broad themes of Pinellas County's history. Develop partnerships with municipalities, historical societies, and other appropriate stakeholders in the planning process.
- Develop Heritage Corridors in Pinellas County based on state and local themes.
- Identify roadways for potential Scenic Byway designation.

GOAL 3. CREATION AND SUPPORT OF EDUCATIONAL OUTREACH PROGRAMS

Educational programs and technical assistance should be made available to all residents and visitors of Pinellas County interested in historic preservation, including historic property owners, realtors and developers, preservation commission and historical society members, municipalities, and historic preservation professionals.

Strategies for Educational Outreach

- Increase accessibility of local preservation laws, regulations, tax incentives and other preservation related information in printed materials and on the Internet (through either municipal websites or Municode.com).
- Provide periodic updates to the Pinellas County Preservation Toolbox.
- Promote economic benefits of historic preservation to real estate professionals, including realtors, developers, and insurance companies.
- Create a network of cultural resource professionals to assist local property owners in taking advantage of preservation related programs and funding mechanisms.
- Build a central online listserve or weblog to encourage the sharing of ideas, questions, and comments among state and local preservationists and historic property owners.
- Publicize fundraising and preservation success stories in Pinellas County.
- Offer greater outreach to local ethnic groups and minorities.
- Develop a theme-based curriculum of Pinellas County history for local schools.
- Coordinate with historical societies and museums to develop exhibits for schools and libraries highlighting cultural resources of the county.

Strategies for Integrating and Expanding the Historical Marker Program

- Consider creation of a countywide historic marker program that highlights the various themes in Pinellas County history and prehistory.
- Promote visitation of existing state and local markers and seek out other candidates for inclusion.
- Develop historical tourism brochures, online maps, and other materials for self-guided visitation of historical markers in Pinellas County.

GOAL 4. ESTABLISHMENT OF FINANCIAL INCENTIVES

There are a number of grants, loans, and other financial incentive programs provided by both private and public institutions at the local,

state, and national levels for cultural resource management purposes. Applications for grant funding are recommended for historic resource acquisition and development, research, survey and planning activities, and community education and outreach programs. Municipal tax incentive programs for restoration and preservation of locally designated historic buildings offer another useful financial instrument for private property owners.

Below is a list of many of the financial resources available for historic preservation projects. For more information about these programs, please visit the Florida Trust For Historic Preservation at www.floridatrust.org/resources-article/16.

Strategies for Obtaining Preservation Grants and Loans

NATIONAL

- National Trust for Historic Preservation Grants
- National Trust Loan Fund
- National Trust Community Investment Corporation
- NRHP Federal Rehabilitation Tax Credit
- Save America's Treasures Grant Program
- Preserve America Federal Grants
- National Endowment for the Arts
- National Endowment for the Humanities
- National Center for Preservation Technology and Training

GRANTS

- Save our History Grants
- Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG)
- Getty Trust
- Transportation Enhancements (TE) Grants
- Restore America Grants
- Institute of Museum and Library
- Tourism Cares for Tomorrow
- The Andrew W. Mellon Foundation Grants
- 1772 Foundation
- Carls Foundation
- Graham Foundation
- American Express

STATEWIDE

- Division of Historical Resources Grants
- Division of Cultural Resources Grants

- Department of Community Affairs
- Department of Environmental Protection Coastal Partnership Initiative Grants
- Department of Transportation (FDOT) Transportation Enhancement Grants

Local

- Increase the number of municipalities offering preservation tax incentives
- Pinellas County Cultural Development Grants Program
- Pinellas County Cultural Tourism Grants Program
- St. Petersburg/Clearwater Area Convention & Visitors Bureau Special Event Grant

GOAL 5. LEADERSHIP IN CULTURAL RESOURCE STEWARDSHIP

- Implement protection and mitigation measures for all county government and municipally owned and leased historic properties.
- Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for rehabilitation and restoration work performed on all county government and municipally owned and leased historic properties.
- Create a preservation planner or professional cultural resources management position within the county and to work with designated municipal planning departments.
- Sponsor and attend state and local historic preservation training conferences and workshops.

Strategies for Public/Private Partnerships to Promote Historic Preservation

- Encourage private lending and economic assistance for historic homeowners and for the purchase and rehabilitation of historic properties.
- Promote additional Florida Main Street Program designations throughout Pinellas County.
- Increase use of easement donations for archaeological sites and adaptive use of income-producing historic properties.
- Work with municipalities and historical societies to develop regional heritage tourism programs including heritage corridors, scenic byways, etc.
- Establish Pinellas County as a potential partner in state and local preservation activities through attendance at preservation conferences, work shops, etc.
- Network with the state and local preservation community to exchange ideas and solutions to problems.

GOAL 6. INTEGRATION OF CULTURAL RESOURCE MANAGEMENT WITH THE PLANNING PROCESS

Efforts should be made to develop preservation and cultural resource management into a central tenet of all public policy and future planning decisions in Pinellas County. Studies predict that Pinellas County will reach buildout in the early years of the twenty-first century. Countywide planning for this level of increased development has started to be addressed with the "Planning to Stay" element in the 2003 Pinellas County Comprehensive Plan.

Strategies for Reinforcing Cultural Resource Management in Planning Policy

- Incorporate preservation elements and goals into long-range county and municipal planning projects.
- Strengthen coordination with government agencies to encourage preservation in regional and state transportation, recreation, and land-use planning decisions.

Strategies for Preparing for Development Buildout

- Prioritize preservation of coastal resources in anticipation of increasing development pressures and in areas where previous zoning associated with older patterns of development are subject to change.
- Develop legislative initiatives at the county and municipal levels requiring private landowners and developers to pay mitigation fees associated with the adverse impact of cultural resources in high probability areas.
- Identify and prioritize protection of sites and built historic resources that are the most infrequently represented (rare) in the county (e.g. Paleoindian and Seminole archaeological sites, historic landscapes associated with the county's disappearing agricultural past).

Strategies for Natural Disaster/Emergency Preparedness

- Develop county and municipal natural disaster/emergency preparedness and mitigation preservation plans. For further information, please consult the Disaster Planning for Florida Historic Resources handbook (2006) prepared by the Florida Department of State and Florida Department of Community Affairs.
- Obtain funding to augment resource data for locally designated and NRHP listed properties with clear photographs for identification.

GOAL 7. SUPPORT OF LOCAL MUNICIPALITIES IN CULTURAL RESOURCE MANAGEMENT

The Pinellas County Preservation Ordinance encourages all municipalities within the county to embrace the importance of historic preservation policy and states a willingness to assist and support the development of local preservation programs. Cooperation and support among the various local governments is critical to ensuring future success in the management and preservation of Pinellas County's cultural resources.

Strategies for Support of Local Municipalities

- Provide technical assistance, educational opportunities, and financial assistance to all municipalities that have adopted local preservation ordinances.
- Assist local municipalities with integration of county and FMSF GIS data.

MUNICIPAL PRESERVATION PRIORITIES

The following segment provides a brief synopsis of specific preservation priorities, based on the previous general recommendations, for each of Pinellas County's municipalities and county government. Many of the local governments in the county find themselves in different stages toward implementing a comprehensive cultural resource management program. Some municipalities have established preservation ordinances and financial incentive programs, whereas others are in the initial stages of surveying and documenting their cultural resources. Therefore, recommendation priorities are based on a municipality's relative position in the planning process (i.e. number of FMSF recorded properties and sites, establishment of preservation laws) and are structured to address the most urgent preservation needs of the community.

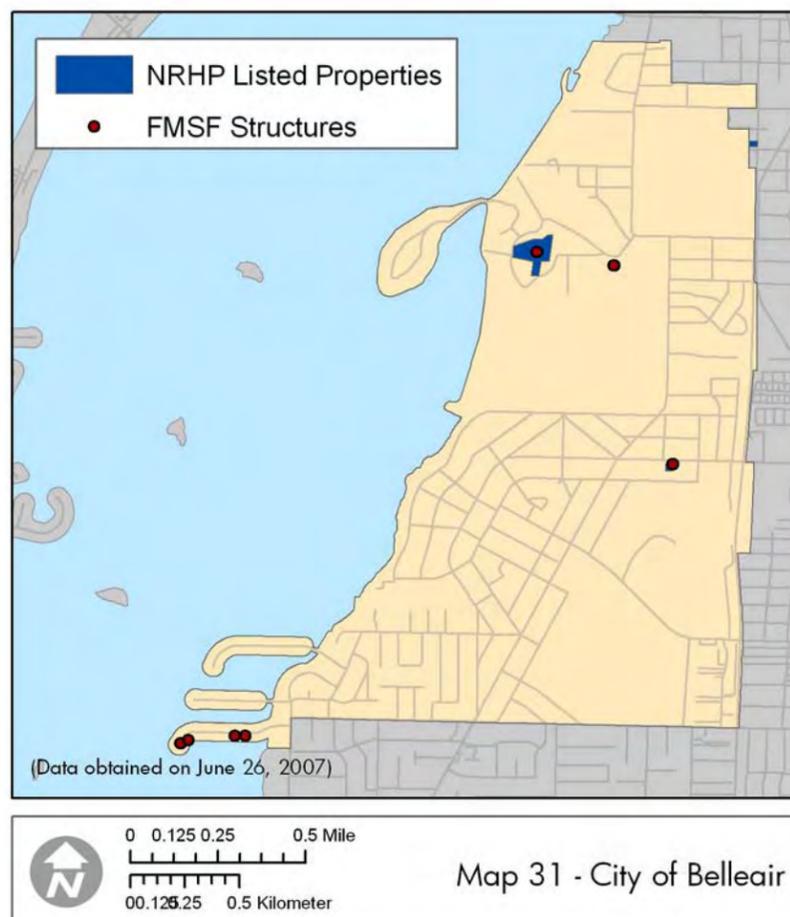
Information regarding the various municipal preservation commitments (e.g. ordinances, incentives, etc.) and their level of involvement in Pinellas County was obtained in part from the Local Government Preservation Program Directory (LGPPD), prepared by Richard Estabrook, Dr. Amy Mitchell Cook, and Dr. Della Scott-Ireton in June 2007 for the Florida Trust for Historic Preservation. Municipalities containing FMSF recorded properties are accompanied with maps showing general locations of the resources. Those municipalities that currently without historic resources listed on the FMSF are not depicted. Finally, while these recommendations are specific to historic preservation each municipality is encouraged to explore conservation measures and planning for the natural environment in which these resources are located.

BELLEAIR

Only seven structures, two bridges, and two NRHP listed properties -- the Belleview Biltmore Hotel (PI00169) and the Old Belleair Town Hall (PI03168) -- have been listed in the FMSF in Belleair; however 43 historic properties have been locally designated and listed on a municipal inventory that is independent of the FMSF. The Town of Belleair enacted a preservation ordinance in 1999 establishing a preservation board, regulatory review of locally designated landmark properties, incorporation of preservation elements into municipal development plans and a historic resource disaster preparedness and mitigation plan; however, the law does not require resource surveys and documentation, FMSF listing, or nomination of eligible properties to the National Register. Future priorities for Belleair include:

- Implement requirements in the existing ordinance for comprehensive FMSF surveys of archaeological and historic property resources within the municipality.
- Transition pre-existing Belleair cultural resource survey inventories to FMSF database.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Request SHPO Evaluation for the Belleview Bridge (PI08749).
- Pursue National Register nominations for all individually eligible resources as determined by SHPO.
- Update NRHP documentation for the Belleview Biltmore Hotel.
- Assess National Register eligibility of existing Local Landmark designated properties.
- Enact financial incentives for locally designated properties.

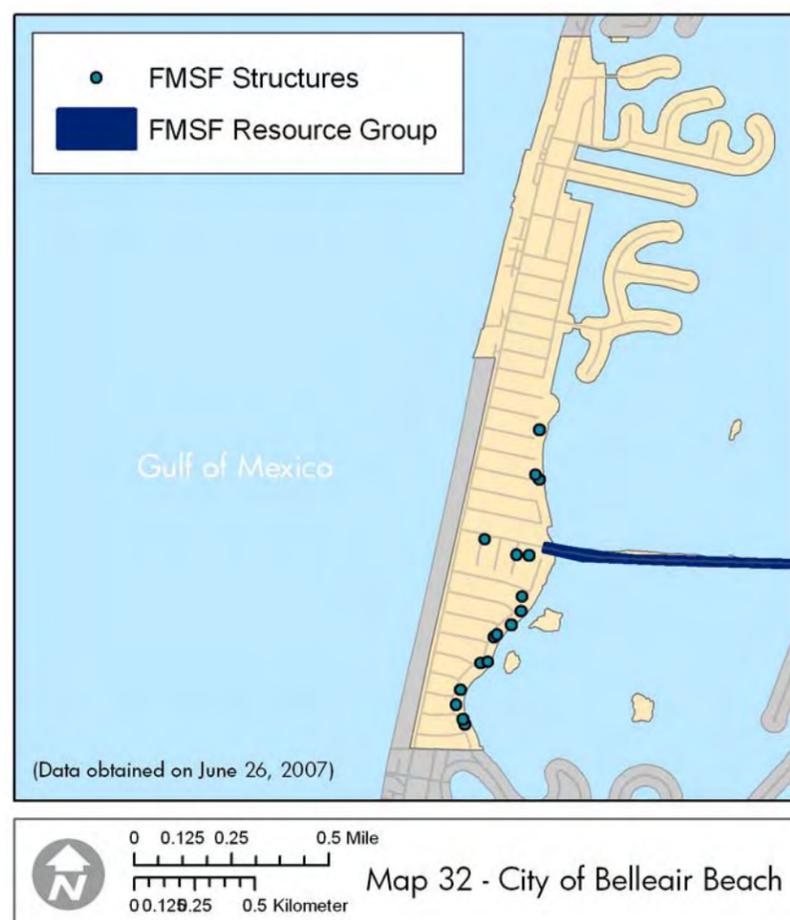
- Become a Certified Local Government (CLG).



BELLEAIR BEACH

A total of 19 FMSF recorded resources have been surveyed in the City of Belleair Beach, including 17 structures, one bridge, and one resource group -- the Belleair Beach Causeway (PI11433). Presently, the municipality has not enacted any type of law or ordinance dedicated to cultural resource preservation and management. Initial steps for Belleair Beach should be to:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue National Register nominations for all individually eligible resources as determined by SHPO.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



BELLEAIR BLUFFS

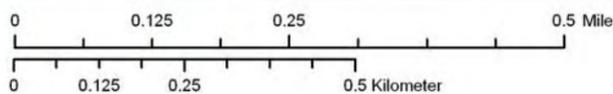
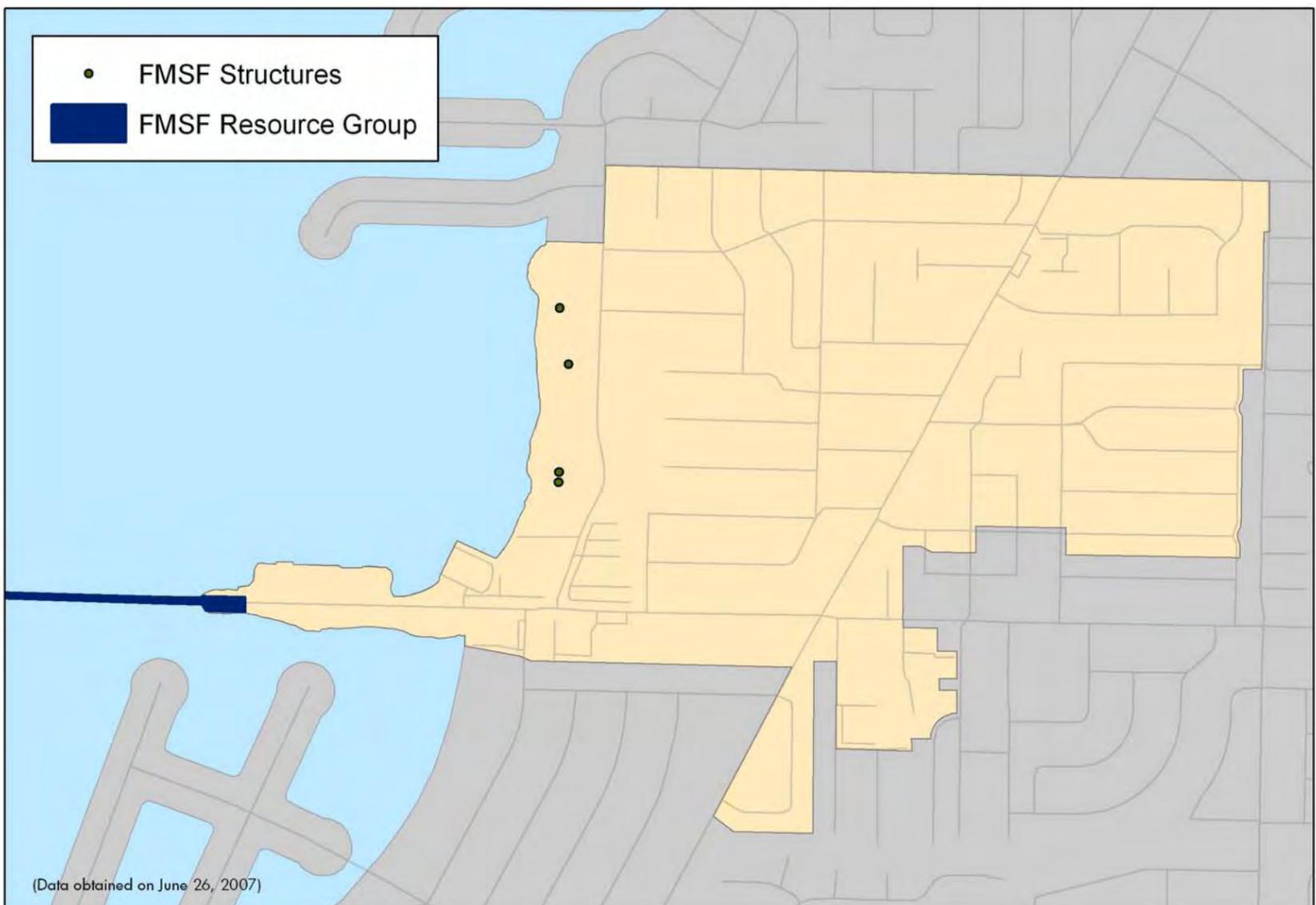
Six FMSF resources have been recorded in the City of Belleair Bluffs, including four structures, one bridge, and one resource group -- the Belleair Beach Causeway (PI11433) (Map 33) Belleair Bluffs currently does not have any city ordinances addressing the preservation of historic resources. Basic recommendations for the City of Belleair Bluffs are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue National Register nominations for all individually eligible resources as determined by SHPO.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.

BELLEAIR SHORE

At the time of this survey, there were no FMSF recorded resources found within the jurisdiction of the Town of Belleair Shore, nor were there any provisions found within the municipal ordinance dedicated toward the protection of cultural resources. For Belleair Shore, preliminary steps for initiating a course of preservation planning in the community are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.

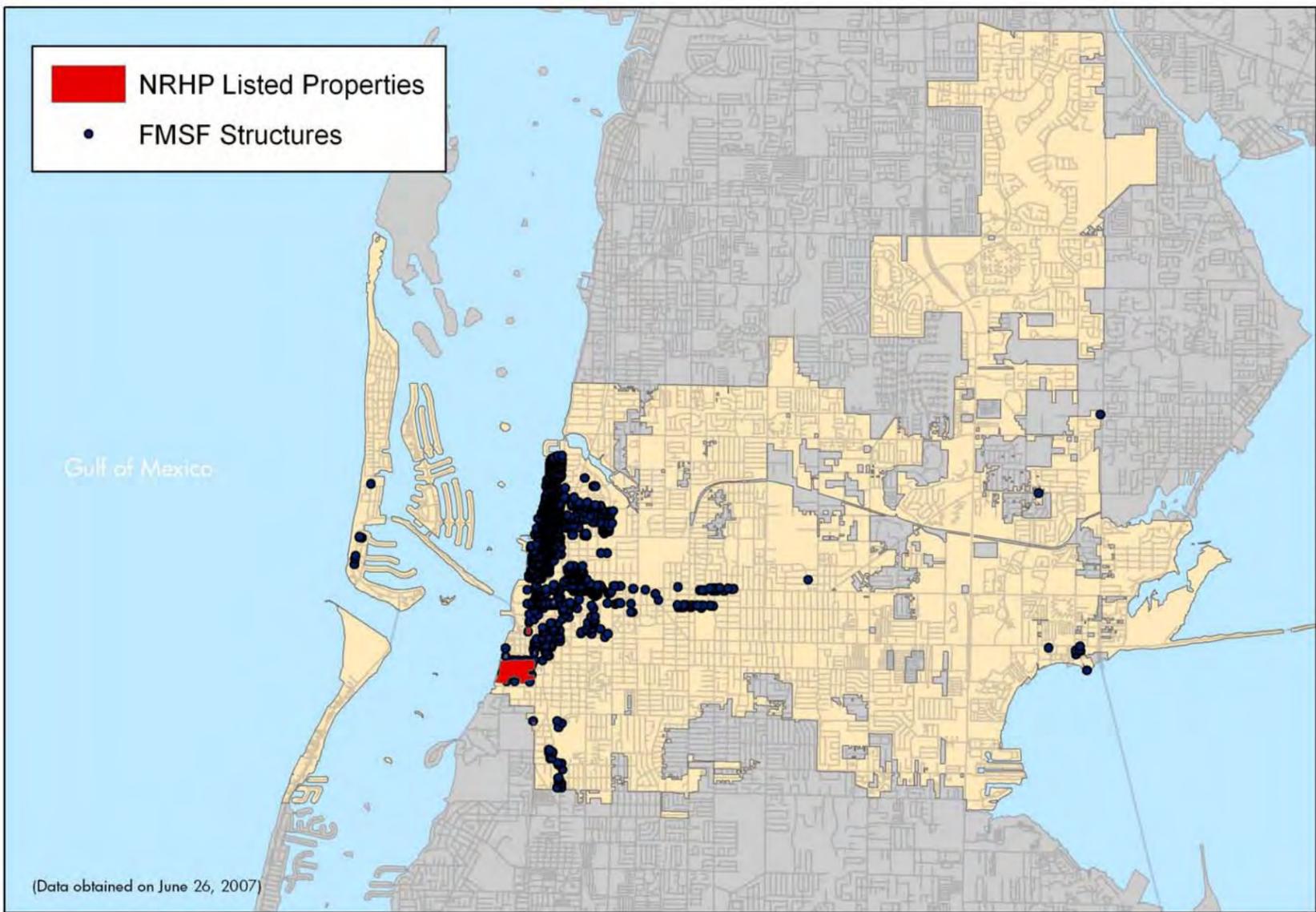


Map 33 - City of Belleair Bluffs

CLEARWATER

The City of Clearwater maintains the second highest number of FMSF recorded sites and properties in Pinellas County with 987 resources surveyed. Additionally, there are seven NRHP listed resources located in Clearwater, including the Harbor Oaks Historic District, and the active Clearwater Main Street program fosters economic development and preservation of the historic commercial core of the city along Cleveland Street. The only preservation element within the municipal ordinance allows for an 11 member Historical Committee, which provides non-binding recommendation to the City Council on cultural resource matters. Preservation recommendations at this point should focus on providing local protection for cultural resources in the City of Clearwater and updating documentation of existing NRHP properties:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nomination for the proposed Clearwater Bay Neighborhood Historic District and all individually eligible resources as determined by SHPO.
- Update NRHP documentation for the South Ward School (PI00165), Donald Roebling Estate (PI00168), Louis Ducros House (PI00316), Cleveland Street Post Office (PI00317), and the Harbor Oaks Neighborhood Historic District (PI01261).
- Review and revise the existing National Register boundaries and contributing properties for the Harbor Oaks Historic District.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement and financial incentives for locally designated properties.
- Consider Scenic Byway designation and Heritage Corridor Potential for Alternate Highway 19 through Clearwater in conjunction with Unincorporated Pinellas County, Dunedin, and Tarpon Springs.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.

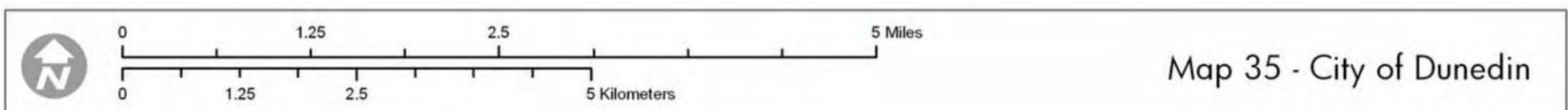
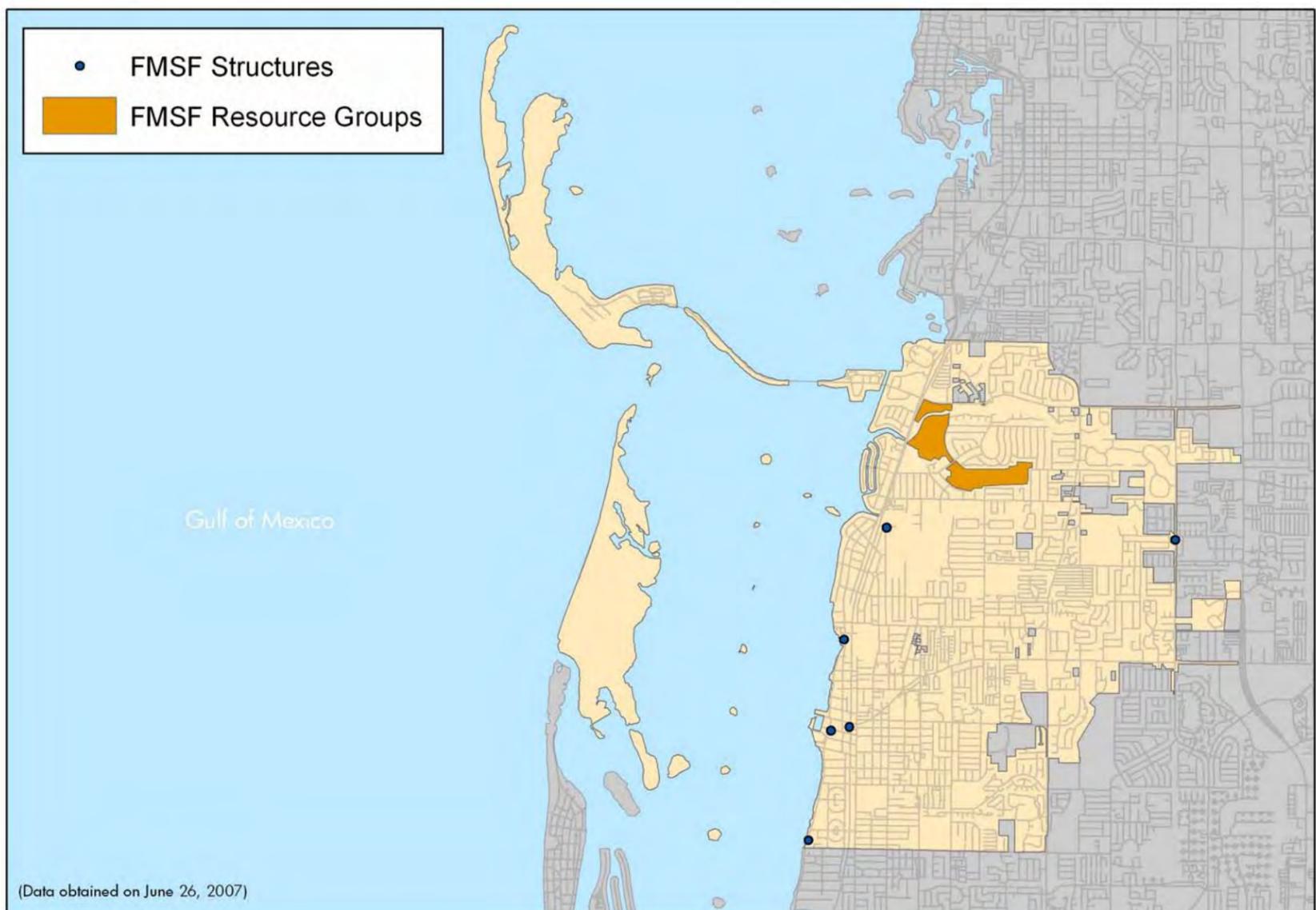


Map 34 - City of Clearwater

DUNEDIN

FMSF data from June 2007 identifies only 17 recorded cultural resources in Dunedin, including six structures, one cemetery, one resource group - the Dunedin Country Club Golf Course (PI11579), and nine archaeological sites. In addition, there are also two NRHP listed properties, the Andrews Memorial Chapel (PI00104) and the J.O. Douglas House (PI00235). In 2003, Dunedin passed a historic preservation ordinance, which allowed for voluntary local designation with regulatory review and the creation of a historic preservation overlay zoning district and preservation tax incentives. Moving forward, the City of Dunedin should consider employing the following recommendations:

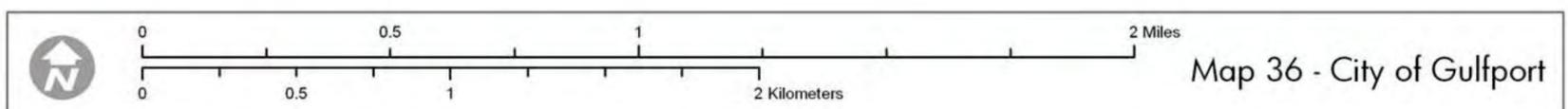
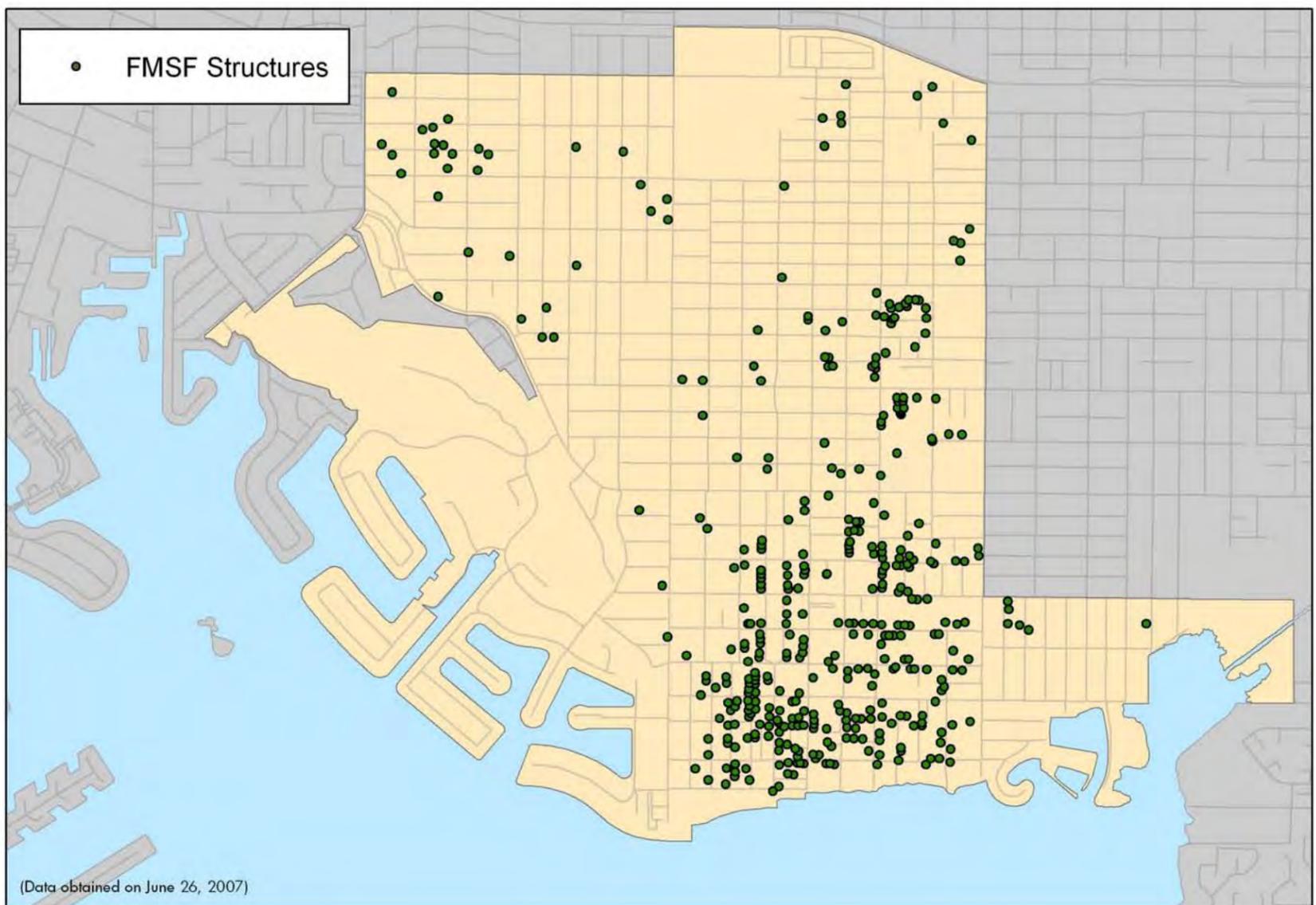
- Implement requirements in the existing ordinance for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for all individually eligible resources as determined by SHPO.
- Update NRHP documentation for the Andrews Memorial Chapel and J.O. Douglas House properties.
- Assess National Register eligibility of existing Local Landmark designated properties.
- Pursue Local Landmark designations for all individually eligible properties.
- Become a Certified Local Government (CLG).
- Consider Scenic Byway designation and Heritage Corridor Potential for Alternate Highway 19 through Dunedin in conjunction with Unincorporated Pinellas County, Clearwater, and Tarpon Springs.
- Apply for Florida Main Street designation for the commercial downtown area of Dunedin.
- Incorporate preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



GULFPORT

At the time of this survey, 402 historic structures and six archaeological sites had been recorded on the FMSF in Gulfport, the third highest total in Pinellas County. The city passed a historic preservation ordinance in 1995 establishing a preservation review board, a voluntary local landmark inventory and historic district zoning overlay, and financial incentives for designated historic properties. Gulfport became a Certified Local Government in September 1997. The following recommendations are intended to compliment Gulfport's existing preservation ordinance and strengthen other elements of the municipality's planning process and management of cultural resources:

- Implement requirements in the existing ordinance for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Transition pre-existing Gulfport cultural resource survey inventories to FMSF database.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for the proposed Gulfport Historic District and all individually eligible resources as determined by SHPO.
- Assess National Register eligibility of existing Local Landmark designated properties.
- Pursue Local Landmark designation for the proposed Gulfport Historic District and all individually eligible properties.
- Apply for Florida Main Street designation for the commercial downtown area of Gulfport.
- Incorporate preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



INDIAN ROCKS BEACH

A total of 70 historic structures in Indian Rocks Beach have been listed on the FMSF. Although the city comprehensive plan contains a historic preservation component according to the LGPPD, there are no establishing laws or ordinances in the municipal code. Based on this information, basic recommendations for the City of Indian Rocks Beach are:

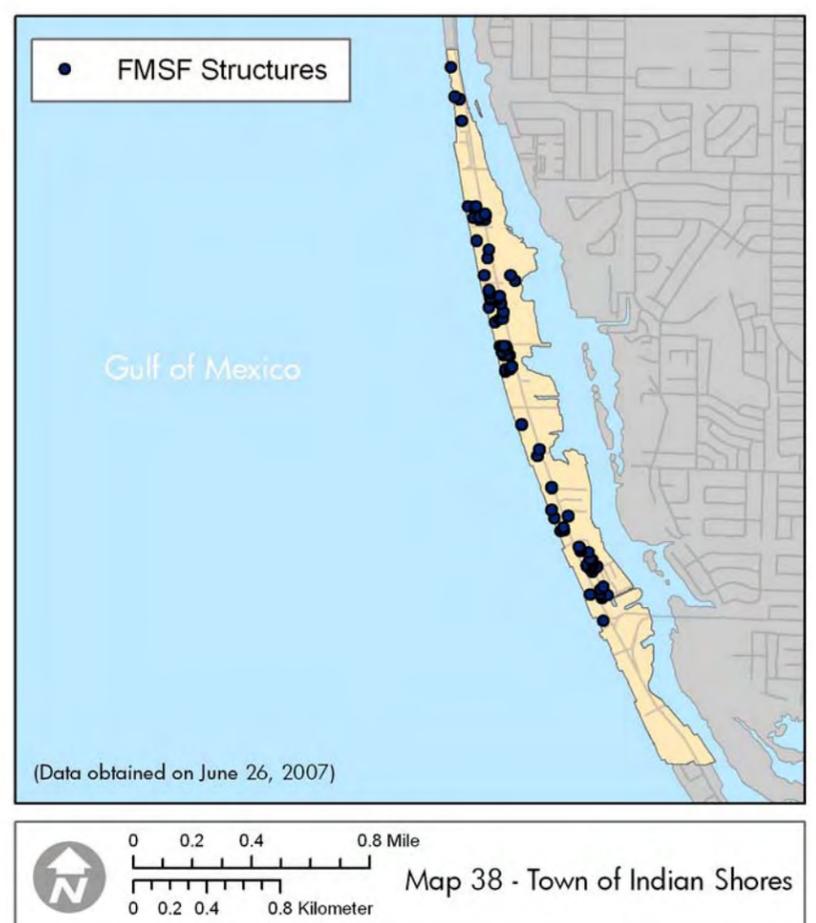
- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for all individually eligible resources as determined by SHPO.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Incorporate preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



INDIAN SHORES

There are 77 historic structures in the Town of Indian Shores recorded on the FMSF as of June 2007. Current municipal codes for Indian Shores do not provide for preservation related laws or ordinances. Incorporation of a preservation related element in the town's comprehensive plan is undetermined according to the LGPPD. For Indian Shores, preliminary steps for initiating a course of preservation planning in the community are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for all individually eligible resources as determined by SHPO.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Incorporate preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



KENNETH CITY

FMSF data from June 2007 shows that there have been recorded resources identified within the Town of Kenneth City. In addition, there are no listed ordinances addressing the preservation and protection of cultural resources in the municipality. Initial preservation recommendations for Kenneth City are:

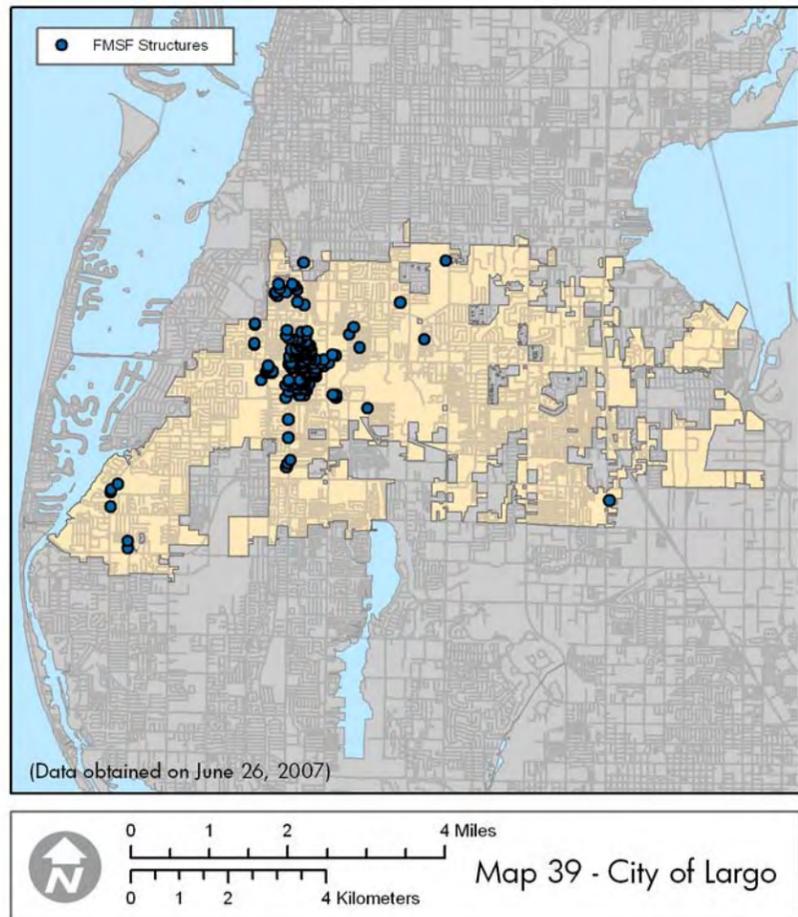
- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.

- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.

LARGO

FMSF data shows that 184 resources and one National Register listed property--the Louis Johnson Building (PI00981)-- have been identified in Largo. To date, there are no listed ordinances addressing the preservation and protection of cultural resources in the municipality. Initial preservation recommendations for Largo are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for all individually eligible resources as determined by SHPO.
- Consider updating NRHP nomination for Louis Johnson Building nomination form that was completed in 1987.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Incorporate preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



MADEIRA BEACH

At the time of this survey, there were no FMSF recorded resources found within the jurisdiction of the Town of Madeira Beach, nor were municipal preservation ordinances identified for the community. As a means of starting a preservation process in Madeira Beach, the two priorities should be to:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.

NORTH REDINGTON BEACH

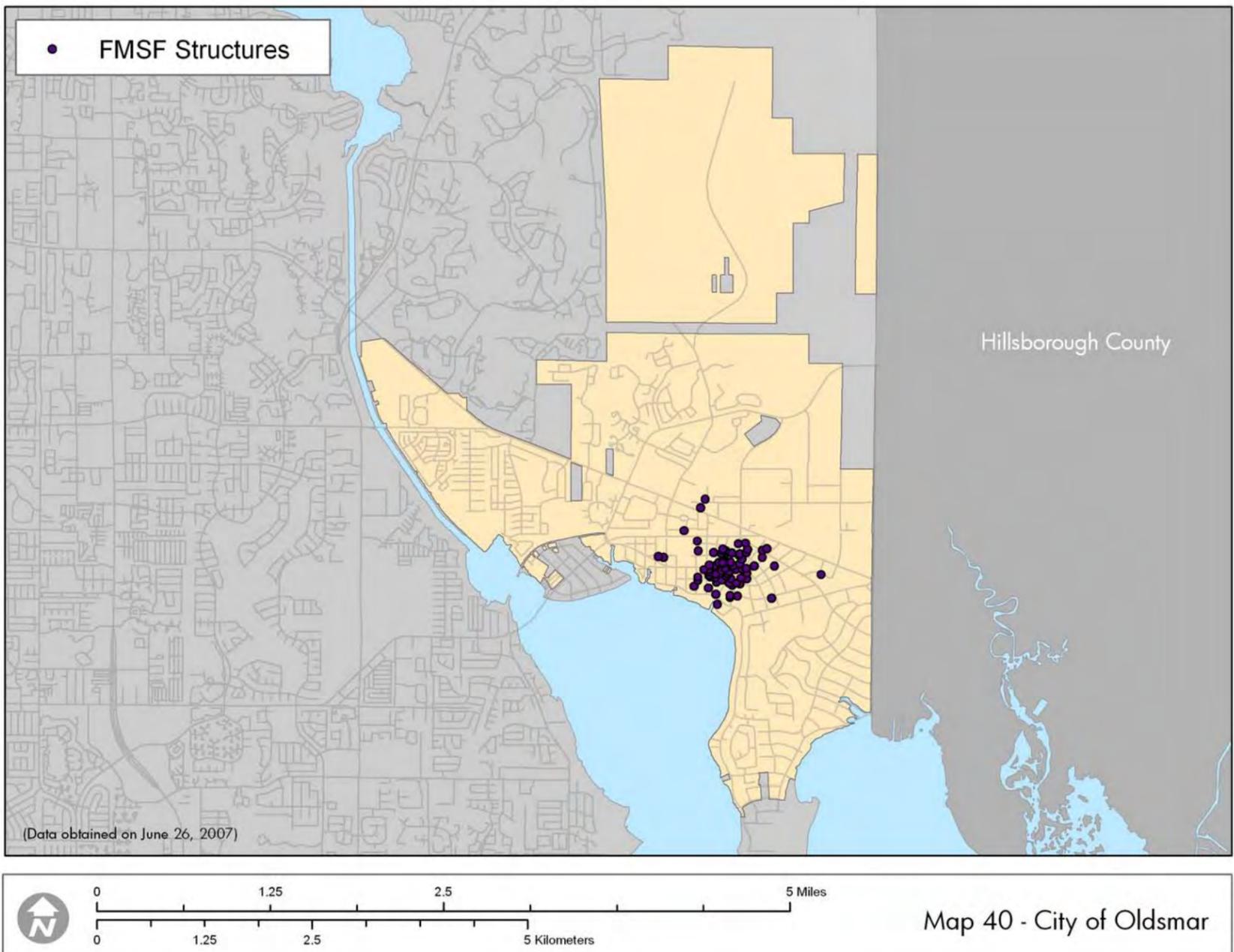
There were no recorded FMSF resources found in North Redington Beach according to the data obtained in June 2007. The LGPPD indicates that a preservation element is included in the North Redington Beach comprehensive development plan, however there is no enabling preservation ordinance or law for the municipality. Recommendations for the Town of North Redington Beach are:

- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.

OLDSMAR

Eighty resources were in the FMSF in Oldsmar including 73 structures, one bridge, and six archaeological sites. Oldsmar does not currently have a historic preservation ordinance but there is a cultural resource element in its municipal Comprehensive Plan. Recommended preservation priorities are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue NRHP nomination for the proposed Oldsmar Historic District.
- The potential for an Oldsmar Local Landmark District would be contingent upon establishing legislation for a preservation ordinance in that community.
- Maintain integrating preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.

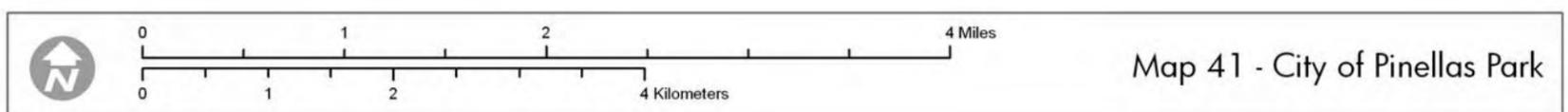
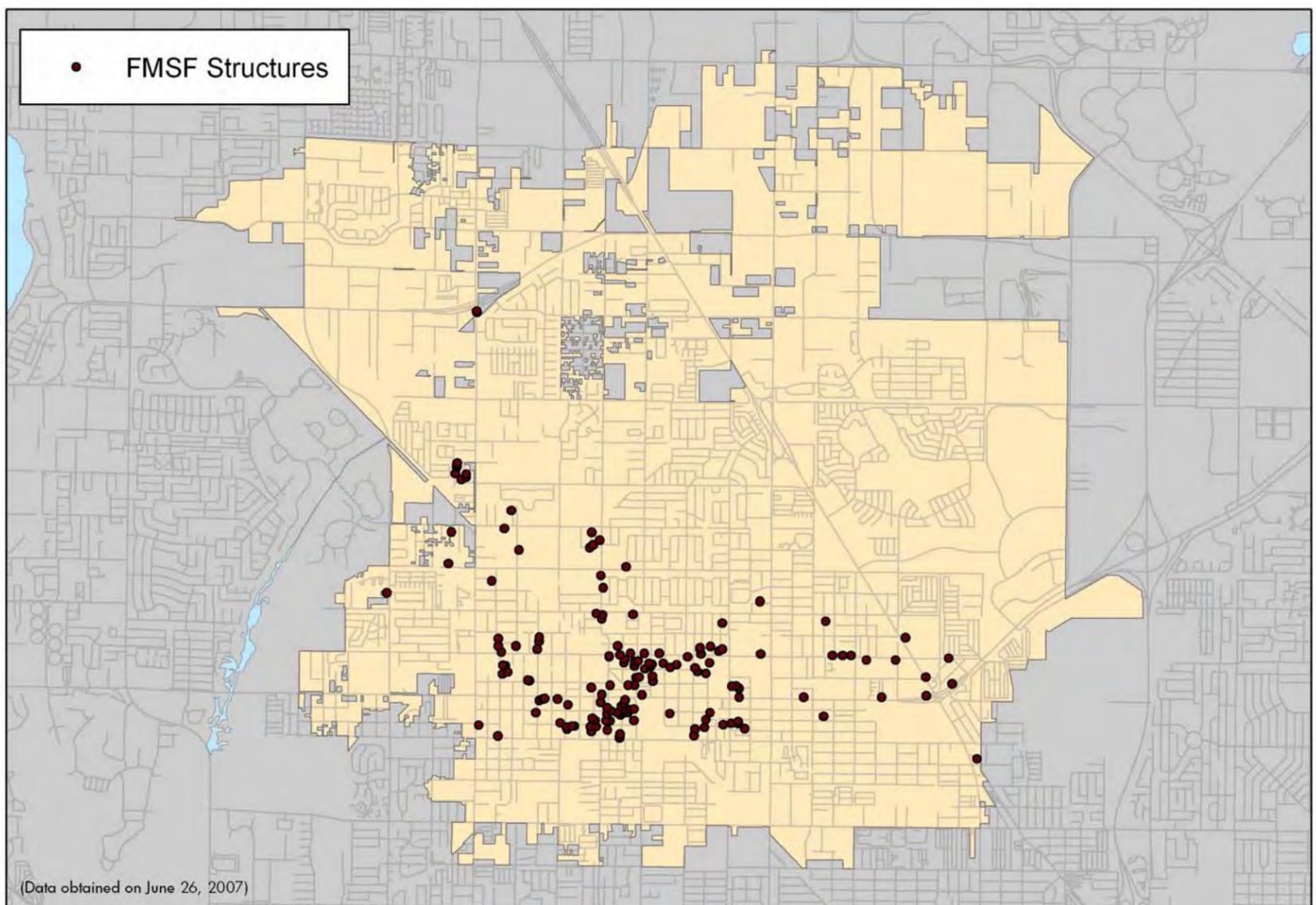


PINELLAS PARK

FMSF data, from June 2007, identifies 160 recorded cultural resources in Pinellas Park, including 156 historic structures and four archaeological sites. The majority of the surveyed historic structures are residential and commercial properties dating from the mid-twentieth century.

At this time, the City of Pinellas Park has not established any preservation-related ordinances or regulations or incorporated cultural resource management goals into long-term comprehensive planning documents. Recommended preservation priorities for Pinellas Park are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for all individually eligible resources as determined by SHPO.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Incorporate preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



REDINGTON BEACH

FMSF data obtained June 2007 shows no recorded resources identified within the Town of Redington Beach. At present, the municipality has not instituted any type of preservation law or ordinance or addressed cultural resource management issues in local comprehensive and development planning documents. Initial preservation priorities for Redington Beach are to:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.

REDINGTON SHORES

According to data obtained in June 2007, there are no FMSF recorded resources in the Town of Redington Shores. The LPPGD does not list a preservation ordinance for the municipality or mention an inclusion of a preservation element in the comprehensive plan. For Redington Shores, preliminary steps for initiating a course of preservation planning in the community are:

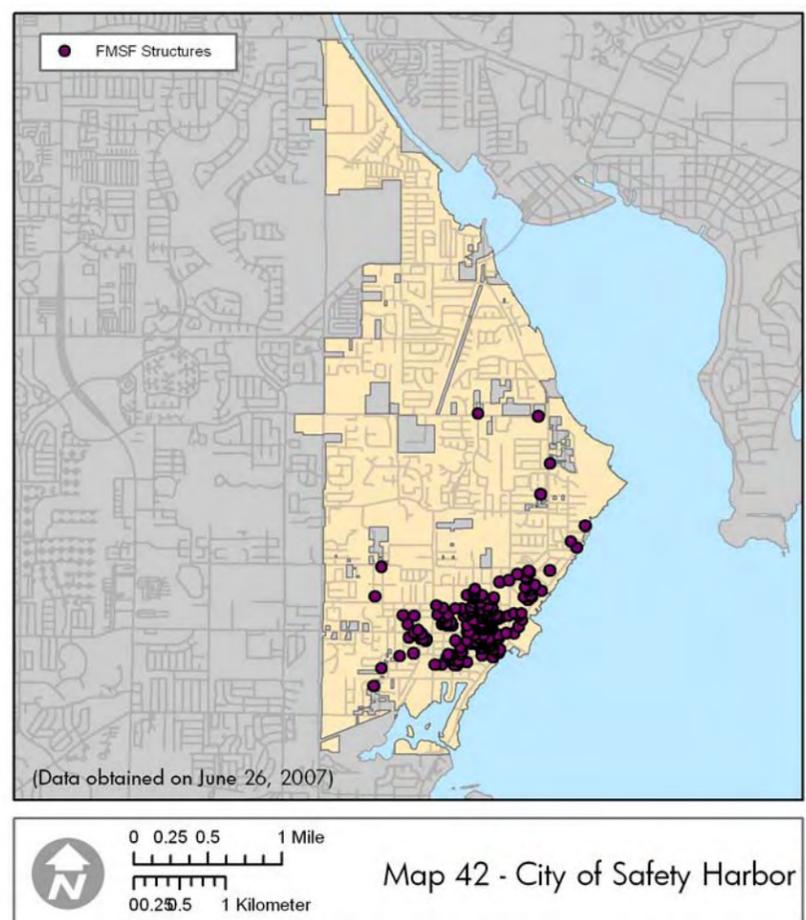
- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.

SAFETY HARBOR

There are 186 recorded FMSF resources located in Safety Harbor. Additionally, there are two NRHP listed properties: Safety Harbor archaeological site (PI0002) and Ingleside (PI01883). Safety Harbor has a historic preservation ordinance in place and incorporates a cultural resource element in its land development plan. Recommended preservation priorities include:

- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.

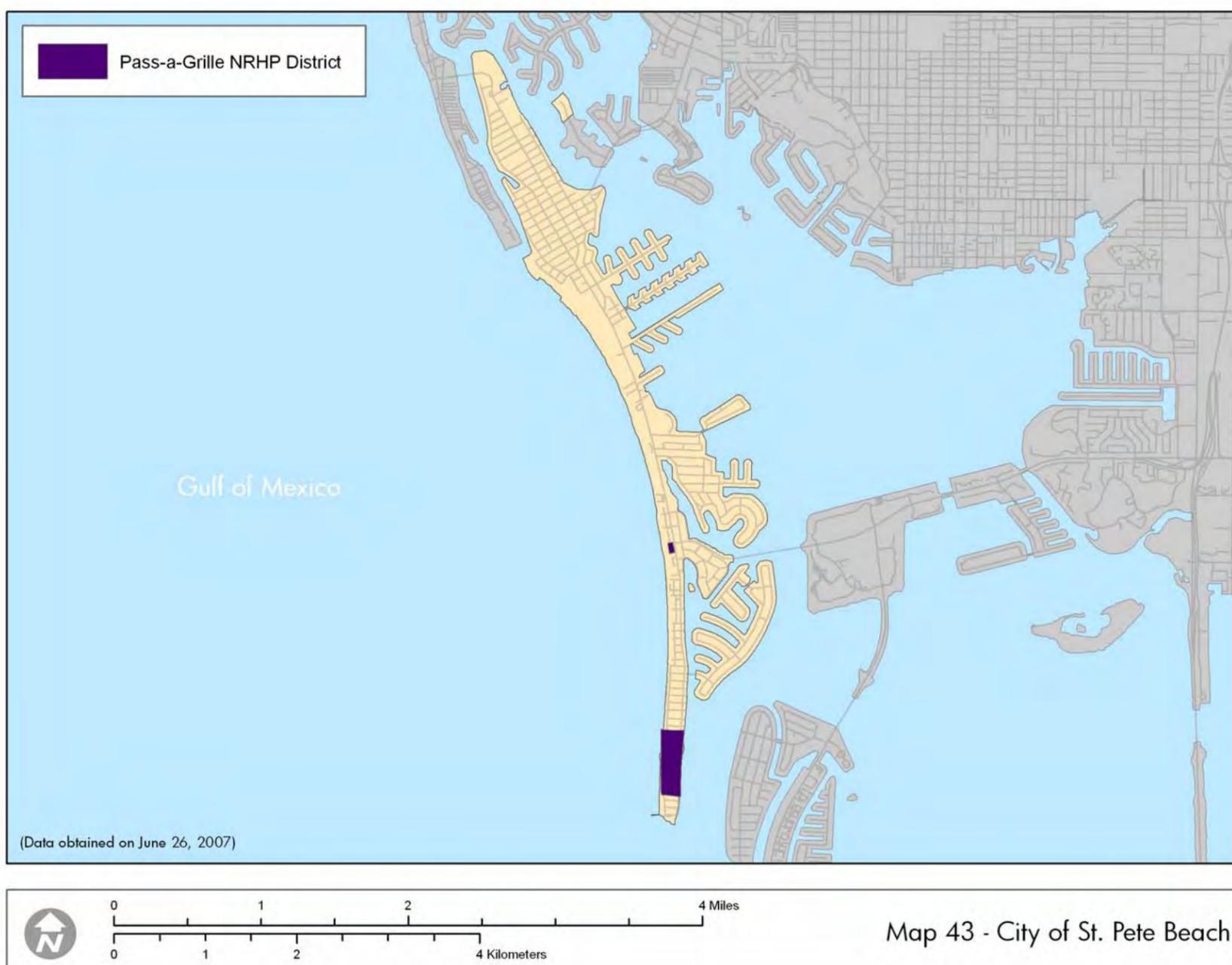
- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue the National Register nominations for all individually eligible resources as determined by SHPO.
- Update Safety Harbor NRHP form.
- Assess NRHP eligibility of existing local landmark designated properties.
- Pursue local landmark designation for Safety Harbor District and all individually eligible properties.
- Consider becoming a Certified Local Government.
- Pursue Main Street designation for downtown Safety Harbor commercial area.
- Maintain incorporation of preservation goals into municipal development plans.



ST. PETE BEACH

FMSF contained data on 149 resources in St. Pete Beach. In addition, the city has one NRHP-listed property, the Pass-a-Grille Historic District, the nomination for which was expanded and updated within the last 10 years. The city does have a historic preservation ordinance in place and has incorporated a cultural resource element in its planning documents. It should be noted that this city has a strong commitment to preservation as shown in its requirement for survey and NRHP-listed properties. The following recommendations are offered to complement their existing program:

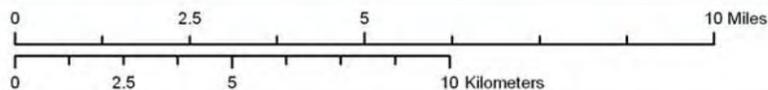
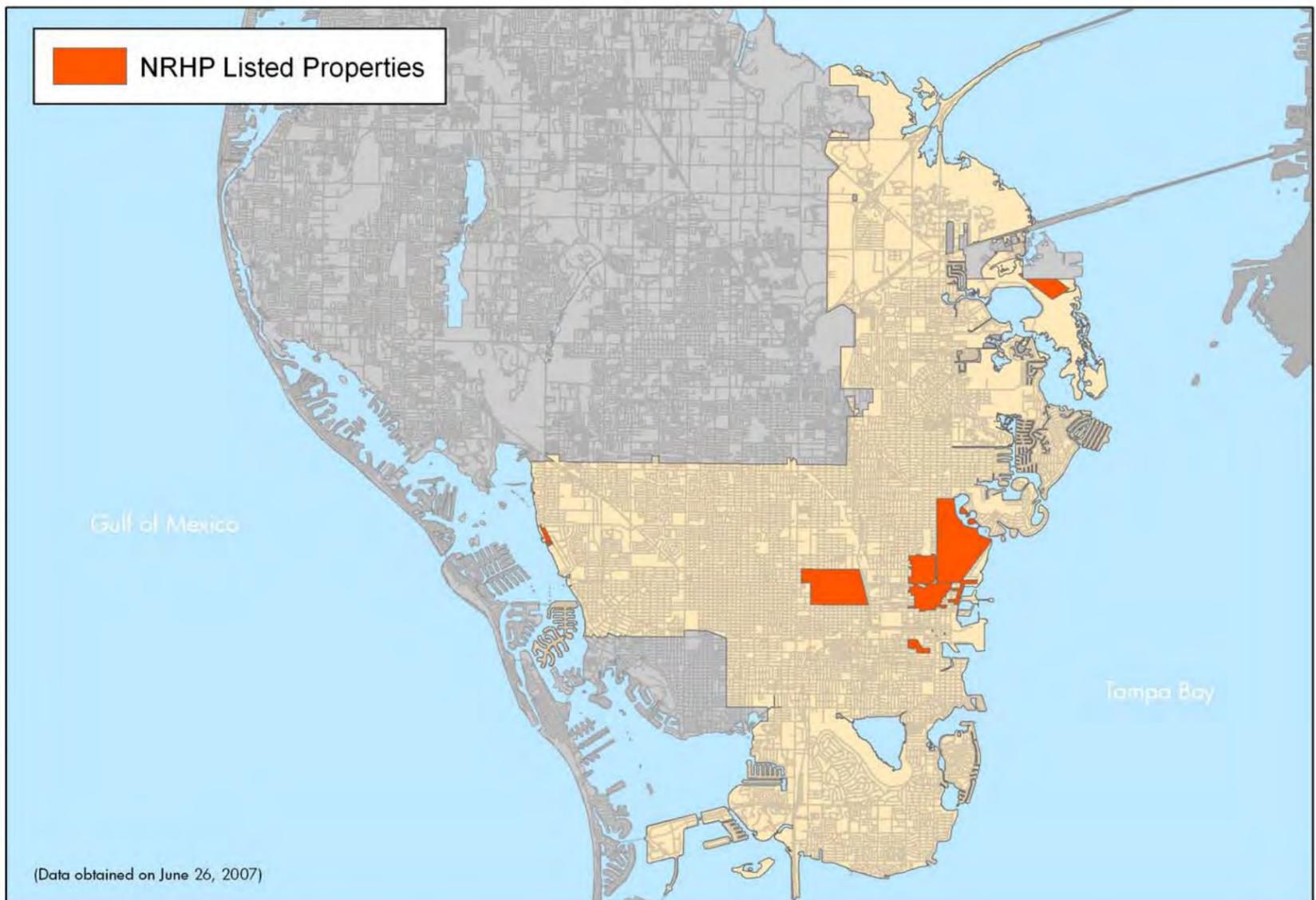
- Continue to require comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Continue to coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Work with SHPO to ensure changes in Pass-a-Grille NRHP District are incorporated into FMSF.
- Pursue National Register nominations for all individually eligible resources as determined by SHPO.
- Pursue local landmark designation for all individually eligible properties.
- Explore Main Street designation for Pass-a-Grille commercial area.
- Given the extent of preservation efforts to date, consider partnering with other municipalities and county in developing heritage tourism.
- Consider developing a historic marker program in the community.
- Maintain incorporation of preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



ST. PETERSBURG

The FMSF contained data on 7,370 resources in St. Petersburg. Also, the city has 28 NRHP-listed properties. The city does have a historic preservation ordinance in place and has incorporated cultural resource management into its planning documents. Simply said, St. Petersburg can be considered the preservation leader of the county. The following recommendations are offered to complement their existing program:

- Continue to require comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Continue to coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Update the following NRHP nominations for the following: Weeden Island Site (PI00001), the John C. Williams House (PI00199), the Vinoy Park Hotel (PI00202), the US Post Office (PI00223), the Veillard House (PI00263), the Snell Arcade (PI00279), the St. Petersburg Public Library (PI00285), the Dennis Hotel (PI00301), the Alexander Hotel (PI00315), Casa De Muchas Flores (PI00359), the Boone House (PI00616), Central High School (PI00718), the St. Petersburg Lawn Bowling Club (PI00751), Casa Coe Da Sol (PI00839), the Potter House (PI00904), and the Studebaker Building (PI00905).
- Pursue SHPO concurrence for NRHP eligibility of the Snell Isle Bridge and Booker Creek/Burlington Avenue Bridge.
- Pursue NRHP nominations for all individually eligible resources and the following potential historic districts: the Old Southeast, Woodlawn, Euclid Place/St. Paul, Allendale Terrace, Crescent Heights, and Park Street/Jungle Avenue neighborhoods.
- Assess NRHP eligibility of existing local landmark designated properties.
- Pursue Local Landmark nominations for the following proposed local historic districts: the Old Southeast, Woodlawn, Euclid Place/St. Paul, Allendale Terrace, Crescent Heights, 22nd Street South, and Park Street/Jungle Avenue neighborhoods.
- Expand the historic marker program.
- Given the extent of preservation efforts to date, consider partnering with other municipalities and county in developing heritage tourism.
- Continue to provide preservation leadership to other county municipalities and explore possibility of county workshop to provide their counterparts with preservation advice and lessons learned.
- Maintain incorporation of preservation goals into municipal development plans.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



Map 44 - City of St. Petersburg

SEMINOLE

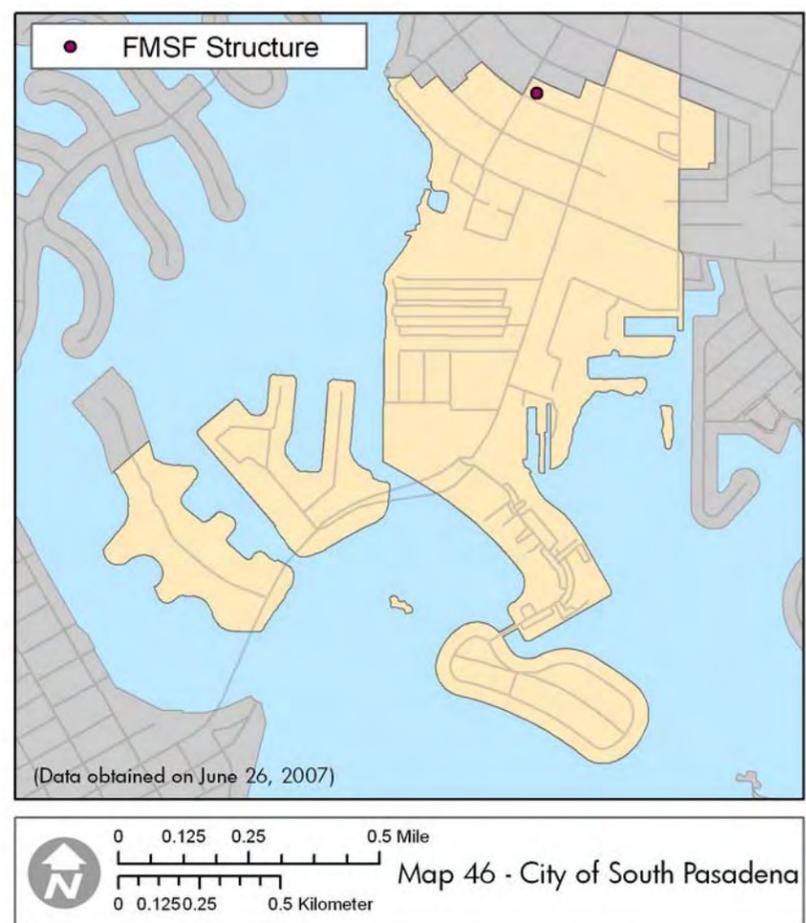
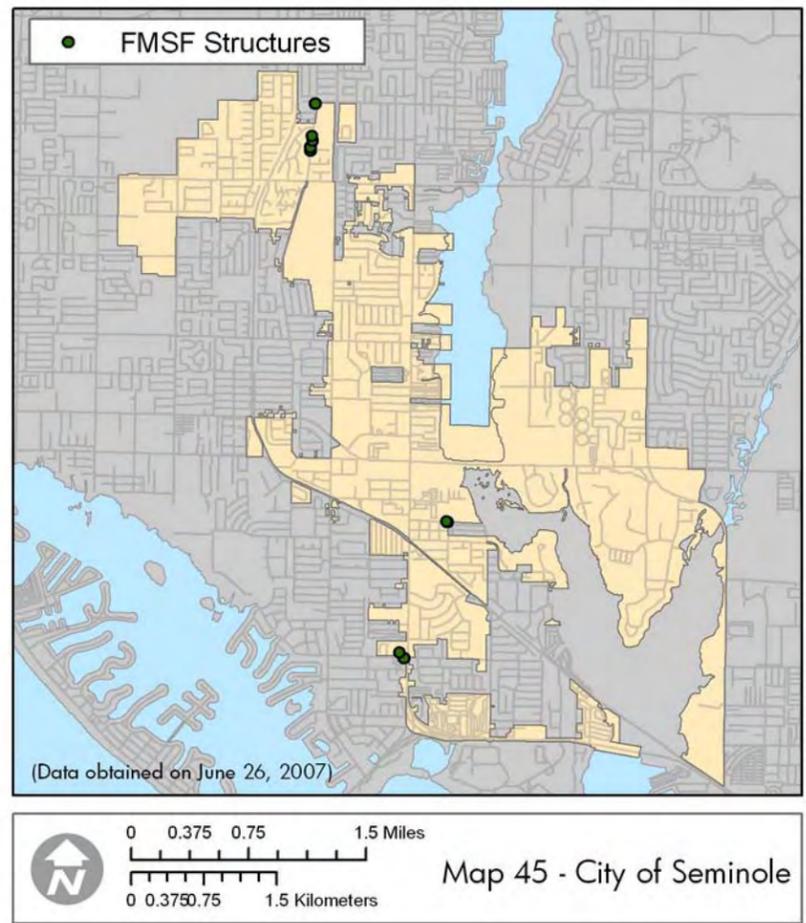
At the time of this survey, 14 cultural resources, including 10 historic structures, one cemetery, one resource group, and two archaeological sites were recorded on the FMSF in the City of Seminole. Municipal code makes no mention of ordinances for historic preservation or cultural resource management, therefore preliminary steps for initiating a course of preservation planning in the community are:

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Integrate existing FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.

SOUTH PASADENA

Only two cultural resources, one historic structure and one archaeological site had been recorded on the FMSF in South Pasadena as of June 2007. There is no mention of a preservation ordinance listed on the LGPPD for South Pasadena or in the municipal code available online. Therefore, initial recommendations for South Pasadena are:

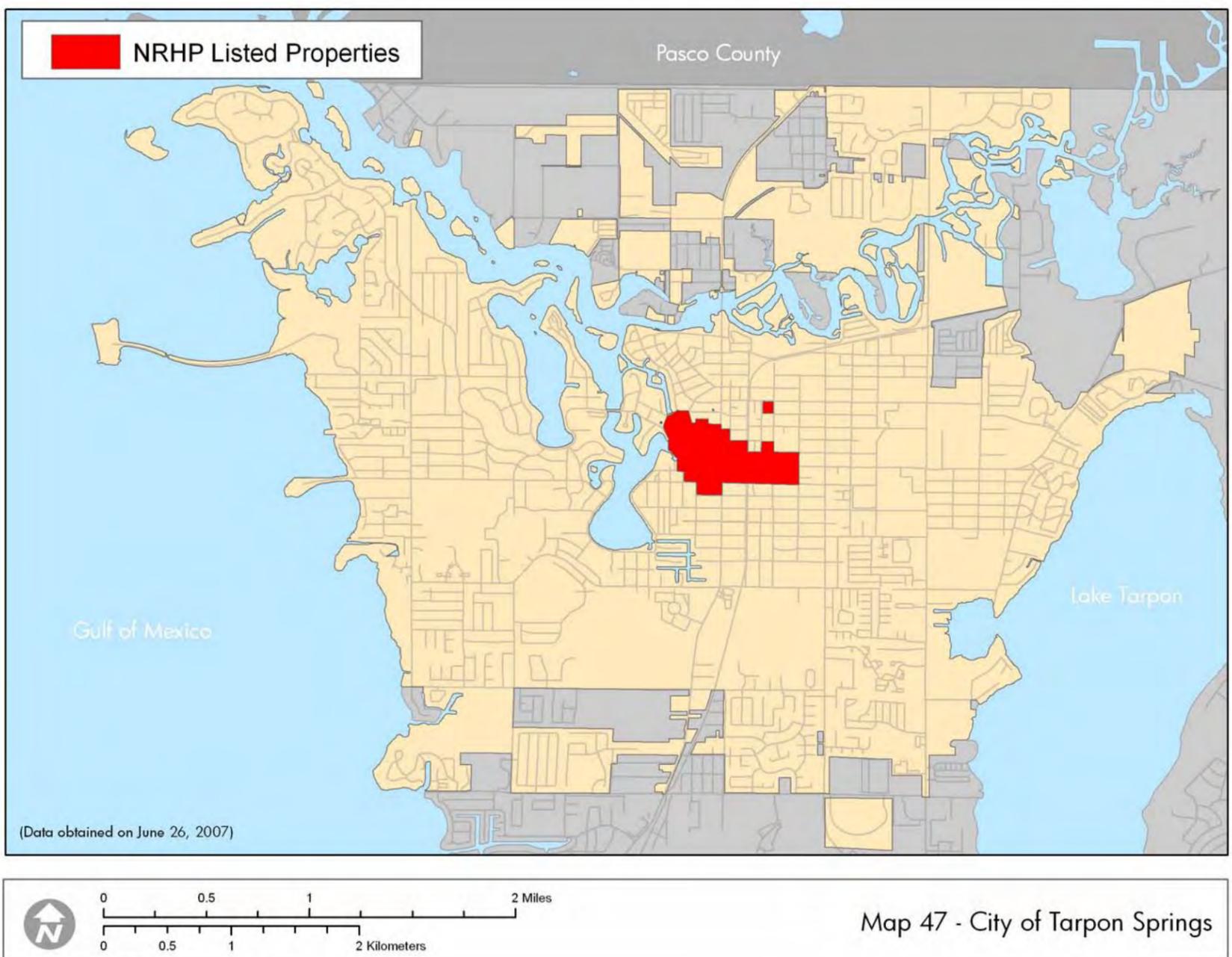
- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



TARPON SPRINGS

Four hundred and one resources have been recorded on the FMSF in the city of Tarpon Springs. The city has 12 NRHP-listed properties. The city does have a historic preservation ordinance in place and has incorporated cultural resource management into its planning documents. Like St. Petersburg and St. Pete's Beach, Tarpon Springs has a demonstrated commitment to preservation. The following recommendations are offered as a complement to what the city has already in place:

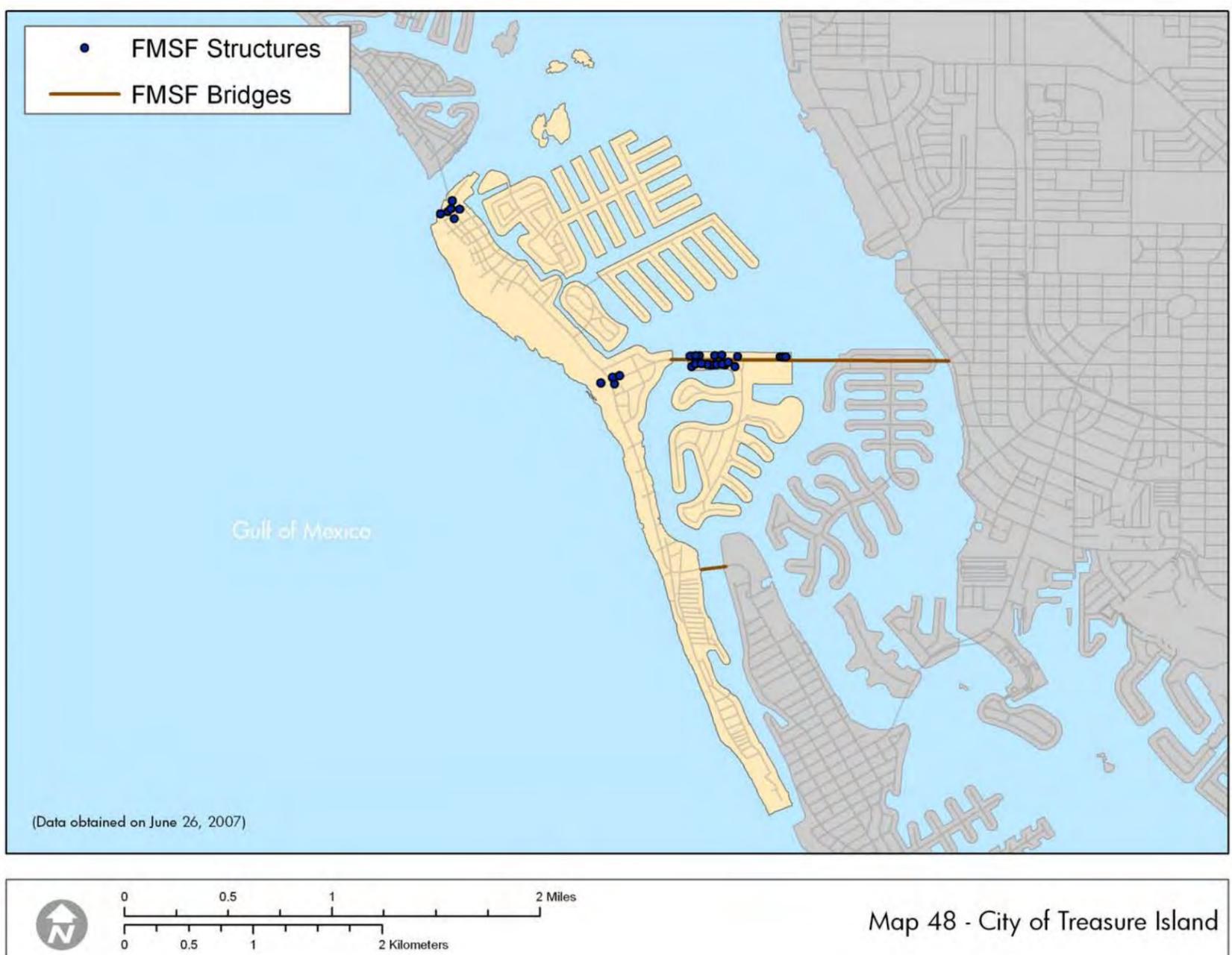
- Maintain requirement for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Continue to coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Pursue NRHP nominations for all individually eligible resources as determined by SHPO.
- Assess NRHP eligibility of existing locally designated properties.
- Update NRHP nominations for the following: the Safford House (PI00176) and the Arcade Hotel (PI00870) and target others as they reach a 20-year threshold.
- Consider Main Street designation for commercial downtown Tarpon Springs and the Sponge Boat Dock and Warehouse Area.
- Consider Scenic Byway designation and Heritage Corridor Potential for Alternate Highway 19 through Tarpon Springs in conjunction with Unincorporated Pinellas County, Dunedin, and Clearwater.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



TREASURE ISLAND

A total of 33 cultural resources, including 30 historic structures, two bridges and one archaeological site have been recorded on the FMSF in the City of Treasure Island. Article III, Section 1 of their municipal code contains a historical tree protection ordinance.

- Implement requirements for comprehensive FMSF surveys of archaeological and historic property resources in the municipality with an emphasis on coastal areas.
- Coordinate with SHPO to provide evaluations of FMSF recorded cultural resources to determine National Register eligibility.
- Request SHPO Evaluation for the Treasure Island Causeway (PI10574).
- Enact local preservation ordinances establishing a review board, local landmark inventory, preservation enforcement, and financial incentives for locally designated properties.
- Integrate FMSF data into municipal natural disaster/emergency preparedness and mitigation preservation plans.



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