

Final Environmental Assessment for Phase II Air Cargo Facility Development

Volume 2: Appendix F

Lakeland Linder International Airport
Polk County, Florida

October 2021

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APPENDIX F
Cultural Resources Assessment Survey

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Phase II Air Cargo Facility Development at Lakeland Linder International Airport (LAL)

Phase IB Cultural Resources Assessment Survey

Prepared for:

Federal Aviation Administration

Prepared by:

City of Lakeland, Florida and

AECOM

September 2020

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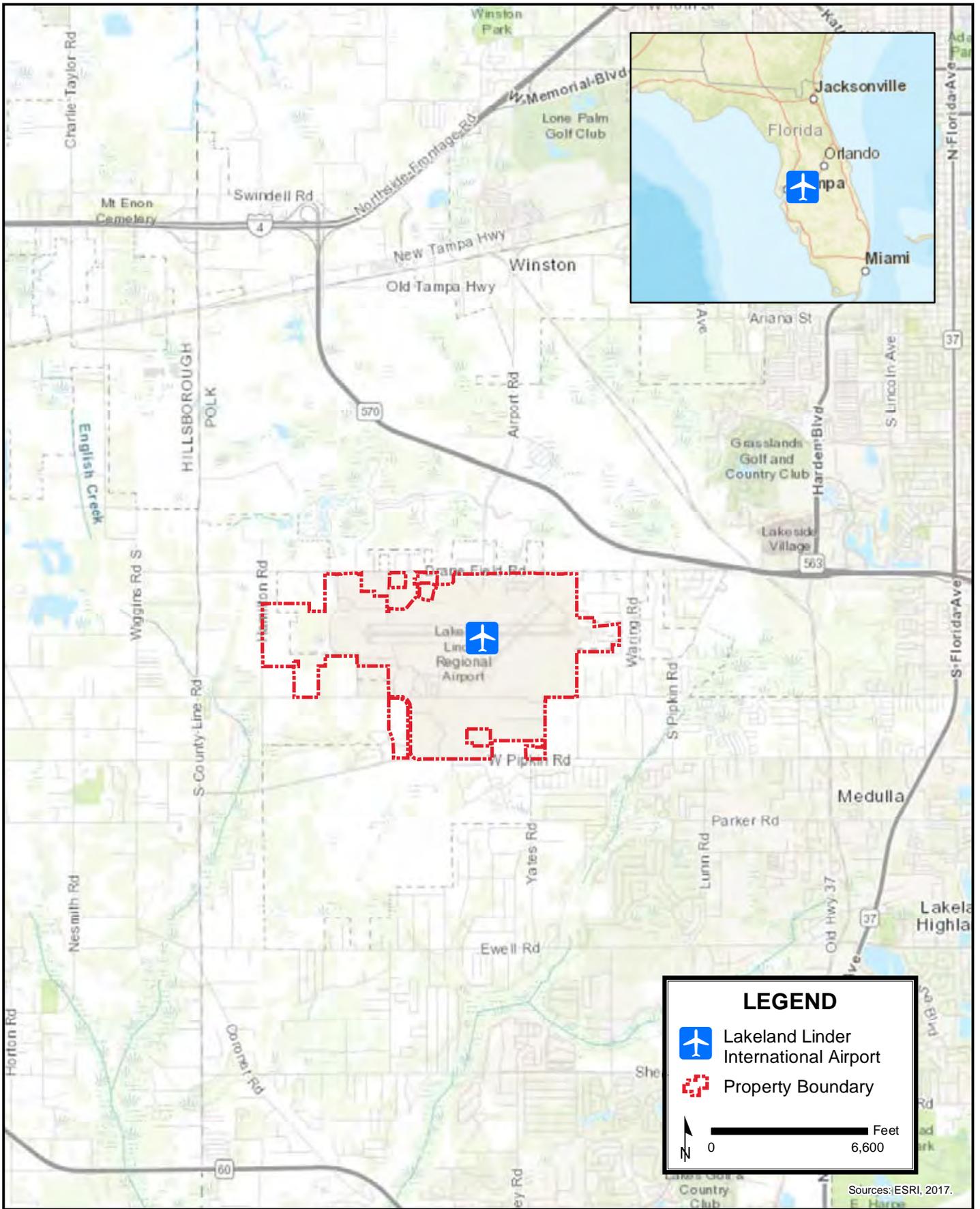
1. INTRODUCTION

AECOM Technical Services, Inc. (AECOM) has performed cultural assessment services to support Phase II of an air cargo facility at Lakeland Linder International Airport (LAL, or the Airport), hereinafter referred to as the Proposed Project. The Airport is located on approximately 1,710 acres in central Florida's Polk County, less than one mile east of the Hillsborough County Line, and approximately 3.5 miles south of Interstate Highway 4, five miles southwest of the City of Lakeland (City), and 27 miles east of Tampa International Airport (**Figure 1-1**).

The Proposed Project is an expansion of an air cargo facility already constructed (i.e., Phase I development). The Phase II expansion is being proposed to accommodate future flexibility for expanded operations, given the potential for network and customer demand to increase in the near future. A notional layout for the Proposed Project is shown on **Figure 1-2a** based on facility sizing needs. The Proposed Project would be developed on an approximate 68-acre site in the northwest quadrant of LAL, immediately west and adjacent to the completed Phase I development. Additionally, to accommodate the potential need for additional aviation fueling capacity at LAL, a fuel farm is being proposed in an area separate from the Proposed Project footprint, at the intersection of Aero Place and Taxiway H (**Figure 1-2b**). Current projections indicate need for additional aboveground storage tanks providing a total of 850,000 gallons of Jet-A fuel capacity. There is potential for a small portion of this capacity to be dedicated to off-road equipment fuel (e.g., gasoline, diesel or hydrogen) if usage needs dictate once the facility is operational.

AECOM conducted a Phase IB Cultural Resources Assessment Survey (CRAS) of the areas of potential effect (APE) for the Proposed Project. To identify potentially significant archaeological and/or historical resources within a project area, a Phase IB CRAS includes background research on the history and environment of the property followed by a subsurface survey and surface inspection of the project impact area which involves pedestrian inspections and shovel testing. Phase IB surveys also include recording any structures over 50 years in age within the vicinity of the project area. A Phase IB CRAS does not include formal excavations of identified cultural resources (Phase II), or data recovery/mitigation planning (Phase III). A Direct Effects Area of Potential Effect (APE) was delineated within which direct physical impacts of the Proposed Project (i.e., construction footprint) will be characterized and disclosed, and was used for the purposes of Section 106 coordination pursuant to the National Historic Preservation Act (NHPA).

An Indirect Effects APE was also delineated that corresponds to the area within the composite 65 decibel day-night average sound level (DNL 65 dB) and higher aircraft noise contour of the Proposed Project. The Indirect Effects APE was used to identify, disclose and evaluate potential impacts on eligible historic architectural resources protected by the NHPA. Refer to **Figure 1-3** for a graphical depiction of the Direct and Indirect Effects APEs delineated for the EA and this CRAS.

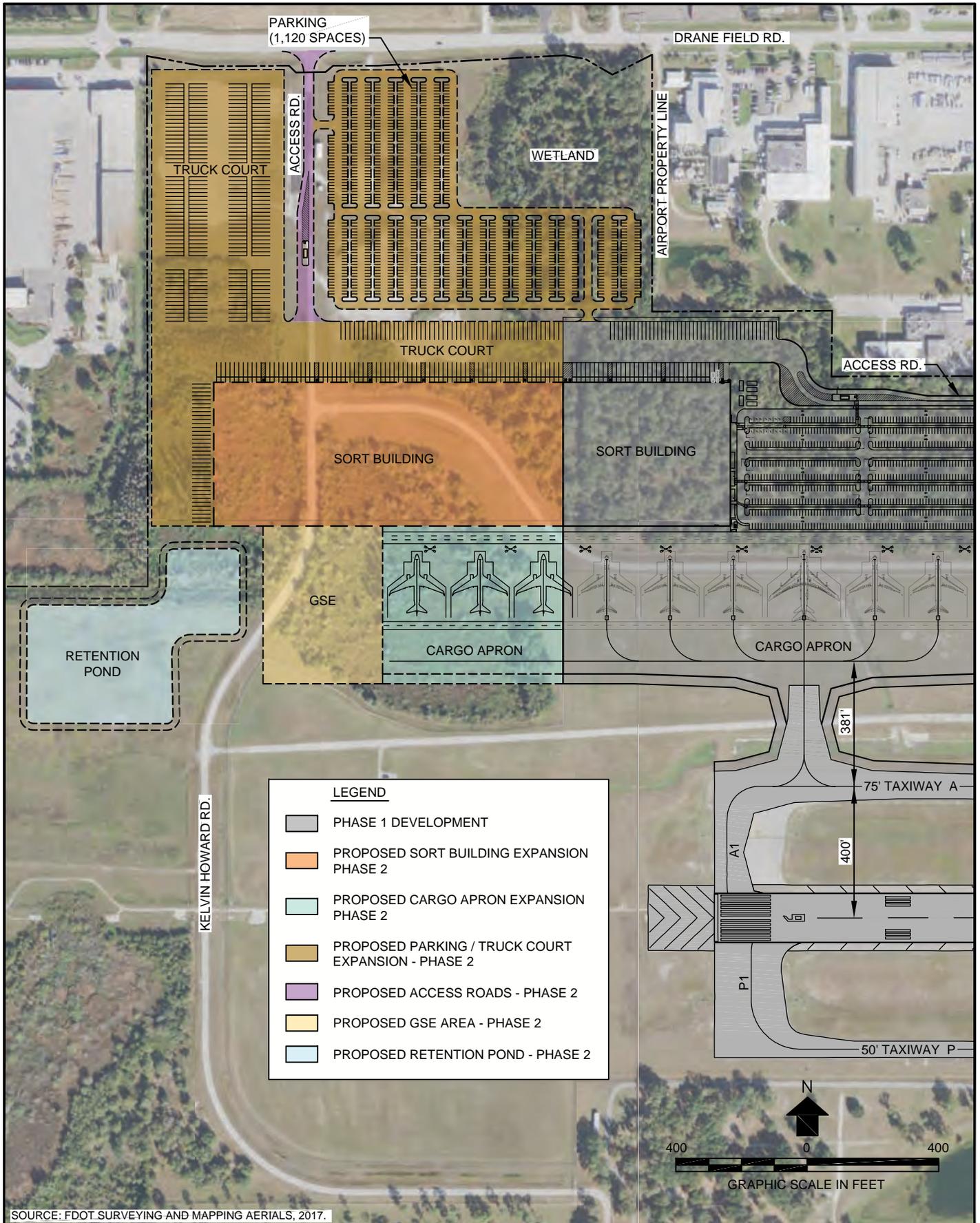


Sources: ESRI, 2017.

**LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

PROJECT LOCATION

**FIGURE
1-1**

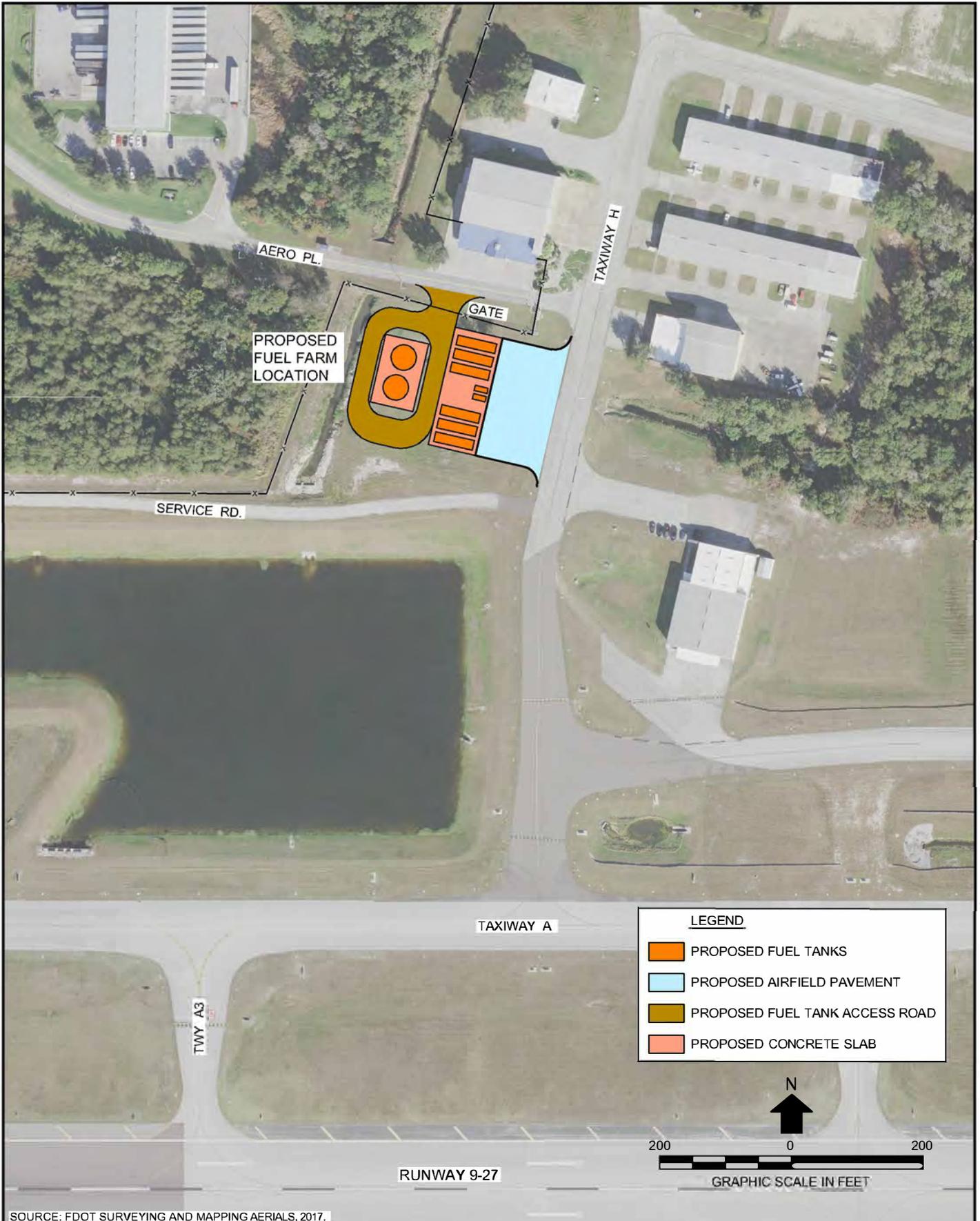


SOURCE: FDOT SURVEYING AND MAPPING AERIALS, 2017.

**LAKELAND LINDER
INTERNATIONAL AIRPORT**
**PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

EA PROPOSED PROJECT

**FIGURE
1-2a**



**LAKELAND LINDER
INTERNATIONAL AIRPORT**
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT

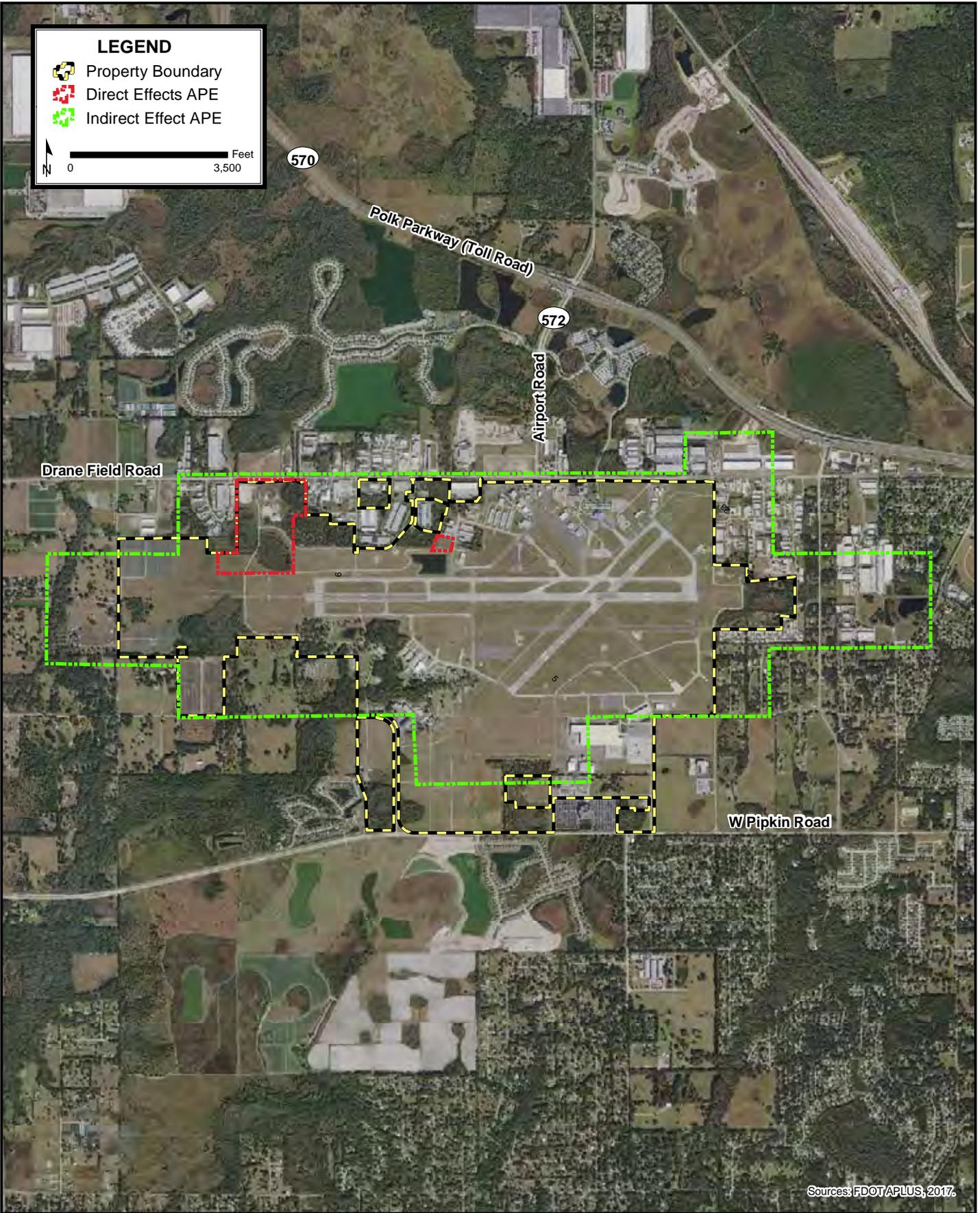
**EA PROPOSED PROJECT
FUEL FARM**

FIGURE
1-2b

LEGEND

-  Property Boundary
-  Direct Effects APE
-  Indirect Effect APE

0 Feet 3,500



Sources: FDOT/APLUS, 2017.

Path: C:\Users\rita.norman\Desktop\Amazon\GIS\mxd\Cultural\Figure 1-3 Areas of Potential Effect_rev2.mxd, Date Saved: 9/23/2020 1:34:04 PM

**LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

AREAS OF POTENTIAL EFFECT

**FIGURE
1-3**

The Proposed Project requires Federal action and the Federal Aviation Administration (FAA) is the lead federal agency. This CRAS was prepared to facilitate consultation per Section 106 of the NHPA and 36 Code of Federal Regulation (CFR) 800. This work was conducted pursuant to Section 106 and conforms to the professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 CFR 44716, as amended and annotated). The work was also conducted pursuant to the following:

- Chapter 1A-46 of the Florida Administrative Code,
- Cultural Resource Management Standards and Operational Manual of the Florida Division of Historic Resources (FDHR, 2003), and
- Chapter 267, Florida Statutes (F.S.).

A background research conducted within one-mile of the Indirect Effects APE revealed that there are 17 historic structures, six archaeological sites, 26 cultural resource studies, and one resource group present within one mile of the Indirect Effects APE (**Appendix B**).

The current study, documented herein, constitutes a Phase IB CRAS and included a Florida Master Site File (FMSF) check, background research, and linear pedestrian and subsurface shovel testing survey within the APE. Mark Martinkovic served as Principal Investigator for the archaeological cultural resources survey on this project and authored this report, which adheres to the FDHR CRAS format. Archaeological fieldwork was conducted by Mark Martinkovic, Jeffrey Jones, Brooke Bayer, and Elizabeth Wilkins on July 6 and 7, 2020 and included the excavation of 12 shovel test pits (STPs) and photographic documentation. Based on the results of current survey, no further archaeological work is recommended for the APE. No Historic Properties will be affected by the Proposed Project.

2. ENVIRONMENTAL OVERVIEW

2.1 PHYSIOGRAPHY AND GEOLOGY

Regionally, the APEs are located in the Flatwoods province of Florida, approximately 25 miles (40 kilometers) east of Tampa Bay. This physiographic region is characterized by relatively low flat land encompassing large portions of south-central Florida. The altitude in this region ranges from sea level to 150 feet. This region is characterized by flatwoods and inland lakes between the Gulf of Mexico to the west and the Atlantic Coastal Ridge to the east. The topography of the region includes a series of poorly drained soil types and ranges in elevation from 140-144 feet (43 meters) above mean sea level.

2.2 HYDROLOGY

The western portion of Polk County consists of fairly level pine flatwoods containing numerous lakes and occasional swamps and marshes. The general area adjacent to LAL is drained by the Gaskin Branch which empties into the Peace Creek to the south which empties into the larger Peace River approximately three miles to the southwest. There are two hydrological characterizations within or adjacent to LAL: freshwater streams and stagnant flatland waters.

Much of the surrounding area is generally poorly drained with occasional drainage channels. The hydrology of the area surrounding LAL is consistent with hydric flatwoods and consists of poorly drained soils.

2.3 PALEOENVIRONMENT

During the late Pleistocene, sea levels were more than 70 meters lower than they are today, and the coastline of Florida extended many miles beyond its current location. From approximately 11,000 before present (B.P.) to 9000 B.P., sea levels rose dramatically as the continental ice sheets retreated and melted, bringing sea levels to within a few meters of current levels (**Figure 2-1**). Around 14,000 B.P., the vegetational community in the area of western Florida mostly consisted of oak, hickory, and southern pine forests, with mixed hardwood forests along major drainages from the Appalachian highlands toward the Gulf of Mexico. The oak, hickory, and southern pine forests persisted in the area until circa (ca.) 10,000 B.P., while communities from the Appalachians north from 33 degrees latitude and the Florida peninsula experienced a variety of changes as the climate warmed and sea levels rose. The Hypsithermal interval around 8000 to 4000 B.P. led to the emergence of southern pine communities in inter-riverine uplands and large riverine swamps in the lowlands (Anderson et al. 1996:3-7; Delcourt and Delcourt 1981, 1983, 1985, 1987).

2.4 SOILS

The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS) maps six distinct soil types in the Direct Effects APE (**Figure 2-2**). The soils within the APE are all poorly drained. The air cargo facility portion of the APE consists of Smyrna and Myakka fine sand; Pomona fine sand; Immokalee sand; Ona-Ona wet fine sand 0-2 percent slopes; and Basinger Mucky fine sand. The proposed fuel farm portion of the APE contains Pomona fine sand and Felda fine sand, frequently ponded 0-1 percent slopes (NRCS, 2019).

2.5 FLORA AND FAUNA

The traditional mesic flatwoods flora of the project area consists of longleaf pine (*Pinus palustris*), slash pine (*Pinus elliotii*) (USDA, 1983), saw palmetto (*Serenoa repens*), gallberry (*Ilex glabra*), fetterbush (*Lyonia lucida*), dwarf live oak (*Quercus minima*), runner oak (*Quercus elliotii*), and wiregrass (*Astrida stricta*) (FNAI, 2010).

Tree-dwelling and larger mammals present on and around the project area include white tail deer (*Odocoileos virginianus*), river otter (*Lontra canadensis*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), and squirrels (*Sciurus* spp.). Avian species located in the area include local species, migratory species, and waterfowl. Reptiles are also present and include several species of snakes, turtles, lizards, and alligators. A wide variety of freshwater, fish are present in fresh water sources such a rivers, creeks, lakes, and ponds (FNAI 2010).



LEGEND

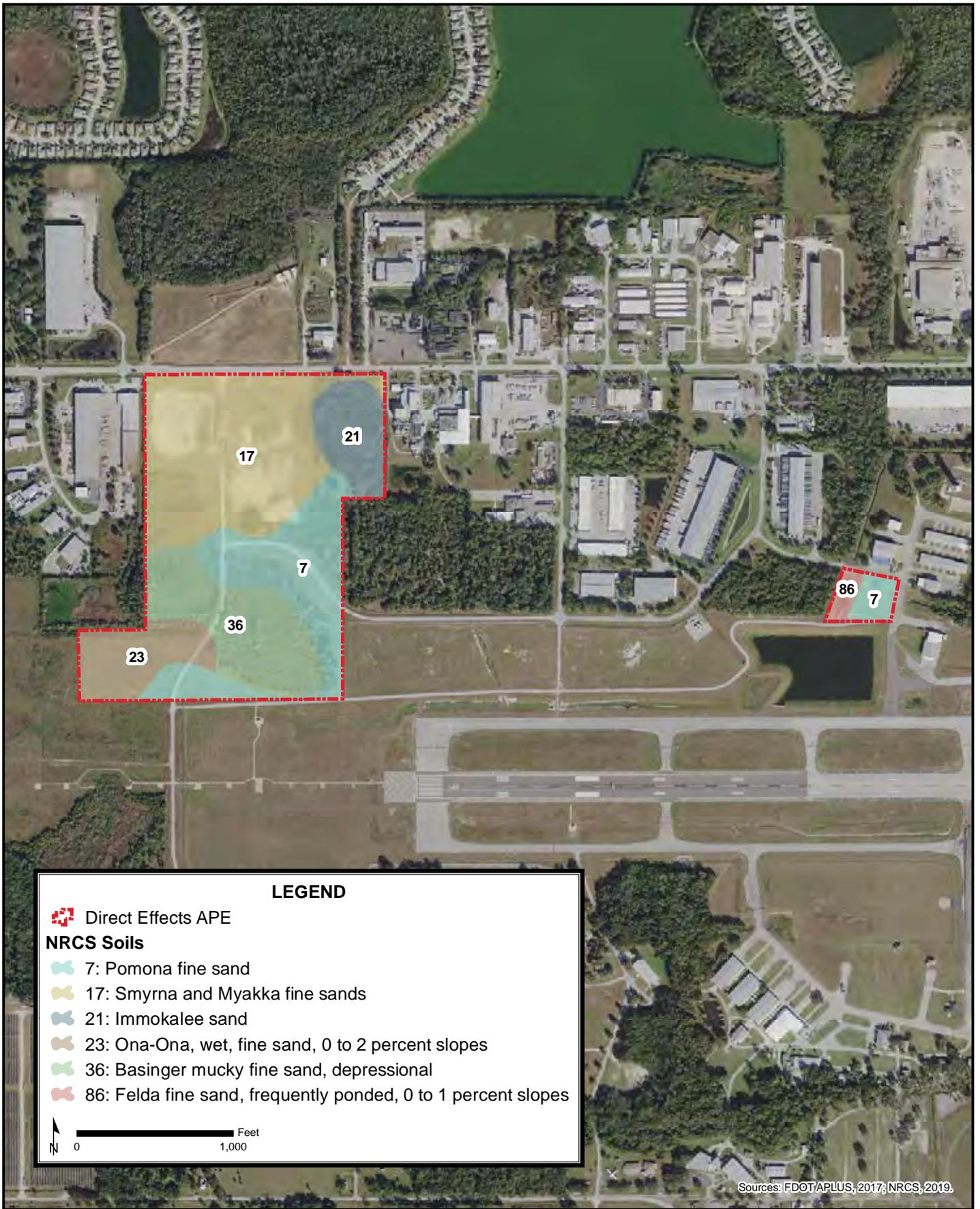
-  Lakeland Linder International Airport
-  Approximate Pleistocene Shoreline Boundary

0 100 Miles

**LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

**FLORIDA SHORELINES:
PLEISTOCENE TO PRESENT**

**FIGURE
2-1**



**LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

SOILS

**FIGURE
2-2**

2.6 CURRENT CONDITIONS AND LAND USE

The Direct Effects APE is historically and is currently an actively maintained site where ground-disturbing operations are often conducted. Many of the ground disturbing activities include building construction and grading, and creation of retention ponds and drainage systems.

Areas of filled and disturbed soil were consistently encountered within the APE during current survey efforts.

The APEs are located in the northeastern portion of the U.S. Geological Survey (USGS) 7.5-minute Nichols, Florida topographic quadrangle map in an area labeled “Lakeland Linder Regional Airport” (**Figure 2-3**). The area immediately west of the Direct Effects APE is outside of the Airport property and consists of a series of light industrial and commercial businesses. North of the APE is Drane Field Road which is a heavily developed east/west road skirting the north boundary of the Airport property. South of the APE are a taxiway and the main runway for LAL.

3. CULTURAL CONTEXT

The FDHR has developed cultural contexts that provide a necessary framework for the description and analysis of known and anticipated cultural resources. The contexts are organized by geographic region, time/developmental period, and theme, and are the basis for evaluating the significance of resources within the APE. The sections that follow summarize the relevant information for each time period in the region. The FDHR divides the prehistory of the State of Florida into four general periods (Payne and Milanich, 1992):

- Paleoindian (12,000-7,900 Before Christ [B.C.]),
- Archaic (7,900-500 B.C.),
- Woodland (500 B.C.-Anno Domini [A.D.] 1500), and
- Mississippian (A.D. 1000-1500).

3.1 PALEOINDIAN PERIOD (12,000-7,900 B.C.)

The earliest human occupation in Florida dates to the Paleoindian period. These people were the descendants of populations that had previously crossed the Bering Strait from Asia into the New World during the Late Pleistocene. Although the timing of this migration is subject to considerable debate, by ca. 12,000 B.C. these early colonists had spread across most of North and South America (Adovasio and Pedler 2005; Milanich 1994).

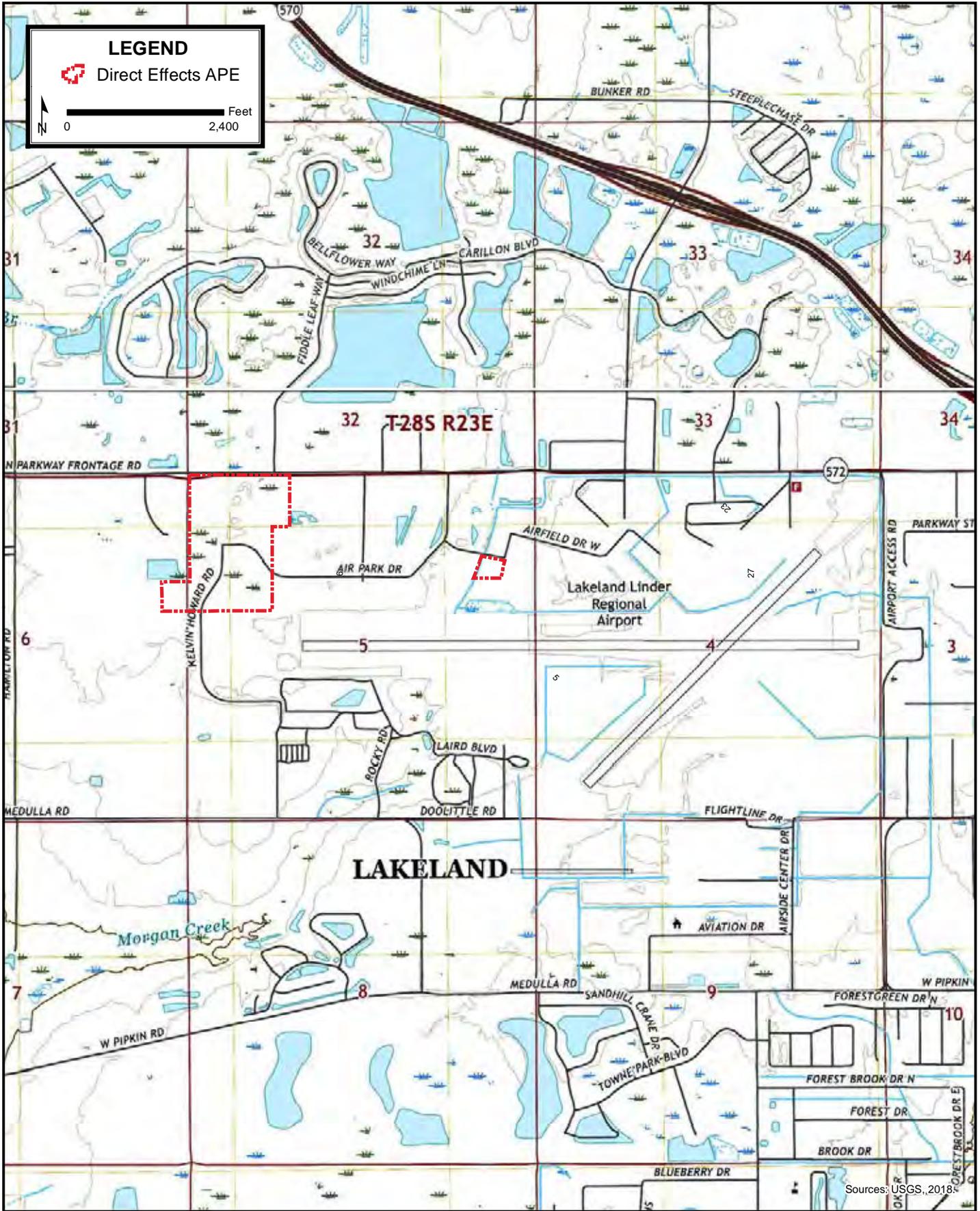
The earliest human occupants in Florida occupied a landscape different from that which is present today. During the Ice Age at the end of the Pleistocene epoch (ca. 12,000 years ago), sea levels were approximately 60 to 100 m lower than today. As a result, large portions of the continental shelf to the east, west, and south of Florida would have been exposed and the Florida Peninsula was twice as large as it is today (Faught 2004; Milanich 1994).

LEGEND

 Direct Effects APE

0 2,400 Feet

North arrow pointing up.



Sources: USGS, 2018

**LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

**USGS 7.5-MINUTE
QUADRANGLE MAP
(1:24000 SCALE)**

**FIGURE
2-3**

The subsequent inundation of these areas skews the available data on Paleoindian occupations in Florida, as sites that would have been located on the Coastal Plain are now under water (Borremans 1992; Faught 2004; Milanich 1994).

Paleoecological data suggest Florida was cooler and drier during the Paleoindian period compared to modern conditions (Borremans 1992). The now submerged Coastal Plain appears to have been crisscrossed by numerous river drainage systems, while the interior prairies were dotted by lakes and sinkholes created by upland springs.

These wetter environments would have provided more hospitable conditions for flora, fauna, and the earliest human occupants of interior Florida (Borremans 1992; Milanich 1994).

The majority of information related to the material culture of the Paleoindians of Florida comes from lithic assemblages. Paleoindian assemblages contain a mixture of formal and expedient stone tools (Borremans 1992). Formal tools include large, lanceolate projectile point/knives (PPKs), unifacial scrapers, gravers, and bifacial knives. Expedient tool types include flake knives, retouched flakes, and hammerstones used in tool manufacture. The majority of both formal and expedient Paleoindian tools were manufactured from high quality cherts (Borremans 1992; Milanich 1994). Ground stone tools were also manufactured, including adzes and egg-shaped weights interpreted as parts of bolas used in bird hunting (Milanich 1994).

Diagnostic stone tools dated to the first half of the Paleoindian period (i.e., Early and Middle Paleoindian periods [12,000-8,500 B.C.]) include the Suwannee, Simpson, and Clovis PPKs (Borremans 1992; Milanich 1994). Diagnostic stone tools dated to the latter part of the Paleoindian period (Late Paleoindian [8,500-8,000 B.C.]) include Dalton PPKs that represent a transitional form between the earlier Paleoindian and Early Archaic forms (Borremans 1992; Milanich 1994).

Although the Paleoindian occupants of Florida likely used a host of organic materials such as wood, bone, shell, and plant fibers to manufacture tools, shelters, ornaments, and clothing, the acidic soil conditions found across most of the state have resulted in the decomposition of most these organic artifacts (Borremans 1992). A small sample of non-lithic tools have been recovered across the state, including ivory spear foreshafts, bone and antler PPKs, bone needles, and worked fossil shark teeth (Dunbar and Webb 1996; Milanich 1994).

Paleoindians in Florida exploited a wide variety of animals and plants for food. Evidence for megafauna exploitation in Florida include a mammoth vertebra with visible butchering marks on its surface recovered from the Santa Fe River in north central Florida and the partial skeleton of an extinct species of bison (*Bison antiquus*) with a stone PPK still lodged in the skull found in the Wacissa River in northwest Florida (Milanich 1994). Faunal remains from the Little Salt Spring and sites on the Aucilla River demonstrate the wide breadth of species consumed by Paleoindian groups, including sloth, tapir, horse, camelids, mammoth, deer, fish, turtles, shellfish, opossum, rabbit, and muskrat. Evidence suggests that Paleoindian groups consumed plant foods as well. At the Little Salt Springs site, located just north of Charlotte Bay on the Gulf

Coast, archaeologists recovered botanical remains including berries, roots, seeds, and nuts (Borremans 1992; Milanich 1994).

Throughout the period, Paleoindian sites are interpreted as the remains of small, mobile bands of hunter-gatherer groups. The small size of most Paleoindian sites suggests these bands consisted of nuclear families or extended families, although larger group aggregations may have occurred at quarry sites (Milanich 1994). Sites located near fresh water sources are interpreted as seasonally reoccupied base camps; small lithic scatters are interpreted as short-term camps that represent brief stays for resource procurement (Milanich 1994). The location of high-quality chert for stone tool production also played a significant role in Paleoindian settlement systems. Quarry sites were likely visited on a regular basis to obtain raw materials for tool production and numerous sites have been found in association with chert outcrops. Cores, flakes, and other evidence of initial tool reduction are typically found at these sites (Borremans 1992).

Archaeological research conducted on the now submerged Coastal Plain suggests Paleoindian settlement was focused on riverine environments. Geological studies of inundated riverine, lagoon, and marsh deposits along the Florida coast suggest estuarine resources in these areas were utilized by Paleoindian groups (Borremans 1992). A survey conducted along the drowned channel of the Aucilla River in northwest Florida identified nine submerged Paleoindian sites. Diagnostic Paleoindian PPKs were recovered from these sites, including Suwannee PPKs as well as later Early and Middle Archaic PPKs (Faught 2004). These sites varied in size and artifact diversity suggesting the presence of base camps and short-term, resource procurement camps similar to those found in the interior.

3.2 ARCHAIC PERIOD (8,000-500 B.C.)

The Archaic period is typically divided into three subperiods based predominantly on the changes in PPK morphology through time: Early Archaic (8,000–5,000 B.C.); Middle Archaic (5,000–3,000 B.C.); and Late Archaic (3,000–500 B.C.). The general trend was toward increasing sedentism throughout the period, culminating in the appearance of the first fully sedentary villages during the Late Archaic period. Ceramic technology appeared during the Late Archaic. The end of the Archaic period is marked by the appearance of regional cultures in different parts of the peninsula. These regional cultures are primarily defined based on technological and stylistic differences in ceramic assemblages.

Sea-level rise and increasingly wetter climatic conditions constitute the largest changes to the environment along the Florida Peninsula during the Archaic period. Although the general climactic trend was towards increasingly wetter conditions, there were marked fluctuations in climate (Milanich 1994). The period from 8,000 to 6,000 B.C. was markedly wetter than the preceding Paleoindian period, while the period from 6,000 to 3,000 B.C. was drier than the previous 2,000 years. By 3,000 B.C., the climate of Florida was similar to that of today (Milanich 1994).

The wetter climate brought about changes in both the hydrology and flora on the Florida Peninsula. Pollen data suggest that during this period, mixed forests gradually replaced the xerophytic oak-pine forest that had dominated the landscape during the Paleoindian period (Pelletier *et al.* 2004). The moister climate also resulted in an increase in surface water across the state, expanding the number of pond, lake, marsh, and swamp environments across the peninsula.

Sea-level rise, which began during the Paleoindian period as the glaciers associated with the last glacial maximum began to melt, continued during the Archaic period. As a result of rising sea levels, a large number of Archaic period sites have been inundated. The inundation of these sites has created a bias in our understanding of Archaic period lifeways as the majority of the available data are from interior sites in upland settings.

3.2.1 EARLY ARCHAIC PERIOD (8,000-6,000 B.C.)

Diagnostic PPKs from the Early Archaic consist of a variety of side-notched and stemmed varieties including the Bolen, Dalton, Hamilton, Kirk Serrated, Nuckolls, Santa Fe, Suwannee, and Wacissa types (Milanich 1994; Russo 1992). PPKs with side notches and bifurcated bases, such as the Hamilton and Arredondo types, also date to this period (Milanich 1994; Russo 1992).

Early Archaic settlement and subsistence patterns appear to be similar to the preceding Paleoindian period. Early Archaic components are commonly found at sites with earlier Paleoindian occupations. This is most common at base camp sites (Milanich 1994). Types of Early Archaic sites include base camps, short-term camps, and quarry sites similar to those dated to the Paleoindian period (Russo 1992). The continuity in both site location and site types suggests Paleoindian lifeways generally continued into the Early Archaic period. Although the similarities in settlement pattern between the Early Archaic and Paleoindian periods are numerous, significant changes did occur. Early Archaic occupations are found in a more diverse set of locations and environments compared to early Paleoindian sites. The wetter conditions of the Early Archaic period resulted in an increase in available surface water, and Early Archaic populations appear to have expanded their occupation across the landscape as a result (Milanich 1994).

The second major development associated with Early Archaic populations was the appearance of a new type of site, the cemetery, which is not known for the preceding Paleoindian period. These sites are typically encountered in wet, marshy environments and shallow ponds, although later examples include internments in shell middens (Russo 1992). The practice of burying the dead in cemeteries located in low, wet, marshy environments persisted into the Middle Archaic period at sites such as Little Salt Spring in Sarasota County as well as sites in southern Florida (Milanich 1994; Russo 1992).

3.2.2 MIDDLE ARCHAIC PERIOD (6,000-3,000 B.C.)

Middle Archaic PPKs are typified by the stemmed PPK with a Christmas tree shaped blade such as the Levy, Marion, Newman, and Putnam types (Russo 1992). A hallmark of the Middle Archaic was the appearance and development of a blade industry (Milanich 1994). In addition to the PPKs, the Middle Archaic toolkit included a variety of specialized tools such as burins, microliths, and expedient forms.

While terrestrial animal and plant food resources continued to be exploited, the proliferation of shell middens in both riverine and coastal settings during the Middle through Late Archaic period demonstrate the importance of both freshwater and saltwater species of shellfish to these populations. At sites along the Gulf and Atlantic coasts, marine shellfish such as quahogs, whelks, conchs, oysters, and scallops were common food items. At riverine sites, mystery and apple snails, as well as freshwater mussels were harvested (Milanich 1994; Russo 1992). The focus on riverine and coastal resources helped to establish a more sedentary settlement pattern, with increasing population sizes at base camps (Milanich 1994; Russo 1992).

3.2.3 LATE ARCHAIC PERIOD (3,000-500 B.C.)

Late Archaic PPKs are typically smaller, stemmed and corner-notched forms that include the Clay, Culbreath, Destin, Lafayette, Marion, Putnam, and Savannah types (Campbell *et al.* 2012; Morehead *et al.* 2013). The Late Archaic tool kit also included a variety of temporally nondiagnostic formal and expedient stone tools such as scrapers, graters, adzes, knives, drills, choppers, gouges, and hammerstones (Milanich 1994; Russo 1992).

One of the most significant technological developments of the Late Archaic period was the appearance of ceramic technology. The earliest ceramic ware found in Florida is fiber-tempered Orange ware ceramics, which appeared along the northeast coast of Florida ca. 2200 B.C. Shortly after the appearance of ceramic technology in northeast Florida, fiber-tempered ceramics appeared at sites in the southern portion of the state, as well as along the Gulf Coast and Florida Panhandle. Along the Gulf Coast, the earliest, fiber-tempered ceramics are defined as the Norwood series (Saunders and Hays 2004). Norwood series ceramics are similar in morphology and exterior surface decoration but have a greater amount of sand content in their paste compared to Orange wares (Russo 1992; Saunders and Hays 2004).

The increased exploitation of shellfish and coastal resources during the Late Archaic led to large shell midden sites covering several acres (Milanich 1994; Russo 1992). These shell midden sites consist of large, extensive sheet midden deposits or deep, ring-shaped mounds of shell arranged around open, circular areas. These interior spaces within shell-ring sites may have functioned as central plazas or living areas (Russo 1992; Sassaman 2005).

The variety of faunal and botanical remains at Late Archaic sites demonstrates continued reliance on a hunting and gathering subsistence strategy (Milanich 1994). Plant and animal resources available during different seasons have been recovered from sites, suggesting occupation year round. The larger size, increased depth, and evidence of year-round

occupation based on faunal and botanical remains recovered from these sites indicates they represent occupations by semi-sedentary, and possibly even fully sedentary, hunter-gatherer groups (Russo 1992).

The larger sites appear to have been surrounded by a network of small, short-term resource procurement sites similar to those encountered during earlier periods. Russo (1992) has interpreted the relationship between large shell midden sites and these smaller, short-term camps as reflecting an integrated settlement system of large, centralized villages articulated with outlying habitation areas and resource processing stations.

3.3 WOODLAND PERIOD (500 B.C.-A.D. 1000)

The Woodland period in Florida is generally divided into three periods: the Early Woodland, represented by the Deptford culture (500 B.C.–A.D. 100); the Middle Woodland, represented by the Santa Rosa and Swift Creek cultures (A.D. 100–300); and the Late Woodland, represented by the Weeden Island culture (A.D. 300–900/1000). However, the Woodland Culture is poorly defined in the Central Florida Gulf Coast. Changes in pottery and technology beginning in the Late Archaic period are generally described as the Formative period. This culture gave rise to the later Weeden Island cultures.

Climactic conditions during the Woodland period were similar to those of today across the Southeast. Sea levels continued to rise, but at a slower rate than in earlier periods, with sea levels rising approximately 2 m over the last 2,000 years (Avery 1992).

3.3.1 WEEDEN ISLAND CULTURE (MANASOTA CULTURE) (500 B.C.-A.D. 1000)

Weeden Island cultures are generally distributed from Mobile Bay to the Atlantic Ocean and south through north and central Florida. Common Weeden Island cultural traits include distinctive decorated pottery, mound building and burial ceremonialism, and village sites. Gulf Coast sites are found as far south as Sarasota. There are several regional variations of the culture, based on regional adaptations to Florida's varied environments. The southern manifestation of the Weeden Island culture is known as the Manasota Culture. Despite the distances between them, all Weeden Island cultures are thought to have shared a common belief system. The Manasota culture focused on fishing, hunting, and shell fish gathering. Burial practices include primary flexed mound burials. Dense shell middens (oysters, quahog, and scallops) are often found along the coast in elevated hammocks. Early Manasota pottery was sand-tempered and undecorated but later pottery was decorated with check and complicated stamping. This decorated pottery is often discovered in a funerary context within burial mounds (Milanich 1994).

3.4 MISSISSIPPIAN PERIOD (A.D. 1000-1500)

The Mississippian culture in southwest Florida is known as Safety Harbor and grew out of the earlier Manasota cultures. According to Willey (1949) and White (1982), the key aspects of the culture include large sites with a temple mound (or mounds); plazas along streams, coastal

areas, inland lakes, and ponds; and typical Mississippian architecture (Lewis and Stout 1998; Payne 2002). Structural remains include daub, postholes/molds, wall trenches, hearths, and storage and refuse pits. There is little evidence of defensive constructions, such as palisades or embankments, around mound or other sites (Gardner 1971; Tesar 2006). Other features of these sites include cemeteries; an apparently reduced number of ceremonial sites as compared to the preceding periods; and a subsistence regime including evidence of maize agriculture, horticulture, and wild collected plants, as well as a wide range of fauna such as deer, small mammals, turtle, fish, and shellfish. Safety Harbor sites relied less on traditional Mississippian agriculture and focused on shellfish gathering (Milanich 1994).

3.5 HISTORIC CONTEXT

3.5.1 CONTACT PERIOD (A.D. 1500-1565)

Spain made several attempts to colonize Florida in the early sixteenth century. The North American continent was first sighted by Spanish explorer Juan Ponce de Leon in March of 1513. He claimed the land for the Spanish crown and named it *La Florida*, meaning “Land of Flowers.” Spain launched multiple expeditions to settle their new discovery between 1513 and 1563, but Native Americans and the inhospitable wilderness prevented permanent settlement (Gannon 1996).

At the time that the first Spanish explorers, Juan Ponce de Leon, Panfilo de Narvaez, and Hernan de Soto, were making the first recorded European forays into Florida in the early 1500s, the northwestern portion of the State was occupied by the Apalachee chiefdoms, agricultural descendants of the Fort Walton Culture (Hann and Mcewan 1998). The Apalachee settlements included small farming hamlets, as well as larger villages and ceremonial mound centers. Alvar Nunez Cabeza de Vaca, a member of Narvaez’s party, recorded fields of planted maize around the villages (Gannon 1996). Narvaez ventured into the Apalachee region in 1528 in an attempt to find treasure (Gannon 1996). After one month in the area, more than 60 of Narvaez’s men were dead, and the party retreated to the Gulf Coast. There, they constructed small craft and set sail for Mexico, but a storm capsized the small boats off the coast of Texas, and all but eight of the men drowned. Of these survivors, only four reached Mexico (Gannon 1996).

A deadly hurricane prevented Tristan de Luna’s efforts to establish a colony on Pensacola Bay in 1559 (Burns 2008). Florida became increasingly important to Spain because it was located along the return route followed by Spanish treasure fleets. The crown wanted to prevent foreign countries from establishing a base in Florida that would threaten Spain’s communications with the Caribbean and Mexico (Johnson 1982).

The early contact with Spanish explorers, while brief, resulted in significant deleterious effects to the Native Americans. The influx of European trade goods, usually acquired via down-the-line exchange from other indigenous traders, brought about great changes in lifestyle as Native Americans incorporated new technologies and reoriented their economies to participate in the European goods trade networks (Holland Braund 1993). However, European diseases introduced by the explorers and traders decimated the local populations (Ramenofsky 1987).

By the time the Spanish Franciscans established missions in northwestern Florida during the mid-seventeenth century, the Apalachee were much reduced in population and social cohesion.

Florida became increasingly important to the European powers because of its location along the return route followed by Spanish treasure fleets. The first attempt to establish a permanent colony was in 1559, when Don Tristan de Luna y Arellano and 900 colonists from Mexico established a settlement in the Pensacola Bay area (Lyon 1996), but the colony was destroyed by a hurricane on September 19, 1559 (Lyon 1996). Later attempts at colonization by the French and Spanish were focused on the St. John's River area, near modern day St. Augustine, on the Atlantic coast (Johnson 1982). Conflicts between the French and Spanish in Florida resulted in the destruction of the French colonies in the 1560s and the establishment of a fixed Spanish foothold centered in the St. John's River area (Burns 2008). While Spain emerged victorious over the French in Florida, conflict with the English continued intermittently for the next 200 years.

3.5.2 FIRST SPANISH PERIOD (A.D. 1559-1763)

The First Spanish period is defined by an era in which Spain first claimed ownership of Florida over the English and the French (Handly *et al.* 2012). The French presence in Florida threatened Spain's supply of gold and silver, which was carried in galleons along the coastline en route to Spain. King Phillip II named Pedro Menéndez de Avilés, a nobleman with extensive naval experience in Spain and the New World, as governor of Florida and instructed him to explore and further colonize the territory. St. Augustine was established as a permanent Spanish settlement in 1565 by Avilés.

Spanish settlement in northwestern Florida during this period appears to have been sparse. Fort Santa Maria de Galve was established by the Spanish in 1698 in Pensacola Bay in an attempt to thwart France's presence in the area. San Jose was a military outpost established in 1702 at St. Joseph's Bay (Handly *et al.* 2008). The French established Fort Crevecoeur at St. Joseph's Bay in 1717, which was abandoned by 1718. The Spanish erected their own fort in the same location, but it was also eventually abandoned. In 1754, there appears to have been a Spanish settlement located somewhere on St. Andrews Bay, although evidence is anecdotal (Handly *et al.* 2008).

Spanish colonial rule in Florida had a significant impact on the local Native American populations. The principal instrument of Spanish influence and control was the establishment of the mission system along the Atlantic coast from the St. Augustine north through coastal Georgia (Saunders 1992). Franciscan missions in Florida were established in pre-existing Native American village areas. While Spanish governors held supreme authority, local native officials were allowed to retain a degree of cultural and political influence (Hann 1996). The missions' primary goal was not of economic enterprise, as was the case in missions established in the Western U.S. While native peoples living at missions did work for the Spanish overlords, they often settled in the missions of their own accord for economic reasons (Hann 1996) and

possibly to find refuge after their own homelands were devastated by disease and raiding (Ramenofsky 1987).

Missions among the Apalachee were established in the Tallahassee region in the 1630s and 1640s (Hann 1996). The mission on the Apalachicola River was the farthest west of the Franciscan churches in Florida prior to establishment of the Recollect Order's missions in the 1670s (Hann 1996). Groups like the Tama from central Georgia and the Chine and Chacato from northeastern Florida migrated to the Apalachee missions throughout the mid-1600s.

Estimates during the middle of the seventeenth century list 15,000 to 20,000 people living in the Apalachee area (Hann 1996). The local population of mixed Apalachee, Chacato, Chine, Amacano, Pacha, Tama-Yamasee, and others lived in 40 settlements, 11 of which were incorporated into the missions (Hann 1996). By the end of the seventeenth century, disease epidemics reduced local populations, and raids from native groups allied to the British in the Carolinas destroyed the mission settlements. Following the raids, the Spanish abandoned Apalachee in 1704. The remnant native population dispersed to Mobile, Pensacola, and St. Augustine (Hann 1996).

3.5.3 BRITISH PERIOD (A.D. 1763-1781)

The Seven Years' War (1756–1763) broke out between England and France in North America and later spread to Europe. Spain remained neutral until 1762 (Johnson 1982). Spain was allied with France and feared that a British victory in North America would destroy the balance of power. The British captured Havana in 1762, and Spain ceded Florida to England in the Treaty of Paris in 1763 (Johnson 1982).

After England gained control of Florida, the territory was divided into West Florida and East Florida. East Florida included the Florida Peninsula and ended at the Apalachicola River. West Florida included the Florida Panhandle and portions of southern Alabama, Mississippi, and Louisiana. Apart from the capitals at St. Augustine and Pensacola, the province was almost devoid of European settlement (Burns 2008).

To attract European settlers, the governors of West Florida offered small tracts of land in exchange for service in the Seven Years War (Fabel 1996). However, poor soils, lack of the trade that was expected with Mexico, and frequent disease epidemics kept the province poor and largely undeveloped. In 1770, West Florida was home to 3,700 white and 12,000 black settlers, along with approximately 30,000 people belonging to the Chickasaw, Choctaw, and Creek nations (Fabel 1996:136). Most of the new settlers were concentrated in the Natchez Tract in Mississippi and around the towns of Mobile and Pensacola (Coker 1996; Fabel 1996). Small farmsteads were established in the rural areas of the Florida Panhandle, and the forests were harvested for lumber, but the area was mostly occupied by remnant Apalachee and Creek groups (Hudson 1976; Ramsey 1988).

Florida had become Britain's informal fourteenth colony, but the protectorate did not send a delegate to Philadelphia when the Declaration of Independence was signed (Boatner 1992;

Burns 2008). Florida was still a garrison colony and was dependent on English arms for protection (Johnson 1982). The majority of the European population consisted of soldiers and officers, officials, and dependents (Wright 1975). The region was also a haven for Loyalist refugees.

When France entered the American Revolutionary War, allied Spain also declared war on Britain. The Spanish Governor of Louisiana, Bernardo de Galvez, defeated the British garrisons at Baton Rouge, Natchez, and Mobile. Then, in 1781, he besieged and eventually occupied Pensacola (Fabel 1996). Florida was returned to Spain at the Second Treaty of Paris in 1783 in thanks for assisting America during the war for independence (Morris *et al.* 2002). The transfer of flags took place in St. Augustine in July of 1784.

3.5.4 SECOND SPANISH PERIOD (A.D. 1781-1821)

Spain retained the division of Florida's eastern and western provinces after formally taking over the territory in 1784 (Coker and Parker 1996). Most British residents departed for other parts of the British Empire or settled in the U.S. following the return of Florida to the Spanish. Those that remained were required to take an oath of allegiance to Spain. The population during the Second Spanish period included British, Minorcans, Italians, Greeks, refugee slaves from the former English colonies, and Spanish residents from the First Spanish period (Johnson 1982).

The poor Spanish colony was not economically vital to Spain, and pieces of the territory were gradually ceded to the U.S. In addition to lumber products, the Panhandle region saw increased trapping of deer for the skin-trade, particularly with British, and later American trading companies (Coker and Parker 1996; Pavao-Zuckerman 2007). The Creek Nation was the ethnic majority group in the northern Panhandle during this period (Coker and Parker 1996). Formerly enslaved Africans who had escaped from Alabama, Georgia, and eastern Florida cohabitated with the Creeks in the Panhandle region (Coker and Parker 1996:156).

Spanish Florida continually felt pressure from its neighbors to the north. The Spanish territory was considered by President James Madison to be “at all times a source of irritation and ill blood with the U.S.” (Cusick 2003, quoted in Burns 2008:10). It was Madison’s hope that it be occupied and absorbed into the U.S. The Spanish government in St. Augustine offered freedom to runaway slaves from nearby states and territories to reinforce their presence in Florida (Burns 2008; Griffin 1983).

Good trade relations did not quench the U.S.’ desire to control Florida. The U.S. Army attempted to invade and occupy northeastern Florida between 1812 and 1813 in an effort to dominate the region. The Patriot War, as it is now known, resulted in no new land acquisitions for the U.S., but it did leave numerous plantations in ruin and intensified tensions between the U.S. and Spain (Burns 2008). During the War of 1812, the British, who were then allied with Spain, launched attacks on Mobile and New Orleans from Spanish-occupied Pensacola. After successfully defending both cities, American General Andrew Jackson attacked the British fortifications in Pensacola (Coker and Parker 1996:156).

The First Seminole War, which began when American troops attacked a Creek village in Georgia, was fought partly in northwestern Florida, specifically in areas of what is now Calhoun County. On December 13, 1817, a large force of Seminole and Creek attacked the Creek village, Blountstown, due to the political affiliation of its leader, Chief John Blount (Calhoun County Chamber of Commerce 2014). Later in December 1817, the same group attacked American supply boats on the Apalachicola near Ocheese Bluff, also in what is now northeastern Calhoun County (Missall and Missall 2004).

In 1818, Creek and African raiders from Negro Fort near the mouth of the Apalachicola River were attacking farmsteads in the region and up into southern Georgia and Alabama. General Jackson attacked the fort and then proceeded to attack Spanish troops in Pensacola on the pretext that they were collaborators with the Creek Nation (Coker and Parker 1996).

President James Monroe supported the acquisition of Florida during his 1821 inauguration speech by stating “it would provide neighboring states access to the ocean, its Gulf coast harbor could berth warships” (Waterbury 1983:151). Spain lost Florida when thousands of Americans settled there and made the country ungovernable. The U.S. Government seized the opportunity afforded by Spain’s lack of control and negotiated the purchase of the territory. Spain officially ceded all of Florida to the U.S. with the signing of the Adams-Onis Treaty in February of 1821 (Franklin and Morris 1996:51; Morris *et al.* 2002).

3.5.5 TERRITORIAL PERIOD (1821-1845)

Tallahassee was chosen as the state capital in 1821 because of its central location, granting representatives from each part of the state equal access to a common meeting place (Schafer 1996). Florida’s economy grew and diversified under American rule. Growth was spurred by the production of citrus fruit and sugar, which led to land speculation and the improvement of transportation facilities. Merchant vessel traffic increased as trade between the U.S. and the Caribbean region flourished. Goods from New York, New Orleans, and Charleston were imported to St. Augustine, while oak, cedar, timber, pine, cotton, bricks, oranges, and other items were exported (Burns 2008). American merchant ships, predominantly coastal schooners, were the key to the commercial expansion and economic viability of the new territory (Morris *et al.* 2002).

3.5.6 AMERICAN STATEHOOD AND CIVIL WAR PERIOD (A.D. 1845-1865)

Florida became the 27th State admitted to the Union in 1845. The northwestern portion of the State held 15 percent of the population, most of it rural. Pensacola was the largest city in the region, with 2,900 inhabitants (Brown 1996). The largely frontier-like conditions of northwestern (and eastern) Florida were the opposite of middle Florida’s wealthy cotton and citrus plantations, which contained two-thirds of the State’s enslaved population (Brown 1996). The disparate economies led to internal conflict on the subject of secession. As municipalities voted on slavery and secession, bands of armed regulators representing both sides of the issue rode about intimidating voters (Cox 2008). Despite abolitionist sympathizers in northwestern and parts of eastern Florida, the wealthy and politically connected land-owning class of middle

Florida pushed for secession, and Florida became the third State to secede from the Union in 1861 (Brown 1996).

The Civil War began in Florida two days after the shelling of Fort Sumter. Union troop buildup began at Fort Pickens on Santa Rosa Island in Pensacola Bay in early 1861. On April 13, 1861, Confederate troops began shelling the Union position but were quickly defeated by the Union navy (Brown 1996). The Confederate forces under General Braxton Bragg attempted several more times to dislodge the fortified Federal forces, but abandoned Pensacola by March of 1862 (Brown 1996). Port cities like Apalachicola and other southern coastal cities found themselves at the mercy of Union blockades by the spring of 1862 (Burns 2009). Skirmishing continued throughout the state, but no major battles took place. Nevertheless, the Union blockade and forced conscription of a large percentage of able-bodied men left Florida impoverished by 1864 (Brown 1996).

3.5.7 RECONSTRUCTION AND INDUSTRIALIZATION (A.D. 1865-1940)

Much of Florida struggled after the conclusion of the Civil War and the abolition of slavery. Freed slaves established homesteads or share-cropped much of the former plantation lands, leading to conflicts with former planters (Shofner 1996:250). On the other hand, migration of the wealthy planter class and northerners to peninsular Florida created a thriving citrus-growing and tourist economy (Burns 2008).

Things remained largely unchanged in the general region during the late 19th century. White yeoman and black farmers continued to grow cotton, corn, vegetables, sugar-cane, and tobacco as sharecroppers and tenant farmers (Proctor 1996). The timber industry also continued to operate.

Naval stores, also referred to as the turpentine industry, were a part of the timber industry in the southeastern U.S. Naval stores were produced through the industrial rendering of the sap or gum (oleoresin) gathered from pine trees, most notably the longleaf pine and slash pine. The naval stores industry, and its associated settlement patterns, were extractive systems closely linked with lumber and timber (Butler 1998). The naval stores industry supplied needed turpentine and rosin to the world market and provided employment for residents of Florida during the late 19th through middle 20th century. Turpentine and rosin were both used in many American household products including paints, medicines, hair spray, and cosmetics (Butler 1998).

Many of the families involved in the naval stores industry migrated to Florida in the decades following the Civil War from the Carolinas, as war and a long history of timbering negatively affected the industry in those states (Blount 1993). The influx of people from North and South Carolina helped exploit the vast timber resources of Florida. This business opportunity can be seen in contemporary advertisements proclaiming that ready fortunes were available in Florida for a hardy few. For example, in 1889 the New York Times described the timber and turpentine business in Florida as “A business that promises well for hardy men, money to be made in the

cypress swamps and pine woods with honest, hard work” (New York Times 1889). The development of improved transportation systems during this period, such as improved roads, railroads, and narrow gauge tram railroads, allowed the naval stores industry to spread and utilize the resources farther from settled areas (Butler 1998). In 1850, Florida accounted for only 1.05 percent of naval stores production in the U.S. By 1900, Florida claimed 31.8 percent of the U.S. production, and became the national leader. Florida held the lead until 1924, when Georgia became the national leader and remained so until the demise of the industry after WWII (Martinkovic 2006).

3.5.8 1941-PRESENT DAY

A 1952 promotional publication summarized the immediate post-WWII history of Lakeland, founded in 1884 (Lakeland Chamber of Commerce 1952:5, 11). It noted that with a population of approximately 40,000, Lakeland was Polk County’s principal city. The County grew a third of Florida’s citrus crop, raised more cattle than any other Florida county, and produced 68 percent of the phosphate mined in the Country. Pebble phosphate was generally found in the County from 10 to 30 feet below the surface, requiring stripping of the land by giant shovels (**Photos 3-1 through Photo 3-4**). This last item is most relevant to the history of LAL and its surroundings. Local resident Claude M. Harden, Jr. recalled that around 1940 or 1941, just prior to the Airport’s construction, current Drane Field Road was dirt and the area was marked by “high and rugged” piles of spoil from phosphate mining (Cobb, Oldham and Harden n.d.) (**Photo 3-5**). Another contemporary account described the Airport site prior to construction differently (Lakeland Ledger 1945a):

Extensive installations, equipment, and buildings now on the [air] field present an interesting contrast to the barren expanse and swamps which confronted the original GI settlers here, who experienced hardships and privations sometimes not experienced by soldiers overseas. Mess was prepared and eaten out of doors, sanitary facilities were man-dug, and tents served as living quarters. All water was transported from Lakeland (quoted in Cobb, Oldham and Harden n.d.).

A few pre-WWII residences likely built as farmhouses that stand west of the Airport, though, suggest that the area was not solely barren, swampy, or devoted to mining. It also supported agriculture. This would not be surprising, given the agricultural nature of Polk County and neighboring Hillsborough County to the west throughout much of the 20th century (Kerlin 2005).

Lakeland Linder International Airport



Photo 3-1 (left): Polk County agricultural field, 1921¹; **Photo 3-2** (right): view west over Davison Chemical Corporation phosphate mine with Drane Field Road and Edgewood Drive heading north, off the top of the aerial, toward the airport site, c1930-46.²



Photo 3-3 (left): 1940 US Geological Survey map with approximate airfield location circled, within property of International Minerals & Chemical Corporation;

Photo 3-4 (right): 1944 US Geological Survey Map with airfield at lower right.



Photo 3-5: Lakeland Army Air Base, late 1942 or early 1943 (source: McDill Field 1943:36).

¹ Photo 3-1 accessed from <https://ufdc.ufl.edu/UF00033854/00001/1x?search=polk+county>.

² Photo 3-2 accessed from <https://lakelandpubliclibrary.contentdm.oclc.org/digital/collection/p15809coll7/id/497/rec/25>

Lakeland Linder International Airport

In July 1941, the *Tampa Tribune* reported that Lakeland was in the midst of constructing a new airport five miles southwest of the city. The airport was initially called Lakeland Airport No. 2 to distinguish it from the city's Airport No. 1. (No. 1 was called Lodwick during WWII; its site is now occupied by Tiger Town, the Detroit Tigers spring training facility.) Lakeland Airport No. 2 was renamed Drane Field, for Rep. Herbert J. Drane, in May 1941 (*Tampa Times* 1941). Originally planned to cost about \$380,000, the project was boosted in July to more than one million dollars. Lakeland was sponsoring the Federal Civil Aeronautics Act and Works Progress Administration (CAA-WPA) project. For the one-mile-square site and engineering services, the CAA-WPA provided two-thirds of the funding. The newspaper further noted that "Approximately a third of the cost of the project will be supplied by army engineers and the Federal bureau of public roads, giving rise to further speculation that the army plans to take over the development as a training field or as an air corps base."

In May 1942, with the Airport "being rushed to completion," Lakeland leased Drane Field to the War Department as a training center for U.S. Army fliers (*Tampa Tribune* 1942b; Air Force History Index at <http://airforcehistoryindex.org/display.php?irisnum=174017&p=y>). The Army renamed the facility Lakeland Army Air Field (*Tampa Tribune* 1947) (**Photo 3-6**).



Photo 3-6: Lakeland Army Air Field, 1943.³

When the field was built, current Drane Field Road was dirt (interview of Claude M. Harden, Jr. at Cobb, Oldham and Harden n.d.) and the area around it, as noted, was likely marked by a mix of piles of pebble-phosphate spoil, woods, swampy land, and citrus or other agricultural fields. An article in the May 1943 *Lakeland Ledger* described the many improvements to the field and its facilities:

³ Photo 3-6 accessed from <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>

Drane Field is one year old—and the post this morning, with its numerous buildings and extensive equipment, is a big contrast to the bare site which the first troops found when they arrived to begin clearing the woods and scratching redbugs. Long rows of identical army barracks have replaced the tents in which the first troops to come here were quartered. The paved streets, named for Army officers, are posted with neat signs identifying them as MacArthur Boulevard, Roosevelt Road, Voss Avenue, and similar designations. Speed limit signs are placed at regular intervals to control the heavy traffic and vigilant MPs check on violations.

A drive through the base shows further evidence of its growth—base headquarters, squadron areas, dayrooms, mess halls, hospital, officers' quarters, post exchange, theater, service club, chapel, and many other buildings. The base hospital is now fully equipped to care for the men at the field. It even has a maternity ward for wives of men stationed here and several births have been reported in the past few months. When the hospital was first set up its grounds were as barren as the rest of the field. Landscaping is underway, and grass, flowers, and shrubs have been planted to beautify the area. The base headquarters area is also being improved and landscaping is planned for other parts of the base later (quoted in Cobb, Oldham and Harden n.d.).

On November 2, 1945—two months after WWII ended—the War Department deactivated the training base (*Miami News* 1945). The *Lakeland Ledger* (1945a) summarized the field's activities during the war:

Of the 3,880 acres of land which comprise the reservation area, only 475 acres were purchased outright by the government. The remaining acres are leased from private individuals and firms. The cantonment area was constructed to accommodate 3,196 enlisted men and 958 officers, but housing and messing facilities were exhausted on several occasions by a sudden increase of personnel.

Air traffic at Lakeland Army Air Field has been fairly heavy, the average daily cycle of operations having been in excess of 100. Combat aircraft which have trained here have included B-17s, B-24s, B-26s, P-51s, P-40s, and A-20s, varying in weight from 8,500 pounds to 50,000 pounds. More than 15 groups ranging in type from heavy bombardment to specialized commando units and service groups of the old and new type have trained at Lakeland in the past 34 months.

Following the closure, Lakeland began to shift operations from its other city airfield—Lodwick Field on Lake Parker—to Drane. With its 5,000-foot long runways, Drane was more desirable than Lodwick, which had runways only 3,500 feet in length (*Lakeland Ledger* 1945b). In 1946, the City began flying locally grown strawberries from Drane to Detroit. In 1947, National Air Lines shifted its limited operations from Lodwick to Drane (*Tampa Tribune* 1946 and 1947).

In April 1947, the City recovered the title to Drane Field. It received from the War Assets Administration (WAA) not only the original 640-acre landing area, but an additional 320 acres of

Lakeland Linder International Airport

the training field, which included 13 buildings and many pieces of maintenance equipment (*Tampa Bay Times* 1947). The WAA retained approximately 235 buildings, which it put up for sale in May. The sale notice stated that the buildings and fixtures were “for removal and off-site use only.” Among the buildings were barracks, warehouses, mess halls, hospital wards, and officers and nurses quarters. Most of the barracks, at least, were wooden (interview of Claude M. Harden, Jr. at Cobb, Oldham and Harden n.d.). In spite of fresh strawberry transportation and some National flights, from the end of the war until the mid-1950s, Drane Field was only partially in use. A 1953 aerial photograph depicts it with no evident planes and its WWII configuration intact (**Photos 3-7** and **3-8**).

In 1959-60 Drane Field added a new, one-story, Modernist terminal building and two new hangars (*Tampa Tribune* 1959a) (**Photos 3-9** through **3-11**). The cost of the new facilities, plus planned improved lighting and repair and extension of the runways, was to be covered by sale of the former Lodwick Airport property. Airport zoning regulations were also approved in 1959, “but not before residents in that section waged a successful fight to get the regulations relaxed to a minimum” (*Tampa Tribune* 1959b).

FOR SALE

SURPLUS GOVERNMENT BUILDINGS and FIXTURES

AT

LAKELAND ARMY AIR FIELD

(DRANE FIELD)

LAKELAND, FLORIDA

• • •

APPROXIMATELY 235 ASSORTED BUILDINGS

Hospital Wards	Officers Quarters	Theatre
Warehouses	Mess Halls	Infirmery
Barracks	Recreation Buildings	Surgery
Utility Shops	Guard Houses	Gas Station
Lavatories	Supply Buildings	Nurses Quarters
Boiler House	Gymnasium	Open & Closed Walkways

(Many other types)

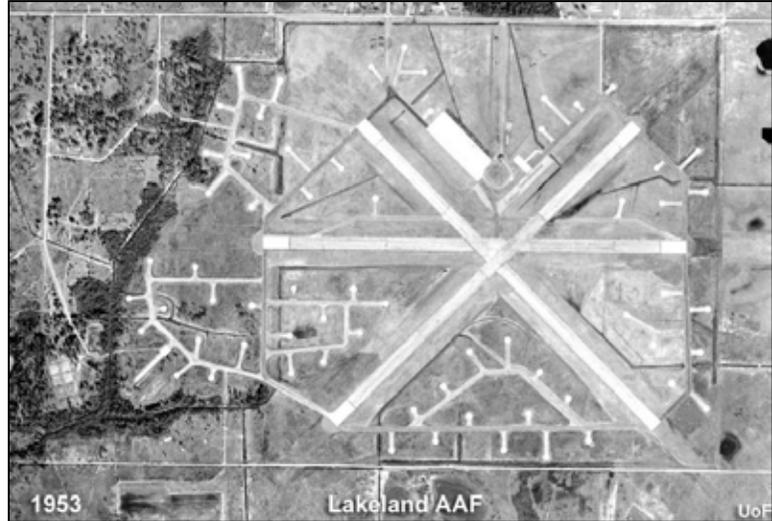


Photo 3-7 (left): Portions of WAA sales notice for Drane Field (Tampa Bay Times 1947); **Photo 3-8** (right): Aerial photo of field, 1953.⁴



Photo 3-9: Drane Field with municipal terminal and two hangars, c1960. ⁵

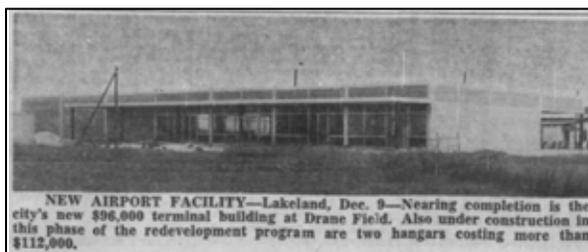


Photo 3-10 (left): Lakeland Municipal Airport terminal under construction, December 1959 (source: Tampa Tribune 1959a); **Photo 3-11** (right): Terminal in 1967.⁶

⁴ Photo 3-8 accessed from

<https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>

⁵ Photo 3-9 accessed from <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/43/rec/48>

⁶ Photo 3-11 accessed from <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/66/rec/1>.

The Airport extended its east-west runway from 5,000 to 6,000 feet in 1967-68. By 1997 this runway had been extended further to 8,500 feet (*Tampa Tribune* 1967a, 1968 and 1997). In 2002 the Airport replaced the first terminal with a much larger two-story building at a cost of 6.7 million dollars (*Tampa Tribune* 2000b and 2002). This remains its current terminal.

The Airport's name changed with its buildings and runways. It reverted to Drane Field after the U.S. Army relinquished the field in the late 1940s. By January 1961, it was renamed the Lakeland Municipal Airport (*Tampa Tribune* 1961). By the early 1980s, it was the Lakeland Regional Airport, which in 1991 the City renamed the Lakeland Linder Regional Airport (*Tampa Tribune* 1961 and 1991). In 2017, the Airport took on its current name, Lakeland Linder International Airport (*Lakeland Ledger* 2017b).

3.6 LITERATURE SEARCH AND FLORIDA MASTER SITE FILE REVIEW

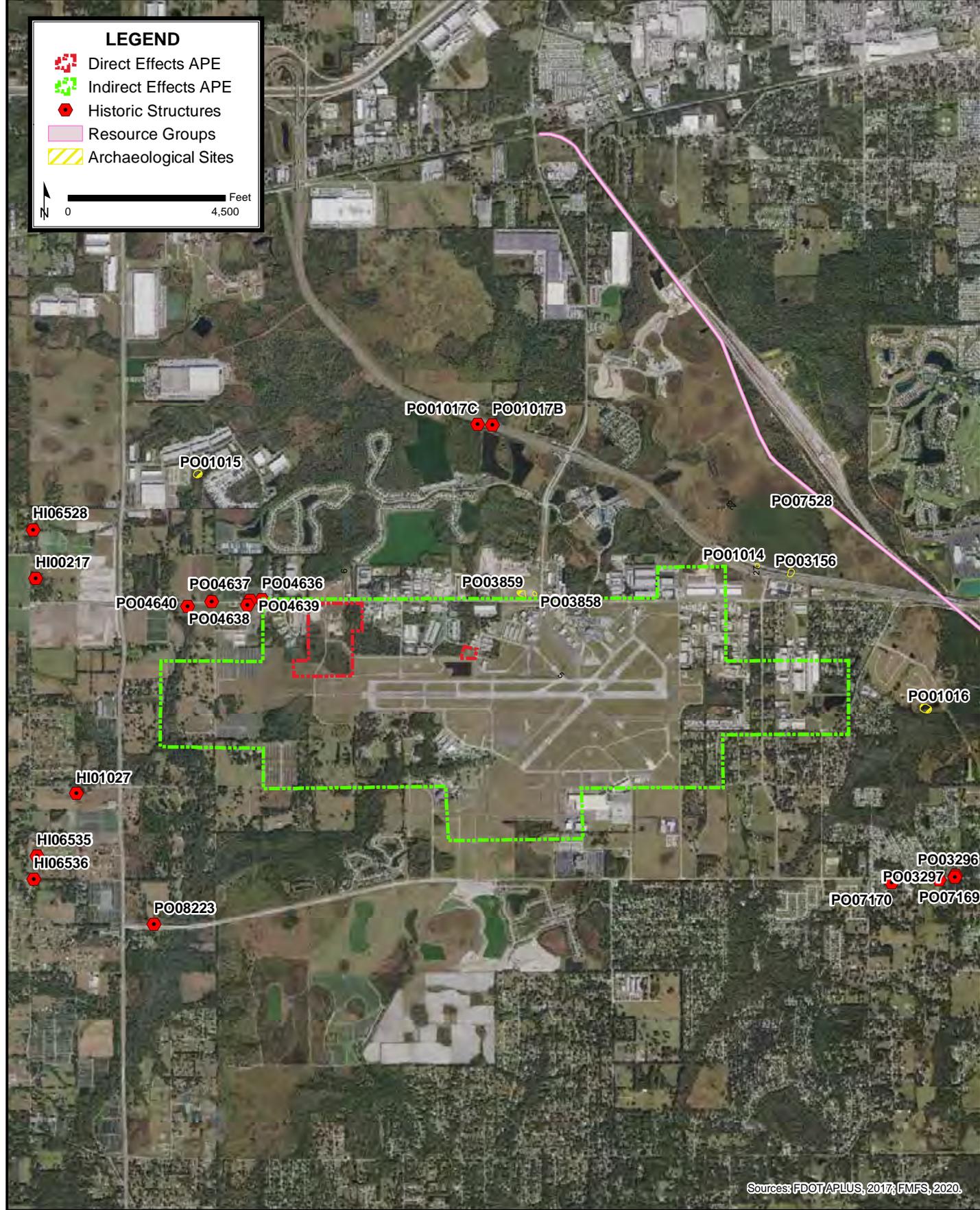
An archaeological and historical literature and background information search pertinent to the APEs was conducted to determine the types, chronology, and locations of previously recorded cultural resources and studies within the APEs. This included a search of the FMSF, NHRP nomination forms, and cultural resource management reports on file at the FDHR in Tallahassee.

Examination of the FMSF indicated that no National Register-listed sites are present within the Direct or Indirect Effects APEs or within a one-mile (0.8 kilometers [km]) radius of the APEs. The FMSF indicated that there are 17 historic structures, six archaeological sites, 26 cultural resource studies, and one resource group present within one mile of the Indirect Effects APE. These resources and studies are depicted in **Figure 3-1** and **Appendix B**.

LEGEND

-  Direct Effects APE
-  Indirect Effects APE
-  Historic Structures
-  Resource Groups
-  Archaeological Sites

0 4,500 Feet



Path: C:\Users\rita.norman\Desktop\Amazon\GIS\mxd\Cultural\Figure 3-1 Previously Recorded Cultural Resources_rev3.mxd, Date Saved: 9/23/2020 2:20:54 PM

Sources: FDOT/APLUS, 2017; FMFS, 2020.

**LAKELAND LINDER
INTERNATIONAL AIRPORT
PHASE II AIR CARGO DEVELOPMENT
ENVIRONMENTAL ASSESSMENT**

**PREVIOUSLY RECORDED
CULTURAL RESOURCES**

**FIGURE
3-1**

4. RESEARCH DESIGN AND METHODS

The objective of the Phase IB archaeological survey of the current Direct Effects APE was to identify cultural resources, if present, and assess them, if possible, for National Register of Historic Places (NRHP) significance.

4.1 RESEARCH

Prior to the start of the fieldwork, background research was conducted at a variety of institutions to characterize the general history of occupation and land use of the survey areas to identify previously documented archaeological sites and historic structures, and the potential locations of historic structures and occupations. Resources accessed included:

- FMSF,
- General Land Office Records of the Bureau of Land Management (<http://www.glorerecords.blm.gov/default.aspx>),
- Land Boundary Information System of the Florida Department of Environmental Protection (<http://www.labins.org/>),
- Aerial Photography: Florida of the University of Florida Digital Collections at the George A. Smathers Libraries (<http://ufdc.ufl.edu/aerials>),
- Map and Imagery Collections of the University of Florida Digital Collections at the George A. Smathers Libraries (<http://ufdcweb1.uflib.ufl.edu/maps>), and
- USGS Historical Topographic Map Explorer (<http://historicalmaps.arcgis.com/usgs/>).

4.2 ARCHAEOLOGICAL FIELD METHODS

The property was investigated using a combination of visual surface inspection, photo documentation of existing field conditions, and subsurface shovel testing. The majority of the APE contained large portions of heavily disturbed soils and was subjected to visual surface inspection. Shovel testing was completed in areas where potential for intact deposits existed, and followed the proposed archaeological probability model. The archaeological probability model was adjusted based on field conditions.

4.3 ARCHAEOLOGICAL PROBABILITY MODEL

Prior to the field survey, a probability model was developed to aid in determining the shovel testing intensity to be applied within a particular portion of the Airport property, either at 25-meter, 50-meter, or 100-meter intervals. The standard testing model in Florida includes three probability levels (High, Medium, Low) that were primarily based on soils, proximity to water, and soil integrity. The Phase IB archaeological survey effort was comprised of linear transect survey involving systematic shovel testing along survey transects spaced a specified distance apart (as defined for each specific probability level). For the purposes of this project, there were no high probability levels based on the desktop review. Four moderate probability levels were

identified (see **Figure 4-1**) and were assessed through the excavation of STPs at 50-meter intervals. Low probability levels were assessed through shovel testing transects spaced at 100-meter intervals (**Figure 4-1**). All mapped soils on the property were considered poorly-drained. The primary water source adjacent or within the Direct Effects APE consisted of hardwood forest wetland systems.

As areas of severe surface disturbances and construction along with standing water were encountered in the Direct Effects APE, the shovel testing intervals were increased to over 100 meters.

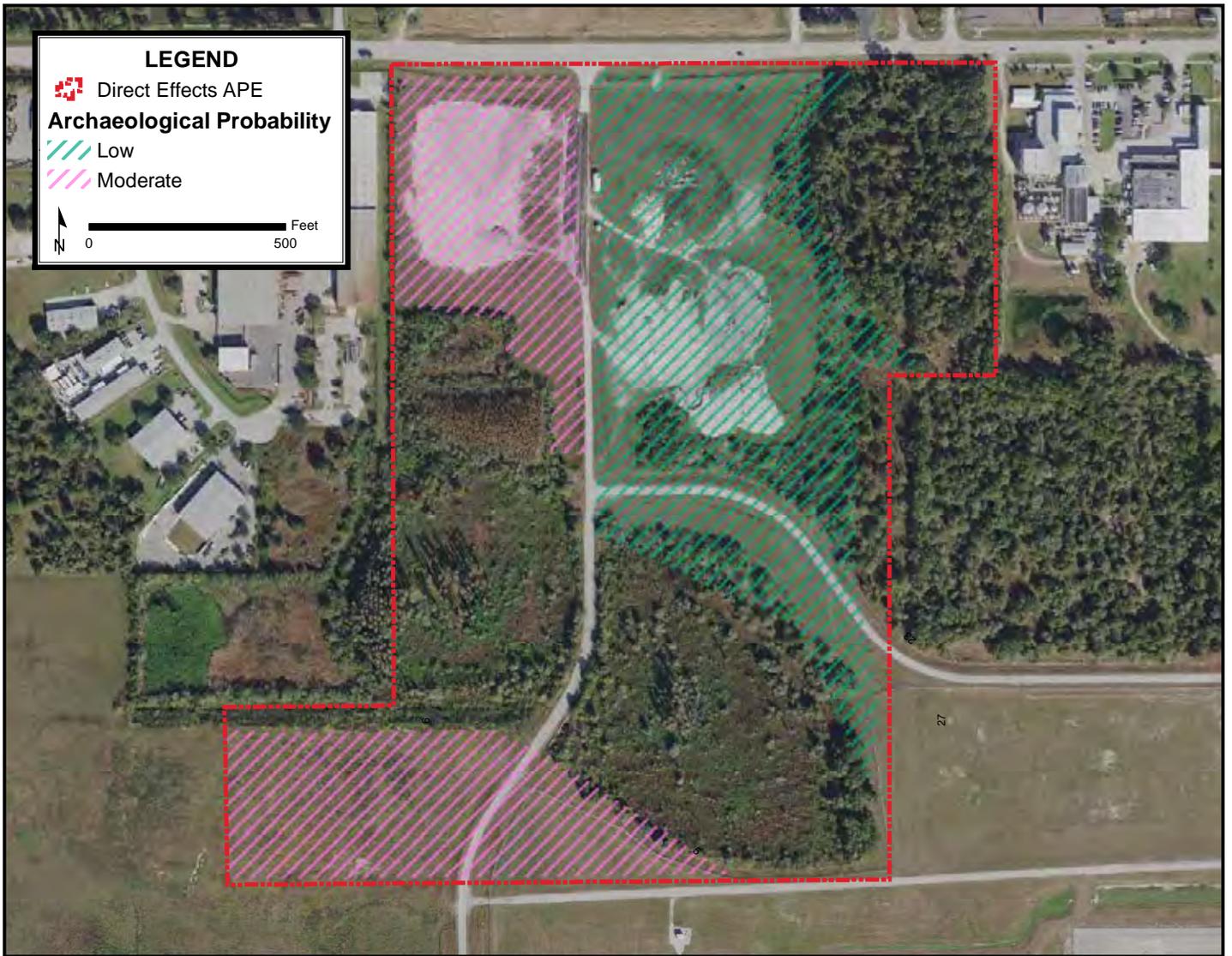
4.4 SHOVEL TESTING

STPs were 50 centimeters (cm) in diameter and excavated to subsoil or 100 cm below ground surface (bgs). STPs were excavated at 25-meter intervals for high probability areas, 50-meter intervals for moderate probability areas, and 100-meter intervals for low probability areas. STPs were excavated in 10-cm arbitrary levels, and soils were screened through a 0.635-millimeter (0.25-inch) mesh. When artifacts were encountered, the base of the STP excavation was extended to at least 20 cm beneath the last occurrence of cultural material. On thin upland and/or erosional landforms where compressed stratigraphy was encountered, excavation progressed at shallower intervals and/or followed the natural stratigraphic layers.

STP data were recorded on standardized forms, including information on depth of each individual STP, the number of artifacts, provenience, and soil conditions. Munsell soil charts were used to describe soil color. Standard soils nomenclature was used to describe soil textures. All of the STPs were backfilled. Flagging tape was used for marking STPs.

5. SURVEY AREA RESULTS

The following section presents the results within the Direct and Indirect APEs. There are two distinct parcels of land under study, western (i.e., air cargo facility) and eastern (i.e., fuel farm). **Section 5.1** describes the archaeology results and **Section 5.2** describes the historical architecture results.



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ENVIRONMENTAL ASSESSMENT**

**ARCHAEOLOGICAL
PROBABILITY MODEL**

**FIGURE
4-1**

5.1 ARCHAEOLOGICAL RESULTS

Large portions of the Direct Effects APE were subjected to a visual reconnaissance survey where significant disturbances were observed (**Photo 5-1**). There were large piles of construction rubble and material from grading present across the site. Subsurface testing was conducted in most areas to confirm the observable damage to the ground surface with the exception of inaccessible or newly paved areas. A total of 12 STPs were excavated in the Direct Effects APE (**Figure 5-1**). The only areas with relatively undisturbed soils are the wetlands (although construction materials were present in the A horizon in the wetland areas as well), and the majority of the shovel testing was attempted along the wetland edges. The following is a discussion of the western and eastern parcels.



Photo 5-1: Construction activities south of Drane Field Road, facing east.

5.1.1 WESTERN PARCEL

The western parcel measures approximately 67.2 acres (27.2 hectares) and was mostly an active construction site by the time of this study. The western parcel is partially bisected east-to-west by Air Park Drive and bisected north-to-south by Kelvin Howard Road. Both of these roads bisect in the center of the property. There are wetlands in the central and southern portion of the APE as well as the northeastern quadrant. There is recently completed air cargo facility immediately to the southeast of the APE, while the northern edge is bounded by Drane Field Road and the western edge is bounded by private property and wetlands. To the south is an unpaved access road.

Shovel tests were planned but not excavated south of the wetland on the southern portion of the property on either side of Kelvin Howard Road. This area was paved to the east of Kelvin Howard Road and there was standing water on the western side of the road (**Photo 5-2**).



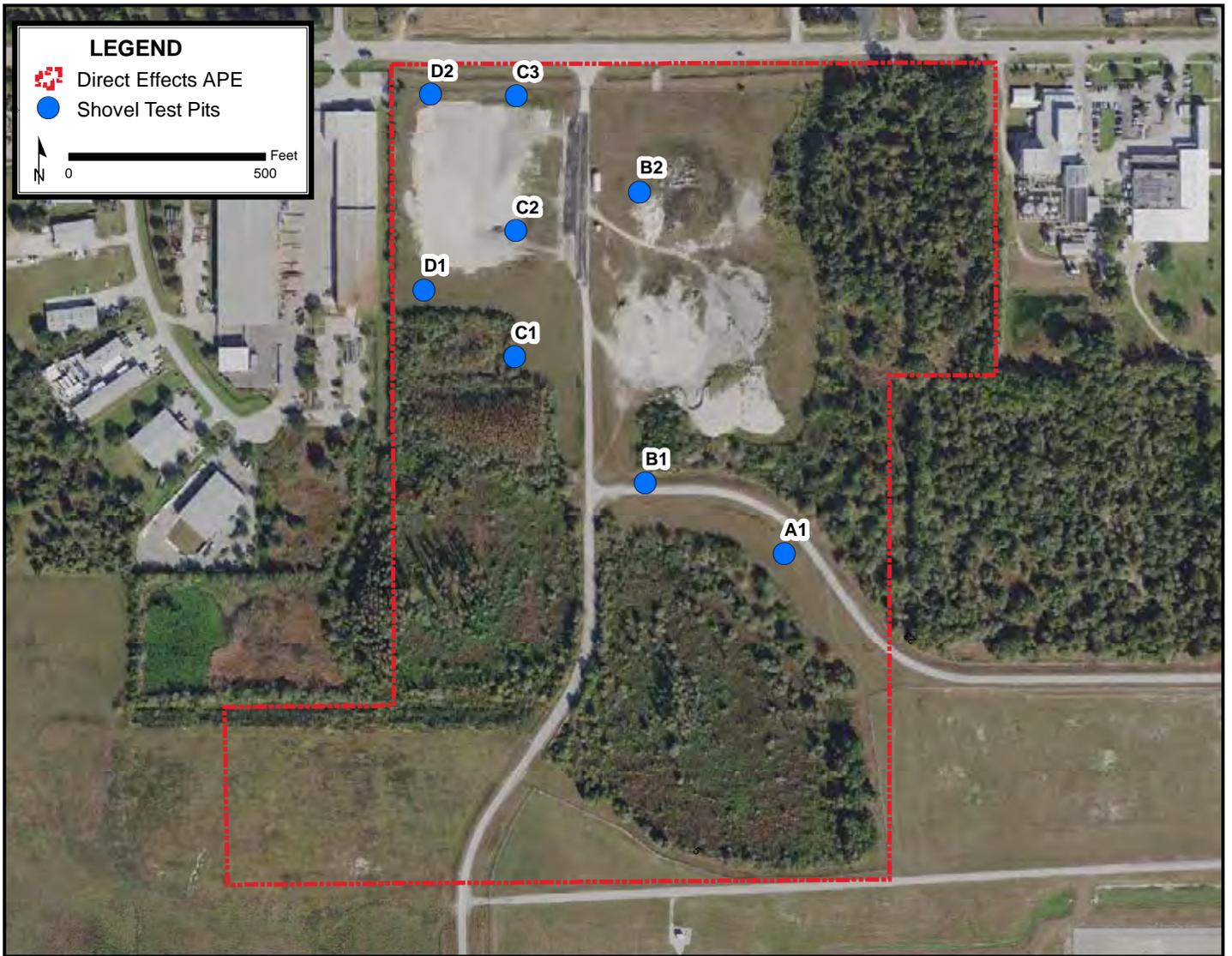
Photo 5-2: Paved area east of Kelvin Howard Road, facing west.

The northern portion of the APE closest to Drane Field Road was recently used as a staging area for the Phase I construction of the air cargo facility. Grading and mixing of gravel and clay had occurred over much of the prepared surfaces and there were large debris piles present (**Photo 5-3**).



Photo 5-3: Construction activities in the western parcel, Air Cargo warehouse visible in background, facing southeast.

Total of eight shovel tests were excavated in the western parcel. There was no observable natural soil stratigraphy observed in the western parcel as the construction activities have greatly impacted the area. A typical soil profile is exemplified in STP B1. This shovel test encountered disturbed soils. Stratum I was recorded from 0-42 cm bgs and consisted of very dark, grayish-brown, coarse sand containing concrete and asphalt. A concrete impasse was reached at 42 cm bgs. No historic cultural materials were recovered from this shovel test.



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FIELD TESTING MAP

**FIGURE
5-1**

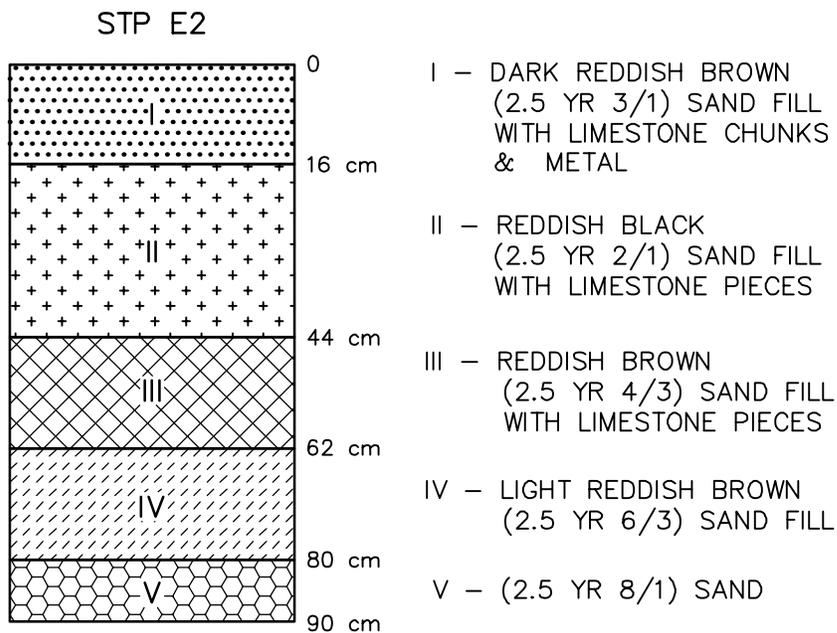
5.1.2 EASTERN PARCEL

The eastern parcel measures approximately 2.8 acres (1.1 hectares). The parcel is paralleled on the north side by Aero Place, the eastern and southern sides by unnamed airport access roads, and on the western side by dense hardwood wetlands. This parcel is bisected by two drainage ditches, one north-to-south and one east-to-west. The western edge of the property (west of the ditch) was comprised of rip-rap and was not testable. The primary vegetation in this area was manicured lawn (**Photo 5-4**).



Photo 5-4: Eastern Parcel setting, facing northwest

A total of four shovel tests were excavated in this location. All tests encountered disturbed soils, likely from the construction of the adjacent ditches, access roads, and the large man-made pond to the south (**Photo 5-5**). STP E2 is representative of the disturbed stratigraphy in this area (**Figure 5-2, Photo 5-6**). Stratum I consists of dark, reddish-brown (2.5YR 3/1) sand fill with limestone and metal from 0-16 cm bgs. Stratum II is characterized by reddish-black (2.5YR 2/1) sand fill with limestone from 16-44 cm bgs. Stratum III displayed reddish-brown (2.5YR 4/3) sand fill with limestone from 44-62 cm bgs. Stratum IV consists of light reddish brown (2.5YR 6/3) sand fill from 62-80 cm bgs. Stratum V contained white (2.5YR 8/1) sand from 80-90 cm bgs.



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**REPRESENTATIVE
SHOVEL TEST SOIL PROFILE**

FIGURE
5-2



Photo 5-5: Retention pond south of Eastern Parcel, facing southwest



Photo 5-6: STP E2 Profile, facing north.

5.2 ARCHITECTURAL HISTORY RESULTS

The architectural historic survey was performed on August 4 and 12, 2020. AECOM senior architectural historian Marvin Brown located, researched, and assessed the resources inventoried below, all of which were, or may have been, built 50 or more years ago. AECOM environmental planner Tia Norman took the photographs. Due to COVID-19 pandemic and access concerns and difficulties, and the insistence of several property owners and/or occupants prohibiting photographs to be taken of their property, the photographs accompanying the inventory have been supplemented with Google and Bing Maps, aeriels, and online images from various sources. Ten houses located within the Indirect Effects APE, or upon parcels partially located within the APE, were inventoried and assessed for National Register (NR)

eligibility. These are numbered by Map ID #1 through #10. An eleventh resource – LAL (former Lakeland Army Air Base/Drane Field/Lakeland Municipal Airport) – has been numbered #11a through #11e. The LAL airfield is identified as #11a. Four buildings on the airfield property that date from between about 1959 and 1971 are identified as #11b through #11e (**Figure 5-3**). Completed FMSF Historical Structure Forms for the resources described below are provided in **Appendix D**.

Robberson House – 4514 Windee Avenue (Map ID #1)

Tax records assign the house at 4514 Windee Avenue with a 1930 construction date. Google Maps photographs of it from 2011, which predate major alterations, suggest that it may well have been built in the 1930s. Currently, though, the house is almost unrecognizable as a dwelling from that time, as only its basic form remains intact. The house's owner, Kenneth L. Robberson, acquired it via a quitclaim deed from the estate of his brother, Jerry W. Robberson, in 2004 (Polk County Deed Book 5471/Page 0378). Jerry Robberson (1944-2003) was not its original owner, as the house predates his birth and he did not come to Lakeland until 1956 (*Lakeland Ledger* 2003).

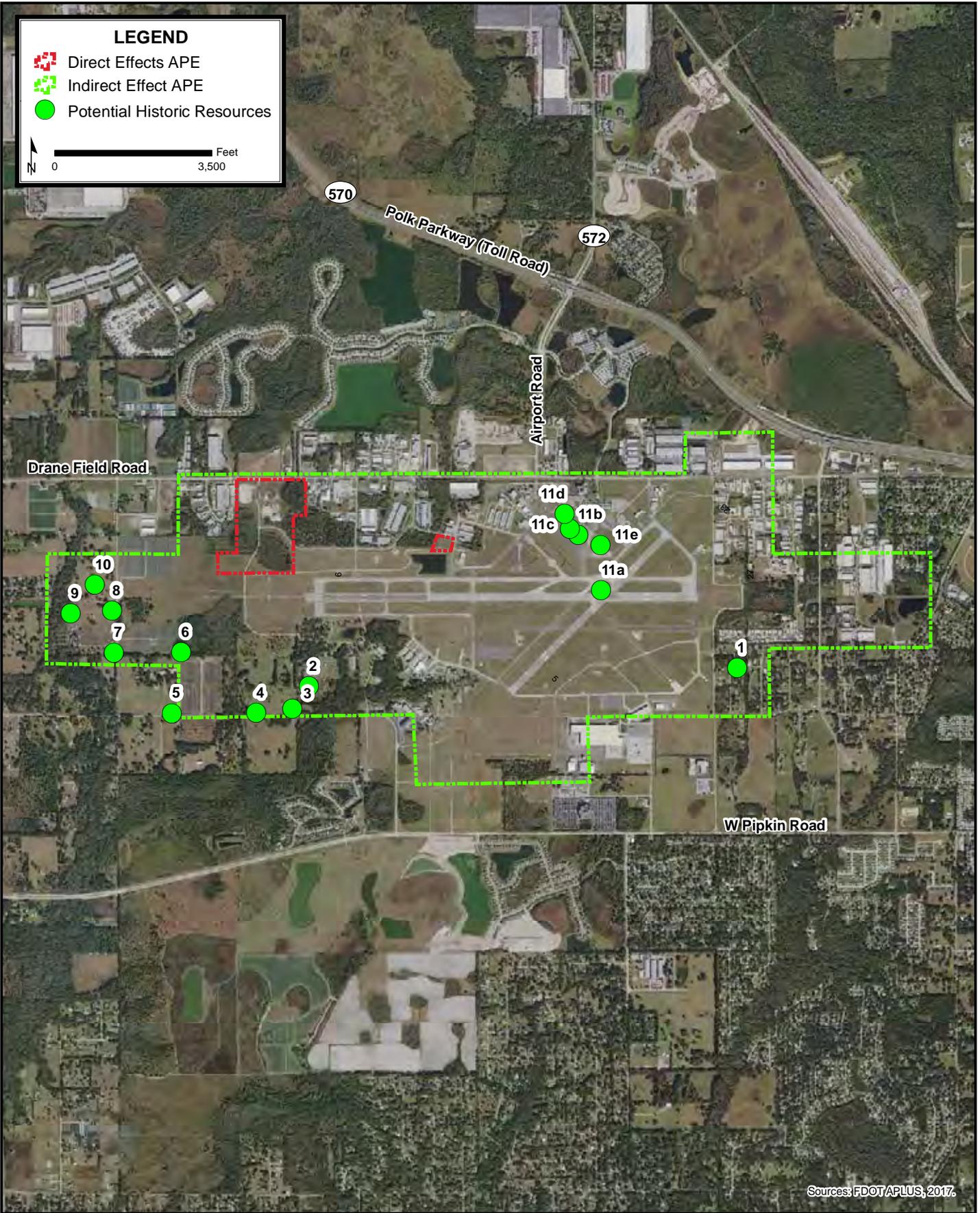
In 2011, according to Google Maps photos taken that year, the house had a frame, one-story, gable-front, central block (**Photos 5-7 through 5-12**). This was crossed at the front (west) by a partially enclosed gable-roofed porch and at the rear (east) by a perpendicular, gable-end, frame block. The house had double-hung sash windows, a seam-metal roof, and aluminum siding. Since 2011, the porch has been removed and replaced by an open porch; bays have been covered or shifted and windows and doors have been replaced; new artificial siding has been added; and a gable-front rather than gable-end roof has been placed atop the rear ell. The house continues to stand on concrete blocks. The house's many significant alterations suggest that after the 2011 photographs were taken, it was essentially stripped down to its studs and rebuilt, resulting in its current appearance. Bing Maps photographs from 2014 depict the house as it is at present, dating its alterations to between 2011 and 2014.

The Robberson House is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. The house does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources. Additionally, due to its substantial alterations, the house is believed to have lost its integrity of design, materials, workmanship, feeling, and association. Its setting remains largely intact and it presumably stands at its original location.

LEGEND

-  Direct Effects APE
-  Indirect Effect APE
-  Potential Historic Resources

0 3,500 Feet



Sources: FDOT APLUS, 2017.

Path: C:\Users\stia.norman\Desktop\Amazon\GIS\mxd\Cultural\Figure 5-3 Architectural Hist Resources Locator_rev2.mxd, Date Saved: 9/23/2020 2:48:02 PM

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ENVIRONMENTAL ASSESSMENT**

**POTENTIAL HISTORIC
RESOURCES LOCATION
MAP**

**FIGURE
5-3**



Photo 5-7 (left): Robberson House in 2011, north side and west front elevations (source: <https://www.google.com/maps/>); **Photo 5-8** (right): Robberson House in 2011, west front and south side elevations (source: <https://www.google.com/maps/>).



Photo 5-9 (left): Robberson House in 2020, north side and west front elevations; **Photo 5-10** (right): Robberson House in 2020, west front and south side elevations.



Photo 5-11 (left): Robberson House in 2020, west front and south side elevations (source: <https://www.bing.com/maps/>); **Photo 5-12** (right): same elevations in 2014 (source: <https://www.bing.com/maps/>).

Aaron E. and Maude Morgan House – 4510 Aaron Morgan Road (Map ID #2)

Aaron Edward Morgan (1893-1974) and Maude Miranda Morgan (1897-1971) are likely the original owners of this house, which tax records assign a construction date of 1924. By 1917, (U.S. Selective Service System), when Aaron registered for the draft, they were already married and had a young child. Aaron was the son of Aaron Joseph Morgan, a citrus grower, cattleman,

and state representative (*Tampa Times* 1917). In 1920, according to census records, the Morgans were living in the Medulla area – where the house is located – as was Aaron’s father. They lived in the same area in 1930 and 1940. All three censuses, as well as Aaron’s draft registration, identify him as a farmer (U.S. Bureau of the Census 1920, 1930, and 1940). His obituary noted that he was a lifelong Polk County resident who also drove a school bus (*Tampa Tribune* 1974).

In 1976, with both Morgans deceased, the Aaron E. Morgan Estate transferred this property to Ruth Morgan Bell (Polk County Deed Book 1678/Page 1221). Ruth was the Morgans’ youngest child. She and her husband, Charles W. Bell, continue to own it (Polk County Deed Book 9864/Page 2248 (2016)).

The marital status and ages of the Morgans and the farmhouse’s form and Craftsman-style features suggest that it was erected around 1924, the date tax records assign it (**Photos 5-13 through 5-17**). The frame house is one-story tall. Its west-facing front block has an asphalt-shingled gable-end roof and rests on brick piers. A door is centered at the front elevation, flanked by paired, double-hung, sash windows. The Craftsman-style four-vertical-light-over-one-light sash suggests the windows are original. The Craftsman-style glass-paned front door also appears to be original. Plain surrounds frame the door and windows. A hipped-roof porch supported by plain wooden posts and underpinned by exposed rafter tails – yet another Craftsman feature – extends across the facade’s full length. Exposed rafter tails also mark the wide overhanging eaves of the block’s roof and those of its small ventilated dormer, which is centered over the entry. A brick exterior-end chimney extends through the wide overhang on the block’s south side elevation. The block is clad in original German siding that terminates at plain corner boards.

A gable-roofed ell extending from the northern portion of the block’s rear elevation gives the house an L-shaped footprint. Within the legs of the ell, a formerly open porch has been enclosed. A small later addition extends to the rear of the ell and porch.

To the house’s rear (east), thick round poles support the gabled sheet-metal roof of an open pole barn that is less than 50 years old (**Photos 5-18 through 5-22**). Shaded by the roof is an earlier building that appears to be largely built of slender, round, saddle-notched, unchinked logs. (Note: due to COVID-19 concerns and no-trespassing signs, access to the property and its resources was limited.) Log buildings were erected in Polk and other northern and central Florida counties into the late nineteenth century (Florida Association of the American Institute of Architecture 2017: 4, 23, 108). The extant English Family Log Cabin, now located in Homeland Heritage Park, was moved to Homeland from elsewhere in Polk County. Constructed of round saddle-notched logs, it dates from about 1890 (Hacking, Forbes, and Jones 2006). Whether this building was erected in the late nineteenth century could not be determined.)

The house and barn stand in the northwest corner of an approximately 16-acre rectangular parcel that fronts on Aaron Morgan Road. To their east and south is an inactive citrus grove that encompasses about half of the parcel. The eastern half of the parcel is wooded. The land to the

parcel's east, south, and west remains largely rural, marked by open fields, woodland, and scattered houses. Only to the immediate north, where a trailer park was established in the early 2000s, has modern development encroached on the setting.

The Aaron E. and Maude Morgan House is recommended as eligible for NR listing under Criterion C for its architecture. It is a good, intact representative of an early-twentieth-century Polk County farmhouse. It retains its original form, German siding, plain surrounds, front porch, and corner boards, as well as its original Craftsman-style sash, doors, and overhanging eaves with exposed rafter tails. The only notable alterations appear to be the enclosure of a rear porch, which is clad in matching German siding, and the addition of a small room to the rear of the ell. Further, the house appears to stand on its original site. The Morgan House is therefore believed to retain its integrity of location, design, setting, materials, workmanship and, by extension, feeling and association. The house is not known to have any association with significant historic events or persons and is unlikely to yield important historical information not available from other sources. It is therefore recommended as not eligible for NR listing under NR Criteria A, B, or D.

The Morgan House's NR boundaries are recommended as the boundaries of its approximately 16-acre parcel (Polk County parcel 23290500000042030) on its north, east, and south (**Figure 5-4**). On its west, where the parcel reaches toward Aaron Morgan Road, its boundary is recommended as ending on the east side of the county-maintained shallow ditch and road right-of-way. (It is not clear from tax maps whether the parcel already terminates there.) Contained within this boundary are the house and barn, both of which are contributing buildings, the former citrus grove, and woodland, all of which were historically associated with the property.



Photo 5-13 (left): Aaron E. and Maude Morgan House in 2020, west front; **Photo 5-14** (right): Aaron E. and Maude Morgan House in 2020, south side elevations.



Photo 5-15: Aaron E. and Maude Morgan House, west front and south side elevations showing German siding and Craftsman-style windows, door, and exposed rafter tails, 2020.



Photo 5-16 (left): Aaron E. and Maude Morgan House, south side elevation at rear (north end) of house with front (west) elevation of barn at far right, 2020; **Photo 5-17** (right): Aaron E. and Maude Morgan House aerial depicting west front and south side elevations and roof lines, no date (source: <https://www.google.com/maps>).



Photo 5-18 (left): Aaron E. and Maude Morgan House, aerial depicting east rear and north side elevations, no date (source: <https://www.google.com/maps>); **Photo 5-19** (right): Aaron E. and Maude Morgan House, west front and south side elevations of barn to rear of house, 2020.



Photo 5-20: Aaron E. and Maude Morgan House, west front and south side elevations of pole barn and log building within it, 2020.



Photo 5-21 (left) and **Photo 5-22** (right): English Family Log Cabin, Homeland Heritage Park in Polk County, built c1890 (source: Polk County Government 2019).

Figure 5-4 Aaron E. and Maude Morgan House: Recommended NRHP Boundaries (Polk County parcel 23290500000042030)



Morgan Family House 1 – 4405 Medulla Road (Map ID #3)

This house stands at the intersection of Medulla and Aaron Morgan roads, in the southeastern corner of a 40-acre tract (Polk County parcel 23290500000044010) once owned by the estate of Aaron Joseph Morgan (1863-1941) and his wife, Dollie A. Morgan (1864-1957). In 1943, in association with the construction of Lakeland Army Air Base, A. Joseph Morgan's estate was awarded more than \$15,000 as compensation for the taking of "homestead property of 160 acres." An additional 200 acres of the estate was valued at \$8,500 (*Tampa Tribune* 1943). This parcel, not taken for the base, subsequently came into the hands of one of the Morgans' sons, Harley G. Morgan (1898-1977), and his wife, Thelma Futch Morgan (1910-2000). In 1976 they conveyed the land, which includes more than one house, to their daughter, Betty L. Howard, who still owns it (Polk County Deed Book 2883/Page 1542; *Tampa Tribune* 2000a). It is unlikely that the older Morgans lived in this small house, which carries a tax date of 1920. A. Joseph Morgan's obituary described him as a prominent two-term state legislator (1919 and 1921) who was a "successful citrus grower and cattleman" (*Tampa Tribune* 1941a). Harley G. Morgan, also a cattleman (*Tampa Bay Times* 1966), and his wife may have lived on the property; if so, it is not known which of the two houses they occupied. This house's modest size and form suggest it was a tenant house.

Photographs taken in 2011, before the house underwent a major renovation, depict a dwelling that may indeed have been built around 1920, the assigned tax date (**Photos 5-23 through 5-29**). In 2011 the small, gable-front, frame house – about 16 feet across and 24 feet deep according to tax records – was sided in heavily weathered vertical boards without battens and topped by a metal roof. Its two-bay-wide south-facing front facade was shaded by a plainly finished porch covered by a metal shed porch. To its rear (north) extended an ell faced with T111-type siding that had a double-pitched shed roof. Tax records identify much of the ell as a formerly open porch. Between 2011 and 2019, the old front porch was replaced by one with square posts and a balustrade. The front door was also replaced. A new metal roof was set atop the house and it received new artificial siding. Its two-over-two, double-hung, sash windows were cleaned or replaced in kind; the plain window surrounds were cleaned and painted. The rear ell was also re-sided.

Due to its many post-2011 alterations, the house is believed to have lost its integrity of design, materials, workmanship and, accordingly, feeling and association. Its setting appears to be largely intact and it likely continues to stand on the location upon which it was built, but overall it has lost its integrity. Additionally, the house is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. The house does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. Due to its loss of integrity and lack of significance, the house is recommended as not eligible for NR listing.

Lakeland Linder International Airport



Photo 5-23 (left): Morgan Family House 1 south front elevation, c2014 (source: <https://www.bing.com/maps/>); **Photo 5-24** (right): Morgan Family House 1 west side and south front elevations in 2019 (source: <https://www.google.com/maps/>).



Photo 5-25 (left): Morgan Family House 1 south front and east side elevations in 2011 (source: <https://www.google.com/maps/>); **Photo 5-26** (right): Morgan Family House 1 in 2019 (source: <https://www.google.com/maps/>).



Photo 5-27 (left): Morgan Family House 1 east side elevation in 2011 (source: <https://www.google.com/maps/>); **Photo 5-28** (right): Morgan Family House 1 east side elevation in 2020 (source: <https://www.google.com/maps/>).



Photo 5-29: Morgan Family House 1: east side and north rear elevations, 2011 (source: <https://www.google.com/maps>).

Morgan Family House 2 – 4415 Medulla Road (Map ID #4)

Morgan Family House 2 stands on the same 40-acre tract (Polk County parcel 23290500000044010) as Morgan Family House 1 does. It is located, however, near the southwest corner of the parcel facing Medulla Road. The known history of the two houses is nearly identical. The 40-acre parcel was once owned by the estate of Aaron Joseph Morgan (1863-1941) and his wife, Dollie A. Morgan (1864-1957). In 1943, in association with the construction of Lakeland Army Air Base, A. Joseph Morgan's estate was awarded more than \$15,000 as compensation for the taking of "homestead property of 160 acres." An additional 200 acres of the estate was valued at \$8,500 (*Tampa Tribune* 1943). This parcel, not taken for the base, subsequently came into the hands of one of the Morgans' sons, Harley G. Morgan (1898-1977), and his wife, Thelma Futch Morgan (1910-2000). It is unlikely that the older Morgans lived in this house, which carries a tax date of 1935. A. Joseph Morgan's obituary described him as a prominent two-term state legislator (1919 and 1921) who was a "successful citrus grower and cattleman" (*Tampa Tribune* 1941a). The house was more likely first occupied by Harley Morgan, who was also a cattleman (*Tampa Bay Times* 1966), and his wife.

In 1920 (U.S. Bureau of the Census), Harley Morgan was unmarried and still living with his parents. In that census he listed his occupation as a laborer on the "home farm." By 1930, he was married to Thelma and farming his own land. He was 32, she was 20, and their one child, Darwin, was two. In the order that the census was taken, four Morgan families lived one after the other: the elder Morgans were visited first, then Harley and Thelma, then brother and sister-in-law Aaron E. and Maude Morgan, and then another brother and his wife, G. Bascom and Eva Morgan.

In 1976, Harley and Thelma Morgan conveyed the 40 acres to their daughter, Betty L. Howard (Polk County Deed Book 2883/Page 1542; *Tampa Tribune* 2000a). She continues to own the property and occupies this house. On a field visit – due to COVID-19 and privacy concerns – it was forcefully requested that no photos of the house or outbuildings be taken from the property or the public right-of-way. One image was taken while driving away, but the other images below were taken by Google Earth and Maps in November 2019. Compared to views of the property driving by, the house appears unchanged since they were taken.

Tax records place the house's construction in 1935 (**Photos 5-30 through 5-41**). Its dimensions and L-plan footprint are nearly identical (according to tax records) to those of the Aaron Morgan House to the east, which has a tax date of 1924. Both houses are one-story tall, of frame construction, German sided, and edged with cornerboards. This house lacks Craftsman-style details, though. It does not have exposed rafter tails at the roof of its main block or porch and its windows appear to be one-over-one. This suggests the house may well have been built in the 1930s. A seam-metal hipped roof tops the main block and the full-facade porch to its front (south). The porch has plain square posts and a heavy infill of modern decorative metal grillwork. The windows on the east and west side elevations are covered by the same grillwork. A narrow, exterior-end, brick chimney stack rises along the west side elevation of the main block, which is extended to the rear by a one-story gable-end ell. The L-shaped porch that extended along the rear of main block and ell has been largely enclosed.

The house has seven associated outbuildings. To its east are two modern, taupe-colored, shed-roofed sheds that do not appear on Bing Maps aerials taken in December 2014. Between these sheds and the house's east side elevation stands a gable-front frame garage with sliding wooden doors that may be more than 50 years old. Three outbuildings are arrayed to the house's rear: a white shed-roofed shed and two taupe-colored gable-roofed sheds. The white shed may be more than 50 years old; the taupe sheds appear to have been built more recently. A long gable-roofed pole barn stands to the house's northwest. The varied pitches and conditions of its roof suggest it was built in three sections. Its first section rose at its south end, closest to the road. This may be the resource identified in tax records a "pole shed dirt [floor] erected in 1935. A second section added to its rear (north) may be the resource tax records identify as a "pole shed concrete [floor]," erected in 1960. A more substantial and longer third section of the barn was subsequently appended to the barn's north end.

Morgan Family House 2 is not believed to retain the integrity necessary for NR eligibility. Its rural setting retains intact and it appears to stand upon the site where it was erected. However, the heavy intrusive grills that hide its porch and windows have negatively affected its integrity of design, materials, and workmanship, and thereby of feeling and association. Further, the house is not known to have any association with significant historic events or persons and is therefore recommended as not eligible for NR listing under NR Criteria A or B. It also does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources.

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Photo 5-30 (left): Morgan Family House 2, south front and east side elevations; **Photo 5-31** (right): south front elevation, 2019 (source of both: <https://www.google.com/maps>).



Photo 5-32 (left): Morgan Family House 2, west side and south front elevations in 2019 (source: <https://www.google.com/maps>); **Photo 5-33** (right): same elevations in 2020.



Photo 5-34 (left): Morgan Family House 2, west side and south front elevations, 2019 (source: <https://www.google.com/maps>); **Photo 5-35** (right): Morgan Family House 2, aerial view of north rear elevation and roofs, 2018 (source: <https://www.google.com/maps>).

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Photo 5-36 (left): Morgan Family House 2, looking north (with house at left) and two shed-roofed sheds at right (east), garage at center left, and two gable-roofed sheds at left distance, 2019 (source: <https://www.google.com/maps>); **Photo 5-37** (right): Morgan Family House 2, view of eastern shed-roofed sheds, 2019 (source: <https://www.google.com/maps>).



Photo 5-38 (left): Morgan Family House 2, looking northeast (house at left) at garage at left and eastern sheds at right, 2019 (source: <https://www.google.com/maps>); **Photo 5-39** (right): Morgan Family House 2, looking northwest (house at left) at white shed-roofed shed and gabled sheds at left and garage at right, 2019 (source: <https://www.google.com/maps>).



Photo 5-40 (left): Morgan Family House 2, south front elevation of barn, 2019 (source: <https://www.google.com/maps>); **Photo 5-41** (right): Morgan Family House 2, aerial view of barn with south elevation at bottom, 2018 (source: <https://www.google.com/maps>).

English Family House – 4815 Medulla Road (Map ID #5)

This house was likely built for either James Jackson English (1872-1937) and Lula English (1869-1951) or their son and daughter-in-law, Clarence J. English, Sr. (1897-1970) and Lucy Peacock English (1897-1992). James or Jackson (he went by both names) lived in a house in the Medulla area in 1910 on property that was part of this tract. (Aaron Joseph Morgan of the Morgan Family houses lived a few doors down.) James and Lula may have lived on this property in 1900, although the surrounding names in the census of the year make this less clear (US Bureau of the Census 1900 and 1910). It is possible that they built the house around 1910, the assigned tax date. It is also possible that Clarence and Lucy erected it by 1920 on property he received from, or least farmed for, his parents. The form and finish of the house suggest it may indeed have been erected in the 1910s. The 1920 census places Clarence and Lucy living immediately next to his parents, again a few farms distant from A.J. Morgan. The census identifies him as living on a farm but working as a house carpenter, so if it was Clarence's house, he may well have built it himself.

In 1935 James and Lula continued to live in Polk County, but James died in 1937 in Plant City, west across the county line in Hillsborough County (Florida State Census 1935). His obituary noted that by 1937 Clarence and Lucy had also moved from the area, to Davenport in Polk County about 30 miles to the northeast (*Tampa Tribune* 1937). The property remained in English family hands, although likely not occupied by them for many years. Clarence J. English, Jr. and his wife, Irma, had moved back to the Springhead community (adjacent to Medulla) from Davenport about 1963 (*Tampa Tribune* 1967b). Whether to this house or another is not known. In 1974, though, when they acquired the property from Clarence's brother, John Henry English, a resident of Davenport, they were living in Lakeland (Polk County Deed Book 1605/Page1823). Clarence died in Lakeland in 2003 (*Lakeland Ledger*) and his and Irma's revocable trust sold the property out of the family to Eduardo and Shannon Morrell in 2005 (Polk County Deed Book 6559/Page 3). According to Shannon Morrell (personal communication), the house was built by the English family, possibly around 1908 or so.

The English Family House is one-story tall and of frame construction (**Photos 5-42 through 5-55**). Its main block has a T-shaped plan that is extended to the rear elevation by a one-story frame ell. The gable-front central part of the T-shaped block faces south toward Medulla Road. The legs of its T at its rear terminate in gables as well. The block retains original narrow corner boards, German siding, and plain surrounds with slightly crosssetted lintels. The section facing the road is two bays wide; both of these bays hold original two-over-two, double-hung, sash windows. The rest of the house's window bays are finished in similar fashion. Entrances to the house are along either side of the projecting section. They are shaded and reached by a U-shaped porch that wraps around the front section. The porch retains turned posts and solid, floriated, jig-sawn brackets that appear to be original. The rear ell is original or early. An L-shaped porch that once crossed the rear of the main block and west side of the ell has been enclosed. Exterior-end brick chimney stacks rise along the rear gable of the ell and the east side gable of the main block.

After the English family sold the parcel to the Morrells, they quickly converted the property into its current use as the English Oaks Equestrian Center (**Photos 5-56** through **5-60**). (Its patrons include the Florida Southern University equestrian team, which Shannon Morrell coaches (*Lakeland Ledger* 2017b).) In 2007 they removed the citrus grove that extended to the north and west of the house and filled the southeastern third of the parcel. They also removed early outbuildings near the house, built a frame and a metal pole barn to the house's north, and added a large stable near the northern end of the property in 2013 accessed by a long new road. In 2017 the owners of the parcel abutting the east side of the English Family House parcel replaced a citrus grove with a solar farm, further altering the house's historic setting.

The English Family House 2 is recommended as eligible for NR listing under Criterion C for its architecture. It remains a good intact representative of an early-twentieth-century Polk County farmhouse. It retains its original T-shaped form, German siding, crosstetted surrounds, two-over-two sash windows, corner boards, and front porch with turned posts and decorative brackets. Its only notable alteration appear to be the enclosure of the rear porch. The house appears to stand on its original site and is therefore believed to retain its integrity of location, design, materials, workmanship and, by extension, feeling and association. The removal of outbuildings and construction of modern ones, along with the removal of its citrus grove and the one that abutted its parcel to the east, have negatively affected its setting. The proposed NR boundaries for the house are not recommended to encompass all of its approximately 20-acre historic parcel (Polk County parcel 232906000000024010), which is now a horse farm with modern outbuildings. Rather, they are recommended as the approximately ½-acre portion at the parcel's southeastern corner that includes the house and its associated trees and intact setting (**Photo 5-61**). The proposed boundaries extend south to a fence near the right-of-way of Medulla Road and east and west to fence lines. On the north they terminate 25 feet north of the ell, before the modern metal and frame pole barns are reached. Lacking any known association with historic events or persons, and unlikely to yield important historical information not available from other sources, the house is not recommended as NR eligible under Criteria A, B, or D.



Photo 5-42 (left): English Family House, 2018 aerial with south at bottom of image (source: <https://www.google.com/maps>); **Photo 5-43** (right): English Family House, 2018 aerial with north at bottom of right image; T-shaped roofs of main block and linearly extended ell are topped by rusted roofs; porches and west gable end of main block are apparent from shiny appearance of reclud roofs (source: <https://www.google.com/maps>).



Photo 5-44 (left): English Family House, east side elevation in 2019 (source: <https://www.google.com/maps>); **Photo 5-45** (right): English Family House, east side elevation in 2020.



Photo 5-46 (left): English Family House, east side elevation in 2019 (source: <https://www.google.com/maps>); **Photo 5-47** (right): English Family House, east side elevation in 2020.



Photo 5-48 (left): English Family House, south front and west side elevation in 2019 (source: <https://www.google.com/maps>); **Photo 5-49** (right): English Family House, south front and west side elevation in 2020.



Photo 5-50 (left): English Family House, south front elevation in 2019 (source: <https://www.google.com/maps>); **Photo 5-51** (right): English Family House, south front elevation in 2020.



Photo 5-52 (left): English Family House, west side elevation in 2020; **Photo 5-53** (right): English Family House, west side elevation in 2020.



Photo 5-54 (left): English Family House, looking northeast at west side of house at right, metal pole barn at center, and wooden pole barn at far left, 2020; **Photo 5-55** (right): English Family House, metal pole barn in 2020.



Photo 5-56 (left): English Family House, west side and south rear elevation of modern stable in 2020; **Photo 5-57** (right): English Family House, interior of stable in 2019 (source: <https://www.youtube.com/watch?v=CyRZU8S4zkU>).



Photo 5-58 (left): English Family House parcel in December 2006 with house and outbuildings at lower right corner (source: <https://www.google.com/maps>); **Photo 5-59** (right): English Family House parcel in November 2007 with citrus grove and early outbuildings removed and modern outbuildings and access road added (source: <https://www.google.com/maps>).



Photo 5-60: February 2017 aerial of English parcel at left (west) and solar farm on site of former citrus grove at right (source: <https://www.google.com/maps>).



Photo 5-61: English Family House, proposed NR boundaries outlined in yellow.

House – 4404 Hamilton Road (Map ID #6)

Deed and newspaper searches of this property did not unearth its history. It has changed hand numerous times over the past 25 years. Tax records put its date of construction at 1934. A 1941 aerial photograph shows it standing at the southwest corner of a citrus grove. The house and grove are visible in a 1964 aerial, along with the long entrance lane that extends east to it from

Hamilton Road. In a 1968 aerial, the house, one outbuilding to its (north) rear, and the grove are clearly visible (**Figures 5-5** through **5-8**). The former grove is now wooded and the house's diminished one-acre tract is abutted on its west and south by large expanses of solar panels. The property is gated off and the house could barely be viewed through the heavy growth of trees that largely surround it. It appeared to have its windows boarded up, but no further inspection could be made.

Tax records and aerial photographs indicate that the house has a one-story main block with a south-facing, metal, gable-front roof (**Photos 5-62** through **5-65**). It is built of frame with frame cladding. An unfinished open porch crosses most its front elevation. To its east is an additional section of unfinished porch that wraps partly around the east side elevation. A small gable peak in the roof above the side of this porch suggests that the porch shields a side entrance. To the west of the front porch another extended porch partly wraps the west elevation. It is enclosed but unfinished. The body of the house behind the porches is one-story tall. Rectangular, it encompasses just under 1,150 square feet. The outbuilding depicted on the aerials behind the house is now gone or hidden by overgrowth. From the edge of the parcel, the house and its grounds appear to be long abandoned and unmaintained. Bird-eye aerials from 2018 depict heavy overgrowth at the house's south front and east side elevation, further suggesting heavy deterioration.

The house at 4404 Hamilton Road is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. From the available evidence, it does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources. Additionally, the house's former citrus grove is now wooded and former groves to its west and south hold modern solar farms. It is therefore believed to have lost its integrity of setting. Its basic form and ca.1934 construction date, coupled with available information and apparent abandonment and deterioration, suggest it has also lost its integrity of design, materials, workmanship and, thereby, feeling and association. Due to its loss of integrity and lack of significance, the house is recommended as not eligible for NR listing.

Figure 5-5 House at 4404 Hamilton Road, March 10, 1941 Aerial



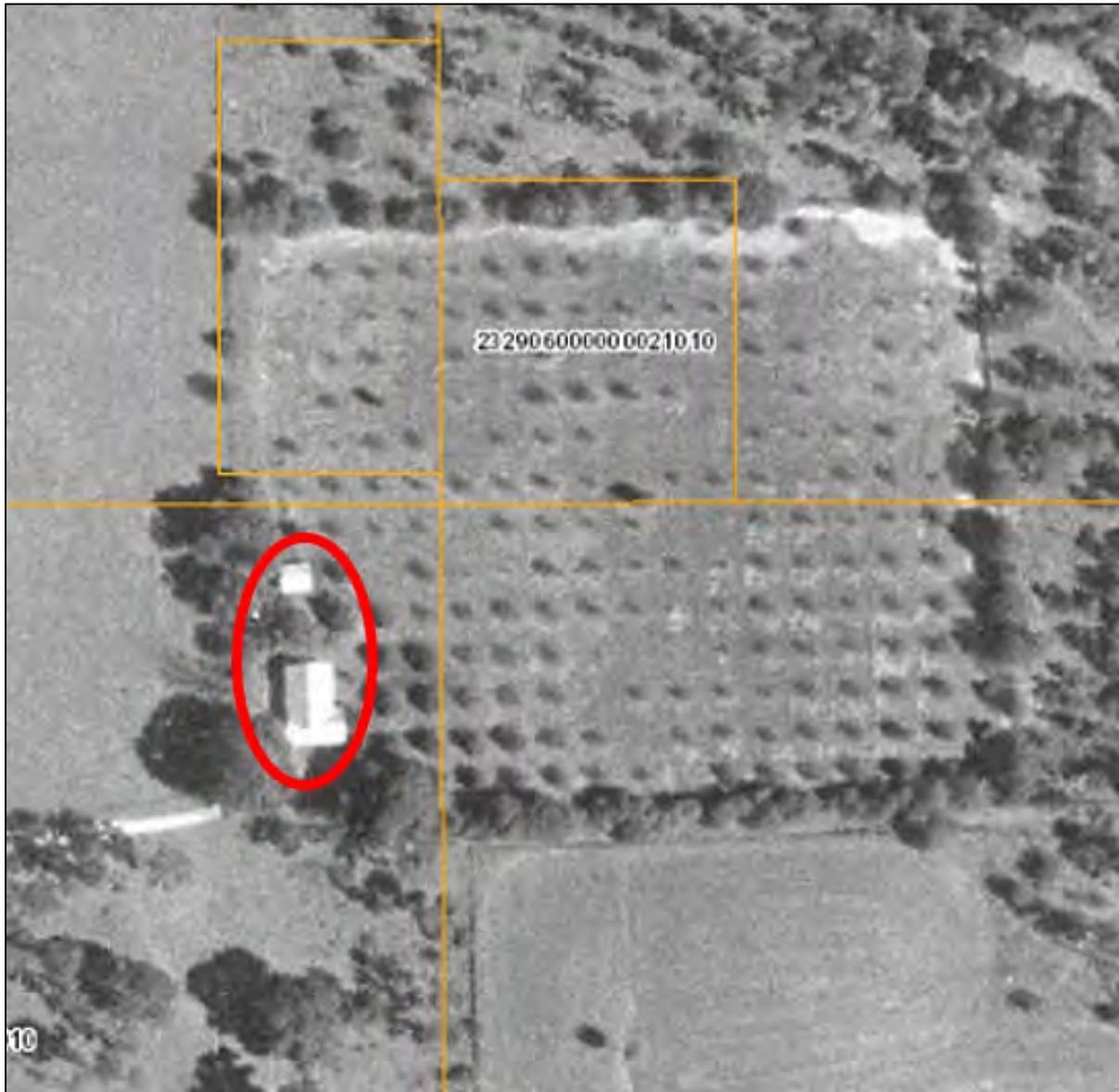
House partially obscured by date number (source: <http://gisapps.polk-county.net/gisviewer>).

Figure 5-6 House at 4404 Hamilton Road, 1964 Aerial



House at 4404 Hamilton Road with parcel boundaries mislocated to the left (west) (source: <http://gisapps.polk-county.net/gisviewer>).

Figure 5-7 House at 4404 Hamilton Road, 1964 Aerial



Parcel mislocated to the northeast of house (source: <http://gisapps.polk-county.net/gisviewer>).

Figure 5-8 House at 4404 Hamilton Road, 2010 Aerial



Former grove largely filled with trees and edged by solar farms (source of both: <http://gisapps.polk-county.net/gisviewer>).



Photo 5-62 (left): House at 4404 Hamilton Road, 2018 bird's-eye aerial view with south front of house at bottom (source: <https://www.google.com/maps>); **Photo 5-63** (right): House at 4404 Hamilton Road, 2018 bird's-eye aerial view with south front of house at left (source: <https://www.google.com/maps>).



Photo 5-64 (left): House at 4404 Hamilton Road, 2018 bird's-eye aerial view with south front of house at top (source: <https://www.google.com/maps>); **Photo 5-65** (right) House at 4404 Hamilton Road, 2018 bird's-eye aerial view showing south front and east side of houses heavily encroached upon by tall green growth (source: <https://www.google.com/maps>).

House – 4333 Hamilton Road (Map ID #7)

This house stands on an approximately 0.6-acre parcel on the west side of Hamilton Road, 0.25 mile north of Medulla Road. The mostly modern houses to its north, south, and west occupy numerous small parcels of varying shapes that were likely cut off over time from a single larger agricultural property. This house has changed hands numerous times over the past 25 years and its early owners could not be determined. Tax records carry two dates for the house, a build date of 1920 and an estimated or apparent build date of 1991.

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The house is built of frame with an overlay of brick veneer (**Photos 5-66 through 5-68**). It is one-story tall and has a gable-front roof pierced by a central brick chimney stack. Three bays cross its front (east) elevation, a central door flanked by paired windows with clip-in muntins. Windows with clip-in muntins mark the side elevations as well. A full-facade porch crosses its front elevation. A carport extends to the porch's north. An artificial-sided gable-front shed stands to the carport's north. The house's veneer, porch, and windows suggest a construction date within the past 30 or 40 years. If it was built in 1920, it is so heavily altered that this is not discernable.

This house is not known to have any association with significant historic events or persons and therefore is recommended as not eligible for NR listing under NR Criteria A or B. It does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources. If it is more than 50 years old, it has lost the integrity of design, materials, and workmanship – as well as setting, feeling, and association – that would express and represent that earlier period of construction. It is recommended as not eligible for NR listing under any of the Register's Criteria and Criteria Considerations.



Photo 5-66: House at 4333 Hamilton Road, east front elevation of house at left, carport at center, and modern shed at right in 2019 (source: <https://www.google.com/maps>).



Photo 5-67 (left): House at 4333 Hamilton Road, south side in 2020; **Photo 5-68** (right): House at 4333 Hamilton Road, east front elevations in 2020.



Photo 5-69 (left): House at 4333 Hamilton Road, north side and east front elevations in 2020; **Photo 5-70** (right): House at 4333 Hamilton Road, modern shed in 2020.

Futch-Dawson House – 4257 Hamilton Road (Map ID #8)

For much of the past 40 years at least, this house has been owned by either Mildred Ann Futch Dawson or her parents, Rev. Clyde A. and Florence Mary Futch (Polk County Deed Book 1941/Page 1835 (1980); Deed Book 3175/1925 (1992)). Reverend Futch lived most of his life in eastern Hillsborough County (*Tampa Tribune* 1984), although he was living with his family and farming in the Medulla area of Polk County in 1940 (U.S. Bureau of the Census). The house carries a tax date of 1935, but its appearance strongly suggests that it is less than 50 years old.

The house has two blocks that are nearly equal in size (**Photos 5-71** through **5-75**). The gable-end block on the south is the principal one. Its east-facing front elevation is four bays wide. A door and a window are shaded by a hip-roofed screened front porch; a window is also placed to either side of the porch. These as the house's other windows are double-hung with two-horizontal-light-over-two-horizontal-light sash. The later-added north block holds a two-bay garage. Like the main block, it is topped by a gable-end roof and sided with asbestos shingles. It is flush with the main block at the front but extends a few feet farther back at the house's west-facing rear elevation. The window sash, their placement immediately under the eaves, the proportions of the main block, the asbestos shingles – all suggest a construction date within the past 50 years.

This house is not known to have any association with significant historic events or persons and therefore is recommended as not eligible for NR listing under NR Criteria A or B. It does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources. If it is more than 50 years old, it has lost the integrity of design, materials, and workmanship—as well as setting, feeling, and association—that would express and represent that earlier period of construction. It is recommended as not eligible for NR listing under any of the Register's Criteria and Criteria Considerations.



Photo 5-71 (left): Futch-Dawson House, east front and north side elevations; **Photo 5-72** (right): Futch-Dawson House, east front elevation.



Photo 5-73 (left): Futch-Dawson House, south side and east front elevations; **Photo 5-74** (right) Futch-Dawson House, north side and west rear elevations.



Photo 5-75: Futch-Dawson House, east front and north side elevations.

Dawson House – 4239 Hamilton Road (Map ID #9)

Like the house a short distance to its west at 4257 Hamilton Road, this house was long connected with Mildred Ann Futch Dawson, who owned it from at least the mid-1970s until her estate transferred it to another owner in 2017 (Polk County Deed Book 1679/Page 880 (1976); Probate Document 11052/Page 617 (2017)). When Mildred Dawson and her husband, Willie Ray Dawson were divorced in 1980, she gave up the house at 4257 Hamilton Road, but retained

and likely lived in this one. The house is assigned a tax date of 1940, but it appears to be less than 50 years old.

The house occupies a zig-zag-shaped parcel on the west side of Hamilton Road and is located down a lane about 300 yards from the road (**Photos 5-76** through **5-81**). Its distance from the road and the shape of its parcel indicate that its 5.54-acre parcel was cut out of a larger agricultural tract. The house is almost square with a notch out of the back of the northwestern corner of its rear (west) elevation. One-story tall, it encompasses approximately 1,600 square feet. The house is of stuccoed masonry construction. Its gable-end roof is asphalt-shingled. At its front (east) elevation it has a tripled one-over-one window grouping at the left, an entry shaded by a screened hip-roofed porch at the center, and paired one-over-windows at the right. The house's other windows are also one-over-one. A gabled roof extends to the house's rear. It is abutted by a fenced patio shaded by a modern metal-pole-supported roof. A modern outbuilding stands to the house's south. The window sash, the house's proportions and relatively large footprint, and its masonry construction suggest a construction date within the past 50 years.

This house is not known to have any association with significant historic events or persons and therefore is recommended as not eligible for NR listing under NR Criteria A or B. It does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources. If it is more than 50 years old, it has lost the integrity of design, materials, and workmanship—as well as setting, feeling, and association—that would express and represent that earlier period of construction. It is recommended as not eligible for NR listing under any of the Register's Criteria and Criteria Considerations.



Photo 5-76 (left): Dawson House, east front elevation in 2014 (source: <https://www.bing.com/maps/>); **Photo 5-77** (right): Dawson House, east front elevation in 2018 (source: <https://www.google.com/maps>).



Photo 5-78 (left): Futch-Dawson House, east front and north side elevations; **Photo 5-79** (right): Futch-Dawson House, north side and west rear elevations.



Photo 5-80 (left): Futch-Dawson House, west rear elevation; **Photo 5-81** (right): Futch-Dawson House, modern shed to house's south.

Opal and Oliver Phillips House – 4141 Hamilton Road (Map ID #10)

Tax records assign this house a date of 1935, but it may have been built a few years later. In 1937 George Hamilton, Jr. (1870-1942) and his wife, Florence B. Hamilton (1875-1965), transferred 24 acres to their daughter, Opal Phillips (1903-1983) (Polk County Deed Book 177/Page 145). She and her husband, Oliver W. Phillips (1892-1969), had married in 1927 (*Tampa Times*). They are believed to have built the house.

George Hamilton was a “stock breeder and orange grower” (*Tampa Tribune* 1906). The 1914 *Lakeland Ledger* described him as one of Polk County’s “most substantial growers.” He came from a local slaveholding family. In 1934 (*Tampa Tribune*) he gathered friends at his Medulla Road residence “to welcome Aunt Ella Robinson, 87, one-time slave, back to the old plantation.” George’s holdings of family property were apparently substantial in the early 20th century. The 1910 (US Bureau of the Census) census, taken when Opal was seven, identified his livelihood as “general farming.” The farm inventoried immediately before his was that of James Jackson English of the English Family House at 4815 Medulla Road, located well southeast of this property.

Opal and Oliver Phillips likely erected this house in the late 1930s. Opal died in 1983. Two years later her estate kept the property in the family by transferring it to Billy J. Phillips. He continued to own but did not live in the house until it was foreclosed upon in 2019 (Polk County Deed Book 2324/Page 1045 (1985); Polk County Foreclosures).

The house's main block is one-story tall and two rooms deep (**Photos 5-82 through 5-89**). It is built of frame and topped by an asphalt-shingled gable-roof. A one-bay gable-front porch supported by square posts extends over its central front (south-facing) entry. The windows to either side of the facade are shaded by later-added metal hoods. An exterior-end brick chimney rises from the block's east gable. A hipped-roof wing wraps around much of the east side elevation of the house and part of the north rear elevation. The house has been vacant for a number of years and its windows are boarded over. It appears to be maintained, though, and its artificial siding is in good condition. When the house was artificially sided in recent years its original exposed rafter tails were boxed in. A frame two-car garage standing to the house's north rear appears to have been its contemporary, likely dating from the 1930s. A largely collapsed frame barn is overgrown by trees farther to the north. Its construction date is not known.

The Opal and Oliver Phillips House is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. The house does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. The house is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources. Additionally, due to its alterations—including boarded-over windows, artificial siding, and boxed-in eaves—the house is believed to have lost its integrity of design, materials, workmanship and, therefore, feeling and association. The loss of its the large citrus grove amidst which it stood has also negatively affected its integrity of setting.



Photo 5-82 (left): Opal and Oliver Phillips House, 2012 aerial with north at top showing ghost marks of a former grove (source: <https://www.google.com/maps>); **Photo 5-83** (right): Opal and Oliver Phillips House, 2012 aerial zoomed in

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showing south front elevation of house with porch at bottom and garage at top (north) (source: <https://www.google.com/maps>).



Photo 5-84 (left): Opal and Oliver Phillips House, south front elevation with porch at bottom and garage at top (north), 2020; **Photo 5-85** (right): Opal and Oliver Phillips House, detail of south elevation, 2020.



Photo 5-86 (left): Opal and Oliver Phillips House, south front and east elevations with porch at left in 2014 (source: <https://www.bing.com/maps/>); **Photo 5-87** (right): Opal and Oliver Phillips House, south front and east elevations with porch at left in 2020.



Photo 5-88 (left): Opal and Oliver Phillips House, south front and east side elevations with garage at far right, 2019 (source: <https://www.google.com/maps>); **Photo 5-89** (right): Opal and Oliver Phillips House, north rear of house with garage at left center and now collapsed barn at far left, no date (source: Connected Investors website).

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Lakeland Linder International Airport (former Lakeland Army Air Base/Drane Field/Lakeland Municipal Airport) – 3900 Don Emerson Drive (Map ID #s11a through 11e)

Only the ghost of the original runway pattern of the former Lakeland Army Air Base is visible at the current Lakeland Linder International Airport (Map #11a) (**Photos 5-90** and **5-91**). Since the late 1980s, it has been transformed by the construction of extensions and new runways and the sodding over of old runways and pads (*Tampa Tribune* 1967b, 1968, 1997, 2000, and 2002). The runway and the airport grounds, therefore, are believed to have lost their integrity of design, setting, materials, workmanship and, thereby, feeling, and association. The airfield is accordingly not recommended as eligible for NR listing due to a loss of integrity. (The airfield does remain at its original location.)



Photo 5-90 (left): Lakeland Army Air Field with Drane Field Road at north top, 1953 (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>); **Photo 5-91** (right): modern Google Maps aerial.

As noted at the historic context of this report, none of the Airport's scores of WWII-era buildings survived. Tax records and historic aerials, however, indicate that four of its standing resources were erected between about 1959 and 1971. Three of these are hangars standing on the southwest side of Airfield Drive West about 400 feet southeast of the modern airport terminal. Matching steel hangars erected c.1960 (*Tampa Tribune* 1959a) now house the aircraft maintenance facilities of Sheltair Aviation (Map ID #11b) (**Photos 5-92** through **5-95**) and Aeromech Aviation (Map ID #11c) (**Photos 5-96** through **5-99**). These were joined by a nearly identical hangar (**Photos 5-100** through **5-103**) to their northwest – now home to the maintenance facilities of Double M Aviation (Map ID #11d) – between the taking of aerial photographs of the Airport in 1964 and 1968. (The 1964 aerial appears to show ground preparation for the hangar.) A second building was added to this hangar by 1971. (A series of historic aerials of the Airport and Polk County are available at the Polk County GIS Map Viewer site.) The three earliest hangars are essentially square, about 120 feet on each side. They are conventional hangar types with steel primary load-bearing trusses and framing and steel walls and roofs. Their doors are the standard horizontal telescoping type that slide, overlap, and open up access to the entire hangar space when fully pushed to either side. The hangar attached to the northeast side of the Double M Aviation hangar is of similar design and construction, but it only about half as wide. The two hangars are largely open to each other inside, forming a single work space.

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The maintenance hangars are believed to retain their integrity of location, design, setting, materials, workmanship and, thereby, feeling, and association. However, they are not believed to be significant for any association with significant events or individuals or to embody the distinctive characteristics of a type, period, or method of construction. They are conventional steel hangar types with standard telescoping doors (Luke and Howson 2002; Ingerich 2018; Weitze 1999). The hangars have no known associations with the Cold War or other military activities. They are therefore not believed to be significant under NR Criteria A, B, or C and are recommended as not eligible for NR listing. The hangars are further recommended as not NR-eligible under Criterion D, for they are unlikely to yield important historical information not available from other sources.



Photo 5-92 (left): Sheltair Aviation maintenance hangar (Map ID #11b), airside elevation; **Photo 5-93** (right): Sheltair Aviation maintenance hangar (Map ID #11b), southwest airside and southeast elevations.



Photo 5-94 (left): Sheltair Aviation maintenance hangar (Map ID #11b), interior views. **Photo 5-95** (right): Sheltair Aviation maintenance hangar (Map ID #11b), interior views.

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Photo 5-96 (left): Aeromech Aviation maintenance hangar (Map ID #11c), southwest airside elevation; **Photo 5-97** (right): Aeromech Aviation maintenance hangar (Map ID #11c), northwest side elevation.



Photo 5-98 (left): Aeromech Aviation maintenance hangar (Map ID #11c) interior view; **Photo 5-99** (right): Aeromech Aviation maintenance hangar (Map ID #11c) interior view.



Photo 5-100 (left): Double M Aviation maintenance hangars (Map ID #11d), southwest side and southeast airside elevations with first-built hangar at left; **Photo 5-101** (right): Double M Aviation maintenance hangars (Map ID #11d), southeast airside and northeast side elevations with second-built hangar at right.



Photo 5-102 (left): Double M Aviation maintenance hangars (Map ID #11d), southwest side elevation of first-built hangar; **Photo 5-103** (right): Double M Aviation maintenance hangar (Map ID #11d), interior view looking from first-built hangar into darker second-built hangar space.

A portion of one additional building that is more than 50 years old survives at the Airport (**Photos 5-104** through **5-107**). In December 1959, the Airport was completing construction of its first purpose-built terminal. A basic Modernist building, the Lakeland Municipal Airport terminal was a one-story-tall rectangle of masonry construction topped by a flat roof. Exposed posts separated it into seven bays across its front. Three had three-part glass windows and paired doors that extended most of the way toward the roof; four were windowless. A flat-roofed portico supported by steel posts crossed the glassed bays. In the late 1980s or early 1990s, a control tower was built off the terminal's southeastern corner. Between 2002 and 2005, the western three-quarters of the building were lopped off, leaving only its eastern quarter. In the mid-2010s the control tower was removed as well.

The remaining quarter of the former terminal now houses the airport's U.S. Customs and Border Protection (CPB) facility (**Photos 5-108** through **5-110**). The one-story building retains some of the walls of the terminal and perhaps one of the original three-part windows. A shorter one-story addition has been wrapped around its south and east elevations. This addition includes three-part windows similar to the original ones.

Due its dramatic alterations—not least the removal of one-quarter of its original structure—the former Lakeland Municipal Airport terminal, now home to the airport's CPB facility, is believed to have lost its integrity of design, materials, workmanship and, accordingly, feeling and association. It remains in an airport setting on its original location, but it appears to have clearly lost its overall integrity. Additionally, the building is not known to have any association with significant historic events or persons and does not appear to embody the distinctive characteristics of a type, period, or method of construction. It is accordingly recommended as not NR-eligible under Criteria A, B, or C. The former terminal is further recommended as not NR-eligible under Criterion D, for it is unlikely to yield important historical information not available from other sources.

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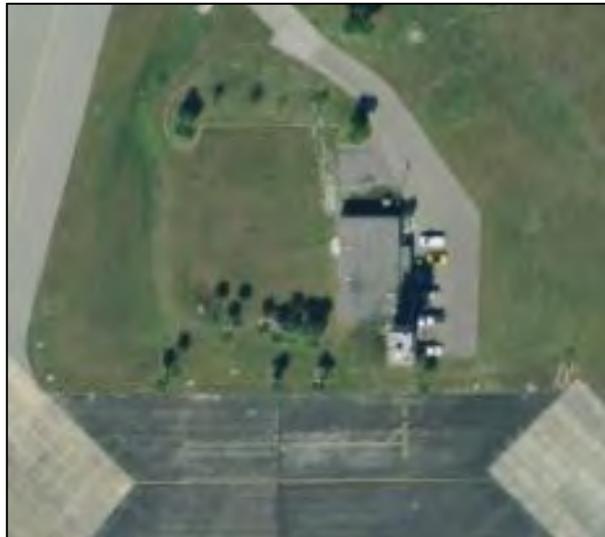


Photo 5-104 (left): Aerial view of former Lakeland Municipal Airport terminal (Map ID #11e) in 2002 (source: Polk County GIS Map Viewer site); **Photo 5-105** (right): Aerial view of former Lakeland Municipal Airport terminal (Map ID #11e) in 2005 (source: Polk County GIS Map Viewer site).



Photo 5-106 (left): Lakeland Municipal Airport terminal building (Map ID #11e), 1967 (source: <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/66/rec/1>); **Photo 5-107** (right): Current U.S. Customs and Border Protection building (same number), south front and east side elevation.



Photo 5-108 (left): Current U.S. Customs and Border Protection building (Map ID #11e), south front elevation ; **Photo 5-109** (right): Current US Customs and Border Protection building (Map ID #11e), west side and south front elevations.



Photo 5-110: Current U.S. Customs and Border Protection building (Map ID #11e), north rear elevation.

6. EFFECTS RECOMMENDATIONS

6.1 ARCHAEOLOGICAL RESOURCES

Surface inspection, photo documentation of existing field conditions, and subsurface shovel testing performed within the Direct Effects APE (i.e., construction disturbance areas) revealed no existing or potential archaeological sites in the APE. There were no positive recoveries of potentially significant archaeological materials in the 12 STPs excavated for this study. Therefore, the recommendation of this study is that the Proposed Project will have *no effect* on archaeological resources in the APE.

6.2 HISTORIC ARCHITECTURAL RESOURCES

Examination of the FMSF indicated that no National Register-listed sites are present within the Direct or Indirect Effects APEs. The FMSF indicated that there are 17 historic structures, six archaeological sites, 26 cultural resource studies, and one resource group present within one mile of the Indirect Effects APE, although none of these are physically located in the APE.

As elaborated in **Section 5.2**, the Indirect Effects APE was further evaluated to determine the presence of buildings or structures 50 years of age or older that could be eligible for listing to the National Register. Fifteen structures at eleven locations on- and off-airport were identified for evaluation. All structures were appraised against NRHP Criteria A through D to recommend whether or not each location was potentially eligible for listing to the National Register. These results are summarized on **Table 6-1** and indicate that the Aaron E. and Maude Morgan House (Map ID #2) and the English Family House (Map ID #5) are each potentially eligible for listing to the National Register under Criterion C.

The Proposed Project would cause no direct physical effects to any of the fifteen locations within the APE described above, including the two that are potentially NRHP-eligible. To determine the potential for indirect effects, the noise and visual environment in the Indirect Effects APE was evaluated.

Table 6-1 Historic Evaluation Summary

Map ID	Name	NRHP Eligibility Criteria Recommendation				Predicted Sound Levels (DNL dB)				Effects Recommendation
		A	B	C	D	2022 No-Action	2022 Proposed Project	2027 No-Action	2027 Proposed Project	
1	Robberson House	N	N	N	N	61.13	62.32	61.68	62.75	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this agricultural/residential land use per FAA criteria. Property is 1.5 miles from project area with tree stands obstructing line of site, no viewshed changes expected.</p>
2	Aaron E. and Maude Morgan House	N	N	Y	N	60.15	61.32	60.66	61.72	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this agricultural/residential land use per FAA criteria. Property is 0.6 mile from project area with multiple tree stands and a campground between property and project area, no viewshed changes expected.</p>
3	Morgan Family House 1	N	N	N	N	57.8	58.89	58.34	59.32	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this agricultural/residential land use per FAA criteria. Property is 0.6 mile from project area with dense tree stands protecting viewshed, no viewshed changes expected.</p>

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Map ID	Name	NRHP Eligibility Criteria Recommendation				Predicted Sound Levels (DNL dB)				Effects Recommendation
		A	B	C	D	2022 No-Action	2022 Proposed Project	2027 No-Action	2027 Proposed Project	
4	Morgan Family House 2	N	N	N	N	56.93	57.91	57.54	58.4	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this agricultural/residential land use per FAA criteria. Property is 0.6 mile from project area with dense tree stands protecting viewshed, no viewshed changes expected.</p>
5	English Family House	N	N	Y	N	55.08	55.99	55.82	56.59	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this agricultural/residential land use per FAA criteria. Property is 0.75 mile from project area with dense tree stands protecting viewshed, no viewshed changes expected.</p>
6	House – 4404 Hamilton Road	N	N	N	N	57.99	58.88	58.77	59.53	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this residential land use per FAA criteria. Property is 0.6 mile from project area and set within a dense tree stand, no viewshed changes expected.</p>

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Map ID	Name	NRHP Eligibility Criteria Recommendation				Predicted Sound Levels (DNL dB)				Effects Recommendation
		A	B	C	D	2022 No-Action	2022 Proposed Project	2027 No-Action	2027 Proposed Project	
7	House – 4333 Hamilton Road	N	N	N	N	56.14	57.03	56.9	57.66	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this residential land use per FAA criteria. Property is 0.8 mile from project area with a dense tree stand partially obstructing line of site and a large solar farm between property and project area, no viewshed changes expected.</p>
8	Futch-Dawson House	N	N	N	N	61.63	62.53	62.21	63.00	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this residential land use per FAA criteria. Property is 0.8 mile from project area with tree stands projecting viewshed, no viewshed changes expected.</p>
9	Dawson House	N	N	N	N	60.00	60.89	60.56	61.35	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this residential land use per FAA criteria. Property is 1 mile from project area with small tree stands partially obstructing line of site, no viewshed changes expected.</p>

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Map ID	Name	NRHP Eligibility Criteria Recommendation				Predicted Sound Levels (DNL dB)				Effects Recommendation
		A	B	C	D	2022 No-Action	2022 Proposed Project	2027 No-Action	2027 Proposed Project	
10	Opal and Oliver Phillips House	N	N	N	N	61.79	62.72	62.31	63.15	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this agricultural/residential land use per FAA criteria. Property is 0.9 mile from project area with small tree stands and a large solar farm between property and project area, minimal viewshed changes expected.</p>
11a	Aeromech Maintenance Hangar	N	N	N	N	78.70	79.10	79.40	79.75	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this governmental land use per FAA criteria. Property is 0.9 mile from project area and located on-airport with existing buildings and airport infrastructure between property and project area, no viewshed changes expected.</p>
11b	Lakeland Linder International Airport	N	N	N	N	65.91	66.53	66.51	67.06	<p><i>Direct:</i> No effect.</p> <p><i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this governmental land use per FAA criteria. Property is 1 mile from project area and located on-airport with existing buildings and airport infrastructure between property and project area, no viewshed changes expected.</p>

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Map ID	Name	NRHP Eligibility Criteria Recommendation				Predicted Sound Levels (DNL dB)				Effects Recommendation
		A	B	C	D	2022 No-Action	2022 Proposed Project	2027 No-Action	2027 Proposed Project	
11c	Sheltair Maintenance Hangar	N	N	N	N	64.69	65.37	65.35	65.94	<i>Direct:</i> No effect. <i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this governmental land use per FAA criteria. Property is 0.9 mile from project area and located on-airport with existing buildings and airport infrastructure between property and project area, no viewshed changes expected.
11d	Double M Maintenance Hangar	N	N	N	N	62.93	63.64	63.62	64.23	<i>Direct:</i> No effect. <i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this governmental land use per FAA criteria. Property is 0.9 mile from project area and located on-airport with existing buildings and airport infrastructure between property and project area, no viewshed changes expected.
11e	Former Lakeland Municipal Airport Terminal	N	N	N	N	73.31	73.48	73.5	73.66	<i>Direct:</i> No effect. <i>Indirect:</i> No adverse effects. Predicted sound levels remain noise-compatible for this governmental land use per FAA criteria. Property is 0.9 mile from project area and located on-airport with existing buildings and airport infrastructure between property and project area, no viewshed changes expected.

¹ Y = Recommended eligible under given criterion; N = Recommended ineligible under given criterion
Source: AEDT, 2020; AECOM, 2020.

For the evaluation of visual impacts, landscape character and visual/aesthetic attributes in the vicinity of these locations were qualitatively assessed in terms of the anticipated changes associated with the Proposed Project (see **Table 6-1**). Anticipated lighting sources are expected to be similar to existing structures at LAL and the adjacent land areas. The distance between the Proposed Project and the nearest property included in this study (Map ID #2) is approximately 0.6 mile, and the line of sight between the two is obscured by vegetation and other existing structures. Generally speaking, while the visual landscape would change as a result of the Proposed Project, it would be compatible with the Airport environs and not result in intrusive visual impacts.

For the evaluation of aircraft noise impacts, the FAA Aviation Environmental Design Tool (AEDT) was used to predict sound levels both with and without the Proposed Project. FAA considers a noise impact significant when the Proposed Project causes a predicted increase of a 1.5 decibels (dB) or more for a noise sensitive area that is exposed to noise at or above the Day-Night Average (DNL) 65 dB noise exposure level. This also applies when a noise-sensitive location is exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No-Action Alternative for the same timeframe. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB.

The results of the noise analysis are documented on **Table 6-1** and show that none of the evaluated properties experience a 1.5 dB or greater increase due to the Proposed Project compared to the No-Action Alternative. Those already contained in the DNL 65 dB or higher contours (i.e., LAL airport buildings) remain noise-compatible per FAA regulation.

Based on the foregoing discussion, and the results listed on **Table 6-1**, the recommendation of this study is that the Proposed Project will have no adverse effects on potential historic resources in the APE.

7. SUMMARY

AECOM conducted a Phase IB CRAS of planned improvements at LAL in Polk County, Florida. These efforts included background research and field survey to study the archaeological and historic stand structures resources on the property. Background research identified no listed cultural resources within the Direct or Indirect Effects APEs.

The archaeological survey was performed from July 6-7, 2020. The archaeological investigations included ground surface reconnaissance and subsurface testing in all areas of proposed ground disturbance and resulted in the excavation of 12 STPs. During this time, no archaeological resources were encountered. Examination of the FMSF indicated that no National Register-listed sites are present within the Direct or Indirect Effects APEs. The FMSF indicated that there are 17 historic structures, six archaeological sites, 26 cultural resource studies, and one resource group present within one mile of the Indirect Effects APE. However, none of these resources will be affected by the Proposed Project.

The architectural historic survey was conducted on August 4 and 12, 2020. It identified 11 resources or groups of resources. Nine are recommended as not eligible for NRHP listing. Two are recommended as NRHP-eligible, the Aaron E. and Maude Morgan House (Map ID #2) and the English Family House (Map ID #5). Neither of these properties would be affected by project construction. Additionally, the properties are well outside of existing and future airport noise contours and are distant from the airport viewshed. Therefore, it is not anticipated that these properties would be adversely indirectly affected by facility operations once the facility is constructed.

Based on the results of current survey, no further archaeological work is recommended for the APE. No Historic Properties will be affected by the Proposed Project.

7.1 UNANTICIPATED FINDS

Should future construction activities uncover any archaeological remains, it is recommended that activity in the immediate area of the remains be stopped while a professional archaeologist evaluates the remains. In the event that human remains are found during construction or maintenance activities, the provisions of Chapter 872.05, F.S. will apply. Chapter 872.05, F.S. states that when human remains are encountered all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. The District Medical Examiner has jurisdiction if the remains are less than 75 years old or if the remains are involved in a criminal investigation. The State Archaeologist has jurisdiction if the remains are over 75 years of age or more.

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Lakeland Linder International Airport

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- 1934 "Aunt Ella to Entertain." May 17, 1934.
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- 1941b "Drane Field." May 27, 1941.
- 1942 "Lakeland's New Field Leased by Army Air Corps." May 11, 1942.
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- 1967b "Party Line – Friends Invited on 50th." November 5, 1967.
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Appendix A: Qualifications of Investigators

Mark Martinkovic, M.A. is a Registered Professional Archaeologist with over 15 years of experience in the Cultural Resource Management (CRM) industry and exceeds the Secretary of the Interior's Professional Qualification Standards for Archaeology (36 CFR Part 61). Mr. Martinkovic is a Senior Archaeologist based in the Tallahassee, FL office. He has experience in the design, management, and technical execution of historic and archaeological investigations throughout the eastern US, primarily on the Gulf Coast. Since June 2006 he has been employed by AECOM and worked on Department of Transportation and private sector energy projects and also as a Historic Preservation Specialist (archaeologist) for FEMA in various roles on the Gulf Coast. Most recently he has successfully completed the Phase I investigation of 30 miles of proposed pipeline in South Carolina according to state and FERC guidelines. Mr. Martinkovic has also participated in surveys and studies of proposed energy corridors in Florida, primarily assessments of transmission line corridors and power station sites. He also has extensive experience in monitoring and overseeing the excavation of large-scale utility projects, including the installation of a sewer system on the Beauvoir Plantation in Biloxi, MS (2010) and the installation of a combined sewer and natural gas system in historic downtown Pensacola (2000).

Marvin Brown, M.A., has over 35 years of experience in historic and architectural studies, environmental compliance procedures, and project management. This experience includes performing historic architectural surveys in support of state and federal projects in compliance with Section 106 and other statutes and regulations; determination of effects and development of mitigation measures, including Memoranda of Agreement, Programmatic Agreements, Historic Preservation Plans, HABS/HAER-level recordation, and Section 4(f) documentation; environmental documentation including Environmental Impact Statements, Environmental Assessments, and Categorical Exclusions for airport, highway, and other projects; recordation of historic bridges; emergency and long-term response for FEMA projects; and drafting Multiple Property Documentation forms and National Register nominations for individual properties and historic districts. He has completed numerous projects in Florida associated with airports and other resources.

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Appendix B: Cultural Resources and Studies within One Mile of Area of Potential Effect

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Category	FMSF Site ID	Name	Description	Temporal Affiliation	NRHP Status
Archaeological Sites	PO01014	Early	Campsite	Prehistoric lacking pottery	Ineligible for NRHP
	PO01015	Hamilton Branch	Lithic scatter/quarry	Prehistoric lacking pottery	Not Evaluated by SHPO
	PO01016	Poley Creek	Lithic scatter/quarry	Prehistoric lacking pottery	Not Evaluated by SHPO
	PO03156	Bay Ridge	Campsite	Prehistoric lacking pottery	Ineligible for NRHP
	PO03858	Airport Road Foundation	Building remains	Twentieth century American, 1900-present	Ineligible for NRHP
	PO03859	Drane Field Road Foundation	Building remains	Twentieth century American, 1900-present	Not Evaluated by SHPO
Historic Structures	HI00217	Chumney House	Private residence (destroyed)	circa 1910	Ineligible for NRHP
	HI01027	Phagen-Getty-West House	Private residence (destroyed)	circa 1913	Ineligible for NRHP
	HI06528	1312 Lindsey Road	Frame vernacular	circa 1946	Ineligible for NRHP
	HI06535	3010 Wiggins Road	Bungalow	circa 1924	Ineligible for NRHP
	HI06536	3120 Wiggins Road	Frame vernacular	circa 1920	Ineligible for NRHP
	PO01017B	Drane Field Building 2	Military warehouse	1942	Ineligible for NRHP
	PO01017C	Drane Field Building 3	Military warehouse (destroyed)	1942	Ineligible for NRHP
	PO03296	1343 West Pipkin Road	Frame vernacular	1926	Ineligible for NRHP
	PO03297	1343 West Pipkin Road	Frame vernacular	1928	Ineligible for NRHP
	PO04636	4755 Drane Field Road	Frame vernacular	circa 1940	Ineligible for NRHP
	PO04637	4815 Drane Field Road	Frame vernacular	circa 1930	Ineligible for NRHP
	PO04638	5005 Drane Field Road	Frame vernacular	1955	Ineligible for NRHP
	PO04639	4830 Drane Field Road	Frame vernacular	circa 1940	Ineligible for NRHP
	PO04640	5110 Drane Field Road	Frame vernacular	circa 1940	Ineligible for NRHP
	PO07169	1360 West Pipkin Road	Frame vernacular	1954	Ineligible for NRHP
	PO07170	1610 West Pipkin Road	Frame vernacular	1955	Ineligible for NRHP
PO08223	5140 County Line Road	Frame vernacular	circa 1968	Ineligible for NRHP	
Resource Groups	PO07528	Winston & Bone Valley RR	Linear resource	American 1892-present	Eligible for NRHP

	FMSF Survey ID	Report Title	Author	Year
Cultural Resource Management Studies	1407	Cultural resource assessment survey of the proposed West Lakeland development site, Polk County, Florida	AUSTIN, ROBERT J.	1987
	1710	An Archaeological Survey of Segment 3, County Line Road, Polk/Hillsborough counties, Florida	WILLIAMS, J. RAYMOND	1988
	2132	Cultural resource assessment for the Oakbridge DRI, Drummond Properties, Lakeland, Polk Co., Florida	DICKINSON, MARTIN F.	1985
	3516	Archaeological / Historical Resource Evaluation for Polk Parkway (West Leg), Hillsborough and Polk Counties, Florida	HDR ENGINEERING, INC.	1993
	3776	A Cultural Resource Assessment Survey of the Drane Field Road/State Road 572 (Airport Road) Interchange Improvements Project, Polk County, Florida	BELLOMO, RANDY V.	1994
	4571	Drane Field Road Cultural Resources Survey and Assessment, Polk County, Florida	SOUTHARC, INC.	1995
	5409	Hillsborough County Historic Resources Survey Report	MAIO, TERESA	1998
	5828	Archaeological Site Location Predictive Model for the City of Lakeland	DEMING, JOAN	1999
	6733	Cultural Resource Assessment Survey of The Realignment of Medulla Road Between County Line Road and Existing Medulla Road Polk County, Florida	ALMY, MARION	2000
	7998	An Archaeological and Historical Survey of the Plant City/ Griffis Tower Site in Hillsborough County, Florida	AMBROSINO, JAMES N.	2001
	7458	An Archaeological and Historical Survey of the Proposed Medulla and Drainfield Tower Location in Hillsborough County, Florida	AMBROSINO, MEGHAN L.	2001
	8564	An Archaeological and Historical Survey of the Proposed Medulla & Drainfield Tower (Revised) Location in Hillsborough County, Florida	Sims, Cynthia L.	2001
	9136	AT&T Cellular Tower, French River Site, Polk County, Florida	WAYNE, LUCY B.	2003

	9804	Identification and Evaluation of Historic Properties Within the One Mile Area of Potential Effects of the Proposed Lakeland Electric Wireless Telecommunications Tower (Verizon Wireless 088096-6), Polk County, Florida (DEA Project Number 20401014)	Parker, Brian T.	2004
	10059	Assessment of Potential Effects Upon Historic Properties: Proposed 150-foot Old Medulla Road Wireless Telecommunications Tower (Verizon Wireless 088096-5), Polk County Florida	Florida Archaeological Consulting, Inc.	2004
	11647	An Inventory and Evaluation of the Lakeland National Guard Armory (Lakeland Armory), Polk County, Florida	Stokes, Anne V.	2005
	11918	An Archaeological and Historical Survey of the English Creek Project Area in Polk County, Florida	Driscoll, Kelly A	2005
	13061	A Phase 1 Cultural Resource Survey of the Lakeland Central Park DRI, Polk County, Florida	Stokes, Anne V.	2006
	14659	FCC Form 620: CSX Parkway Frontage Road Telecommunications Tower Site (Verizon Wireless Personal Communications LP 088307-1) Polk County, Florida	Parker, Brian T.	2007
	15860	An Archaeological and Historical Survey of the 10080881 - Scott Lake Tower in Polk County, Florida FCC Form 620	Bland and Associates, Inc.	2008
	16075	A Phase I Cultural Resources Assessment Survey Report West Pipkin Road Widening Project from Medulla Road to Old Highway 37	Cremer, David	2008
	17574	Administrative Action Environmental Assessment: State Road 563 (North/South Route) from State Road 37 (South Florida Avenue) to Drane Field Road, Polk County, Florida	Federal Highway Administration	1993
	18459	Cultural Resource Assessment Survey Wabash Avenue Extension PD&E Study Polk County, Florida	Brouwer, Kaitlyn T.	2011
	22724	Cultural Resource Assessment Survey of the Rice Road Commerce Center Property, Hillsborough County, Florida	ACI	2016
	24982	Cultural Resource Assessment Survey of the Lakeland-Linder Regional Airport Properties, Polk County, Florida	ACI	2018

	26804	A Cultural Resources Assessment Survey of the Publix Supermarket Development Project Parcel, 5140 County Line Road, Lakeland, Polk County, Florida	Mankowski, Joseph F.	2019
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Appendix C: Shovel Test Log

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STP #	Strat	Depth (cm)	Munsell #	Munsell Color	Texture	Artifacts	Comments
A1	I	0-50	10YR 3/2	Very Dark Grayish Brown	FILL Sand	NCM	Limestone chunks; impasse
B1	I	0-42	10YR 3/2	Very Dark Grayish Brown	FILL Sand	NCM	Concrete & asphalt
C1	I	0-20	2.5Y 2.5/1	Black	Fine Sand	NCM	Larger area, heavily disturbed;
	II	20-35	2.5Y/2.5/1 & 4/1	Black & Dark Gray	Fine Sand	NCM	Spoil piles and concrete rubble; Water @ 20 cmbs
C2	I	0-15	2.5Y 2.5/1 & 4/1	Black	Fine Sand	NCM	Filled and graded -active construction site
	II	15-30	2.5Y 6/3	Light Yellowish Brown	Fine Sand	NCM	Water @ 30cmbs
C3	I	0-16	2.5Y 2.5/1	Black	Fine Sand	NCM	Filled and graded -active construction site
	II	16-40	2.5Y 6/3	Light Yellowish Brown	Fine Sand	NCM	Water @ 35cmbs
D1	I	0-18	2.5Y 2.5/1	Black	Fine Sand	NCM	Filled and graded -active construction site
	II	18-40	2.5Y 2.5/1 & 4/1	Black & Dark Gray	Fine Sand	NCM	Water @ 35cmbs
D2	I	0-20	2.5Y 2.5/1	Black	Fine Sand	NCM	Filled and graded -active construction site
	II	20-40	2.5Y 6/3	Light Yellowish Brown	Fine Sand	NCM	Water @30
E1	I	0-100	2.5Y 4/1	Dark Gray/Light Gray	FILL Sand	NCM	Smaller area; graded
E2	I	0-16	2.5Y 3/1	Very Dark Gray	Fine Sand	NCM	Fill sand with gravel
	II	16-44	2.5Y 2.5/1	Black	Fine Sand	NCM	
	III	44-62	2.5Y 4/3	Olive Brown	Fine Sand	NCM	
	IV	62-90	2.5Y 6/3	Light Yellowish Brown	Fine Sand	NCM	
	V	90-100	2.5Y 8/1	White	Fine Sand	NCM	
F1	I	0-68	2.5Y 3/2, 4/3	Dark Gray/Light Gray, Brown	FILL Sand	NCM	Limestone chunks
	II	68-100	2.5Y 3/2	Very Dark Grayish Brown	Fine Sand	NCM	
F2	I	0-23	2.5Y3/1	Very Dark Gray	Fine Sand	NCM	
	II	23-50	2.5Y/2.5/1	Black	Fine Sand	NCM	
	III	50-60	2.5Y 4/3	Olive Brown	Fine Sand	NCM	
	IV	60-87	2.5Y 6/3	Light Yellowish Brown	Fine Sand	NCM	
	V	87-95	2.5Y 8/1	White	Fine Sand	NCM	Water @ 90 cmbs

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Appendix D: FMSF Forms

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HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08452**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Robberson House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4514 Direction _____ Street Name Windee Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) between Holden and Old Medulla roads
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 3 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 2390300000044040 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1930 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Craftsman Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Aluminum 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Asphalt shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
none

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Piers 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)
none

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

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

Narrative Description of Resource
see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Robberson House – 4514 Windee Avenue (PO08452) (AECOM Resource #1)

Tax records assign the house at 4514 Windee Avenue a 1930 construction date. Google Maps photographs of it from 2011, which predate major alterations, suggest that it may well have been built in the 1930s. Currently, though, the house is almost unrecognizable as a dwelling from that time, as only its basic form remains intact. The house’s owner, Kenneth L. Robberson, acquired it via a quitclaim deed from the estate of his brother, Jerry W. Robberson, in 2004 (Polk County Deed Book 5471/Page 0378). Jerry Robberson (1944-2003) was not its original owner, as the house predates his birth and he did not come to Lakeland until 1956 (*Lakeland Ledger* 2003).

In 2011, according to Google Maps photos taken that year, the house had a frame, one-story, gable-front, central block (Figure 2 through Figure 4). This was crossed at the front (west) by a partially enclosed gable-roofed porch and at the rear (east) by a perpendicular, gable-end, frame block. The house had double-hung sash windows, a seam-metal roof, and aluminum siding. Since 2011 the porch has been removed and replaced by an open porch; bays have been covered or shifted and windows and doors have been replaced; new artificial siding has been added; and a gable-front rather than gable-end roof has been placed atop the rear ell. The house continues to stand on concrete blocks. The house’s many significant alterations suggest that after the 2011 photographs were taken, it was essentially stripped down to its studs and rebuilt, resulting in its current appearance. Bing Maps photographs from 2014 depict the house as it is at present, dating its alterations to between 2011 and 2014.

The Robberson House is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. The house does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. Additionally, due to its substantial alterations, the house is believed to have lost its integrity of design, materials, workmanship, feeling, and association. Its setting remains largely intact and it presumably stands at its original location.



Figure 1. Robberson House in 2011: left, north side and west front elevations; right, west front and south side elevations (source: <https://www.google.com/maps>).



Figure 2. Robberson House in 2020: left, north side and west front elevations; right, west front and south side elevations.



Figure 3. Robberson House: left, west front and south side elevations in 2020; right, same elevations in 2014 (source: <https://www.bing.com/maps/>).

REFERENCES

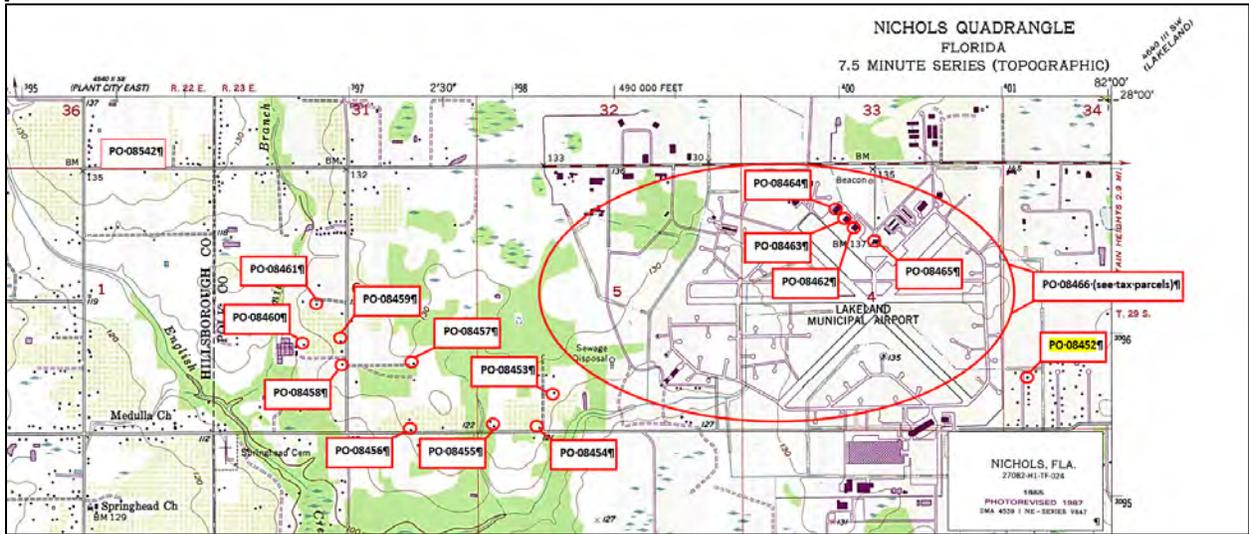
Lakeland Ledger

2003 C.J. “Jack” English obituary. November 25, 2003.

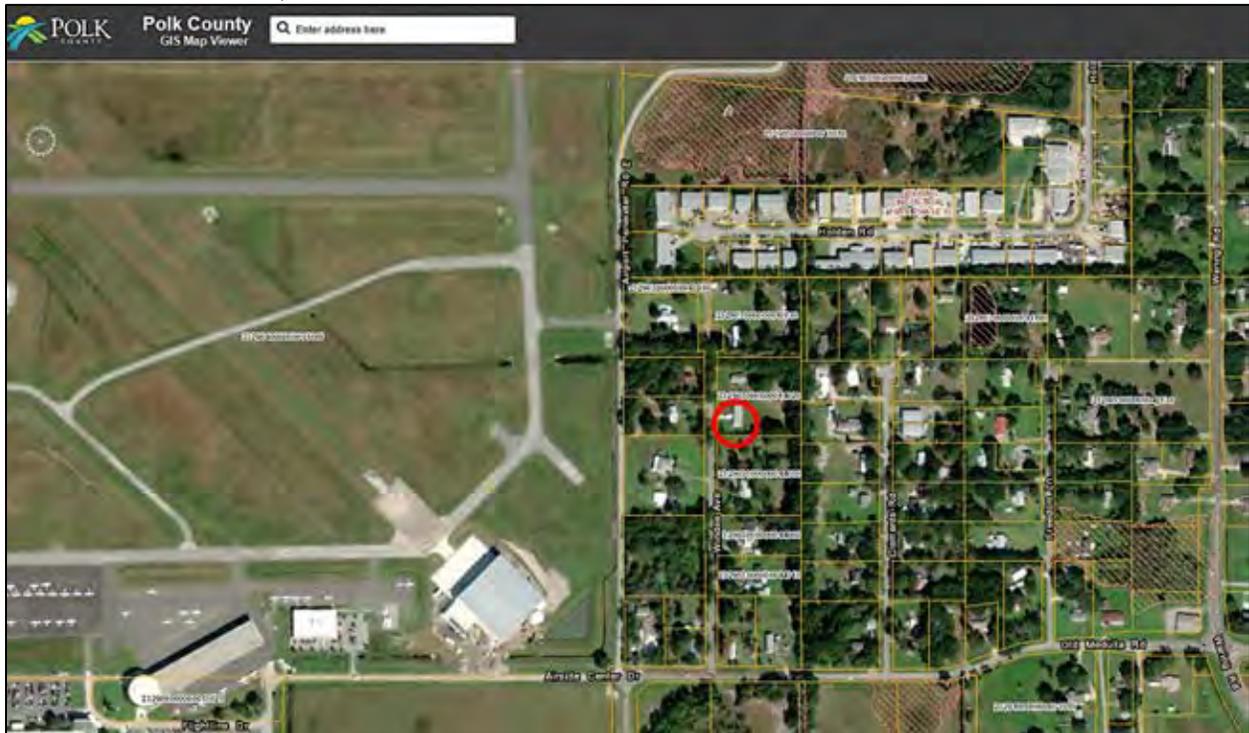
Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 2390300000044040, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08453**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Aaron E. and Maude Morgan House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4510 Direction _____ Street Name Aaron Morgan Street Type Road Suffix Direction _____
Address: _____
Cross Streets (nearest / between) E side of Aaron Morgan Road north of Medulla road
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 5 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290500000042030 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1924 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Frame Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Siding-novelty 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Asphalt shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
barn

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

DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Brick 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Piers 2.
Foundation Material(s): 1. Brick 2.

Main Entrance (stylistic details)

see attachment

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

see attachment

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

Narrative Description of Resource

see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

see attachment

OPINION OF RESOURCE SIGNIFICANCE

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

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

see attachment

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

1. Architecture 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Aaron E. and Maude Morgan House – 4510 Aaron Morgan Road (PO08453) (AECOM Resource #2)

Aaron Edward Morgan (1893-1974) and Maude Miranda Morgan (1897-1971) are likely the original owners of this house, which tax records assign a construction date of 1924. By 1917 (US Selective Service System), when Aaron registered for the draft, they were already married and had a young child. Aaron was the son of Aaron Joseph Morgan, a citrus grower, cattleman, and state representative (*Tampa Times* 1917). In 1920, according to census records, the Morgans were living in the Medulla area—where the house is located—as was Aaron’s father. They lived in the same area in 1930 and 1940. All three censuses, as well as Aaron’s draft registration, identify him as a farmer (US Bureau of the Census 1920, 1930, and 1940). His obituary noted that he was a lifelong Polk County resident who also drove a school bus (*Tampa Tribune* 1974).

In 1976, with both Morgans deceased, the Aaron E. Morgan Estate transferred this property to Ruth Morgan Bell (Polk County Deed Book 1678/Page 1221). Ruth was the Morgans’ youngest child. She and her husband, Charles W. Bell, continue to own it (Polk County Deed Book 9864/Page 2248 (2016)).

The marital status and ages of the Morgans and the farmhouse’s form and Craftsman-style features suggest that it was erected around 1924, the date tax records assign it (Figure 1 through Figure 4). The frame house is one-story tall. Its west-facing front block has an asphalt-shingled gable-end roof and rests on brick piers. A door is centered at the front elevation, flanked by paired, double-hung, sash windows. The Craftsman-style four-vertical-light-over-one-light sash suggests the windows are original. The Craftsman-style glass-paned front door also appears to be original. Plain surrounds frame the door and windows. A hipped-roof porch supported by plain wooden posts and underpinned by exposed rafter tails—yet another Craftsman feature—extends across the facade’s full length. Exposed rafter tails also mark the wide overhanging eaves of the block’s roof and those of its small ventilated dormer, which is centered over the entry. A brick exterior-end chimney extends through the wide overhang on the block’s south side elevation. The block is clad in original German siding that terminates at plain cornerboards.

A gable-roofed ell extending from the northern portion of the block’s rear elevation gives the house an L-shaped footprint. Within the legs of the ell, a formerly open porch has been enclosed. A small later addition extends to the rear of the ell and porch.

To the house’s rear (east), thick round poles support the gabled sheet-metal roof of an open pole barn that is less than 50 years old (Figure 4 through Figure 6). Shaded by the roof is an earlier building that appears to be largely built of slender, round, saddle-notched, unchinked logs. (Due to Covid concerns and no-trespassing signs, access to the property and its resources was limited.) Log buildings were erected in Polk and other northern and central Florida counties into the late nineteenth century (Florida Association of the American Institute of Architecture 2017: 4, 23, 108). The extant English Family Log Cabin, now located in Homeland Heritage Park, was moved to Homeland from elsewhere in Polk County. Constructed of round saddle-notched logs, it dates from about 1890 (Hacking, Forbes, and Jones 2006). Whether this building was erected in the late nineteenth century could not be determined.)

The house and barn stand in the northwest corner of an approximately 16-acre rectangular parcel that fronts on Aaron Morgan Road. To their east and south is a no-longer-active citrus

grove that encompasses about half of the parcel. The eastern half of the parcel is wooded. The land to the parcel's east, south, and west remains largely rural, marked by open fields, woodland, and scattered houses. Only to the immediate north, where a trailer park was established in the early 2000s, has modern development encroached on the setting.

The Aaron E. and Maude Morgan House is recommended as eligible for NR listing under Criterion C for its architecture. It is a good intact representative of an early-twentieth-century Polk County farmhouse. It retains its original form, German siding, plain surrounds, front porch, and cornerboards, as well as its original Craftsman-style sash, doors, and overhanging eaves with exposed rafter tails. The only notable alterations appear to be the enclosure of a rear porch, which is clad in matching German siding, and the addition of a small room to the rear of the ell. Further, the house appears to stand on its original site. The Morgan House is therefore believed to retain its integrity of location, design, setting, materials, workmanship and, by extension, feeling and association.

The Morgan House's NR boundaries are recommended as the boundaries of its approximately 16-acre parcel (Polk County parcel 23290500000042030) on its north, east, and south (Figure 7). On its west, where the parcel reaches toward Aaron Morgan Road, its boundary is recommended as ending on the east side of the county-maintained shallow ditch and road right-of-way. (It is not clear from tax maps whether the parcel already terminates there.) Contained within this boundary are the house and barn, both of which are contributing buildings, the former citrus grove, and woodland, all of which were historically associated with the property.



Figure 1. Aaron E. and Maude Morgan House: west front and south side elevations, 2020



Figure 2. Aaron E. and Maude Morgan House: west front and south side elevations showing German siding and Craftsman-style windows, door, and exposed rafter tails, 2020.



Figure 3. Aaron E. and Maude Morgan House: left, south side elevation at rear (north end) of house with front (west) elevation of barn at far right, 2020; right, aerial depicting west front and south side elevations and roof lines, no date (source: <https://www.google.com/maps>).



Figure 4. Aaron E. and Maude Morgan House: left, aerial depicting east rear and north side elevations, no date (source: <https://www.google.com/maps>); right, west front and south side elevations of barn to rear of house, 2020.



Figure 5. Aaron E. and Maude Morgan House: west front and south side elevations of pole barn and log building within it, 2020.



Figure 6. English Family Log Cabin, Homeland Heritage Park in Polk County, built c1890 (source: Polk County Government 2019).



Figure 7. Aaron E. and Maude Morgan House: recommended NR boundaries (Polk County parcel 23290500000042030).

REFERENCES

- Florida Association of the American Institute of Architecture, editors
2017 *A Guide to Florida's Historic Architecture*. University of Florida Press, Gainesville.
Accessed August 2020 at https://ufdcimages.uflib.ufl.edu/AA/00/06/13/81/00001/AA00061381_00001.pdf.
- Hacking, Gary, Jessica Forbes, and Robert O. Jones
2006 Homeland School National Register of Historic Places National Register registration form. Accessed August 2020 at <https://npgallery.nps.gov/NRHP/GetAsset/e6d07b1d-9531-46c8-9ad7-9de753772f06>.
- Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.
- Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.
- Tampa Times*
1917 "Salary System for County Officers." March 2, 1917.
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1974 Aaron Edward Morgan obituary. April 8, 1974.
- US Bureau of the Census
1920 *Fourteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.
- 1930 *Fifteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.
- 1940 *Sixteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.
- US Selective Service System
1917 World War I Selective Service System Draft Registration Cards, 1917-1918. Aaron Edward Morgan card accessed August 2020 at <https://search.ancestry.com/>.



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08454**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Morgan Family House 1 Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4405 Direction _____ Street Name Medulla Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) NW corner of jct of Aaron Morgan & Medulla roads
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 5 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290500000044010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1920 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Frame Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Aluminum 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
see attachment

Distinguishing Architectural Features (exterior or interior ornaments)
see attachment

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
none

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. Balloon wood frame 2. Piers 3. Concrete Block

Main Entrance (stylistic details) none

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

Condition (overall resource condition): [x]good []fair []deteriorated []ruinous
Narrative Description of Resource see attachment

Archaeological Remains []Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

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

Morgan Family House 1– 4405 Medulla Road (PO08454) (AECOM Resource #3)

This house stands at the intersection of Medulla and Aaron Morgan roads, in the southeastern corner of a 40-acre tract (Polk County parcel 23290500000044010) once owned by the estate of Aaron Joseph Morgan (1863-1941) and his wife, Dollie A. Morgan (1864-1957). In 1943, in association with the construction of Lakeland Army Air Base, A. Joseph Morgan's estate was awarded more than \$15,000 as compensation for the taking of "homestead property of 160 acres." An additional 200 acres of the estate was valued at \$8,500 (*Tampa Tribune* 1943). This parcel, not taken for the base, subsequently came into the hands of one of the Morgans' sons, Harley G. Morgan (1898-1977), and his wife, Thelma Futch Morgan (1910-2000). In 1976 they conveyed the land, which includes more than one house, to their daughter, Betty L. Howard, who still owns it (Polk County Deed Book 2883/Page 1542; *Tampa Tribune* 2000a). It is unlikely that the olders Morgans lived in this small house, which carries a tax date of 1920. A. Joseph Morgan's obituary described him as a prominent two-term state legislator (1919 and 1921) who was a "successful citrus grower and cattleman" (*Tampa Tribune* 1941a). Harley G. Morgan, also a cattleman (*Tampa Bay Times* 1966), and his wife may have lived on the property; if so, it is not known which of the two houses they occupied. This house's modest size and form suggest it was a tenant house.

Photographs taken in 2011, before the house underwent a major renovation, depict a dwelling that may indeed have been built around 1920, the assigned tax date (Figure 1 through Figure 4). In 2011 the small, gable-front, frame house—about 16' across and 24' deep according to tax records—was sided in heavily weathered vertical boards without battens and topped by a metal roof. Its two-bay-wide south-facing front facade was shaded by a plainly finished porch covered by a metal shed porch. To its rear (north) extended an ell faced with T111-type siding that had a double-pitched shed roof. Tax records identify much of the ell as a formerly open porch. Between 2011 and 2019, the old front porch was replaced by one with square posts and a balustrade. The front door was also replaced. A new metal roof was set atop the house and it received new artificial siding. Its two-over-two, double-hung, sash windows were cleaned or replaced in kind; the plain window surrounds were cleaned and painted. The rear ell was also re-sided.

Due to its many post-2011 alterations, the house is believed to have lost its integrity of design, materials, workmanship and, accordingly, feeling and association. Its setting appears to be largely intact and it likely continues to stand on the location upon which it was built, but overall it has lost its integrity. Additionally, the house is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. The house does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. Due to its loss of integrity and lack of significance, the house is recommended as not eligible for NR listing.

Morgan Family House 1 – 4405 Medulla Road (FMSF PO08454) attachment



Figure 1. Morgan Family House 1: left, south front elevation, c2014 (source: <https://www.bing.com/maps/>); right, west side and south front elevations in 2019 (source: <https://www.google.com/maps>).



Figure 2. Morgan Family House 1: left, south front and east side elevations in 2011 and, at right, in 2019 (source of both: <https://www.google.com/maps>).



Figure 3. Morgan Family House 1: left, east side elevation in 2011 (source: <https://www.google.com/maps>) and, at right, in 2020.



Figure 4. Morgan Family House 1: east side and north rear elevations, 2011 (source: <https://www.google.com/maps>).

REFERENCES

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.

Tampa Bay Times

1966 "State Board Airs Complaints About Phosphate Plants." February 12, 1966.

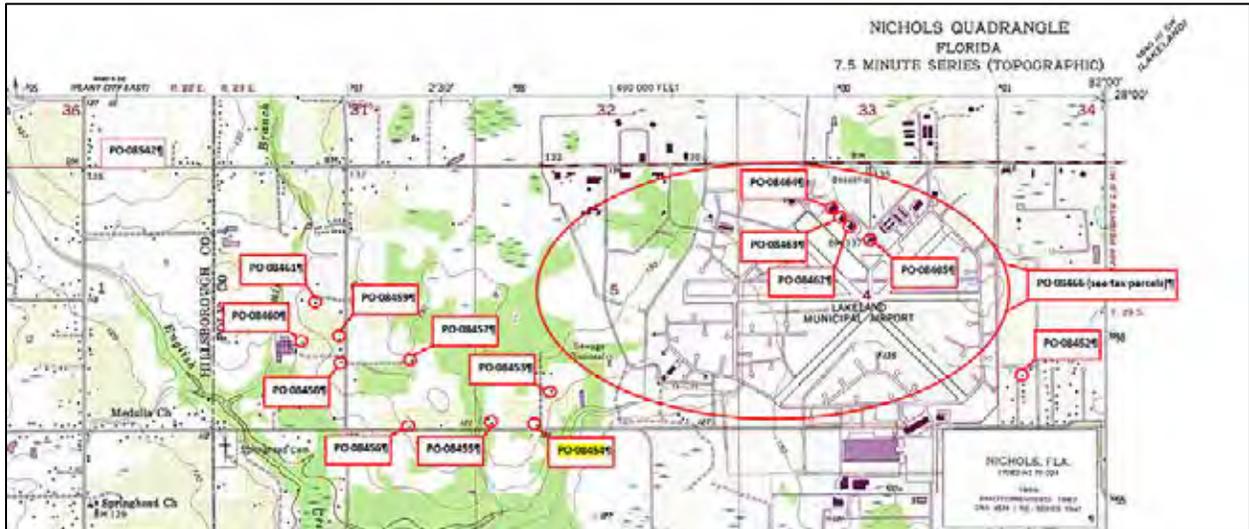
Tampa Tribune

1941a "A.J. Morgan, Pioneer of Polk County Dies, 77." April 18, 1941.

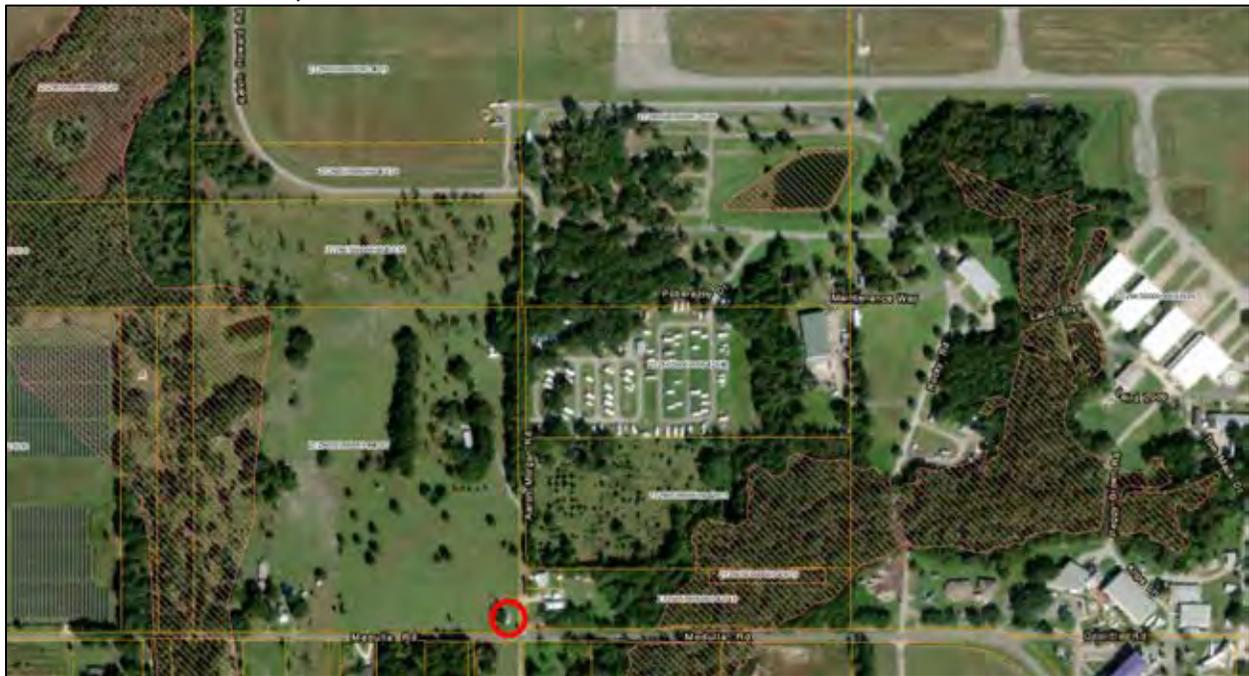
1943 "U.S. Jury Fixes Price of Army Air Base Site." July 16, 1943.

2000a Thelma Futch Morgan obituary. January 21, 2000.

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290500000044010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



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

Site#8 PO08455
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

[X] Original
[] Update

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

Site Name(s) (address if none) Morgan Family House 2 Multiple Listing (DHR only)
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only)
National Register Category (please check one) [X]building []structure []district []site []object
Ownership: []private-profit []private-nonprofit [X]private-individual []private-nonspecific []city []county []state []federal []Native American []foreign []unknown

LOCATION & MAPPING

Address: Street Number 4415 Direction Street Name Medulla Street Type Avenue Suffix Direction
Cross Streets (nearest / between) between Aaron Morgan & Hamilton rds
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map
City / Town (within 3 miles) Lakeland In City Limits? [X]yes []no []unknown County
Township 29S Range 23E Section 5 1/4 section: []NW []SW []SE []NE Irregular-name:
Tax Parcel # 23290500000044010 Landgrant
Subdivision Name Block Lot
UTM Coordinates: Zone []16 []17 Easting Northing
Other Coordinates: X: Y: Coordinate System & Datum
Name of Public Tract (e.g., park)

HISTORY

Construction Year: 1935 []approximately []year listed or earlier [X]year listed or later
Original Use Residence, private From (year): To (year):
Current Use Residence, private From (year): To (year):
Other Use From (year): To (year):
Moves: []yes [X]no []unknown Date: Original address
Alterations: [X]yes []no []unknown Date: Nature see attachment
Additions: []yes [X]no []unknown Date: Nature
Architect (last name first): Builder (last name first):
Ownership History (especially original owner, dates, profession, etc.)
see attachment

Is the Resource Affected by a Local Preservation Ordinance? []yes []no [X]unknown Describe

DESCRIPTION

Style Frame Vernacular Exterior Plan Square Number of Stories 1
Exterior Fabric(s) 1.Novelty siding 2. 3.
Roof Type(s) 1.Hip 2. 3.
Roof Material(s) 1.Sheet metal:3V crimp 2. 3.
Roof secondary strucs. (dormers etc.) 1. 2.
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains fields for NR List Date, Owner Objection, SHPO evaluation, and NR Criteria for Evaluation.

DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Brick 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Piers 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)
none

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

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

Narrative Description of Resource
see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

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

Morgan Family House 2– 4415 Medulla Road (PO08455) (AECOM Resource #4)

Morgan Family House 2 stands on the same 40-acre tract (Polk County parcel 23290500000044010) as Morgan Family House 1 does. It is located, however, near the southwest corner of the parcel facing Medulla Road. The known history of the two houses is nearly identical. The 40-acre parcel was once owned by the estate of Aaron Joseph Morgan (1863-1941) and his wife, Dollie A. Morgan (1864-1957). In 1943, in association with the construction of Lakeland Army Air Base, A. Joseph Morgan's estate was awarded more than \$15,000 as compensation for the taking of "homestead property of 160 acres." An additional 200 acres of the estate was valued at \$8,500 (*Tampa Tribune* 1943). This parcel, not taken for the base, subsequently came into the hands of one of the Morgans' sons, Harley G. Morgan (1898-1977), and his wife, Thelma Futch Morgan (1910-2000). It is unlikely that the olders Morgans lived in this house, which carries a tax date of 1935. A. Joseph Morgan's obituary described him as a prominent two-term state legislator (1919 and 1921) who was a "successful citrus grower and cattleman" (*Tampa Tribune* 1941a). The house was more likely first occupied by Harley Morgan, who was also a cattleman (*Tampa Bay Times* 1966), and his wife.

In 1920 (US Bureau of the Census) Harley Morgan was unmarried and still living with his parents. In that census he listed his occupation as a laborer on the "home farm." By 1930 he was married to Thelma and farming his own land. He was 32, she was 20, and their one child, Darwin, was two. In the order that the census was taken, four Morgan families lived one after the other: the elder Morgans were visited first, then Harley and Thelma, then brother and sister-in-law Aaron E. and Maude Morgan, and then another brother and his wife, G. Bascom and Eva Morgan.

In 1976 Harley and Thelma Morgan conveyed the 40 acres to their daughter, Betty L. Howard (Polk County Deed Book 2883/Page 1542; *Tampa Tribune* 2000a). She continues to own the property and occupies this house. On a field visit—due to Covid and privacy concerns—it was forcefully requested that no photos of the house or outbuildings be taken from the property or the public right-of-way. One image was taken while driving away, but the other images below were taken by Google Earth and Maps in November 2019. Compared to views of the property driving by, the house appears unchanged since they were taken.

Tax records place the house's construction in 1935 (Figure 1 through Figure 6). Its dimensions and L-plan footprint are nearly identical (according to tax records) to those of the Aaron Morgan House to the east, which has a tax date of 1924. Both houses are one-story tall, of frame construction, German sided, and edged with cornerboards. This house lacks Craftsman-style details, though. It does not have exposed rafter tails at the roof of its main block or porch and its windows appear to be one-over-one. This suggests the house may well have been built in the 1930s. A seam-metal hipped roof tops the main block and the full-facade porch to its front (south). The porch has plain square posts and a heavy infill of modern decorative metal grillwork. The windows on the east and west side elevations are covered by the same grillwork. A narrow, exterior-end, brick chimney stack rises along the west side elevation of the main block, which is extended to the rear by a one-story gable-end ell. The L-shaped porch that extended along the rear of main block and ell has been largely enclosed.

The house has seven associated outbuildings. To its east are two modern, taupe-colored, shed-roofed sheds that do not appear on Bing Maps aeriels taken in December 2014. Between these sheds and the house's east side elevation stands a gable-front frame garage with sliding wooden doors that may be more than 50 years old. Three outbuildings are arrayed to the

house's rear: a white shed-roofed shed and two taupe-colored gable-roofed sheds. The white shed may be more than 50 years old; the taupe sheds appear to have been built more recently. A long gable-roofed pole barn stands to the house's northwest. The varied pitches and conditions of its roof suggest it was built in three sections. Its first section rose at its south end, closest to the road. This may be the resource identified in tax records a "pole shed dirt [floor] erected in 1935. A second section added to its rear (north) may be the resource tax records identify as a "pole shed concrete [floor]," erected in 1960. A more substantial and longer third section of the barn was subsequently appended to barn's north end.

Morgan Family House 2 is not believed to retain the integrity necessary for NR eligibility. Its rural setting retains intact and it appears to stand upon the site where it was erected. However, the heavy intrusive grills that hide its porch and windows have negatively affected its integrity of integrity design, materials, and workmanship, and thereby of feeling and association. Further, the house is not known to have any association with significant historic events or persons and is therefore recommended as not eligible for NR listing under NR Criteria A or B. It also does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C.



Figure 1. Morgan Family House 2: left, south front and east side elevations and, right, south front elevation, 2019 (source of both: <https://www.google.com/maps>).



Figure 2. Morgan Family House 2: left, west side and south front elevations in 2019 (source: <https://www.google.com/maps>) and, right, same elevations in 2020.



Figure 3. Morgan Family House 2: left, west side and south front elevations, 2019; right, aerial view of north rear elevation and roofs, 2018 (source of both: <https://www.google.com/maps>).



Figure 4. Morgan Family House 2: left, looking north (with house at left) at two shed-roofed sheds at right (east), garage at center left, and two gable-roofed sheds at left distance; right, view of eastern shed-roofed sheds, both 2019 (source of both: <https://www.google.com/maps>).



Figure 5. Morgan Family House 2: left, looking northeast (house at left) at garage at left and eastern sheds at right; right, looking northwest (house at left) at white shed-roofed shed and gabled sheds at left and garage at right, 2019 (source of both: <https://www.google.com/maps>).



Figure 6. Morgan Family House 2: left, south front elevation of barn, 2019; right, aerial view of barn with south elevation at bottom, 2018 (source of both: <https://www.google.com/maps>).

REFERENCES

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.

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1966 “State Board Airs Complaints About Phosphate Plants.” February 12, 1966.

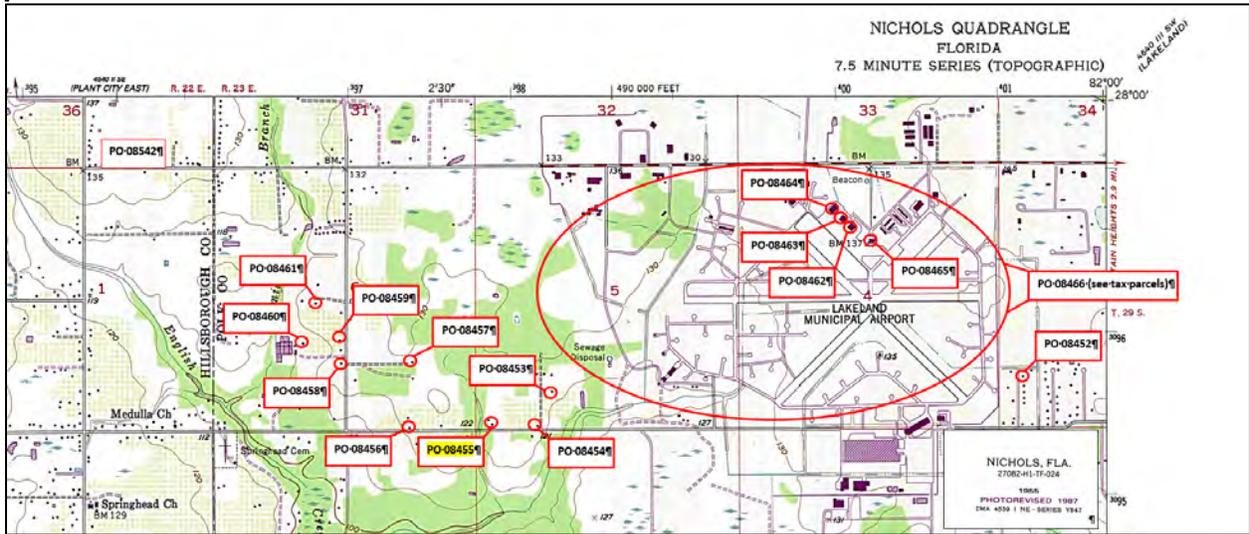
Tampa Tribune

1941a “A.J. Morgan, Pioneer of Polk County Dies, 77.” April 18, 1941.

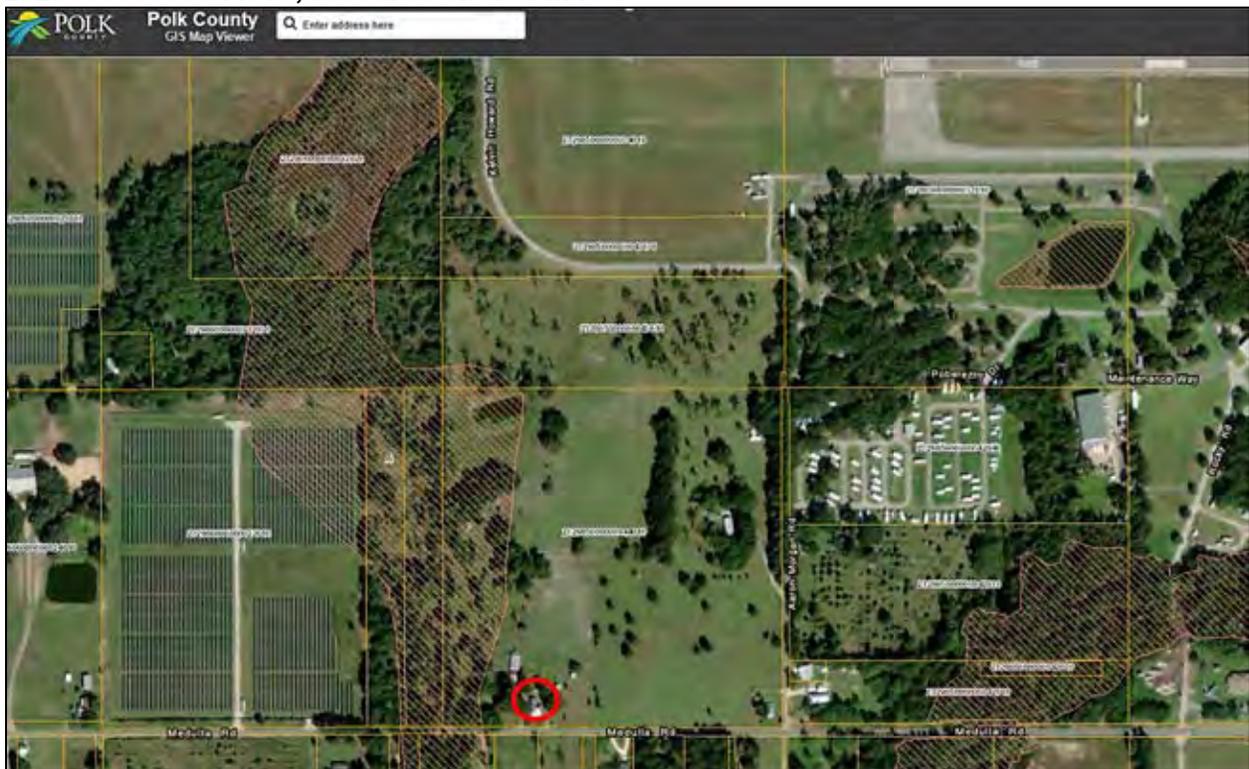
1943 “U.S. Jury Fixes Price of Army Air Base Site.” July 16, 1943.

2000a Thelma Futch Morgan obituary. January 21, 2000.

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290500000044010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08456**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) English Family House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4815 Direction _____ Street Name Medulla Street Type Avenue Suffix Direction _____
Address: _____
Cross Streets (nearest / between) between Aaron Morgan & Hamilton rds
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 6 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290600000024010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1910 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Frame Vernacular Exterior Plan Square Number of Stories 1
Exterior Fabric(s) 1. Novelty siding 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Brick 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Piers 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)
see attachment

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

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

Narrative Description of Resource
see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

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

English Family House – 4815 Medulla Road (PO08455) (AECOM Resource #5)

This house was likely built for either James Jackson English (1872-1937) and Lula English (1869-1951) or their son and daughter-in-law, Clarence J. English, Sr. (1897-1970) and Lucy Peacock English (1897-1992). James or Jackson (he went by both names) lived in a house in the Medulla area in 1910 on property that was part of this tract. (Aaron Joseph Morgan of the Morgan Family houses lived a few doors down.) James and Lula may have lived on this property in 1900, although the surrounding names in the census of the year make this less clear (US Bureau of the Census 1900 and 1910). It is possible that they built the house around 1910, the assigned tax date. It is also possible that Clarence and Lucy erected it by 1920 on property he received from, or least farmed for, his parents. The form and finish of the house suggest it may indeed have been erected in the 1910s. The 1920 census places Clarence and Lucy living immediately next to his parents, again a few farms distant from A.J. Morgan. The census identifies him as living on a farm but working as a house carpenter, so if it was Clarence's house, he may well have built it himself.

In 1935 James and Lula continued to live in Polk County, but James died in 1937 in Plant City, west across the county line in Hillsborough County (Florida State Census 1935). His obituary noted that by 1937 Clarence and Lucy had also moved from the area, to Davenport in Polk County about 30 miles to the northeast (*Tampa Tribune* 1937). The property remained in English family hands, although likely not occupied by them for many years. Clarence J. English, Jr. and his wife, Irma, had moved back to the Springhead community (adjacent to Medulla) from Davenport about 1963 (*Tampa Tribune* 1967). Whether to this house or another is not known. In 1974, though, when they acquired the property from Clarence's brother, John Henry English, a resident of Davenport, they were living in Lakeland (Polk County Deed Book 1605/Page1823). Clarence died in Lakeland in 2003 (*Lakeland Ledger*) and his and Irma's revocable trust sold the property out of the family to Eduardo and Shannon Morrell in 2005 (Polk County Deed Book 6559/Page 3). According to Shannon Morrell (personal communication), the house was built by the English family, possibly around 1908 or so.

The English Family House is one-story tall and of frame construction (Figure 1 through Figure 6). Its main block has a T-shaped plan that is extended to the rear elevation by a one-story frame ell. The gable-front central part of the T-shaped block faces south toward Medulla Road. The legs of its T at its rear terminate in gables as well. The block retains original narrow cornerboards, German siding, and plain surrounds with slightly crosssetted lintels. The section facing the road is two bays wide; both of these bays hold original two-over-two, double-hung, sash windows. The rest of the house's window bays are finished in similar fashion. Entrances to the house are along either side of the projecting section. They are shaded and reached by a U-shaped porch that wraps around the front section. The porch retains turned posts and solid, floriated, jig-sawn brackets that appear to be original. The rear ell is original or early. An L-shaped porch that once crossed the rear of the main block and west side of the ell has been enclosed. Exterior-end brick chimney stacks rise along the rear gable of the ell and the east side gable of the main block.

After the English family sold the parcel to the Morrells, they quickly converted the property into its current use as the English Oaks Equestrian Center (Figure 6 through Figure 9). (Its patrons include the Florida Southern University equestrian team, which Shannon Morrell coaches (*Lakeland Ledger* 2017).) In 2007 they removed the citrus grove that extended to the north and west of the house and filled the southeastern third of the parcel. They also removed early outbuildings near the house, built a frame and a metal pole barn to the house's north, and

added a large stable near the northern end of the property in 2013 accessed by a long new road. In 2017 the owners of the parcel abutting the east side of the English Family House parcel replaced a citrus grove with a solar farm, further altering the house's historic setting.

The English Family House 2 is recommended as eligible for NR listing under Criterion C for its architecture. It remains a good intact representative of an early-twentieth-century Polk County farmhouse. It retains its original T-shaped form, German siding, cross-topped surrounds, two-over-two sash windows, cornerboards, and front porch with turned posts and decorative brackets. Its only notable alteration appear to be the enclosure of the rear porch. The house appears to stand on its original site and is therefore believed to retain its integrity of location, design, materials, workmanship and, by extension, feeling and association. The removal of outbuildings and construction of modern ones, along with the removal of its citrus grove and the one that abutted its parcel to the east, have negatively affected its setting. The proposed NR boundaries for the house are not recommended to encompass all of its approximately 20-acre historic parcel (Polk County parcel 232906000000024010), which is now a horse farm with modern outbuildings. Rather, they are recommended as the approximately ½-acre portion at the parcel's southeastern corner that includes the house and its associated trees and intact setting (Figure 10). The proposed boundaries extend south to a fence near the right-of-way of Medulla Road and east and west to fence lines. On the north they terminate 25 feet north of the ell, before the modern metal and frame pole barns are reached. Lacking any known association with historic events or persons, the house is not recommended as NR eligible under Criteria A or B.



Figure 1. English Family House: 2018 aerials with south at bottom of left image and north at bottom of right image; T-shaped roofs of main block and linearly extended ell are topped by rusted roofs; porches and west gable end of main block are apparent from shiny appearance of re-clad roofs.



Figure 2. English Family House: left, east side elevation in 2019 (source: <https://www.google.com/maps>); same elevation in 2020



Figure 3. English Family House: left, south front and west side elevation in 2019 (source: <https://www.google.com/maps>); same elevations in 2020.



Figure 4. English Family House: left, south front elevation in 2019 (source: <https://www.google.com/maps>); right, same elevation in 2020.



Figure 5. English Family House: west side elevation in 2020.



Figure 6. English Family House: left, looking northeast at west side of house at right, metal pole barn at center, and wooden pole barn at far left; right, metal pole barn, both in 2020.



Figure 7. English Family House: left, west side and south rear elevation of modern stable in 2020; interior of stable in 2019 (source: <https://www.youtube.com/watch?v=CyRZU8S4zkU>).



Figure 8. Left, parcel in December 2006 with house and outbuildings at lower right corner; right, parcel in November 2007 with citrus grove and early outbuildings removed and modern outbuildings and access road added (source of both: <https://www.google.com/maps>).



Figure 9. February 2017 aerial of English parcel at left (west) and solar farm on site of former citrus grove at right (source: <https://www.google.com/maps>).



Figure 10. English Family House: proposed NR boundaries outlined in yellow.

REFERENCES

Lakeland Ledger

2003 C.J. “Jack” English obituary. November 25, 2003.

2017 “FSC Equestrian Team Jumps Into History.” February 19, 2017.

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Tampa Tribune

1937 James Jackson English obituary. February 28, 1937.

1967 “Party Line – Friends Invited on 50th.” November 5, 1967.

US Bureau of the Census

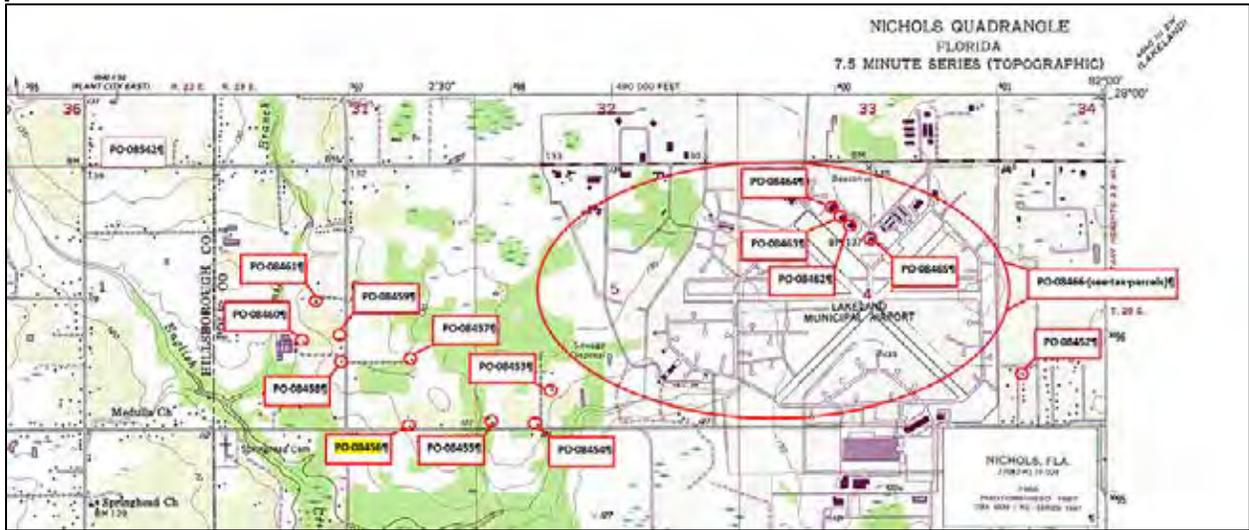
1900 *Fourteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.

1910 *Fourteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.

English Family House – 4815 Medulla Road (FMSF PO08456) attachment

1920 *Fourteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290600000024010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08457**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4404 Direction _____ Street Name Hamilton Street Type Road Suffix Direction _____
Address: _____
Cross Streets (nearest / between) E side of Hamilton Rd N of Medulla Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 6 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290600000021010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1934 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Frame Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Unknown 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____

Windows (types, materials, etc.)
see attachment

Distinguishing Architectural Features (exterior or interior ornaments)
see attachment

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Brick 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Unknown 2.
Foundation Material(s): 1. Obscured 2.

Main Entrance (stylistic details)

see attachment

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

see attachment

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

Narrative Description of Resource

see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

see attachment

OPINION OF RESOURCE SIGNIFICANCE

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

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

see attachment

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

1. 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

House – 4404 Hamilton Road (FMSF PO08457) (AECOM Resource #6)

Deed and newspaper searches of this property did not unearth its history. It has changed hand numerous times over the past 25 years. Tax records put its date of construction at 1934. A 1941 aerial photograph shows it standing at the southwest corner of a citrus grove. The house and grove are visible in a 1964 aerial, along with the long entrance lane that extends east to it from Hamilton Road. In a 1968 aerial, the house, one outbuilding to its (north) rear, and the grove are clearly visible (Figure 1 and Figure 2). The former grove is now wooded and the house's diminished one-acre tract is abutted on its west and south by large expanses of solar panels. The property is gated off and the house could barely be viewed through the heavy growth of trees that largely surround it. It appeared to have its windows boarded up, but no further inspection could be made.

Tax records and aerial photographs indicate that the house has a one-story main block with a south-facing, metal, gable-front roof (Figure 3 and Figure 4). It is built of frame with frame cladding. An unfinished open porch crosses most its front elevation. To its east is an additional section of unfinished porch that wraps partly around the east side elevation. A small gable peak in the roof above the side of this porch suggests that the porch shields a side entrance. To the west of the front porch another extended porch partly wraps the west elevation. It is enclosed but unfinished. The body of the house behind the porches is one-story tall. Rectangular, it encompasses just under 1,150 square feet. The outbuilding depicted on the aerials behind the house is now gone or hidden by overgrowth. From the edge of the parcel, the house and its grounds appear to be long abandoned and unmaintained. Bird-eye aerials from 2018 depict heavy overgrowth at the house's south front and east side elevation, further suggesting heavy deterioration.

The house at 4404 Hamilton Road is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. From the available evidence, it does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. Additionally, its former citrus grove is now wooded and groves to its west and south hold modern solar farms. It is therefore believed to have lost its integrity of setting. Its basic form and c1934 construction date, coupled with available information and apparent abandonment and deterioration, suggest it has also lost its integrity of design, materials, workmanship and, thereby, feeling and association. Due to its loss of integrity and lack of significance, the house is recommended as not eligible for NR listing.

House – 4404 Hamilton Road (FMSF PO08457) attachment



Figure 1. House at 4404 Hamilton Road: left, March 10, 1941 aerial with house partially obscured by date number; right, 1964 aerial with parcel boundaries mislocated to the left (west) (source of both: <http://gisapps.polk-county.net/gisviewer>).



Figure 2 . House at 4404 Hamilton Road: left, 1964 aerial with parcel mislocated to the northeast of house and, right, parcel in 2018 with former grove largely filled with trees and edged by solar farms (source of both: <http://gisapps.polk-county.net/gisviewer>).



Figure 3. House at 4404 Hamilton Road: left, 2018 bird's-eye aerial view with south front of house at bottom and, right with south front of house at left (source of both: <https://www.google.com/maps>).

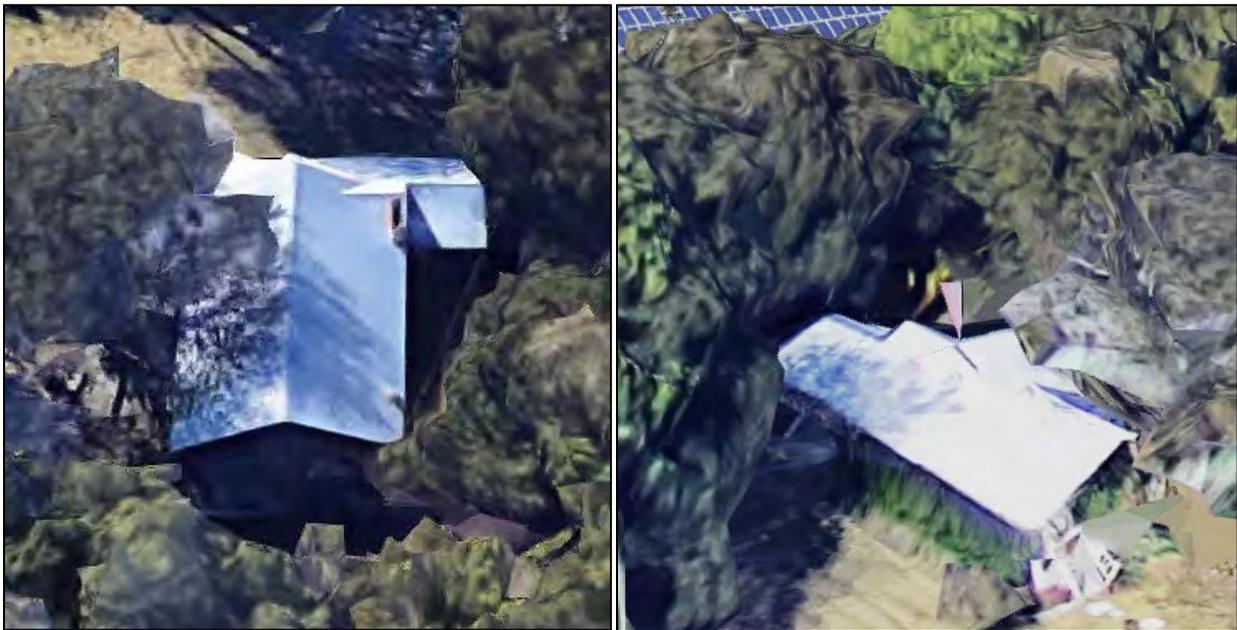


Figure 4. House at 4404 Hamilton Road: left, 2018 bird's-eye aerial view with south front of house at top and, right 2018 view showing south front and east side of houses heavily encroached upon by tall green growth (source of both: <https://www.google.com/maps>).

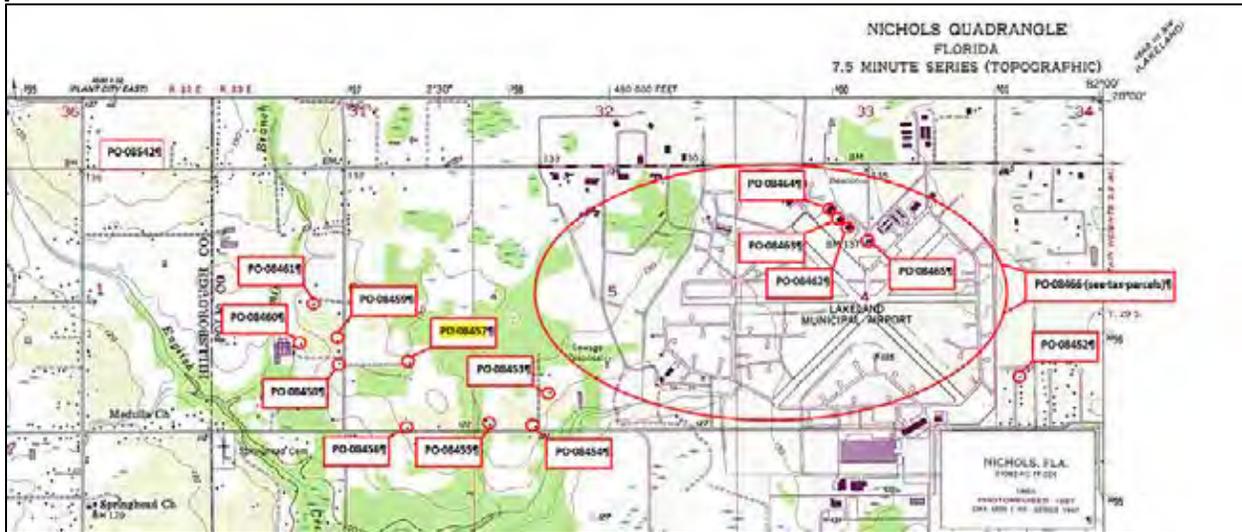
REFERENCES

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.

House – 4404 Hamilton Road (FMSF PO08457) attachment

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290600000021010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08458**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4333 Direction _____ Street Name Hamilton Street Type Road Suffix Direction _____
Address: _____
Cross Streets (nearest / between) W side of Hamilton Rd N of Medulla Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 6 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290600000041090 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1980 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Other Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Brick 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Brick 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Continuous 2.
Foundation Material(s): 1. Brick 2.

Main Entrance (stylistic details)

see attachment

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

see attachment

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

Narrative Description of Resource

see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

see attachment

OPINION OF RESOURCE SIGNIFICANCE

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

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

see attachment

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

1. 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

House – 4333 Hamilton Road (FMSF PO08458) (AECOM Resource #7)

This house stands on an approximately 0.6-acre parcel on the west side of Hamilton Road, 0.25 miles north of Medulla Road. The mostly modern houses to its north, south, and west occupy numerous small parcels of varying shapes that were likely cut off over time from a single larger agricultural property. This house has changed hands numerous times over the past 25 years and its early owners could not be determined. Tax records carry two dates for the house, a build date of 1920 and an estimated or apparent build date of 1991.

The house is built of frame with an overlay of brick veneer (Figure 1 through Figure 3). It is one-story tall and has a gable-front roof pierced by a central brick chimney stack. Three bays cross its front (east) elevation, a central door flanked by paired windows with clip-in muntins. Windows with clip-in muntins mark the side elevations as well. A full-facade porch crosses its front elevation. A carport extends to the porch's north. An artificial-sided gable-front shed stands to the carport's north. The house's veneer, porch, and windows suggest a construction date within the past 30 or 40 years. If it was built in 1920, it is so heavily altered that this is not discernable.

This house is not known to have any association with significant historic events or persons and therefore is recommended as not eligible for NR listing under NR Criteria A or B. It does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. If it is more than 50 years old, it has lost the integrity of design, materials, and workmanship—as well as setting, feeling, and association—that would express and represent that earlier period of construction. It is recommended as not eligible for NR listing under any of the Register's Criteria and Criteria Considerations.



Figure 1. House at 4333 Hamilton Road: east front elevation of house at left, carport at center, and modern shed at right in 2019 (source: <https://www.google.com/maps>).



Figure 2. House at 4333 Hamilton Road: south side and east front elevations, both 2020.



Figure 3. House at 4333 Hamilton Road: left, north side and east front elevations; right, modern shed, both 2020.

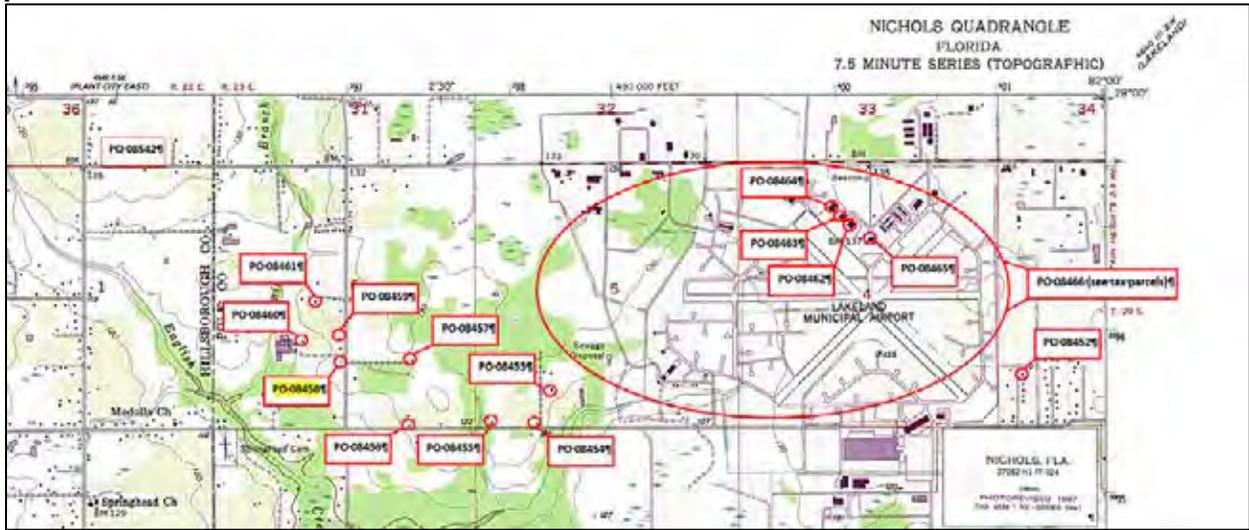
REFERENCES

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.

House – 4333 Hamilton Road (FMSF PO08458) attachment

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290600000041090, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08459**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Futch-Dawson House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4257 Direction _____ Street Name Hamilton Street Type Road Suffix Direction _____
Address: _____
Cross Streets (nearest / between) W side of Hamilton Rd N of Medulla Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 6 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290600000041050 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1935 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Other Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Asbestos 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Piers 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)

see attachment

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

see attachment

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

Narrative Description of Resource

see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

see attachment

OPINION OF RESOURCE SIGNIFICANCE

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

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

see attachment

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

1. 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Futch-Dawson House – 4257 Hamilton Road (FMSF PO08459) (AECOM Resource #8)

For much of the past 40 years at least, this house has been owned by either Mildred Ann Futch Dawson or her parents, Rev. Clyde A. and Florence Mary Futch (Polk County Deed Book 1941/Page 1835 (1980); Deed Book 3175/1925 (1992)). Reverend Futch lived most of his life in eastern Hillsborough County (*Tampa Tribune* 1994), although he was living with his family and farming in the Medulla area of Polk County in 1940 (US Bureau of the Census). The house carries a tax date of 1935, but its appearance strongly suggests that it is less than 50 years old.

The house has two blocks that are nearly equal in size (Figure 1 through Figure 3). The gable-end block on the south is the principal one. Its east-facing front elevation is four bays wide. A door and a window are shaded by a hip-roofed screened front porch; a window is also placed to either side of the porch. These as the house's other windows are double-hung with two-horizontal-light-over-two-horizontal-light sash. The later-added north block holds a two-bay garage. Like the main block, it is topped by a gable-end roof and sided with asbestos shingles. It is flush with the main block at the front but extends a few feet farther back at the house's west-facing rear elevation. The window sash, their placement immediately under the eaves, the proportions of the main block, the asbestos shingles—all suggest a construction date within the past 50 years.

This house is not known to have any association with significant historic events or persons and therefore is recommended as not eligible for NR listing under NR Criteria A or B. It does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. If it is more than 50 years old, it has lost the integrity of design, materials, and workmanship—as well as setting, feeling, and association—that would express and represent that earlier period of construction. It is recommended as not eligible for NR listing under any of the Register's Criteria and Criteria Considerations.



Figure 1. Futch-Dawson House: left, east front and north side elevations; right, east front elevation.



Figure 2. Futch-Dawson House: left, south side and east front elevations; right, north side and west rear elevations.



Figure 3. Futch-Dawson House: east front and north side elevations.

REFERENCES

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewor/>.

Tampa Tribune

1994 Reverend Clyde A. Futch. October 16, 1994.

US Bureau of the Census

1940 *Sixteenth Census of the United States*. Accessed August 2020 at <https://search.ancestry.com/>.



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08460**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Dawson House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address: 4239 Hamilton Road
Street Number Direction Street Name Street Type Suffix Direction
Cross Streets (nearest / between) W side of Hamilton Rd N of Medulla Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 6 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290600000041130 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1940 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Other Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Stucco 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. 2. 3.
Structural System(s): 1. Masonry - General 2. 3.
Foundation Type(s): 1. Continuous 2.
Foundation Material(s): 1. Obscured 2.

Main Entrance (stylistic details)

see attachment

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

see attachment

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

Narrative Description of Resource

see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

see attachment

OPINION OF RESOURCE SIGNIFICANCE

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

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

see attachment

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

1. 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Dawson House – 4239 Hamilton Road (FMSF PO08460) (AECOM Resource #9)

Like the house a short distance to its west at 4257 Hamilton Road, this house was long connected with Mildred Ann Futch Dawson, who owned it from at least the mid-1970s until her estate transferred it to another owner in 2017 (Polk County Deed Book 1679/Page 880 (1976); Probate Document 11052/Page 617 (2017). When Mildred Dawson and her husband, Willie Ray Dawson were divorced in 1980, she gave up the house at 4257 Hamilton Road, but retained and likely lived in this one. The house is assigned a tax date of 1940, but it appears to be less than 50 years old.

The house occupies a zig-zag-shaped parcel on the west side of Hamilton Road and is located down a lane about 300 yards from the road (Figure 1 through Figure 3). Its distance from the road and the shape of its parcel indicate that its 5.54-acre parcel was cut out of a larger agricultural tract. The house is almost square with a notch out of the back of the northwestern corner of its rear (west) elevation. One-story tall, it encompasses approximately 1,600 square feet. The house is of stuccoed masonry construction. Its gable-end roof is asphalt-shingled. At its front (east) elevation it has a tripled one-over-one window grouping at the left, an entry shaded by a screened hip-roofed porch at the center, and paired one-over-windows at the right. The house's other windows are also one-over-one. A gabled roof extends to the house's rear. It is abutted by a fenced patio shaded by a modern metal-pole-supported roof. A modern outbuilding stands to the house's south. The window sash, the house's proportions and relatively large footprint, and its masonry construction suggest a construction date within the past 50 years.

This house is not known to have any association with significant historic events or persons and therefore is recommended as not eligible for NR listing under NR Criteria A or B. It does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. If it is more than 50 years old, it has lost the integrity of design, materials, and workmanship—as well as setting, feeling, and association—that would express and represent that earlier period of construction. It is recommended as not eligible for NR listing under any of the Register's Criteria and Criteria Considerations.



Figure 1. Dawson House: Left, east front elevation in 2014 (source: <https://www.bing.com/maps/>) and, right, same elevation in 2018 (source: <https://www.google.com/maps/>).



Figure 2. Dawson House: left, east front and north side elevations; right, north side and west rear elevations.



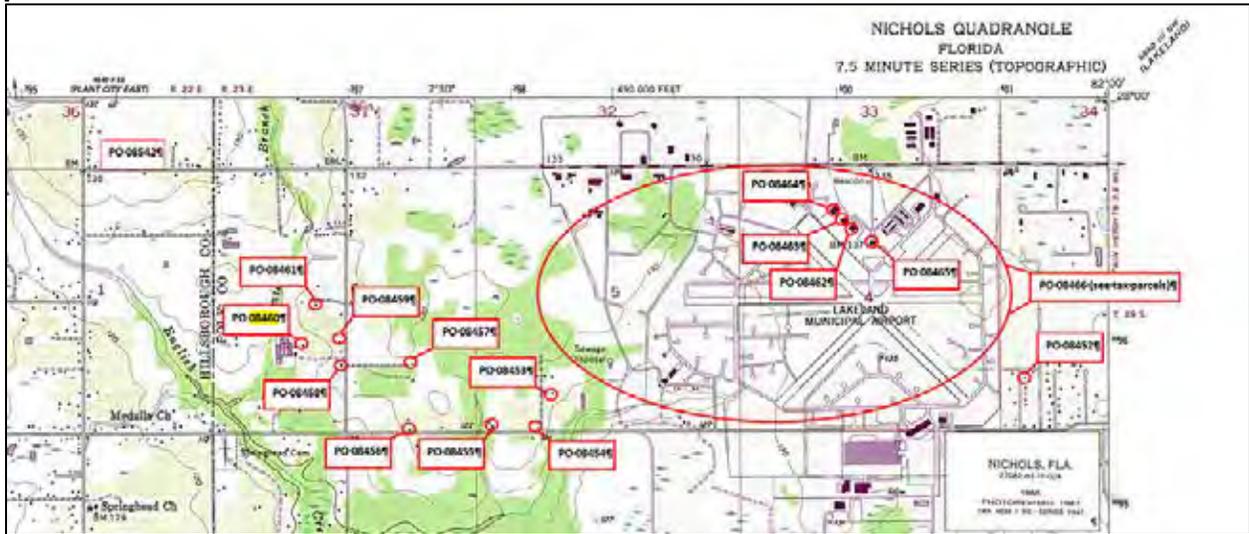
Figure 3. Dawson House: left, west rear elevation; right, modern shed to house's south.

REFERENCES

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at <https://apps.polkcountyclerk.net/browserviewer/>.

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290600000041130, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08461**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Opal and Oliver Phillips House Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 4141 Direction _____ Street Name Hamilton Street Type Road Suffix Direction _____
Address: _____
Cross Streets (nearest / between) W side of Hamilton Rd N of Medulla Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 6 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 232906000000032010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1935 approximately year listed or earlier year listed or later
Original Use Residence, private From (year): _____ To (year): _____
Current Use Residence, private From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Frame Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Vinyl 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 1 Chimney Material(s): 1. Brick 2.
Structural System(s): 1. Balloon wood frame 2. 3.
Foundation Type(s): 1. Piers 2.
Foundation Material(s): 1. Concrete Block 2.

Main Entrance (stylistic details)

see attachment

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

see attachment

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

Narrative Description of Resource

see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

see attachment

OPINION OF RESOURCE SIGNIFICANCE

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

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

see attachment

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

1. 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

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

Opal and Oliver Phillips House – 4141 Hamilton Road (FMSF PO08461) (AECOM Resource #10)

Tax records assign this house a date of 1935, but it may have been built a few years later. In 1937 George Hamilton, Jr. (1870-1942) and his wife, Florence B. Hamilton (1875-1965), transferred 24 acres to their daughter, Opal Phillips (1903-1983) (Polk County Deed Book 177/Page 145). She and her husband, Oliver W. Phillips (1892-1969), had married in 1927 (*Tampa Times*). They are believed to have built the house.

George Hamilton was a “stock breeder and orange grower” (*Tampa Tribune* 1906). The 1914 *Lakeland Ledger* described him as one of Polk County’s “most substantial growers.” He came from a local slaveholding family. In 1934 (*Tampa Tribune*) he gathered friends at his Medulla Road residence “to welcome Aunt Ella Robinson, 87, one-time slave, back to the old plantation.” George’s holdings of family property were apparently substantial in the early 20th century. The 1910 (US Bureau of the Census) census, taken when Opal was seven, identified his livelihood as “general farming.” The farm inventoried immediately before his was that of James Jackson English of the English Family House at 4815 Medulla Road, located well southeast of this property.

Opal and Oliver Phillips likely erected this house in the late 1930s. Opal died in 1983. Two years later her estate kept the property in the family by transferring it to Billy J. Phillips. He continued to own but did not live in the house until it was foreclosed upon in 2019 (Polk County Deed Book 2324/Page 1045 (1985); Polk County Foreclosures).

The house’s main block is one-story tall and two rooms deep (Figure 1 through Figure 4). It is built of frame and topped by an asphalt-shingled gable-roof. A one-bay gable-front porch supported by square posts extends over its central front (south-facing) entry. The windows to either side of the facade are shaded by later-added metal hoods. An exterior-end brick chimney rises from the block’s east gable. A hipped-roof wing wraps around much of the east side elevation of the house and part of the north rear elevation. The house has been vacant for a number of years and its windows are boarded over. It appears to be maintained, though, and its artificial siding is in good condition. When the house was artificially sided in recent years its original exposed rafter tails were boxed in. A frame two-car garage standing to the house’s north rear appears to have been its contemporary, likely dating from the 1930s. A largely collapsed frame barn is overgrown by trees farther to the north. Its construction date is not known.

The Opal and Oliver Phillips House is not known to have any association with significant historic events or persons. It is therefore recommended as not eligible for NR listing under NR Criteria A or B. The house does not appear to embody the distinctive characteristics of a type, period, or method of construction and accordingly is recommended as not NR-eligible under Criterion C. Additionally, due to its alterations—including boarded-over windows, artificial siding, and boxed-in eaves—the house is believed to have lost its integrity of design, materials, workmanship and, therefore, feeling and association. The loss of its the large citrus grove amidst which it stood has also negatively affected its integrity of setting.



Figure 1. Opal and Oliver Phillips House: left, 2012 aerial with north at top showing ghost marks of a former grove; right, same aerial zoomed in showing south front elevation of house with porch at bottom and garage at top (north) (source of both: <https://www.google.com/maps>).



Figure 2. Opal and Oliver Phillips House: left, south front elevation with porch post visible at left center; right, detail of south elevation, both 2020



Figure 3. Opal and Oliver Phillips House: left, south front and east elevations with porch at left in 2014 (source: <https://www.bing.com/maps/>); right, same view in 2020.



Figure 4. Opal and Oliver Phillips House: left, south front and east side elevations with garage at far right, 2019 (source: <https://www.google.com/maps>); right, north rear of house with garage at left center and now collapsed barn at far left, no date (source: Connected Investors website).

REFERENCES

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<https://connectedinvestors.com/investment-property/4141-hamilton-rd/4869456>.

Polk County Foreclosures website. Accessed August 2020 at

<https://www.polkcountyforeclosures.com/property-info/1845187/4141-hamilton-rd>.

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Polk County Register of Deeds Office. Accessed August 2020 at

<https://apps.polkcountyclerk.net/browserviewor/>.

Tampa Times

1927 "Marriage Licenses." June 6, 1927.

Tampa Tribune

1906 "Personal Paragraphs." March 27, 1906.

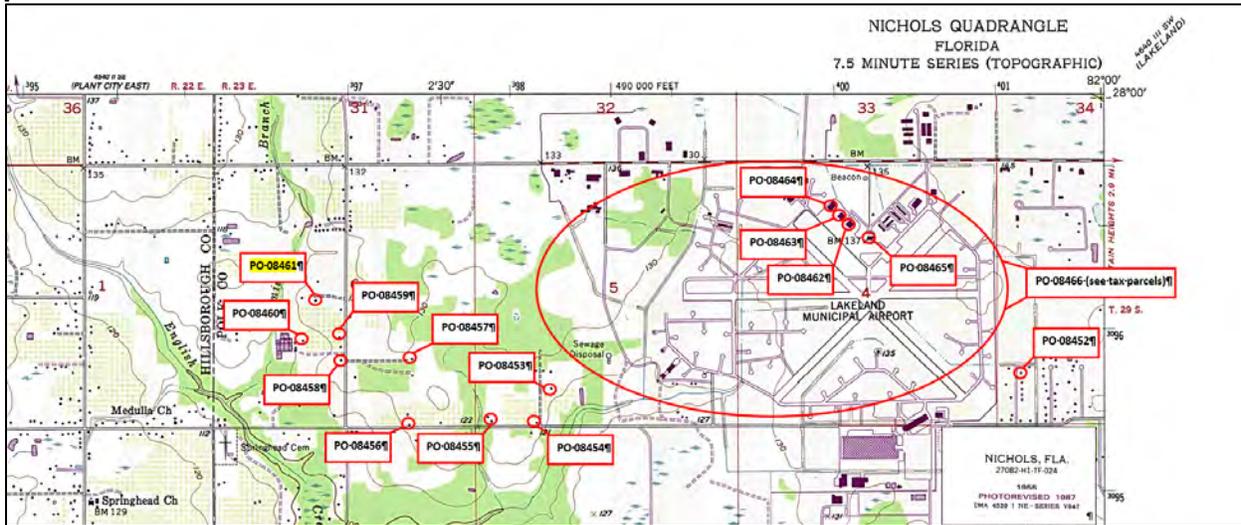
1934 "Aunt Ella to Entertain." May 17, 1934.

US Bureau of the Census

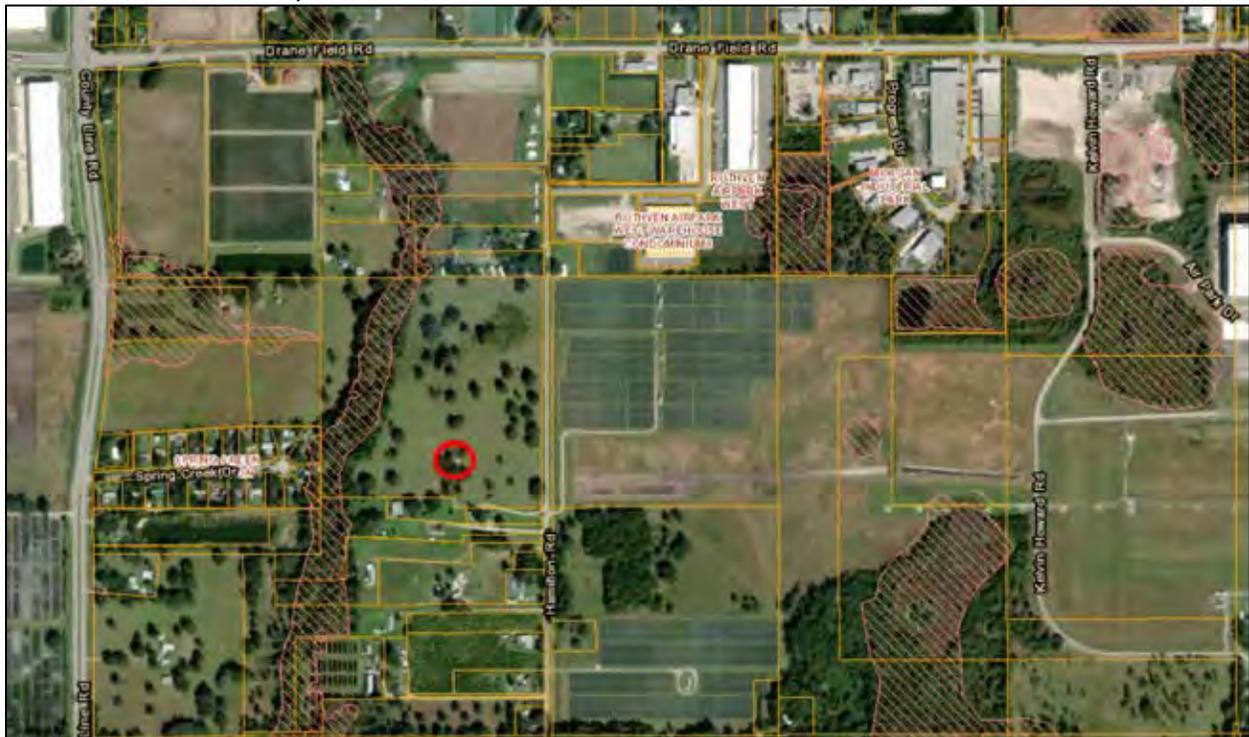
1910 *Fourteenth Census of the United States*. Accessed August 2020 at

<https://search.ancestry.com/>.

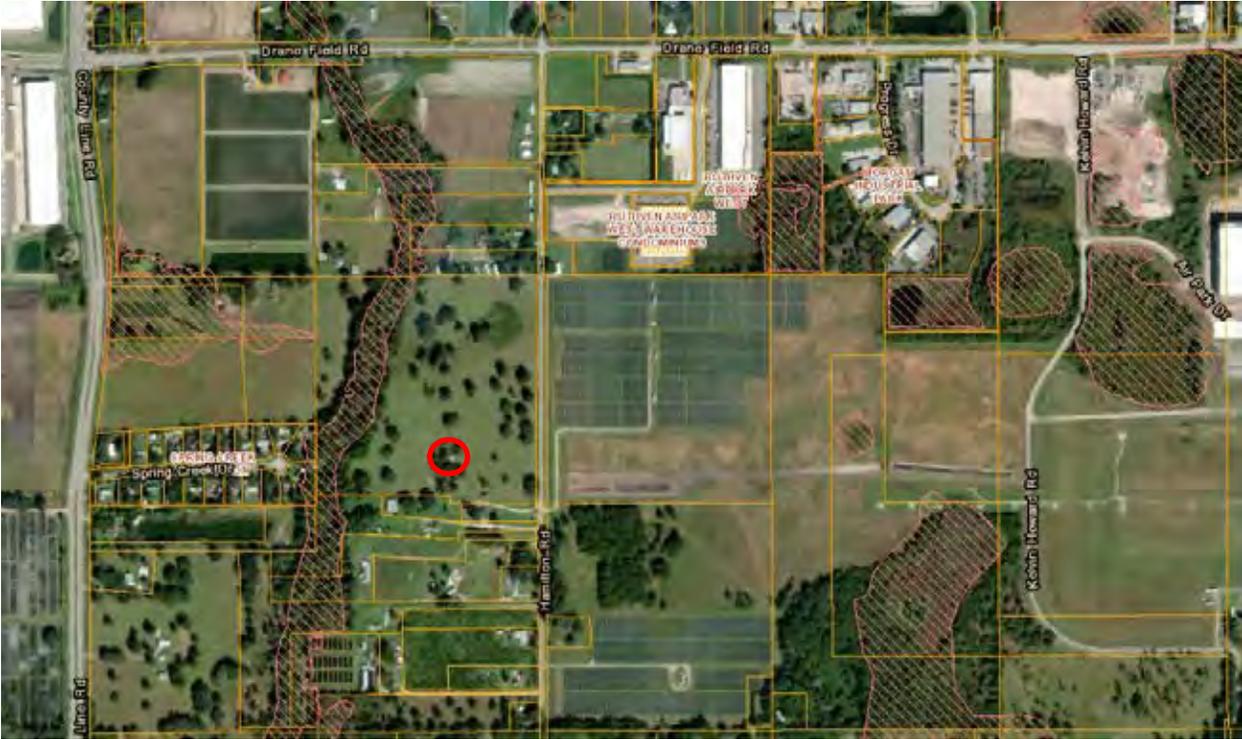
FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) Parcel 23290600000032010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs





HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08462**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Shelterair Maintenance Hangar Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 3900 Direction _____ Street Name Don Emerson Street Type Drive Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE of Airfield Dr West and Drane Field Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 4 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290400000011010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1960 approximately year listed or earlier year listed or later
Original Use Hangar From (year): _____ To (year): _____
Current Use Hangar From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Industrial Vernacular Exterior Plan Not applicable Number of Stories 1
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. Steel skeleton 2. Slab 3. Concrete, Generic

Main Entrance (stylistic details) see attachment

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

Condition (overall resource condition): [x] good [] fair [] deteriorated [] ruinous
Narrative Description of Resource see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

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

Shelterair Maintenance Hangar – 3900 Don Emerson Drive (FMSF PO08462) (AECOM Resource #11b)

Only the ghost of the original runway pattern of the former Lakeland Army Air Base is visible at the current Lakeland Linder Airport (FMSF PO08466) (AECOM Resource 11a) (Figure 1). Since the late 1980s, it has been transformed by the construction of extensions and new runways and the sodding over of old runways and pads (*Tampa Tribune* 1967, 1968, 1997, 2000, and 2002). The runway and the airport grounds, therefore, are believed to have lost their integrity of design, setting, materials, workmanship and, thereby, feeling, and association. The airfield is accordingly not recommended as eligible for NR listing due to a loss of integrity. (The airfield does remain at its original location.)

As noted at the historic context of the accompanying report, none of the airport's scores of WWII-era buildings survive. Tax records and historic aerials, however, indicate that four of the its standing resources were erected between about 1959 and 1971. Three of these are hangars standing on the southwest side of Airfield Drive West about 400' southeast of the modern airport terminal. Matching steel hangars erected c1960 (*Tampa Tribune* 1959a) now house the aircraft maintenance facilities of Shelterair Aviation (FMSF PO08462) (AECOM Resource 11b) (Figure 2 and Figure 3) and Aeromech Aviation (FMSF PO08463) (AECOM Resource 11c). These were joined by a nearly identical hangar to their northwest—now home to the maintenance facilities of Double M Aviation (FMSF PO08464) (AECOM Resource 11d)—between the taking of aerial photographs of the airport in 1964 and 1968. (The 1964 aerial appears to show ground preparation for the hangar.) A second building was added to this hangar by 1971. (A series of historic aerials of the airport and Polk County are available at the Polk County GIS Map Viewer site.) The three earliest hangars are essentially square, about 120' on each side. They are conventional hangar types with steel primary load-bearing trusses and framing and steel walls and roofs. Their doors are the standard horizontal telescoping type that slide, overlap, and open up access to the entire hangar space when fully pushed to either side. The hangar attached to the northeast side of the Double M Aviation hangar is of similar design and construction, but it only about half as wide. The two hangars are largely open to each other inside, forming a single work space.

The maintenance hangars are believed to retain their integrity of location, design, setting, materials, workmanship and, thereby, feeling, and association. However, they are not believed to be significant for any association with significant events or individuals or to embody the distinctive characteristics of a type, period, or method of construction. They are conventional steel hangar types with standard telescoping doors (Luke and Howson 2002; Iungerich 2018; Weitze 1999). The hangars have no known associations with the Cold War or other military activities. They are therefore not believed to be significant under NR Criteria A, B, or C and are recommended as not eligible for NR listing.



Figure 1. Left, Lakeland Army Air Field (FMSF PO08466) (AECOM Resource #11a) with Drane Field Road at north top, 1953: (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>; right, modern Google Maps aerial.



Figure 2. Shelterair Aviation maintenance hangar (FMSF PO08462) (AECOM Resource #11b): left, southwest airside elevation; right, southwest airside and southeast elevations.



Figure 3. Shelterair Aviation maintenance hangar (FMSF PO08462) (AECOM Resource #11b): interior views.

REFERENCES

Iungerich, Justin M.

2018 “Comprehensive Comparison of Steel Frame Fabric and Conventionally Constructed Aircraft Hangars.” Thesis, Air Force Institute of Technology. Accessed August 2020 at <https://apps.dtic.mil/dtic/tr/fulltext/u2/1056499.pdf>

Luke, Stephen J., and W. Paul Howson

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Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

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1968 “Thousands Thrill to Navy Fliers’ Exhibition at Lakewood.” March 11, 1968.

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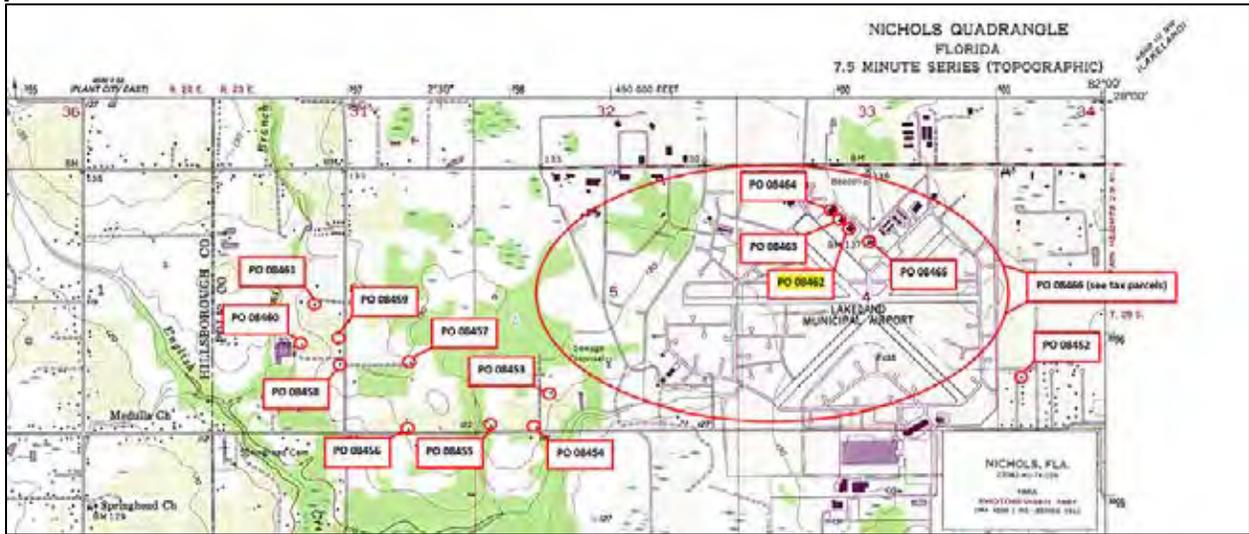
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Weitze, Karen J.

1999 “Cold War Infrastructure for Air Defense: The Fighter and Command Missions.” Prepared by KEA Environmental, Inc. for Headquarters Air Combat Command, Langley Air Force Base. Accessed August 2020 at <http://www.mobileradar.org/Documents/1999-11-02132.pdf>.

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) within Parcel 23290400000011010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08463**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Aeromech Maintenance Hangar Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 3900 Direction _____ Street Name Don Emerson Street Type Drive Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE of Airfield Dr West and Drane Field Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 4 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290400000011010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1960 approximately year listed or earlier year listed or later
Original Use Hangar From (year): _____ To (year): _____
Current Use Hangar From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Industrial Vernacular Exterior Plan Not applicable Number of Stories 1
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. Steel skeleton 2. Slab 3. Concrete, Generic

Main Entrance (stylistic details) see attachment

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

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

Narrative Description of Resource see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com

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

Aeromech Maintenance Hangar – 3900 Don Emerson Drive (FMSF PO08463) (AECOM Resource #11c)

Only the ghost of the original runway pattern of the former Lakeland Army Air Base is visible at the current Lakeland Linder Airport (FMSF PO08466) (AECOM Resource 11a) (Figure 1). Since the late 1980s, it has been transformed by the construction of extensions and new runways and the sodding over of old runways and pads (*Tampa Tribune* 1967, 1968, 1997, 2000, and 2002). The runway and the airport grounds, therefore, are believed to have lost their integrity of design, setting, materials, workmanship and, thereby, feeling, and association. The airfield is accordingly not recommended as eligible for NR listing due to a loss of integrity. (The airfield does remain at its original location.)

As noted at the historic context of the accompanying report, none of the airport's scores of WWII-era buildings survive. Tax records and historic aerials, however, indicate that four of the its standing resources were erected between about 1959 and 1971. Three of these are hangars standing on the southwest side of Airfield Drive West about 400' southeast of the modern airport terminal. Matching steel hangars erected c1960 (*Tampa Tribune* 1959a) now house the aircraft maintenance facilities of Shelterair Aviation (FMSF PO08462) (AECOM Resource 11b and Aeromech Aviation (FMSF PO08463) (AECOM Resource 11c) (Figure 2 through Figure 3). These were joined by a nearly identical hangar to their northwest—now home to the maintenance facilities of Double M Aviation (FMSF PO08464) (AECOM Resource 11d)—between the taking of aerial photographs of the airport in 1964 and 1968. (The 1964 aerial appears to show ground preparation for the hangar.) A second building was added to this hangar by 1971. (A series of historic aerials of the airport and Polk County are available at the Polk County GIS Map Viewer site.) The three earliest hangars are essentially square, about 120' on each side. They are conventional hangar types with steel primary load-bearing trusses and framing and steel walls and roofs. Their doors are the standard horizontal telescoping type that slide, overlap, and open up access to the entire hangar space when fully pushed to either side. The hangar attached to the northeast side of the Double M Aviation hangar is of similar design and construction, but it only about half as wide. The two hangars are largely open to each other inside, forming a single work space.

The maintenance hangars are believed to retain their integrity of location, design, setting, materials, workmanship and, thereby, feeling, and association. However, they are not believed to be significant for any association with significant events or individuals or to embody the distinctive characteristics of a type, period, or method of construction. They are conventional steel hangar types with standard telescoping doors (Luke and Howson 2002; Iungerich 2018; Weitze 1999). The hangars have no known associations with the Cold War or other military activities. They are therefore not believed to be significant under NR Criteria A, B, or C and are recommended as not eligible for NR listing.

Aeromech Maintenance Hangar – 3900 Don Emerson Drive (FMSF PO08463) attachment



Figure 1. Left, Lakeland Army Air Field (FMSF PO08466) (AECOM Resource #11a) with Drane Field Road at north top, 1953: (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>; right, modern Google Maps aerial.



Figure 2. Aeromech Aviation maintenance hangar (AECOM Resource #11c): left, southwest airside elevation; right, northwest side elevation.



Figure 3. Aeromech Aviation maintenance hangar (AECOM Resource #11c): interior views.

REFERENCES

Iungerich, Justin M.

2018 “Comprehensive Comparison of Steel Frame Fabric and Conventionally Constructed Aircraft Hangars.” Thesis, Air Force Institute of Technology. Accessed August 2020 at <https://apps.dtic.mil/dtic/tr/fulltext/u2/1056499.pdf>

Luke, Stephen J., and W. Paul Howson

2002 “Modern Aircraft Hangars: A Review of the Design Trends.” In *The Structural Engineer* (August 6, 2002), pp. 23-30. Accessed August 2020 at <https://www.istructe.org/webtest/files/9d/9d0c56f1-286e-4e2b-ad88-95b6573980a7.pdf>.

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Tampa Bay Times

1947 “Lakeland Gets Drane Field Landing Area.” April 10, 1947.

Tampa Tribune

1959a “New Airport Facility.” December 10, 1959.

1967 “Airport Work Bids Below Airport Cost Estimates.” August 3, 1967.

1968 “Thousands Thrill to Navy Fliers’ Exhibition at Lakewood.” March 11, 1968.

1997 “Airline Might Fly Out of Lakeland.” June 22, 1997.

2000 “Lakeland Airport to Get New Terminal.” December 2, 2000.

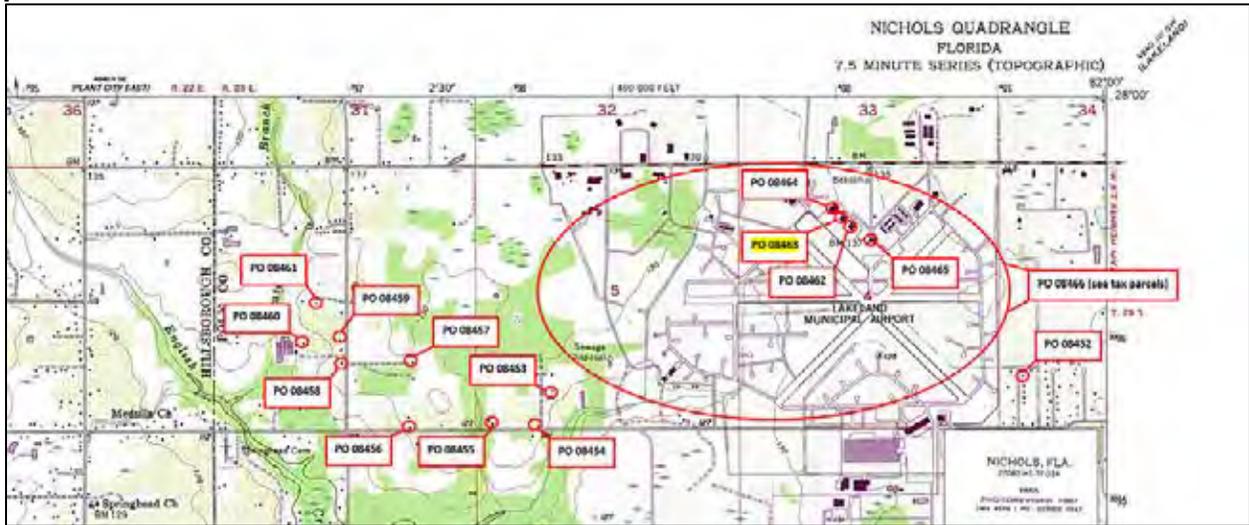
2002 “Lakeland Airport Launches Terminal.” April 9, 2002.

Weitze, Karen J.

1999 “Cold War Infrastructure for Air Defense: The Fighter and Command Missions.” Prepared by KEA Environmental, Inc. for Headquarters Air Combat Command, Langley Air Force Base. Accessed August 2020 at <http://www.mobileradar.org/Documents/1999-11-02132.pdf>.

Aeromech Maintenance Hangar – 3900 Don Emerson Drive (FMSF PO08463) attachment

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) within Parcel 23290400000011010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08464**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Double M Maintenance Hangar Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 3900 Direction _____ Street Name Don Emerson Street Type Drive Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE of Airfield Dr West and Drane Field Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 4 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290400000011010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

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

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

DESCRIPTION

Style Industrial Vernacular Exterior Plan Not applicable Number of Stories 1
Exterior Fabric(s) 1. Metal 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Sheet metal:3V crimp 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. Steel skeleton 2. Slab 3. Concrete, Generic

Main Entrance (stylistic details) see attachment

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

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

Narrative Description of Resource see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed) see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com

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

Double M Maintenance Hangar – 3900 Don Emerson Drive (FMSF PO08464) (AECOM Resource #11d)

Only the ghost of the original runway pattern of the former Lakeland Army Air Base is visible at the current Lakeland Linder Airport (FMSF PO08466) (AECOM Resource 11a) (Figure 1). Since the late 1980s, it has been transformed by the construction of extensions and new runways and the sodding over of old runways and pads (*Tampa Tribune* 1967, 1968, 1997, 2000, and 2002). The runway and the airport grounds, therefore, are believed to have lost their integrity of design, setting, materials, workmanship and, thereby, feeling, and association. The airfield is accordingly not recommended as eligible for NR listing due to a loss of integrity. (The airfield does remain at its original location.)

As noted at the historic context of the accompanying report, none of the airport's scores of WWII-era buildings survive. Tax records and historic aerials, however, indicate that four of the its standing resources were erected between about 1959 and 1971. Three of these are hangars standing on the southwest side of Airfield Drive West about 400' southeast of the modern airport terminal. Matching steel hangars erected c1960 (*Tampa Tribune* 1959a) now house the aircraft maintenance facilities of Shelterair Aviation (FMSF PO08462) (AECOM Resource 11b and Aeromech Aviation (FMSF PO08463) (AECOM Resource 11c). These were joined by a nearly identical hangar to their northwest—now home to the maintenance facilities of Double M Aviation (FMSF PO08464) (AECOM Resource 11d)—between the taking of aerial photographs of the airport in 1964 and 1968 (Figure 2 through Figure 3). (The 1964 aerial appears to show ground preparation for the hangar.) A second building was added to this hangar by 1971. (A series of historic aerials of the airport and Polk County are available at the Polk County GIS Map Viewer site.) The three earliest hangars are essentially square, about 120' on each side. They are conventional hangar types with steel primary load-bearing trusses and framing and steel walls and roofs. Their doors are the standard horizontal telescoping type that slide, overlap, and open up access to the entire hangar space when fully pushed to either side. The hangar attached to the northeast side of the Double M Aviation hangar is of similar design and construction, but it only about half as wide. The two hangars are largely open to each other inside, forming a single work space.

The maintenance hangars are believed to retain their integrity of location, design, setting, materials, workmanship and, thereby, feeling, and association. However, they are not believed to be significant for any association with significant events or individuals or to embody the distinctive characteristics of a type, period, or method of construction. They are conventional steel hangar types with standard telescoping doors (Luke and Howson 2002; Iungerich 2018; Weitze 1999). The hangars have no known associations with the Cold War or other military activities. They are therefore not believed to be significant under NR Criteria A, B, or C and are recommended as not eligible for NR listing.



Figure 1. Left, Lakeland Army Air Field (FMSF PO08466) (AECOM Resource #11a) with Drane Field Road at north top, 1953: (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>); right, modern Google Maps aerial.



Figure 2. Double M Aviation maintenance hangars (AECOM Resource #11d): left, southwest side and southeast airside elevations with first-built hangar at left; right, southeast airside and northeast side elevations with second-built hangar at right.



Figure 3. Double M Aviation maintenance hangars (AECOM Resource #11d): left, southwest side elevation of first-built hangar; right, interior view looking from first-built hangar into darker second-built hangar space.

REFERENCES

lungerich, Justin M.

2018 “Comprehensive Comparison of Steel Frame Fabric and Conventionally Constructed Aircraft Hangars.” Thesis, Air Force Institute of Technology. Accessed August 2020 at <https://apps.dtic.mil/dtic/tr/fulltext/u2/1056499.pdf>

Luke, Stephen J., and W. Paul Howson

2002 “Modern Aircraft Hangars: A Review of the Design Trends.” In *The Structural Engineer* (August 6, 2002), pp. 23-30. Accessed August 2020 at <https://www.istructe.org/webtest/files/9d/9d0c56f1-286e-4e2b-ad88-95b6573980a7.pdf>.

Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Tampa Bay Times

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Tampa Tribune

1959a “New Airport Facility.” December 10, 1959.

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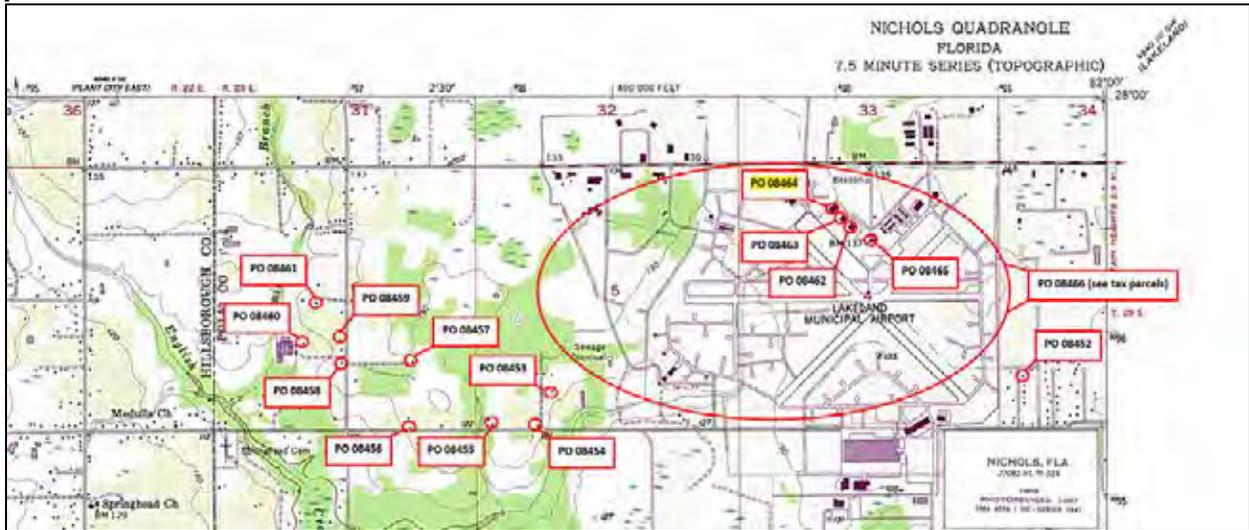
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Weitze, Karen J.

1999 “Cold War Infrastructure for Air Defense: The Fighter and Command Missions.” Prepared by KEA Environmental, Inc. for Headquarters Air Combat Command, Langley Air Force Base. Accessed August 2020 at <http://www.mobileradar.org/Documents/1999-11-02132.pdf>.

Double M Maintenance Hangar – 3900 Don Emerson Drive (FMSF PO08464) attachment

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) within Parcel 23290400000011010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Version 5.0 3/19

Site#8 **PO08465**
Field Date 8-12-2020
Form Date 8-25-2020
Recorder # Marvin Brown

Original
 Update

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

Site Name(s) (address if none) Frmr Lakeland Municipal Airport Terminal Multiple Listing (DHR only) _____
Survey Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS Survey # (DHR only) _____
National Register Category (please check one) building structure district site object
Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Street Number 3900 Direction _____ Street Name Don Emerson Street Type Drive Suffix Direction _____
Address: _____
Cross Streets (nearest / between) SE of Airfield Dr West and Drane Field Rd
USGS 7.5 Map Name NICHOLS USGS Date 1987 Plat or Other Map _____
City / Town (within 3 miles) Lakeland In City Limits? yes no unknown County _____
Township 29S Range 23E Section 4 1/4 section: NW SW SE NE Irregular-name: _____
Tax Parcel # 23290400000011010 Landgrant _____
Subdivision Name _____ Block _____ Lot _____
UTM Coordinates: Zone 16 17 Easting Northing
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1965 approximately year listed or earlier year listed or later
Original Use Air/Bus/Rail terminal or depot From (year): _____ To (year): _____
Current Use Offices, government From (year): _____ To (year): _____
Other Use _____ From (year): _____ To (year): _____
Moves: yes no unknown Date: _____ Original address _____
Alterations: yes no unknown Date: _____ Nature see attachment
Additions: yes no unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)
see attachment

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

DESCRIPTION

Style Modernistic Exterior Plan Not applicable Number of Stories 1
Exterior Fabric(s) 1. Brick 2. Concrete block 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. _____ 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)
see attachment
Distinguishing Architectural Features (exterior or interior ornaments)
see attachment
Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)
see attachment

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

DESCRIPTION (continued)

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

Main Entrance (stylistic details)
see attachment

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

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

Narrative Description of Resource
see attachment

Archaeological Remains [] Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

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

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

OPINION OF RESOURCE SIGNIFICANCE

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

Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)
see attachment

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

DOCUMENTATION

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

RECORDER INFORMATION

Recorder Name Marvin Brown Affiliation AECOM
Recorder Contact Information 701 Corporate Center Dr, Raleigh NC 2707/919-854-6203/marvin.brown@aecom.com
(address / phone / fax / e-mail)

Required Attachments

- 1 USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
2 LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
3 PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

Former Lakeland Municipal Airport Terminal (current US Customs and Border Protection building) – 3900 Don Emerson Drive (FMSF PO08465) attachment

Former Lakeland Municipal Airport Terminal (current US Customs and Border Protection building) – 3900 Don Emerson Drive (FMSF PO08465) (AECOM Resource #11e)

Only the ghost of the original runway pattern of the former Lakeland Army Air Base is visible at the current Lakeland Linder Airport (AECOM Resource 11a) (Figure 1). Since the late 1980s, it has been transformed by the construction of extensions and new runways and the sodding over of old runways and pads (*Tampa Tribune* 1967, 1968, 1997, 2000, and 2002). The runway and the airport grounds, therefore, are believed to have lost their integrity of design, setting, materials, workmanship and, thereby, feeling, and association. The airfield is accordingly not recommended as eligible for NR listing due to a loss of integrity. (The airfield does remain at its original location.)

As noted at the historic context of this report, none of the airport's scores of WWII-era buildings survive. Tax records and historic aerials, however, indicate that four of the its standing resources were erected between about 1959 and 1971. Three of these are hangars standing on the southwest side of Airfield Drive West about 400' southeast of the modern airport terminal. Matching steel hangars erected c1960 (*Tampa Tribune* 1959a) now house the aircraft maintenance facilities of Shelterair Aviation (AECOM Resource 11b) and Aeromech Aviation (AECOM resource 11c). These were joined by a nearly identical hangar to their northwest—now home to the maintenance facilities of Double M Aviation (AECOM Resource 11d)—between the taking of aerial photographs of the airport in 1964 and 1968. (The 1964 aerial appears to show ground preparation for the hangar.) A second building was added to this hangar by 1971. (A series of historic aerials of the airport and Polk County are available at the Polk County GIS Map Viewer site.) The three earliest hangars are essentially square, about 120 feet on each side. They are conventional hangar types with steel primary load-bearing trusses and framing and steel walls and roofs. Their doors are the standard horizontal telescoping type that slide, overlap, and open up access to the entire hangar space when fully pushed to either side. The hangar attached to the northeast side of the Double M Aviation hangar is of similar design and construction, but it only about half as wide. The two hangars are largely open to each other inside, forming a single work space.

A portion of one additional building that is more than 50 years old survives at the airport (Figure 2 through Figure 5). In December 1959 the airport was completing construction of its first purpose-built terminal. A basic Modernist building, the Lakeland Municipal Airport terminal was a one-story-tall rectangle of masonry construction topped by a flat roof. Exposed posts separated it into seven bays across its front. Three had three-part glass windows and paired doors that extended most of the way toward the roof; four were windowless. A flat-roofed portico supported by steel posts crossed the glassed bays. In the late 1980s or early 1990s, a control tower was built off the terminal's southeastern corner. Between 2002 and 2005, the western three-quarters of the building were lopped off, leaving only its eastern quarter. In the mid-2010s the control tower was removed as well.

The remaining quarter of the former terminal now houses the airport's US Customs and Border Protection (CPB) facility. The one-story building retains some of the walls of the terminal and perhaps one of the original three-part windows. A shorter one-story addition has been wrapped around its south and east elevations. This addition includes three-part windows similar to the original ones.

Former Lakeland Municipal Airport Terminal (current US Customs and Border Protection building) –
3900 Don Emerson Drive (FMSF PO08465) attachment

Due its dramatic alterations—not least the removal of one-quarter of its original structure—the former Lakeland Municipal Airport terminal, now home to the airport’s CPB facility, is believed to have lost its integrity of design, materials, workmanship and, accordingly, feeling and association. It remains in an airport setting on its original location, but it appears to have clearly lost its overall integrity. Additionally, the building is not known to have any association with significant historic events or persons and does not appear to embody the distinctive characteristics of a type, period, or method of construction. It is accordingly recommended as not NR-eligible under Criteria A, B, or C.



Figure 1. Left, Lakeland Army Air Field with Drane Field Road at north top, 1953 (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>); right, modern Google Maps aerial.



Figure 2. Left, aerial views of former Lakeland Municipal Airport terminal (FMSF PO08465) (AECOM Resource #11e) in 2002 and, right, in 2005 (source of both: Polk County GIS Map Viewer site)

Former Lakeland Municipal Airport Terminal (current US Customs and Border Protection building) – 3900 Don Emerson Drive (FMSF PO08465 attachment



Figure 3. Left, Lakeland Municipal Airport terminal building (FMSF PO08465) (AECOM #11e), 1967 (source: <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/66/rec/1>); right, current US Customs and Border Protection building (same number), south front and east side elevation.



Figure 4. Left, current US Customs and Border Protection building (FMSF PO08465) (AECOM #11e), south front elevation and, right, west side and south front elevations.



Figure 5. Left, current US Customs and Border Protection building (FMSF PO08465) (AECOM #11e), north rear elevation.

Former Lakeland Municipal Airport Terminal (current US Customs and Border Protection building) –
3900 Don Emerson Drive (FMSF PO08465) attachment

REFERENCES

lungerich, Justin M.

2018 “Comprehensive Comparison of Steel Frame Fabric and Conventionally Constructed Aircraft Hangars.” Thesis, Air Force Institute of Technology. Accessed August 2020 at <https://apps.dtic.mil/dtic/tr/fulltext/u2/1056499.pdf>

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Polk County GIS Map Viewer site. Accessed July and August 2020 at <http://gisapps.polk-county.net/gisviewer>.

Tampa Bay Times

1947 “Lakeland Gets Drane Field Landing Area.” April 10, 1947.

Tampa Tribune

1959a “New Airport Facility.” December 10, 1959.

1967 “Airport Work Bids Below Airport Cost Estimates.” August 3, 1967.

1968 “Thousands Thrill to Navy Fliers’ Exhibition at Lakewood.” March 11, 1968.

1997 “Airline Might Fly Out of Lakeland.” June 22, 1997.

2000 “Lakeland Airport to Get New Terminal.” December 2, 2000.

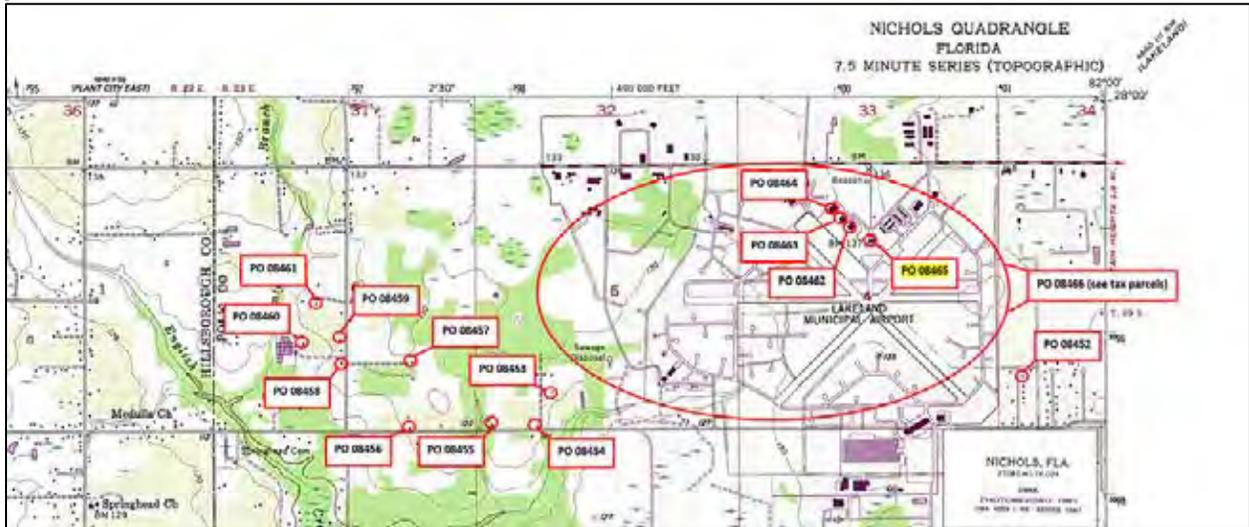
2002 “Lakeland Airport Launches Terminal.” April 9, 2002.

Weitze, Karen J.

1999 “Cold War Infrastructure for Air Defense: The Fighter and Command Missions.” Prepared by KEA Environmental, Inc. for Headquarters Air Combat Command, Langley Air Force Base. Accessed August 2020 at <http://www.mobileradar.org/Documents/1999-11-02132.pdf>.

Former Lakeland Municipal Airport Terminal (current US Customs and Border Protection building) – 3900 Don Emerson Drive (FMSF PO08465) attachment

FMSF # highlighted in yellow and resource circled in red on Nichols Quad sheet, 1987 photorevised



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) within Parcel 23290400000011010, resource circled in red



Photographs included in above history attachment and submitted separately as pdfs



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

Site # PO08466
Field Date 8-12-2020
Form Date 8-24-2020
Recorder# Marvin Brown

Original
Update

Consult the Guide to the Resource Group Form for additional instructions

NOTE: Use this form to document districts, landscapes, building complexes and linear resources as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. Do not use this form for National Register multiple property submissions (MPSs).

Check ONE box that best describes the Resource Group:

- Historic district
Archaeological district
Mixed district
Building complex
Designed historic landscape
Rural historic landscape
Linear resource

Resource Group Name Lakeland Linder Airport
Project Name EA for PhII Air Cargo Facility at LAL Ph IA CRAS
National Register Category
Linear Resource Type
Ownership

LOCATION & MAPPING

Address: 3900 Don Emerson Drive
City/Town Lakeland
County Polk
Township 29S Range 23E Section 3
USGS 7.5' Map(s) 1) Name NICHOLS USGS Date 1987
Verbal Description of Boundaries Bounded by Drane Field Rd on the north; Airfield Perimeter Road E on the east; Airside Center Dr, Flightline Dr, James C Ray Dr and Medulla Rd on the south; and Aaron Morgan Rd and Kelvin Howard Rd on the west

Table with 3 columns: DHR USE ONLY, OFFICIAL EVALUATION, DHR USE ONLY. Contains criteria for NR listing and evaluation.

HISTORY & DESCRIPTION

Construction Year: 1941 [] approximately [] year listed or earlier [] year listed or later

Architect/Designer: Builder:

Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 4

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

- 1. WW II & Aftermath 1941-1950 3.
2. Modern (Post 1950) 4.

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

see attachment

RESEARCH METHODS (check all that apply)

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

Bibliographic References (give FMSF Manuscript # if relevant)

Phase Ib CRAS for EA for Phase II Air Cargo Facility at Lakeland Linder Airport, Polk County, 2020

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? [] yes [x] no [] insufficient information

Potentially eligible as contributor to a National Register district? [] yes [x] no [] insufficient information

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

see attachment

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

- 1. Transportation 3. 5.
2. 4. 6.

DOCUMENTATION

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

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

RECORDER INFORMATION

Recorder Name Marvin Brown, Sr Archit'al Historian Affiliation AECOM

Recorder Contact Information 701 Corporate Center Dr/Raleigh NC 27607 919-274-5374/marvin.brown@aecom.com
(address / phone / fax / e-mail)

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

Lakeland Linder Airport history

A 1952 promotional publication summarized the immediate post-WWII history of Lakeland, founded in 1884 (Lakeland Chamber of Commerce 1952:5, 11). It noted that with a population of approximately 40,000, Lakeland was Polk County's principal city. The county grew a third of Florida's citrus crop, raised more cattle than any other Florida county, and produced 68% of the phosphate mined in the country. Pebble phosphate was generally found in the county from 10 to 30 feet below the surface, requiring stripping of the land by giant shovels (Figure 1 and Figure 2). This last item is most relevant to the history of Lakeland Linder Airport and its surroundings. Local resident Claude M. Harden, Jr. recalled that around 1940 or 1941, just prior to the airport's construction, current Drane Field Road was dirt and the area was marked by "high and rugged" piles of spoil from phosphate mining (Cobb, Oldham and Harden n.d.) (Figure 3). Another contemporary account described the airport site prior to construction differently (*Lakeland Ledger* 1945a):

Extensive installations, equipment, and buildings now on the [air] field present an interesting contrast to the barren expanse and swamps which confronted the original GI settlers here, who experienced hardships and privations sometimes not experienced by soldiers overseas. Mess was prepared and eaten out of doors, sanitary facilities were man-dug, and tents served as living quarters. All water was transported from Lakeland (quoted in Cobb, Oldham and Harden n.d.).

A few pre-WWII residences likely built as farmhouses that stand west of the airport, though, suggest that the area was not solely barren, swampy, or devoted to mining. It also supported agriculture. This would not be surprising, given the agricultural nature of Polk and neighboring Hillsborough County to the west throughout much of the twentieth century (Kerlin 2005).



Figure 1. Left, Polk County agricultural field, 1921 (source: <https://ufdc.ufl.edu/UF00033854/00001/1x?search=polk+county>); right, view west over Davison Chemical Corporation phosphate mine with Drane Field Road and Edgewood Drive heading north, off the top of the aerial, toward the airport site, c1930-46 (source: <https://lakelandpubliclibrary.contentdm.oclc.org/digital/collection/p15809coll7/id/497/rec/25>).



Figure 2. Left, 1940 US Geological Survey map with approximate airfield location circled, within property of International Minerals & Chemical Corporation; right, 1944 US Geological Survey Map with airfield at lower right.



Figure 3. Lakeland Army Air Base, late 1942 or early 1943 (source: McDill Field 1943:36).

In July 1941 the *Tampa Tribune* reported that Lakeland was in the midst of constructing a new airport five miles southwest of the city. The airport was initially called Lakeland Airport No. 2 to distinguish it from the city's Airport No. 1. (No. 1 was called Lodwick during WWII; its site is now occupied by Tiger Town, the Detroit Tigers spring training facility.) Lakeland Airport No. 2 was renamed Drane Field, for Rep. Herbert J. Drane, in May 1941 (*Tampa Times* 1941). Originally planned to cost about \$380,000, the project was boosted in July to more than one million dollars. Lakeland was sponsoring the federal Civil Aeronautics Act and Works Progress Administration (CAA-WPA) project. It provided the one-mile-square site and engineering services, the CAA-WPA provided two-thirds of the funding. The newspaper further noted that "Approximately a third of the cost of the project will be supplied by army engineers and the federal bureau of public roads, giving rise to further speculation that the army plans to take over the development as a training field or as an air corps base."

In May 1942, with the airport "being rushed to completion," Lakeland leased Drane Field to War the Department as a training center for US Army fliers (*Tampa Tribune* 1942b; Air Force History Index at <http://airforcehistoryindex.org/display.php?irisnum=174017&p=y>). The Army renamed the facility Lakeland Army Air Field (*Tampa Tribune* 1947) (Figure 4).

When the field was built, current Drane Field Road was dirt (interview of Claude M. Harden, Jr. at Cobb, Oldham and Harden n.d.) and the area around it, as noted, was likely marked by a mix of piles of pebble-phosphate spoil, woods, swampy land, and citrus or other agricultural fields. An article in the May 1943 *Lakeland Ledger* described the many improvements to the field and its facilities:

Drane Field is one year old—and the post this morning, with its numerous buildings and extensive equipment, is a big contrast to the bare site which the first troops found when they arrived to begin clearing the woods and scratching redbugs. Long rows of identical army barracks have replaced the tents in which the first troops to come here were quartered. The paved streets, named for Army officers, are posted with neat signs identifying them as MacArthur Boulevard, Roosevelt Road, Voss Avenue, and similar designations. Speed limit signs are placed at regular intervals to control the heavy traffic and vigilant MPs check on violations.

A drive through the base shows further evidence of its growth—base headquarters, squadron areas, dayrooms, mess halls, hospital, officers' quarters, post exchange, theater, service club, chapel, and many other buildings. The base hospital is now fully equipped to care for the men at the field. It even has a maternity ward for wives of men stationed here and several births have been reported in the past few months. When the hospital was first set up its grounds were as barren as the rest of the field. Landscaping is underway, and grass, flowers, and shrubs have been planted to beautify the area. The base headquarters area is also being improved and landscaping is planned for other parts of the base later (quoted in Cobb, Oldham and Harden n.d.).



Figure 4. Lakeland Army Air Field, 1943 (source:

<https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>)

On November 2, 1945—two months after WWII ended—the War Department deactivated the training base (*Miami News* 1945). The *Lakeland Ledger* (1945a) summarized the field's activities during the war:

Of the 3,880 acres of land which comprise the reservation area, only 475 acres were purchased outright by the government. The remaining acres are leased from private individuals and firms. The cantonment area was constructed to accommodate 3,196 enlisted men and 958 officers, but housing and messing facilities were exhausted on several occasions by a sudden increase of personnel.

Air traffic at Lakeland Army Air Field has been fairly heavy, the average daily cycle of operations having been in excess of 100. Combat aircraft which have trained here have

included B-17s, B-24s, B-26s, P-51s, P-40s, and A-20s, varying in weight from 8,500 pounds to 50,000 pounds. More than 15 groups ranging in type from heavy bombardment to specialized commando units and service groups of the old and new type have trained at Lakeland in the past 34 months.

Following the closure, Lakeland began to shift operations from its other city airfield—Lodwick Field on Lake Parker—to Drane. With its 5,000'-long runways, Drane was more desirable than Lodwick, which had runways only 3,500' in length (*Lakeland Ledger* 1945b). In 1946 the city began flying locally grown strawberries from Drane to Detroit. In 1947 National Air Lines shifted its limited operations from Lodwick to Drane (*Tampa Tribune* 1946 and 1947).

In April 1947, the city recovered title to Drane Field. It received from the War Assets Administration (WAA) not only the original 640-acre landing area, but an additional 320 acres of the training field, which included 13 buildings and many pieces of maintenance equipment (*Tampa Bay Times* 1947). The WAA retained approximately 235 buildings, which it put up for sale in May. The sale notice stated that the buildings and fixtures were “for removal and off-site use only.” Among the buildings were barracks, warehouses, mess halls, hospital wards, and officers and nurses quarters. Most of the barracks, at least, were wooden (interview of Claude M. Harden, Jr. at Cobb, Oldham and Harden n.d.). In spite of fresh strawberry transportation and some National flights, from the end of the war until the mid-1950s Drane Field was only partially in use. A 1953 aerial photograph depicts it with no evident planes and its WWII configuration intact (Figure 5).



Figure 5. Left, portions of WAA sales notice for Drane Field (*Tampa Bay Times* 1947); right, aerial photo of field, 1953 (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>).

In 1959-60 Drane Field added a new, one-story, Modernist terminal building and two new hangars (*Tampa Tribune* 1959a) (Figure 6 and Figure 7). The cost of the new facilities, plus planned improved lighting and repair and extension of the runways, was to be covered by sale of the former Lodwick Airport property. Airport zoning regulations were also approved in 1959, “but not before residents in that section waged a successful fight to get the regulations relaxed to a minimum” (*Tampa Tribune* 1959b).



Figure 6. Left, Drane Field with municipal terminal and two hangars, c1960 (source: <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/43/rec/48>).



Figure 7. Left, Lakeland Municipal Airport terminal under construction, December 1959 (source: *Tampa Tribune* 1959a); right, terminal in 1967 (source: <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/66/rec/1>).

The airport extended its east-west runway from 5,000 to 6,000 feet in 1967-68. By 1997 this runway had been extended further to 8,500 feet (*Tampa Tribune* 1967, 1968 and 1997). In 2002 the airport replaced the first terminal with a much larger two-story building at a cost of 6.7 million dollars (*Tampa Tribune* 2000 and 2002). This remains its current terminal.

The airport's name changed with its buildings and runways. It reverted to Drain Field after the US Army relinquished the field in the late 1940s. By January 1961 it was renamed the Lakeland Municipal Airport (*Tampa Tribune* 1961). By the early 1980s it was the Lakeland Regional Airport, which in 1991 the city renamed the Lakeland Linder Regional Airport (*Tampa Tribune* 1961 and 1991). In 2017 the airport took on its current name, Lakeland Linder International Airport (*Lakeland Ledger* 2017).

Lakeland Linder Airport (former Lakeland Army Air Base/Drane Field/Lakeland Municipal Airport) – 3900 Don Emerson Drive (FMSF PO08466) (AECOM #11a)

Only the ghost of the original runway pattern of the former Lakeland Army Air Base is visible at the current Lakeland Linder Airport (FMSF PO08466) (AECOM resource 11a) (Figure 8). Since the late 1980s, it has been transformed by the construction of extensions and new runways and the sodding over of old runways and pads (*Tampa Tribune* 1967, 1968, 1997, 2000, and 2002). The runway and the airport grounds, therefore, are believed to have lost their integrity of design, setting, materials, workmanship and, thereby, feeling, and association. The airfield is accordingly not recommended as eligible for NR listing due to a loss of integrity. (The airfield does remain at its original location.)



Figure 8. Left, Lakeland Army Air Field with Drane Field Road at north top, 1953 (source: <https://web.archive.org/web/20120608222530/http://www.airfieldsdatabase.com/WW2/WW2%20R27b%20CO-HA.htm>); right, modern Google Maps aerial.

As noted at the historic context of this report, none of the airport's scores of WWII-era buildings survive. Tax records and historic aerals, however, indicate that four of the its standing resources were erected between about 1959 and 1971. Three of these are hangars standing on the southwest side of Airfield Drive West about 400' southeast of the modern airport terminal. Matching steel hangars erected c1960 (*Tampa Tribune* 1959a) now house the aircraft maintenance facilities of Shelterair Aviation (FMSF PO08462) (AECOM resource 11b) (Figure 9 and Figure 10) and Aeromech Aviation (FMSF PO08463) (AECOM resource 11c) (Figure 11 Figure 12). These were joined by a nearly identical hangar (Figure 13 and Figure 14) to their northwest—now home to the maintenance facilities of Double M Aviation (FMSF PO08464) (AECOM resource 11d)—between the taking of aerial photographs of the airport in 1964 and 1968. (The 1964 aerial appears to show ground preparation for the hangar.) A second building was added to this hangar by 1971. (A series of historic aerals of the airport and Polk County are available at the Polk County GIS Map Viewer site.) The three earliest hangars are essentially square, about 120' on each side. They are conventional hangar types with steel primary load-bearing trusses and framing and steel walls and roofs. Their doors are the standard horizontal telescoping type that slide, overlap, and open up access to the entire hangar space when fully pushed to either side. The hangar attached to the northeast side of the Double M Aviation hangar is of similar design and construction, but it only about half as wide. The two hangars are largely open to each other inside, forming a single work space.

The maintenance hangars are believed to retain their integrity of location, design, setting, materials, workmanship and, thereby, feeling, and association. However, they are not believed to be significant for any association with significant events or individuals or to embody the distinctive characteristics of a type, period, or method of construction. They are conventional steel hangar types with standard telescoping doors (Luke and Howson 2002; Iungerich 2018; Weitze 1999). The hangars have no known associations with the Cold War or other military activities. They are therefore not believed to be significant under NR Criteria A, B, or C and are recommended as not eligible for NR listing.

Lakeland Linder Airport (FMSF PO08466) attachment



Figure 9. Shelterair Aviation maintenance hangar (FMSF PO08462) (AECOM Resource #11b): left, southwest airside elevation; right, southwest airside and southeast elevations.



Figure 10. Shelterair Aviation maintenance hangar (FMSF PO08462) (AECOM Resource #11b): interior views.



Figure 11. Aeromech Aviation maintenance hangar (FMSF PO08463) (AECOM Resource #11c): left, southwest airside elevation; right, northwest side elevation.



Figure 12. Aeromech Aviation maintenance hangar (FMSF PO08463) (AECOM Resource #11c): interior views.



Figure 13. Double M Aviation maintenance hangars (FMSF PO08464) (AECOM Resource #11d): left, southwest side and southeast airside elevations with first-built hangar at left; right, southeast airside and northeast side elevations with second-built hangar at right.



Figure 14. Double M Aviation maintenance hangars (FMSF PO08464) (AECOM Resource #11d): left, southwest side elevation of first-built hangar; right, interior view looking from first-built hangar into darker second-built hangar space.

A portion of one additional building that is more than 50 years old survives at the airport (Figure 15 and Figure 16). In December 1959 the airport was completing construction of its first purpose-built terminal (FMSF PO08465) (AECOM Resource #11e). A basic Modernist building, the Lakeland Municipal Airport terminal was a one-story-tall rectangle of masonry construction topped by a flat roof. Exposed posts separated it into seven bays across its front. Three had three-part glass windows and paired doors that extended most of the way toward the roof; four were windowless. A flat-roofed portico supported by

steel posts crossed the glassed bays. In the late 1980s or early 1990s, a control tower was built off the terminal's southeastern corner. Between 2002 and 2005, the western three-quarters of the building were lopped off, leaving only its eastern quarter. In the mid-2010s the control tower was removed as well.

The remaining quarter of the former terminal now houses the airport's US Customs and Border Protection (CPB) facility (Figure 17 and Figure 18). The one-story building retains some of the walls of the terminal and perhaps one of the original three-part windows. A shorter one-story addition has been wrapped around its south and east elevations. This addition includes three-part windows similar to the original ones.

Due its dramatic alterations—not least the removal of one-quarter of its original structure—the former Lakeland Municipal Airport terminal, now home to the airport's CPB facility, is believed to have lost its integrity of design, materials, workmanship and, accordingly, feeling and association. It remains in an airport setting on its original location, but it appears to have clearly lost its overall integrity. Additionally, the building is not known to have any association with significant historic events or persons and does not appear to embody the distinctive characteristics of a type, period, or method of construction. It is accordingly recommended as not NR-eligible under Criteria A, B, or C.



Figure 15. Left, aerial views of former Lakeland Municipal Airport terminal (FMSF PO08465) (AECOM #11e) in 2002 and, right, in 2005 (source of both: Polk County GIS Map Viewer site)



Figure 16. Left, Lakeland Municipal Airport terminal building (FMSF PO08465) (AECOM #11e), 1967 (source: <https://cdm15809.contentdm.oclc.org/digital/collection/p15809coll7/id/66/rec/1>); right, current US Customs and Border Protection building (same number), south front and east side elevation.



Figure 17. Left, current US Customs and Border Protection building (FMSF PO08465) (AECOM #11e), south front elevation and, right, west side and south front elevations.



Figure 18. Left, current US Customs and Border Protection building (FMSF PO08465) (AECOM #11e), north rear elevation.

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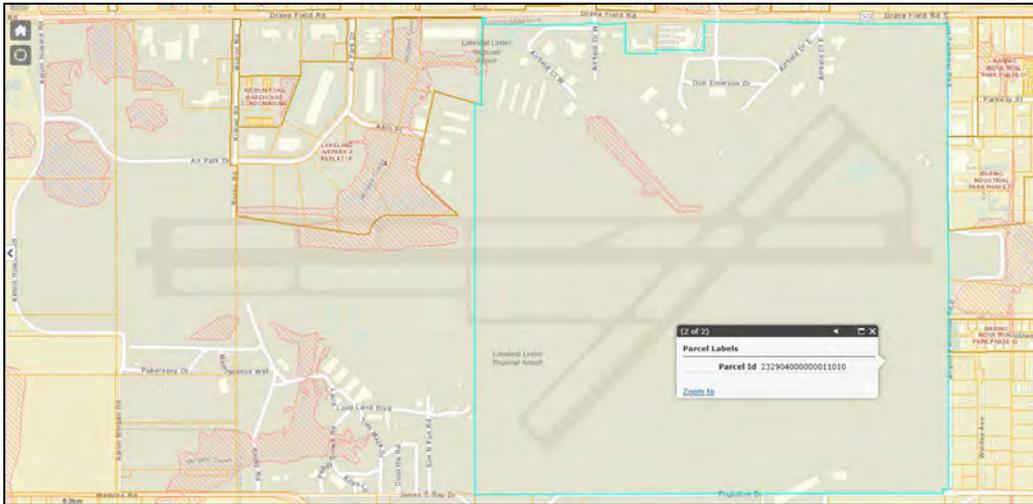
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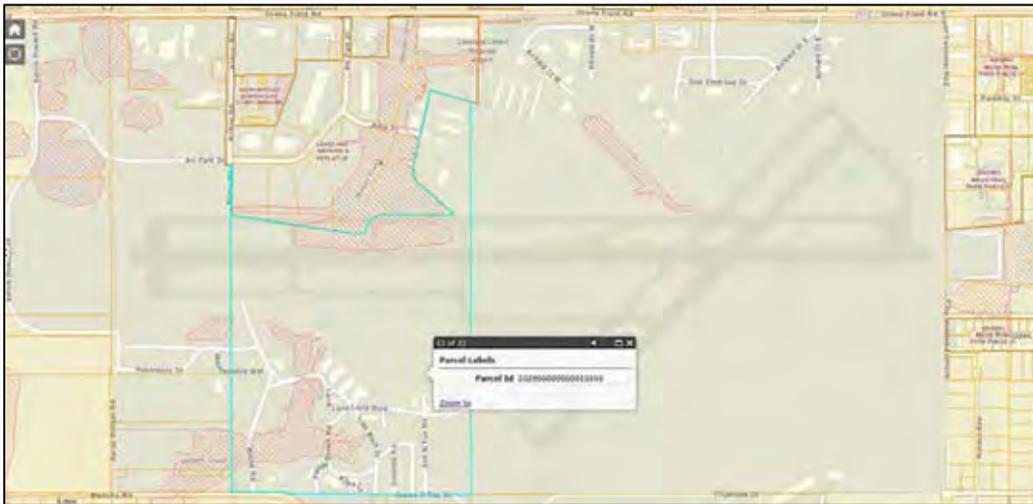
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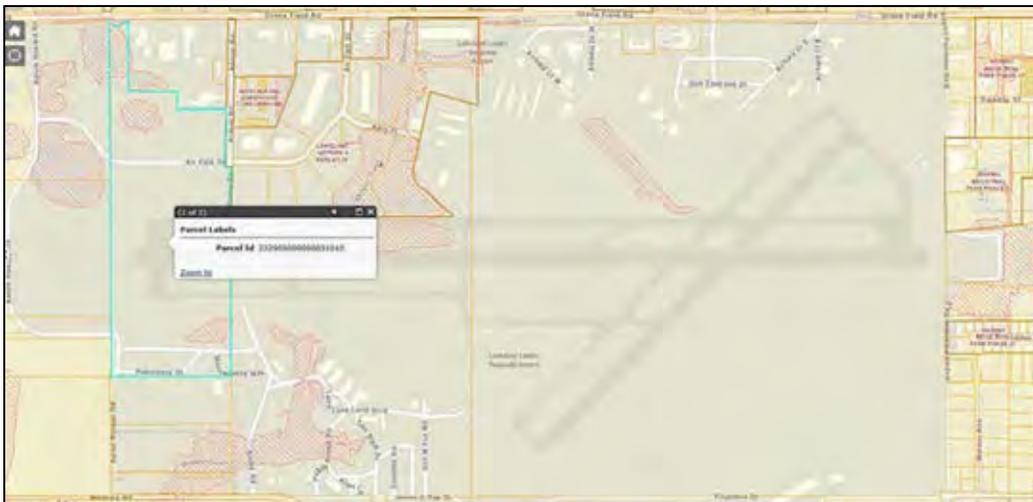
Airport tax parcels and street names



Polk County GIS Map Viewer (<http://gisapps.polk-county.net/gisviewer>) – Parcel 23904000000011010

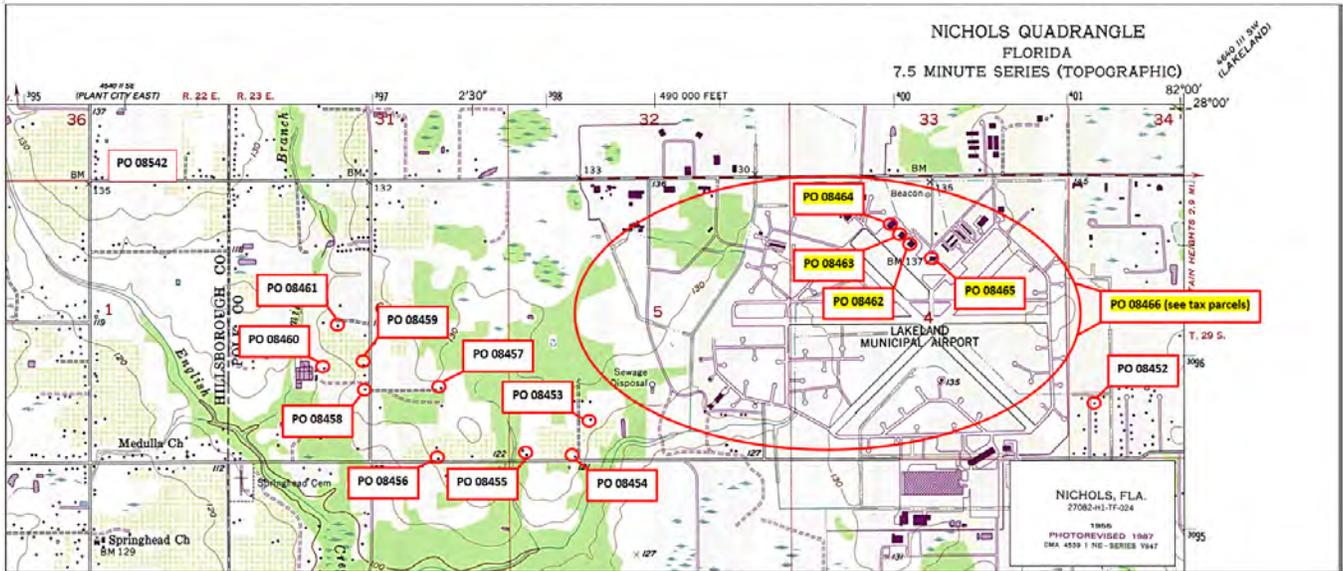


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FMSF numbers highlighted in yellow and resources circled in red



Photographs included in above history attachment and submitted separately as pdfs

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