



CITY OF ST. PETERSBURG, FLORIDA
PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
URBAN PLANNING AND HISTORIC PRESERVATION DIVISION

STAFF REPORT

COMMUNITY PLANNING AND PRESERVATION COMMISSION
REQUEST FOR LISTING IN THE ST. PETERSBURG REGISTER OF HISTORIC PLACES

Report to the Community Planning and Preservation Commission from the Urban Planning and Historic Preservation Division, Planning and Development Services Department, for Public Hearing and Executive Action scheduled for **Tuesday, April 11, 2023, beginning at 2:00 p.m.**, in Council Chambers of City Hall, 175 Fifth St. N., St. Petersburg, Florida. Everyone is encouraged to view the meetings on TV or online at https://www.stpete.org/connect_with_us/stpete_tv.php.

According to Planning & Development Services Department records, no Commission member or his or her spouse has a direct or indirect ownership interest in real property located within 1,000 linear feet of real property contained with the application (measured in a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon the announcement of the item.



Case Number:	22-90300002
Landmark Name:	Standard Oil Service Station
Street Address:	2439 4 th Street South
Parcel ID Number:	31-31-17-36684-000-0150
Legal Description:	HARBORDALE SUB LOT 15 LESS E 5FT FOR STREET
Owners:	Carolee and Robert Blackmon
Agent:	Jessica Ierman and Kevin Reali, Sterns Weaver Miller
Request:	Owner-initiated designation of the Standard Oil Service Station as a Local Historic Landmark of the St. Petersburg Register of Historic Places

Summary: Standard Oil Service Station

Date of Construction:	1926
Period of Significance:	1926-1962
Architect and Builder:	Unknown
Criteria for Landmark Eligibility:	A, E, and F
Areas of Significance:	Architecture Transportation
Retention of Historic Integrity:	Location, Design, and Feeling

OVERVIEW AND BACKGROUND

The property at 2439 4th St S ("the subject property") was constructed in 1926 in the early Commercial Style that was fashionable at that time for service and filling stations across the country. The subject property was designed to engage with motorists driving down 4th St S and present-day 22nd Ave S, making it a prominent landmark for motorists driving through the southern part of St. Petersburg. As such, it stands as a tangible reminder of the growing importance of the automobile to the young city's economy.

The designation application was accompanied by a thorough narrative detailing the subject property's history, existing conditions, and significance to the community's development. Staff concurs with the application's (Appendix A) conclusion that the subject property is eligible for listing in the St. Petersburg Register of Historic Places. The application proposes listing under criteria A, E, and F. Staff agrees with the listing under those stated criteria in the areas of Architecture and Transportation.

The application for **Local Landmark Designation** is one of several submitted by the applicant for the subject property. The applicant has also submitted a text amendment to City Code, Chapter 16, Section 16.30.020.4, *Adaptive Reuse of Historic Buildings*, and an adaptive reuse application with variances also based on Section 16.30.020.4, *Adaptive Reuse of Historic Buildings*. The following table is intended to itemize the Applicant's numerous requests, schedule the order in which the CPPC is required to vote, and highlight what applications require subsequent City Council action.

		CPPC	City Council
1	Text amendment to Section 16.30.020.4	Recommendation	Final
2	Local Landmark Designation	Recommendation	Final
3	Adaptive Reuse (Site Plan Approval)	Final *	
3a	Variance: Interior Green Yard (16.40.060.2.1.3.D)	Final *	
3b	Variance: Exterior Green Yard (16.40.060.2.1.3.D)	Final *	
3c	Variance: Buffering to NT Zoning (16.40.030.3.4.B.10)	Final *	
3d	Variance: Buffering to Surface Parking Lot (16.20.060.7)	Final *	
3e	Variance: Maximum Impervious Surface Ratio (16.20.060.5)	Final *	

3d	Variance: Orientation of Speaker Box (16.50.150.4.3)	Final *	
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- * *Adaptive reuse* approval by the CPPC cannot be effectuated without the *text amendment* and *local landmark designation* also being approved by City Council. If either the text amendment or the local landmark designation is denied by City Council, then the conditioned approval for adaptive reuse with variances is void.

ARCHITECTURAL DESCRIPTION

The structure is a small, one-story, rectangular box with a large front canopy with a Y-shaped structural steel beam. The architectural details on the building are minimal, which is in keeping with the utilitarian function of the building – to provide gasoline and other automotive services in an efficient manner. The small building is clad in stucco with a brick water table providing architectural interest. See the Character Defining Features section and the application for additional details on the building's ornamentation.

HISTORICAL CONTEXT

The southern portion of the Florida peninsula was largely unsettled in the mid-nineteenth century. Native American tribes who had resided in the Tampa Bay region at this time were diminished by conflict, migration, and disease at the conclusion of the Indian Wars of 1858. A small handful of settlers had also established fish ranchos and small farms in the lower Pinellas area by the dawn of the Civil War, but most relocated during the conflict.

Following the war, politicians in Florida and states throughout the South struggled to recoup financially while still bickering over the ramifications of emancipation. During these early post-war years, some of the settlers that had called the Pinellas Peninsula home prior to the Civil War returned, and their numbers slowly grew. The expansion of railroad construction further into the state allowed a growing number of large-scale landowners to begin developing what had previously been agricultural land in the final decades of the 1800s. One such landowner was Peter Demens (born Pyotr Alexeyevitch Dementyev), a Russian immigrant and speculative real estate developer. Partially financed by Philadelphian and fellow area landowner Hamilton Disston, Demens expanded the Orange Belt Railway into, and platted the land that would become, St. Petersburg. When the first trains arrived in the newly named town in 1888, it was home to only 30 residents.

Although the Orange Belt Railway was providing service into St. Petersburg, it was not initially successful. The American Medical Association's Dr. W.C. Van Bibber had endorsed the Pinellas peninsula as the perfect location for a "Health City" in 1885. To boost ridership and capitalize on the idea that St. Petersburg's climate offered healing powers, the Orange Belt Railway started to offer seaside excursions to St. Petersburg in 1889.¹ These excursions were among the first concentrated efforts by the community and its boosters to attract tourists.²

The City's administration itself began to formally encourage tourism with promotional campaigns following the election of Al Lang as mayor in 1916. Lang had been elected after he arranged to bring the Philadelphia Phillies baseball team to the city for spring training. Under his leadership, the City

¹ Raymond Arsenault, *St. Petersburg and the Florida Dream: 1888 – 1950*, (Norfolk, VA: The Donning Company, 1988), 62.

² Karl H. Grismer, *The Story of St. Petersburg: The History of Lower Pinellas Peninsula and the Sunshine City*, (St. Petersburg, FL: P.K. Smith & Company, 1924), 70, 97, 111; "Heavy Real Estate Deal: Old Company Goes Out of Business," *St. Petersburg Times*, December 15, 1906.

publicly encouraged tourism and made efforts to improve the physical appearance of the city. With approximately 83 real estate companies operating in the city in 1914, the focus turned increasingly to attracting winter residents. The local population soon doubled during “the season.” Winter residents even formed tourist societies organized by their state or region of origin which acted as booster clubs in their native states. Although the real estate market collapsed during World War I, the boom of development had created a pattern for the future growth of the city. During the 1910s, the city’s population grew from 4,127 to 14,237 and developers began to eye expanding outside of St. Petersburg’s downtown.³

Harbordale and the Drive Southward

Improvements to the railway over the years led to further investment and development of the town, now known as St. Petersburg, and developers started to purchase property outside the small downtown. In the early 1900s, C.A Harvey, who purchased a large piece of land north of Big Bayou with the intentions of a large residential development south of downtown, had plans to develop a harbor site in that residential development. He chartered the Bayboro Investment Company in 1906, and the development of the harbor took several years, and involved dredging Salt and Booker Creek and the Bayboro inlet to develop the deep-water harbor.⁴ While the harbor never fulfilled Harvey’s expectations, it had a significant impact on the development of the surrounding area.

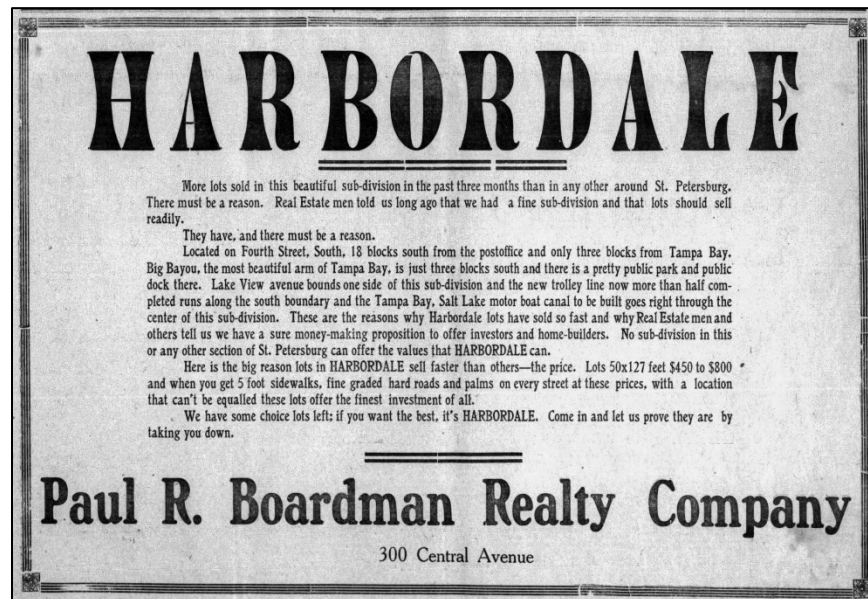


Figure 1: Newspaper advertisement for the new Harbordale Subdivision. *St. Petersburg Times*, May 25, 1914.

The new Big Bayou trolley line in the early 1910s helped serve the area south of downtown, and subdivisions were created to take advantage of the new public transportation. In 1913, Harbordale was first platted with Lakeview Avenue (now 22nd Ave S) to the north, 4th St S to the east, and 24th Ave S (now 26th Ave S) to the south, and 7th St S to the west. Lakeview Avenue is one of the oldest roads in St. Petersburg, and considered the oldest road on the lower end of the Pinellas Peninsula.⁵ Advertising

³ Arsenault, 121-125, 143-146, 190; Grismer, 189.

⁴ Arsenault, 87-88.

⁵ Grismer, 155-156.

for Harbordale in the early 1910s promoted its proximity to Lakeview Avenue, the Big Bayou trolley line, access to nearby waterfront at Big Bayou, and the construction of a new motorboat canal through Salt Creek (see Figure 1).

While the plan for Harbordale was ambitious, it appears to have been unsuccessful with all the lots in Harbordale going to auction in 1918.⁶ In 1924, the subdivision was given new life by Green and Richman, a notable 1920s real estate firm during the Florida land boom. In the new advertisements for the development, Green and Richman highlighted Harbordale's prime location "at the junction of two great boulevards:" Lakeview Avenue and 4th Street South.⁷ By the 1920s, Lakeview Avenue was a wide, spacious, east-west oriented corridor that served the rising automobile traffic, and 4th Street had become the main thoroughfare through the city and a connector to the northern Gandy Bridge, which allowed automobiles to reach Tampa and greatly expanded access to St. Petersburg.

In addition, other large developments towards the southern end of St. Petersburg were announced in the mid-1920s, such as the Lakewood Estates subdivision on the southern edge of Lake Maggiore and the development of the Bee Line Ferry, which departed from Pinellas Point on the southern tip of St. Petersburg.

The Rise of the Service Station

The applicants included the National Register nomination for the Standard Oil Service Station in Plant City. The nomination gives details to the growing need for filling stations across the country in the 1920s, as the automobile became more accessible and popular to Americans. In 1920, one in 11 Americans owned an automobile. By 1930, it was one in five Americans owned an automobile. St. Petersburg would have been no different, and given St. Petersburg's exceptional population growth over the 1920s, the increase in automobiles on the roads would have even more prevalent.

Filling stations were originally small shacks, only providing cover to keep the attendants sheltered from weather. Starting in the early 1920s, gasoline and oil companies developed a new concept for filling stations: the domestic style filling station. These structures were intended to be located on corners in residential neighborhoods, so the structures were designed with a scale and style to fit in with the nearby residential neighborhoods. Instead of large commercial storefront windows, the buildings were designed with sash-operated



Figure 2: 1926 Advertisement for Standard Oil Service Station in the *St. Petersburg Times*.

⁶ "Today at 2 P.M." *St. Petersburg Times*, March 8, 1918.

⁷ Harbordale Advertisement, *St. Petersburg Times*, March 25, 1924.

windows and cladding materials that were comparable with the neighboring houses.

These new domestic style filling stations were an early example of a standardized building design being used as a branding and marketing product, which would be easily recognizable by motorists as a source of reliable, quality service. These standardized designs show the professional development and growing consumer demand in the automobile industry, moving from informally buying gasoline from an individual curbside to frequenting a qualified building specifically designed to provide gasoline and other automotive services.⁸

Standard Oil strategically located these service stations throughout the city, reaching the outer edges of St. Petersburg to catch motorists existing the city, while also servicing the bustling downtown. By 1927, St. Petersburg had seven Standard Oil service stations⁹. The locations were in the following:

- 179 2nd Ave S
- 9th St S, corner of 13th Ave S
- 821 9th St N
- 2603 Central Ave
- 30th Ave and 4th St N
- 34th Ave and 9th St N
- 4th St S and 23rd Ave S¹⁰ (the subject property)

The subject building is the only surviving structure from this group. Given the subject property's southern location, it appears that Standard Oil selected this location due to its proximity to the intersection of 4th Street South and Lakeview Avenue, trying to capture motorists utilizing two major roadways in the south side of St. Petersburg at the time.

Research indicates that there are only a handful of this specific type and standardized design of the early 1920s Standard Oil service stations left in Florida.



Figure 3: Advertisement for Standard Oil Service Station with a full depiction of the standardized design. *St. Petersburg Times*, June 23, 1926.

1920s Extant Standard Oil Service Stations in Florida ¹¹			
Location	Current use	Designation	Integrity
1111 N Wheeler St, Plant City, FL	Dog Grooming	Listed on the National Register of Historic Places	High

⁸ National Register Nomination for Standard Oil Service Station in Bowling Green, Kentucky.

⁹ 1927 Polk County Directory.

¹⁰ In 1928, Ordinance 617-A standardized the street names, changing 23rd Avenue South to 25th Avenue South. This also includes the change of Lakeview Avenue South to 22nd Avenue South.

¹¹ Roadside Architecture, <https://www.roadarch.com/gas/flcan.html>.

829 Fleming St, Key West, FL	Restaurant/Café	Contributing to Key West Historic District	Diminished
1000 Eaton St, Key West, FL	Restaurant/Café	Contributing to Key West Historic District	Diminished
411 W Main St, Avon Park, Florida	Mechanic	Unknown	High
1120 W Main St, Leesburg, FL	Office	Unknown	Diminished
2439 4th St N, St. Petersburg, FL	Vacant, Former Mechanic	Applied for Local Landmark Designation	Moderate

STAFF FINDINGS

In St. Petersburg, eligibility for designation as a local historic landmark is determined based on evaluations of age, context, and integrity as found in Section 16.30.070.2.5(D) of the City Code. Under the age test, a property must have been constructed over 50 years prior to designation. Historic documentation demonstrates that the subject property was initially constructed approximately 97 years ago, surpassing the required 50-year threshold.

Further, staff suggests that the subject property satisfies three Criteria for Significance and three Criteria of Integrity. Staff, therefore, recommends **approval** of the application to designate the subject property to the St. Petersburg Register of Historic Places.

Historic Significance and Satisfaction of Eligibility Criteria

The first portion of the evaluation to determine eligibility for the St. Petersburg Register of Historic Places examines a resource's historic significance with relation to nine criteria. One or more of these criteria must be met in order for a property to qualify for designation as an individual landmark or district to be placed in the St. Petersburg Register. The nine criteria are based on the National Park Service's criteria for listing in the National Register of Historic Places, and are designed to assess resources' importance in a given historic context with objectivity and comprehensiveness.

In the case of the subject property, the applicant proposes that the property be designated under criteria A, E, and F for its significance. The applicant did not include the areas of significance, but staff has identified the following: Architecture and Transportation. Staff concurs with the applicant about the St. Petersburg Register criteria of significance, as follows:

<i>Is at least one of the following criteria for eligibility met?</i>		
Yes	A	Its value is a significant reminder of the cultural or archaeological heritage of the city, state, or nation.
No	B	Its location is the site of a significant local, state, or national event.
No	C	It is identified with a person who significantly contributed to the development of the city, state or nation.
No	D	It is identified as the work of a master builder, designer, or architect whose work has influenced the development of the city, state, or nation.

Yes	E	Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.
Yes	F	It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.
No	G	Its character is a geographically definable area possessing a significant concentration, or continuity of sites, buildings, objects or structures united in past events or aesthetically by plan or physical development.
No	H	Its character is an established and geographically definable neighborhood, united in culture, architectural style or physical plan and development.
No	I	It has contributed, or is likely to contribute, information important to the prehistory or history of the city, state, or nation.

Architecture

The subject property is an example of the standardized domestic-style, detached filling station used by Standard Oil in the 1920s. These structures were designed to fit into residential neighborhoods, while also providing a national branding for a specific type of service for motorists. The structure is an example of early Commercial Style architecture, which began dotting the landscape in the early 20th century. Commercial Style buildings were often single-story in height and constructed of masonry with modest decorative treatment. While the structure is commercial in style, it does utilize smaller-scale sash windows, instead of large storefront windows to adapt to the residential context that would have surrounded the property. The structure is fairly utilitarian, with its most significant architectural feature (the large front canopy) serving an important function of providing cover for automobiles while refueling.

Transportation

As discussed in the application and above, filling stations were important for the rise of the automobile as the primary form of transportation for Americans. If oil and gasoline companies hadn't improved the safety and created efficient refueling stations, then the popularity of the automobile would have been diminished. As the application states, the subject property appears to be the last remaining 1920s-era service station in St. Petersburg and one of only a handful of the 1920s-era standardized building design used by Standard Oil left in the state of Florida.

Historic Integrity

Under the second part of the two-part assessment of eligibility for designation as a historic landmark, staff finds that the subject property retains integrity in three of seven given criteria, surpassing the requirement of one or more.

<i>Is at least one of the following factors of integrity met?</i>						
Location	Design	Setting	Materials	Workmanship	Feeling*	Association*
Yes	Yes	No	No	No	Yes	No

*Must be present in addition to at least one other factor.

The structure has undergone several alterations in its lifetime. In 1962, Standard Oil pulled a permit to remodel the roof and construct side roof addition. It appears that these new roofs were constructed in a flat-roof style, removing the key architectural feature of the hipped-roof canopy on the front. While the building still provide automotive-centered services for several more decades, operating as a gas

station and then a mechanic. The loss of the key architectural feature in 1962 signifies the end of the period of significance for the building, as it lost its standardized building design.



Figure 4: Google Streetview capture of the building from 2019, prior to rehabilitation.

When the current owners purchased the property in 2019, the building had the later constructed flat roof canopy, and the side canopy extension. The building was in poor condition, suffered several decades of neglect, and had several active code cases on the property. Given the condition, the owner demolished the additions to the structure and the flat roof canopy. The applicant used the examples in Plant City, Florida and Bowling Green, Kentucky on the way to reconstruct the hipped roof, which is a key architectural feature for the building. The owner states that the original windows were in such poor condition, that they needed to be replaced. Even though, it's another loss of original materials, the replacement does retain the eight-over-eight sash windows, which are also a key feature to the building. The owner also restored the original brick water table, which had deteriorated as well.



Figure 5: Standard Oil Service Station in Plant City, Florida. Photograph from University of North Florida.



Figure 6: Standard Oil Company Filling Station in Bowling Green, Kentucky. Photograph from Wikipedia.

Primary Character-Defining Historic Features

Future exterior alterations to the property will be subject to Certificate of Appropriateness review. The following list does not define all significant features of the subject property but is intended to identify the most distinct elements of this designation:

- One-story, small rectangular box with symmetrical façade,
- Front canopy with hipped roof,
- Stucco and brick finish
- Large eight-over-eight sash windows,
- Large transom window over central front door,
- Deep overhanging eaves,
- Y-shaped metal truss supporting the front canopy, and
- Brick water table around exterior stucco cladding.



PROPERTY OWNER CONSENT AND IMPACT OF DESIGNATION

The proposed local landmark designation was submitted by Jessica Icerman and Kevin Reali of Sterns, Weaver, Miller on behalf of the owner, Robert and Carolee Blackman. The designation is supported by the owner.

The benefits of designation include increased heritage tourism through the maintenance of the historic character and significance of the city, some relief from the requirements of the Florida Building Code and FEMA regulations, and tax incentives, such as the local ad valorem tax exemption and federal tax

credit for qualified rehabilitation projects. The designation of historic landmarks protects and enhances the St. Petersburg's historic character, fulfills the City's goals as a Certified Local Government in Historic Preservation, and reinforces a strong sense of place.

CONSISTENCY WITH ST. PETERSBURG'S COMPREHENSIVE PLAN, EXISTING LAND USE PLAN, AND FUTURE LAND USE PLAN

The proposed local historic landmark designation is consistent with the City's Comprehensive Plan, relating to the protection, use and adaptive reuse of historic buildings. The local landmark designation will not affect the Future Land Use Map (FLUM) or zoning designations, nor will it significantly constrain any existing or future plans for the development of the City. The proposed landmark designation is consistent with the following objectives:

Objective LU10: The historic resources locally designated by the St. Petersburg City Council and Community Planning and Preservation Commission (CPPC) shall be incorporated onto the Land Use Map or map series at the time of original adoption, or through the amendment process, and protected from development and redevelopment activities consistent with the provisions of the Historic Preservation Element and the Historic Preservation Ordinance.

Policy LU10.1: Decisions regarding the designation of historic resources shall be based on the criteria and policies outlined in the Historic Preservation Ordinance and the Historic Preservation Element of the Comprehensive Plan.

Policy HP2.3: The City shall provide technical assistance to applications for designation of historic structures and districts.

Policy HP2.6: Decisions regarding the designation of historic resources shall be based on National Register eligibility criteria and policies outlined in the Historic Preservation Ordinance and the Comprehensive Plan. The City will use the following selection criteria [for city initiated landmark designations] as a guideline for staff recommendations to the CPC and City Council:

- National Register or DOE status
- Prominence/importance related to the City
- Prominence/importance related to the neighborhood
- Degree of threat to the landmark
- Condition of the landmark
- Degree of owner support

RECOMMENDATION

Based on a determination of general consistency with Section 16.30.070.2.5(D) and the submitted designation application, staff recommends **APPROVAL** of the request to designate the Standard Oil Service Station, located at 2439 4th Street South, as a local historic landmark, thereby referring the application to City Council for first and second reading and public hearing.

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Report Prepared By:



04/05/2023

Kelly Perkins, Historic Preservationist II
Urban Planning and Historic Preservation Division
Planning and Development Services Department

Date

Report Approved By:



04/05/2023

Derek S. Kilborn, Manager
Urban Planning and Historic Preservation Division
Planning and Development Services Department

Date

Appendix A

Application for Local Historic Landmark Designation



Local Landmark Designation Application

Type of property nominated (for staff use only)

- ☐ building ☐ structure ☐ site ☐ object
☐ historic district ☐ multiple resource

1. NAME AND LOCATION OF PROPERTY

historic name Standard Oil Service Station

other names/site number _____

address 2439 4th Street South

historic address _____

2. PROPERTY OWNER(S) NAME AND ADDRESS

name Carolee Blackmon and Robert Blackmon

street and number 6214 Fairway Bay Blvd S

city or town Gulfport

state FL

zip code 33707

phone number (h) 7272440379

(w) _____

e-mail _____

RBlackmon15@gmail.com

3. NOMINATION PREPARED BY

name/title Owners

organization _____

street and number _____

city or town _____

state _____

zip code _____

phone number (h) _____

(w) _____

e-mail _____

date prepared _____

signature _____

4. BOUNDARY DESCRIPTION AND JUSTIFICATION

Describe boundary line encompassing all man-made and natural resources to be included in designation (general legal description or survey). Attach map delimiting proposed boundary. (Use continuation sheet if necessary)

HARBORDALE SUB LOT 15 LESS E 5FT FOR STREET

5. GEOGRAPHIC DATA

acreage of property 0.15

property identification number 31-31-17-36684-000-0150

Standard Oil Service Station

Name of Property

6. FUNCTION OR USE

Historic Functions

Transportation/Road Related- Gas
and Service Station

Current Functions

Vacant - was an auto-repair shop

7. DESCRIPTION

Architectural Classification

(See Appendix A for list)

Masonry Vernacular

Materials

Brick

Masonry

Stucco

Narrative Description

On one or more continuation sheets describe the historic and existing condition of the property use conveying the following information: original location and setting; natural features; pre-historic man-made features; subdivision design; description of surrounding buildings; major alterations and present appearance; interior appearance;

See Exhibit "A" for Narrative Description

8. NUMBER OF RESOURCES WITHIN PROPERTY

Contributing	Noncontributing	Resource Type	Contributing resources previously listed on the National Register or Local Register
1	0	Buildings	
		Sites	
		Structures	
		Objects	Number of multiple property listings
1		Total	

Standard Oil Service Station

Name of Property

9. STATEMENT OF SIGNIFICANCE

Criteria for Significance

(mark one or more boxes for the appropriate criteria)

- ☒ Its value is a significant reminder of the cultural or archaeological heritage of the City, state, or nation.
- ☐ Its location is the site of a significant local, state, or national event.
- ☐ It is identified with a person or persons who significantly contributed to the development of the City, state, or nation.
- ☐ It is identified as the work of a master builder, designer, or architect whose work has influenced the development of the City, state, or nation.
- ☒ Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.
- ☒ It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.
- ☐ Its character is a geographically definable area possessing a significant concentration, or continuity or sites, buildings, objects or structures united in past events or aesthetically by plan or physical development.
- ☐ Its character is an established and geographically definable neighborhood, united in culture, architectural style or physical plan and development.
- ☐ It has contributed, or is likely to contribute, information important to the prehistory or history of the City, state, or nation.

Areas of Significance

(see Attachment B for detailed list of categories)

Architecture
Transportation

Period of Significance

1926-1965

Significant Dates (date constructed & altered)

Significant Person(s)

Cultural Affiliation/Historic Period

Builder

Architect

Narrative Statement of Significance

(Explain the significance of the property as it relates to the above criteria and information on one or more continuation sheets. Include biographical data on significant person(s), builder and architect, if known.) **See Exhibit "A".**

10. MAJOR BIBLIOGRAPHICAL REFERENCES

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

NARRATIVE TO LOCAL LANDMARK DESIGNATION APPLICATION

Carolee Blackmon & Robert Blackmon

**2439 4th Street South
St. Petersburg, Florida**

Submitted by:

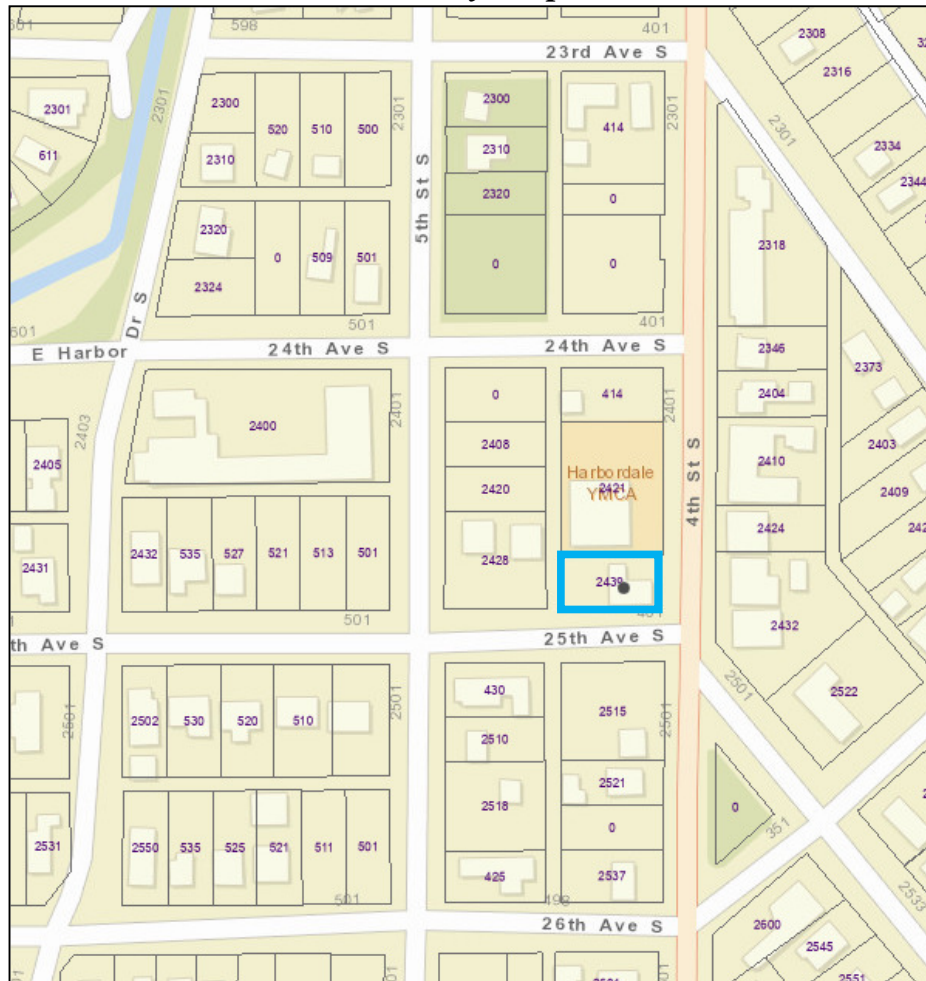
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As of October 13, 2022

REQUEST

This is a request to designate a former Standard Oil Service Station as a local landmark. The former Standard Oil Service Station is on the Property located at 2439 4th Street South (Parcel ID 31-31-17-36684-000-0150) (the “**Property**”). The Property consists of +/- 6,660 square feet (+/-0.15 acres). The Property is currently zoned Corridor Residential Traditional-1 (“CRT-1”). The Future Land Use designation for the Property is Planned Redevelopment – Mixed Use (“PR-MU”) and the Property is located within the Multimodal Corridor category on the Countywide Plan Map. The Property is not within the Coastal High Hazard Area. By way of orientation, the Property is located northwest of the intersection of 4th St South and 25th Ave South, immediately south of the Harbordale YMCA.

Vicinity Map



The former Standard Oil Service Station is no longer functioning as a service station and all underground fuel tanks have been removed.

Although this request stands independently, the Applicant has simultaneously submitted an application for a major adaptive reuse application and a privately initiated text amendment to allow for auto-centric uses in certain qualifying major adaptive reuse projects.

HISTORICAL SIGNIFICANCE

The former Standard Oil Service Station was constructed in 1926 and is masonry vernacular in style. The late date of construction is unique; there are two other surviving, almost identical Standard Oil Service Stations that are listed as National Register properties (Plant City, Florida and Bowling Green, Kentucky), though they were built 5 years earlier in 1921. The National Register of Historic Places Registration Form for the Standard Oil Service Station in Plant City is attached hereto as Attachment #1.



Standard Oil Station in Bowling Green, Kentucky



Standard Oil Station in Plant City, Florida (now a dog grooming business)

The structure holds many aspects that contribute to its significance as a historic structure. The former Standard Oil Service Station is believed to be the oldest service station structure within the City of St. Petersburg. Standard Oil was the largest oil company at the time the structure was constructed. In the 1920's service stations were the first structures built in response to the growing automobile industry. This former Standard Oil Service Station is a significant landmark which embodies and preserves the architecture and tradition of a service station in a vintage building.

Roadside Architecture's website includes a page dedicated to Standard Oil or likely Standard Oil Service Stations in Florida. ([Florida Canopy Gas Stations | RoadsideArchitecture.com \(roadarch.com\)](http://FloridaCanopyGasStations.com)). Unfortunately, this Property is not listed on the website—likely because its status as a former Standard Oil Service Station was unknown until the Applicant researched the history of the Property.

SETTING

The former Standard Oil Service Station is south of the historic downtown St. Petersburg boundary. It is adjacent to the historic Driftwood neighborhood, which was developed during the same time period. The former Standard Oil Service Station is on the pathway from downtown to the southern ferry which would have taken vehicles from St. Petersburg across Tampa Bay. Additionally, a historic marker that reads “One fourth mile east from this point is the site of the first settlement in 1857 and the first post office in 1876 of St. Petersburg, then called Pinellas” is located across 4th Street from the Property in Taylor Park.

APPEARANCE AND HISTORIC ARCHITECTURAL QUALITY

Extensive work has been done to preserve original elements wherever possible, and the Property today largely shares its original appearance. This includes replacing the roof joists of the hip roof to its historic pitch, restoration of the original Plainville Brick lower exterior, restoration of the original Plainville brick window sills, restoration of original upper stucco exterior, and existence of the original cantilevered I-beam gas canopy support. Additionally, the property retains the original steel advertising sign post for the service station. The following are photos of the Property as it exists today:

North Facade



North/Rear Façade



South Façade



South Façade



Canopy/Front Façade



Canopy/Front Facade



Original Steel Sign Pole



CONDITION AND ALTERATIONS

The building was in rough condition for years. For context, the property was condemned for demolition by the city of St. Petersburg as far back as 1997, and had been in very poor condition for decades prior. In fact, in 1997 the then-owner offered the property to the City for free due to its poor condition. Relevant code enforcement history is attached hereto at **Attachment #2**.

During renovation, extensive work was done to restore the building to its historic appearance while regaining structural integrity. The original hip roof system and ceramic tile roof had long been removed and was replaced with a non-code flat roof that had collapsed. The Applicant replicated the original joist pitch and topped it with a standing seam aluminum roof with a copper colored finish.

The building also had extensive termite damage and was tented. Original windows were missing and/or replaced with Plexiglas and plywood in many areas by prior owners. These windows were replaced with double hung impact windows with grills to match the original light panels. The two window transoms were repaired, with the original wooden frames sanded and restored.

When paint was stripped off the exterior brick, the Applicant discovered the brick was structural instead of stamped concrete. However, in multiple places, damaged brick had been patched in with stucco. The Applicant located original Plainville brick and had it shipped to St. Pete to repair and replace the stucco areas with period, salvaged materials. The brick was then professionally repointed for integrity. The original stucco was repaired, sealed, and retained, and has been repainted period-appropriate white.

The Applicant also carried out removal of a non-contributing canopy bay and two non-contributing concrete block buildings that had been added on in 1962 and 1983.

ELIGIBILITY CRITERIA

The City uses locally adopted criteria modeled after recognized national historic standards for determining the significance of historic properties. The Property meets the Eligibility Criteria set forth in Section 16.30.070.2.5.D of the Code of Ordinances.

Age & Significance Test

A property proposed for designation must meet the general 50 years of age requirement. This Property contains a former Standard Oil Service Station which was constructed in 1926, making it almost 100 years old—and surpassing the minimum age test. A property must also meet the significance test by meeting at least one of the following criteria:

- A. Its value is a significant reminder of the cultural or archaeological heritage of the City, state or nation;**
- B. Its location is a site of a significant local, state, or national event;
- C. It is identified with a person who significantly contributed to the development of the City, state, or nation;

- D. It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state, or nation;
- E. **Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance;**
- F. **It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials;**
- G. Its character is a geographically definable area possessing a significant concentration, or continuity of sites, buildings, objects or structures united in past events or aesthetically by plan or physical development;
- H. Its character is an established and geographically definable neighborhood, united in culture, architectural style or physical plan and development; or
- I. It has contributed, or is likely to contribute, information important to the prehistory or history of the City, state, or nation.

The Property meets three of the above criteria—A., E., and F.

Under Criterion A, the Property’s “value is a significant reminder of the cultural or archaeological heritage of the city, state, or nation.” The Standard Oil Service Station possesses historic significance in the areas of Architecture and Transportation. As an early 20th Century service station, it serves as a physical representation of the early use of the automobile.

Under Criterion E, the Property’s “value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.” The Standard Oil Service Station is significant in the area of Architecture for its demonstration of standardization of service stations for familiarity and marketing purposes. All over the state, Standard Oil constructed similar structures—identified by their small masonry building and hip roof with significant extension beyond the front façade to form a canopy and shelter for motorists. The original cantilevered I-beam gas canopy support remains in place and is iconic for Standard Oil Service Stations.

Finally, the Property “has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.” In the areas of both Architecture and Transportation, the Standard Oil Service Station is significant in its depiction of an evolving reliance on the automobile.

Historic Integrity Test

The historic integrity test requires at least one or more of the following seven factors to be met:

- A. **Location.** The place where the historic property was constructed or the place where the historic event occurred.
- B. **Design.** The combination of elements that create the form, plan, space, structure, and style of a property.
- C. *Setting.* The physical environment of a historic property.
- D. *Materials.* The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

- E. *Workmanship*. The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- F. ***Feeling. The property's expression of the aesthetic or historic sense of a particular period of time.****
- G. *Association*. The direct link between an important historic event or person and a historic property.*

*Feeling and association, without meeting at least one other factor, are insufficient to support designation.

The Property meets three of the above criteria—A., B., and F.

Under Criterion A., the Standard Oil Service Station was constructed on the Property in 1926. It was located on the pathway from downtown to the southern ferry which would have taken vehicles from St. Petersburg across Tampa Bay.

Under Criterion B., the Standard Oil Service Station includes a combination of architectural elements that create the form, plan, space, structure and style of the Property. Most notably, the hip roof with a connected canopy supported by the cantilevered I-beam exemplify a unique and historic architectural.

Under Criterion F., the Property evokes a sense of place and establishes a historic sense of a time forgotten.

COMPREHENSIVE PLAN

Designation of the former Standard Oil Service Station is consistent with the City's Comprehensive Plan relating to the protection of historic buildings. The local landmark designation will not affect the Future Land Use Map (FLUM) or zoning designations, nor will it significantly constrain any existing or future plans for the development of the City. The proposed landmark designation is consistent with the following objectives:

OBJECTIVE LU10: The historic resources locally designated by the St. Petersburg City Council and the commission designated in the LDRs, shall be incorporated into the Comprehensive Plan map series at the time of original adoption or through the amendment process and protected from development and redevelopment activities consistent with the provisions of the Historic Preservation Element and the Historic Preservation Ordinance.

Policy LU10.1: Decisions regarding the designation of historic resources shall be based on the criteria and policies outlined in the Historic Preservation Ordinance and the Historic Preservation Element of the Comprehensive Plan.

Policy HP2.6: Decisions regarding the designation of historic resources shall be based on National Register eligibility criteria, the Historic and Archaeological Preservation Overlay section of the Land Development Regulations and Comprehensive Plan policies.

CONCLUSION

We respectfully request the designation of the former Standard Oil Service Station as a local landmark.

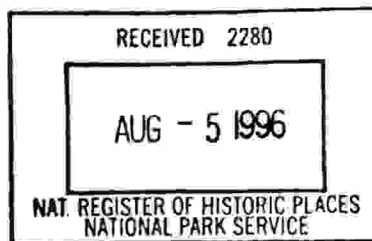
Attachments:

1. National Register of Historic Places Registration Form for Standard Oil in Plant City
2. Relevant code enforcement history

ATTACHMENT 1

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name STANDARD OIL SERVICE STATION

other names/site number DANIEL'S STANDARD OIL SERVICE STATION/HI 4545

2. Location

street & number 1111 North Wheeler Street N/A not for publication

city or town Plant City N/A vicinity

state Florida code FL county Hillsborough code 057 zip code 33566

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 7/29/96
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register
☐ See continuation sheet.
- ☐ determined eligible for the National Register
☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other, (explain): _____

Signature of the Keeper

Date of Action

Edson H. Beall
Entered in the
National Register

9-6-96

Standard Oil Service Station
Name of Property

Hillsborough County, Florida
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	1	structures
0	0	objects
1	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road Related (Vehicular)

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road Related (Vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Masonry Vernacular

Materials

(Enter categories from instructions)

foundation Brick

walls Masonry

Stucco

roof Concrete barrel tile

other - N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

SEE ATTACHED

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

1921 - 1946

Significant Dates

1921

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Standard Oil Service Station
Name of Property

Hillsborough County, Florida
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	7
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3	8	9	2	8	0
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3	1	0	0	2	9	0
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Zone Easting Northing

3

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Zone Easting Northing

4

--	--

--	--	--	--	--	--

--	--	--	--	--	--

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Mrs. Cindy Daniel; Gary Goodwin, Historic Preservation Planner
Bureau of Historic Preservation
organization Division of Historical Resources date July, 1996
R.A. Gray Building
street & number 500 S. Bronough Street telephone (904) 487-2333
city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name William Ray (Bill) Daniel, Jr.
street & number 709 E. Keysville Road telephone (813) 737-3314
city or town Plant City state Florida zip code 33567

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 1**Standard Oil Service Station,
Plant City, Hillsborough County, Florida****SUMMARY**

The Standard Oil Service Station is located at 1111 North Wheeler Street in Plant City, Florida. This masonry vernacular building was constructed in 1921. The dominant feature of the single story brick and stucco building is a low pitched, barrel tile, hip roof. Other features include: a nine light French door of heart-pine, huge 8/8 double-hung sash windows, paired (west elevation) and single (north elevation) six-light casement windows, and three-light transoms over each entrance. The interior plan consists of the office area, a closet, storeroom, and public and office restrooms. This style was popular for gas stations built during the early 1920s, as the oil companies became aware of the need to standardize the building designs across the country to foster a sense of familiarity for the traveler. One non-contributing structure, a carport, is included in the boundary.

SETTING

The Standard Oil Service Station is located on the northern boundary of the original town of Plant City, and serves as the Interstate Four entry into the historic district of the downtown area. It faces State Road 39, the main north-south artery through Plant City. The Plant City historic district is one block to the south.

PRESENT PHYSICAL APPEARANCE**Exterior**

The structure is a small masonry building which has an exterior of stucco over welded wire/lath and an exterior foundation wall of common bond brick. Deep over-hanging eaves protect the interior from the intense tropical sun. The hip roof extends twenty feet beyond the front facade to form a canopy and shelter for motorists (photo 1). A Y-shaped metal truss located on the fuel island supports the canopy. A non-contributing carport added in 1961 is also present within the property boundary. This four post, metal roofed structure is used for minor service and tire repairs.

Facade (East Elevation)

The main facade (photo 2) features a 9-light, heart-pine, french door with an original solid brass doorknob, accented above by a 3-light transom and flanked by 6 1/2 foot high, mullioned, double hung windows.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 2**Standard Oil Service Station,
Plant City, Hillsborough County, Florida****North Elevation**

The north elevation is a simple brick foundation wall (photo 3). One 6 1/2 foot high double hung sash window and single 6-light casement window are found on that wall along with the compressor which serves the lift and air hose on the island.

West Elevation

The west side (rear) of the building originally contained three single casement windows; now only two remain (photo 4).

South Elevation

The south facade (photo 5) has one 8/8 double hung sash window and a slightly smaller 9-light, heart-pine, French door with transom leading into the ceramic tile customer's restroom.

Interior

The interior is small and divided by a three-paneled door into an office area and a storeroom. Heart-pine shelves (photo 6) and cabinets stretch from floor to ceiling on one wall providing storage and display. All windows and doors are surrounded by wide trim and capped with extensive moldings (photo 7). Despite the small interior floor area, a 12-foot ceiling and numerous large, multipaned windows provide an air of spaciousness.

Alterations

Restoration work dealt predominantly with cosmetic appearance and necessary maintenance. All building materials are original with the exception of a replacement window sash and two sash boards. Local craftsmen replaced the water damaged soffit and fascia board; the concrete floor is covered with brick; and plywood roof sheathing and felt was replaced where leaks had occurred. All windows were hand-scraped to remove old paint and glazing. Both French doors have also been stripped of multiple coats of paint to the original stain before the hardware was replaced. After sanding, priming, and reglazing windowpanes, new paint was applied. All interior wood and windows, which began as a stained pine, had been painted with many coats of four different colors over the period of the station's existence. On the exterior the old paint was removed and

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

**Standard Oil Service Station,
Plant City, Hillsborough County, Florida**

new stain was applied. The electrical wiring was replaced to meet city codes and the wood-framed electrical box, located in the office, has been converted into a display cabinet (photo 8).

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

**Standard Oil Service Station,
Plant City, Hillsborough County, Florida**

SUMMARY

Daniel's Standard Oil Service Station is significant at the local level under Criterion A in the area of Transportation as the last of its kind still standing in Plant City and still used as a service station. After the turn of the century, automobile travel and the necessary refueling locations became a pivotal part of the development of cities and towns across the nation.

This property is also significant under Criterion C in the area of Architecture as a excellent example of the standardized building styles used by oil companies to promote their product and appeal to the public's desire for clean, well-maintained service locations where the traveler could fill up with gas, have fluids checked, use a clean restroom, and trust a skilled mechanic who could make small repairs to the automobile.

HISTORIC CONTEXT

Gas filling stations hold the position of being the first structures built in response to the automobile industry. Prior to their entrance into the fabric of a rapidly growing American society, early automobiles were fueled with gasoline pumped from large tanks at a bulk plant. This method became an inconvenience both to the bulk plants, whose sales were previously based on kerosene and fuel oil, and to the motorist looking for a safe, convenient location to fill his new "horseless carriage".

Demand brought the gasoline to the livery stables and general stores to be pumped from carts wheeled out to the curbside. This soon became a traffic hazard to passing motorists and pedestrians. Specialized drive-in "filling stations" sprang up on street corners throughout America due to the increasing driving population and explosive growth of retail gasoline distributors seeking their market share. Oil companies began a fierce competition to push their product through advertising, station architecture, and location, in hopes of luring the buying public as it traveled.

Rural American families were now able to make frequent visits to urban centers and city dwellers brought "new-fangled" ideas to the town squares and general stores of even the smallest of communities, virtually changing their habits and attitudes.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 2**Standard Oil Service Station,
Plant City, Hillsborough County, Florida****HISTORIC SIGNIFICANCE**

Plant City was a rural community rich in strawberry, tomato, and citrus farming. During the early 1920s, Standard Oil Company purchased four locations on each corner of the city. Identical drive-in filling stations were constructed on small lots, providing curb-side and off-street refueling at an attractive building.

Today, Daniel's Standard Oil Service Station is the only one of these stations which remains as it was originally constructed. One was destroyed for a new carwash, one was totally remodeled and bears little resemblance to the original, and the last was in shambles and was finally demolished after being condemned. Research regarding why the station at 1111 N. Wheeler had never been altered brought a response from local Standard Oil agents who had supplied the station during the mid 1930s and 1940s. They reported that the northern end of Plant City was not growing as rapidly as the other areas and this particular station was the slowest of the four. It did not warrant expansion due to a lower traffic count and poor sales. The station was sold by the oil company in the mid-1940s to an individual who ran it for twenty years, then leased it for 25 years to a sole proprietor. Minor upkeep and an occasional paint job worked in favor of this building's being preserved in its original condition and appearance.

The lack of a bay at a station built by the largest oil company during that era implies that this was probably built during the earliest part of the 1920s. Last patent dates on artifacts found on the premises as well as recollections of neighbors point to 1921 as the year of construction. By the end of the decade, the one-stop super-service station as we know it today had become a roadside fixture, complete with one or more enclosed bays to attract and handle repair service, auto maintenance, and accessory merchandising. This station did not install a rail lift until the late 1930s.

Daniel's Standard Oil Service Station is a significant landmark which embodies and preserves the architecture and tradition of full service gas and auto repair in a vintage building representative of the beginning of retail distribution for the automobile era. Through his research, author Daniel Vieyra asserts that Daniel's Standard Oil Service Station, is the oldest service station in the United States still operating under its original intended use.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 1

Standard Oil Service Station,
Plant City, Hillsborough County, Florida

MAJOR BIBLIOGRAPHICAL RESOURCES

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Vieyra, Daniel. *Fill'er up—An Architectural History of America's Gas Stations*, MacMillan Publishing Company, Inc. 1979.

White, Gerald. *Formative Years in the Far West: A History of Standard Oil Company of California and Predecessors Through 1919*, Meredith Publishing Company, New York, 1962.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

**Standard Oil Service Station,
Plant City, Hillsborough County, Florida**

Verbal Boundary Description

The east 124 feet of Lot 1, Block 2 of the subdivision of Lot 1 of the NW1/4 of the NE1/4 of Section 29, Township 28, Range 22 of Plant City Heights for E.J. Devane. Plat Book 5, Page 26. Folio number 207247-93297.0100.

Verbal Boundary Justification

The nominated property includes the entire parcel historically associated with the Standard Oil Service Station.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number PHOTOS Page 1

**Standard Oil Service Station,
Plant City, Hillsborough County, Florida**

LIST OF PHOTOGRAPHS

- 1) Standard Oil Service Station
- 2) Hillsborough County, Florida
- 3) Cindy Daniel
- 4) September 1994
- 5) 709 E. Keysville Road, Plant City, Florida
- 6) View of property and building, facing west
- 7) 1 of 8

Items 1-5 are the same for the remaining photographs

- 6) East elevation (facade), facing southwest
- 7) 2 of 8

- 6) North elevation, facing south
- 7) 3 of 8

- 6) West elevation, facing northeast
- 7) 4 of 8

- 6) South elevation, facing northwest
- 7) 5 of 8

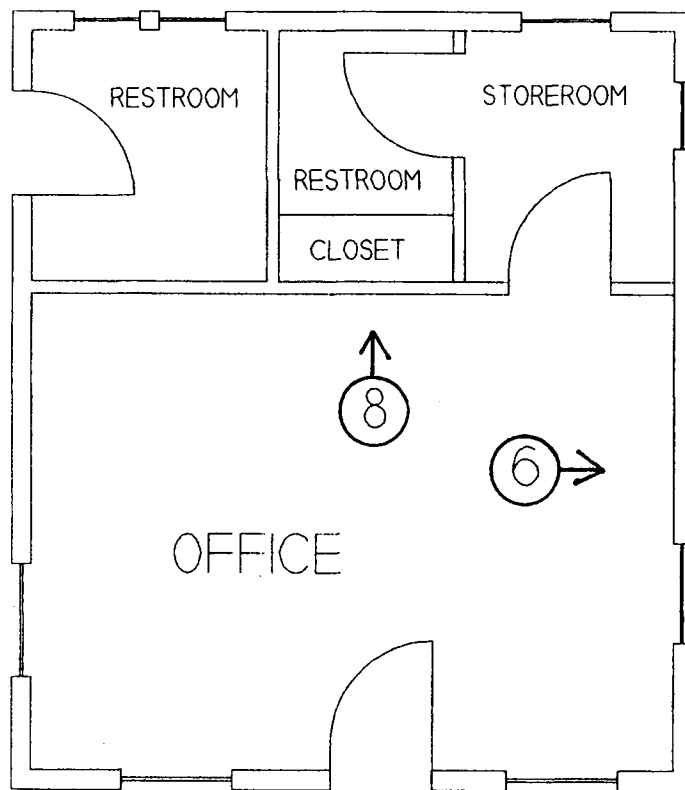
- 6) Interior-view of heart-pine shelves
- 7) 6 of 8

- 6) Detail of east elevation windows and transom
- 7) 7 of 8

- 6) Interior-view of west wall to ceiling
- 7) 8 of 8

STANDARD OIL SERVICE STATION
PLANT CITY (HILLSBOROUGH COUNTY), FLORIDA
FLOOR PLAN O = PHOTO LOCATION

④ ↘



↖ ③

⑤ ↗

0 3 6
scale feet

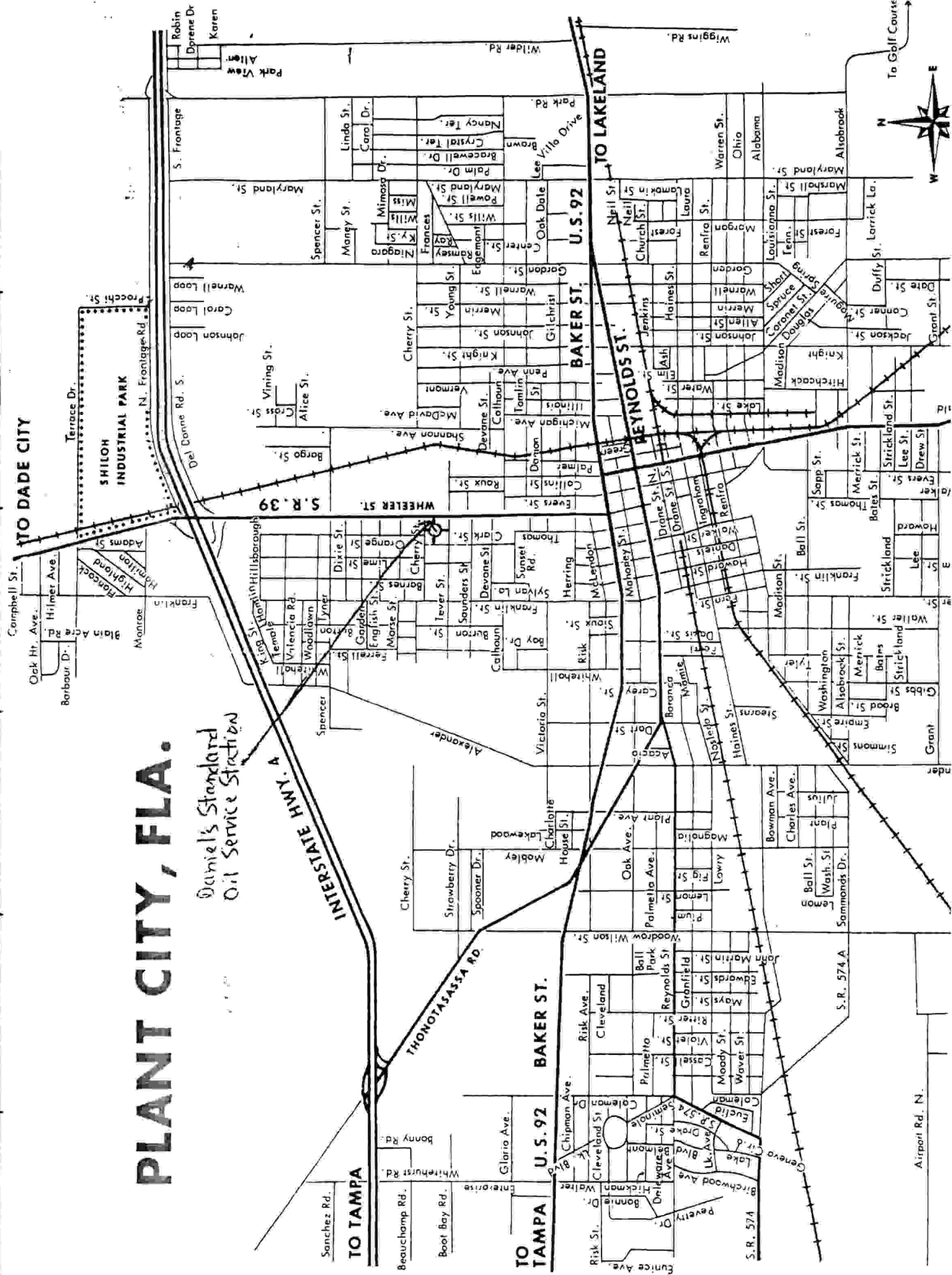
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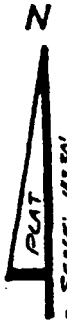
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PLANT CITY, FLA.

Daniel's Standard
Oil Service Station

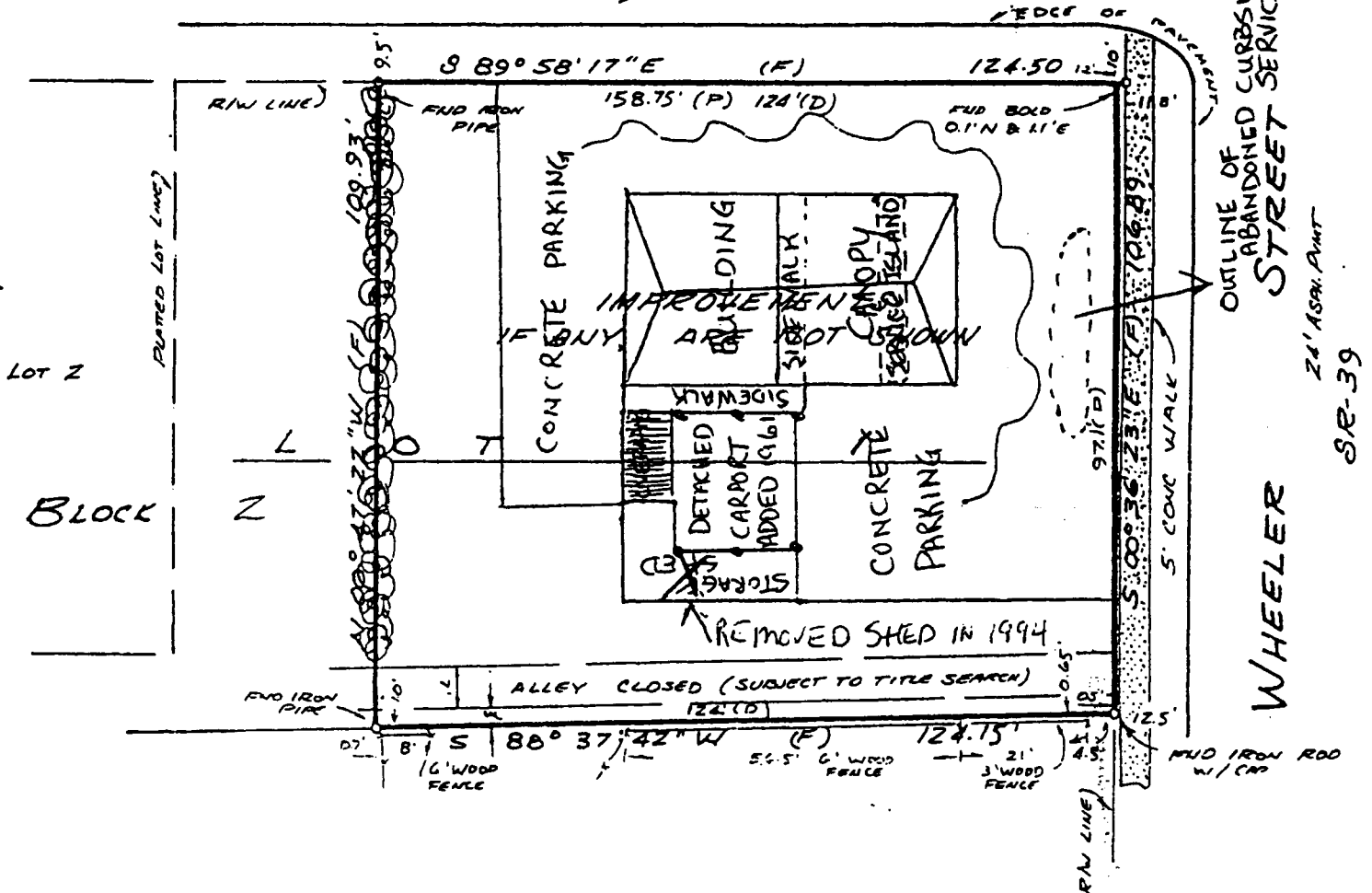


SURVEY MAP



(NO NAME BY PLAT)

W. CHERRY STREET
40' R/W / 20' ASPH. PAV'T



DESCRIPTION (AS FURNISHED)

The East 124.0 feet of Lot 1 Block 2
of E. J. Devane Subdivision as recorded in
Plat Book 5, Page 26 of the Public Records
of Hillsborough County, Florida.

ATTACHMENT 2

Comments

Case Number : 97-00030580

Address : 2439 4TH ST S

Below is a display of all the narrative which has been entered for this case.

Case Narrative

(LR)

10/29/1997

Showing 1 to 1 of 1 entries

Inspection Comments

001 - INITIAL INSPECTION

Results status - INSPECTION COMPLETED

FOUND ONE STORY MASONRY GAS STATION STRUCTURE IN VERY POOR

10/29/1997

CONDITION. SEVERE ROT DAMAGE IN WOOD FRAME CANOPY OVER GAS

10/29/1997

ISLAND. ALSO WATER DAMAGE IN CEILING OR CANOPY IN SERVICE

10/29/1997

AREA. ALL STRUCTURES IN DETERIORATED CONDITION. VO "UNSR"

10/29/1997

CASE 97-19865 TO NEW DEMO CASE.

10/29/1997

002 - REINSPECTION

Results status - INSPECTION COMPLETED

REPAIR WORK COMPLETED ON CANOPY STRUCTURE. NEW BUSINESS

02/03/1999

OPERATING - AUTO REPAIR GARAGE.

02/03/1999

Showing 1 to 11 of 11 entries

Other Action Comments

001 - FIRE INSPECTOR RECOMMEND REC'D

NOT FIRE HAZARD AT THIS TIME

11/05/1997

002 - TELEPHONE CONVERSATION

TALKED TO OWNER SAM SOLIMAN, 579-1983. HE DOESN'T KNOW WHAT

11/14/1997

TO DO WITH THE PROPERTY. HE IS EVEN WILLING TO GIVE THE

11/14/1997

PROPERTY TO THE CITY. HE CAN'T GET AN OCC. LICENSE TO OPEN A

11/14/1997

MUFFLER SHOP OR SOMETHING. I GAVE HIM THE PHONE NUMBER FOR

11/14/1997

Other Action Comments

STEPHANIE LAMPE IN HOUSING, SHE IS WORKING ON PROPERTIES	11/14/1997
IN THAT AREA, MAYBE SHE CAN HELP HIM.	11/14/1997
003 - MISCELLANEOUS INFORMATION	
CHANGE OF OWNERSHIP. BOUGHT BY ASSOCIATED BUSINES MACHINES	02/04/1998
AT TAX DEED SALE. POSSIBLE CONTACT PERSON WOULD BE GREG	02/04/1998
SECKLER MOBL#409-9287. SEND NEW VI TO NEW OWNER, SAME	02/04/1998
PERMITS REQUIRED. REMOVE SAM SOLIMAN OFF MAIL LIST.	02/04/1998
004 - RECORD CHECK	
NO NEW PERMITS ISSUED FOR REHAB. CONTINUE TO PURSUE CASE.	02/04/1998
005 - TELEPHONE CONVERSATION	
REC'D CALL FROM NEW OWNER, GREG SEKLER. HE HAS STARTED	02/09/1998
WORKING ON REPAIRS OF THIS PROPERTY. I TOLD HIM HE NEEDS	02/09/1998
AN ENGINEER TO INSPECT STRUCTURE AND NEEDS TO REPAIR ROOF	02/09/1998
FRAMING OVER CANOPY AND OVER AREA TO LIFTS. HE SAID HE	02/09/1998
WOULD START ON IT SOON & NEEDED AN EXTENSION. I TOLD HIM	02/09/1998
TO SUBMIT REQUEST IN A LETTER. HE SAID HE WOULD.	02/09/1998
006 - LETTER RECEIVED	
REC'D LETTER FROM OWNER REQUESTING A 30 DAY EXTENSION TO	03/02/1998
COMPLETE REPAIR WORK.	03/02/1998
007 - RECORD CHECK	
NO PERMITS ISSUED FOR REPAIR WORK	03/02/1998
008 - TELEPHONE CONVERSATION	
TALKED TO OWNER, GREG SEKLER. HE HAS MADE SOME MINOR REPAIRS	03/09/1998
WITHOUT PERMITS AND IS READY TO HIRE A ROOFER TO REPAIR THE	03/09/1998
ROOF. I TOLD HIM THAT HE WOULD STILL NEED THE ENGINEER'S	03/09/1998
INSPECTION REPORT ON THE ROOF STRUCTURE PRIOR TO ISSUING	03/09/1998
THE ROOF REPAIR. HE SAID HE WOULD CALL SOME ENGINEER'S FOR	03/09/1998

Other Action Comments

03/09/1998

009 - TELEPHONE CONVERSATION

REC'D PHONE MESSAGE FROM OWNER. HIS ENGINEER SHOULD HAVE
PLANS READY IN 10 DAYS FOR THE STRUCTURAL REPAIR.

04/15/1998

04/15/1998

010 - RECORD CHECK

OWNER HAS APPLIED FOR BLDG PERMIT TO REPAIR THE ROOF
STRUCTURE. HE PROVIDED SEALED PLANS FROM AN ENGINEER. WILL
MONITOR REPAIR WORK.

05/21/1998

05/21/1998

05/21/1998

011 - RECORD CHECK

REPAIR PERMIT 98-05001403 ISSUED ON 5-22-98, NO INSPECTIONS
ON WORK YET.

07/06/1998

07/06/1998

012 - RECORD CHECK

PRE-INSPECTION APPROVED BY LEE HARTMAN. WORK IN PROGRESS,
REPLACING ROTTED WOOD IN CANOPY ROOF. WILL MONITOR
PROGRESS.

09/30/1998

09/30/1998

013 - RECORD CHECK

REPAIR PERMITS FINAL INSPECTION APPROVED 10-28-98

02/03/1999

014 - MISCELLANEOUS INFORMATION

CHANGE CASE TYPE TO DEMR, REMOVE LAND MGMT UNSAFE, CLOSE
CASE.

02/03/1999

02/03/1999

Showing 1 to 53 of 53 entries

Legal Description

HARBORDALE SUB

LOT 15 LESS E 5FT FOR
STREET

Showing 1 to 3 of 3 entries

Comments

Case Number : 97-00034407

Address : 2439 4TH ST S

Below is a display of all the narrative which has been entered for this case.

Case Narrative

LTG

12/22/1997

Showing 1 to 1 of 1 entries

Violation Comments

DOOR - EXTERIOR - IN COMPLIANCE

EXTERIOR DOOR HAS ROTTED WOOD.

12/22/1997

FASCIA/SOFFIT DISREPAIR - IN COMPLIANCE

ROTTED WOOD ON FASCIA/SOFFIT.

12/22/1997

PAINT - MAIN STRUCTURE - IN COMPLIANCE

PEELING PAINT ON FASCIA/SOFFIT AND BARE WOOD.

12/22/1997

WINDOW GLASS - IN COMPLIANCE

GLASS MISSING FROM SOUTH SIDE WINDOW

07/17/1998

ACCESSORY STRUCTURE - REPAIRS - IN COMPLIANCE

CARPORT CEILING IN DISREPAIR.

12/22/1997

JUNK/RUBBISH/OUTDOOR STORAGE - IN COMPLIANCE

WOOD, GLASS, BUCKETS, PLYWOOD AND OTHER OBJECTS ENCLOSED

04/09/1998

IN CHAIN LINK FENCE

04/09/1998

Showing 1 to 13 of 13 entries

Inspection Comments

001 - INITIAL INSPECTION

Results status - INSPECTION COMPLETED

CHANGE IN OWNERSHIP PREVIOUS CASE #96-22998, PROPERTY IS

12/22/1997

VACANT AND IS SECURE.

12/22/1997

002 - REINSPECTION

Results status - INSPECTION COMPLETED

EXTERIOR DOOR HAS BEEN REPLACED. SOME PAINTING DONE

01/26/1998

Inspection Comments

003 - REINSPECTION

Results status - INSPECTION COMPLETED

CARPORT CEILING HAS BEEN REPAIRED, WORKING ON FASCIA/SOFFIT 02/23/1998

AREA. 02/23/1998

004 - REINSPECTION

Results status - INSPECTION COMPLETED

MOST OF ROTTED WOOD HAS BEEN REPLACED, WILL CONTINUE TO 03/23/1998

MONITOR FOR WORK. 03/23/1998

005 - REINSPECTION

Results status - INSPECTION COMPLETED

NO CHANGE ON EXISTING VIOLATIONS, NOW THERE IS A NEW ONE. 04/09/1998

LARGE AMOUNT OF JTD ENCLOSED OF CHAIN LINK FENCE. 04/09/1998

006 - REINSPECTION

Results status - INSPECTION COMPLETED

MOST OF JTD IS GONE, JUST A SMALL AMOUNT LEFT. STILL WORKING 04/22/1998

ON PROPERTY. 04/22/1998

007 - REINSPECTION

Results status - INSPECTION COMPLETED

JTD HAS BEEN REMOVED AND HAS STARTED REPLACING ROTTED WOOD 05/20/1998

008 - REINSPECTION

Results status - INSPECTION COMPLETED

WORK IN PROGRESS ON FASCIA, REPLACED SOME WOOD. 06/03/1998

009 - REINSPECTION

Results status - INSPECTION COMPLETED

MORE WORK ON FASCIA, WILL CHECK TO SEE HOW HIS CASE WITH MK 07/06/1998

IS GOING. 07/06/1998

010 - REINSPECTION

Results status - INSPECTION COMPLETED

Inspection Comments

WORK IN PROGRESS ON PROPERTY, THEY ARE STILL WORKING ON 08/20/1998

THE FASCIA/SOFFIT. THEY HAVE REPLACED THE WINDOW GLASS. 08/20/1998

011 - REINSPECTION

Results status - INSPECTION COMPLETED

STILL WORKING ON FASCIA AREA, STILL ACTIVE DEMO CASE 09/11/1998

012 - REINSPECTION

Results status - INSPECTION COMPLETED

ALL MOST ALL OF FASCIA HAS BEEN PUT UP, BUT HAS BAREWOOD. 09/30/1998

WILL MONITOR FOR WORK. 09/30/1998

013 - REINSPECTION

Results status - INSPECTION COMPLETED

W.I.P. ON FASCIA/SOFFIT 10/29/1998

014 - REINSPECTION

Results status - INSPECTION COMPLETED

FASCIA & SOFFIT HAS BEEN REPLACED, ONLY NEEDS TO BE PAINTED. 12/01/1998

015 - REINSPECTION

Results status - INSPECTION COMPLETED

ALL PAINTING HAS BEEN COMLETED. TM FOR MRV 12/24/1998

CLOSE 12/24/1998

Showing 1 to 54 of 54 entries

Other Action Comments

001 - TELEPHONE CONVERSATION

MR. GREG SECLOR CALLED, HADN'T RECEIVED VIOLATION NOTICE 01/07/1998

YET, EXPLAINED THAT DIDN'T SEND ANY OUT BEFORE CHRISTMAS & 01/07/1998

WILL RECEIVE IT SOON. WANTED ME TO KNOW THAT HE WAS WORKING 01/07/1998

ON PROPERTY AND WITH ALL THE RAIN NOT GETTING AS MUCH DONE 01/07/1998

AS WOULD LIKE BUT WILL CONTINUE TO WORK. 01/07/1998

002 - TELEPHONE CONVERSATION
Other Action Comments

MR. SECKLOR LEFT A MESSAGE, REC'D LETTER ABOUT JTD IN BACK.	04/21/1998
HE SAID HE HAS CLEANED UP AND MOWED THE GRASS. HE SAID ABOUT	04/21/1998
ROTTED WOOD THAT MIKE K. WANTED DRAWINGS OF THE ROOF, THE	04/21/1998
DRAWINGS SHOULD BE DONE SOON.	04/21/1998

003 - RECORD CHECK

PERMIT 98-5001403 BLDG MINOR ALTERATION.	07/06/1998
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004 - MISCELLANEOUS INFORMATION

WHILE MAKING INSPECTION YESTERDAY RELATED TO ZONING REQUEST,	07/17/1998
NOTED MISSING WINDOW GLASS ON WINDOW ON SOUTH SIDE, ALSO	07/17/1998
EXTENSIVE WORK GOING ON REPAIRING THE OVERHANG AREA - FACE	07/17/1998
BOARDS REMOVED & REPAIR WORK UNDERWAY. BUILDING DEMOLITION	07/17/1998
COORDINATOR MIKE KRAUJALIS REPORTS DRAWING SUBMITTED FOR	07/17/1998
PERMIT WAS SIGNED BY AN ENGINEER & THAT A CONTRACTOR IS WORK	07/17/1998
ING ON SITE. (JDW)	07/17/1998

005 - RECORD CHECK

PERMIT 98-5001403 HAD INSPECTION DONE ON 8-31-98 BY LEE	09/11/1998
HARTMAN, HE DISAPPROVED IT & SAID TO REPLACE ROTTED WOOD	09/11/1998
AND CALL BACK	09/11/1998

Showing 1 to 25 of 25 entries

Legal Description

HARBORDALE SUB
LOT 15 LESS E 5FT FOR
STREET

Showing 1 to 3 of 3 entries

Comments

Case Number : 97-00019865

Address : 2439 4TH ST S

Below is a display of all the narrative which has been entered for this case.

Case Narrative

(LR)	07/15/1997
9-5-97 CASE TYPE CHANGED FROM UNSF TO UNSR. (LR)	09/26/1997

Showing 1 to 2 of 2 entries

Violation Comments

UNSAFE STRUCTURE - INACTIVE

Showing 1 to 1 of 1 entries

Inspection Comments

001 - INITIAL INSPECTION

Results status - INSPECTION COMPLETED

MADE INSPECTION WITH MK WHO SAID TO REFER TO DEMO. 07/15/1997

002 - REINSPECTION

Results status - INSPECTION COMPLETED

NO CHANGE. MONITOR FOR DEMO. 08/25/1997

003 - REINSPECTION

Results status - INSPECTION COMPLETED

NO CHANGE. 09/19/1997

MONITOR FOR DEMO. 09/19/1997

004 - REINSPECTION

Results status - INSPECTION COMPLETED

MK MADE RD REINSPECTION. FOUND ONE STORY MASONRY & FRAME 09/26/1997

COMMERCIAL STRUCTURE IN POOR CONDITION. SEVERE WOOD ROT TO 09/26/1997

GAS ISLAND CANOPY. TERMITE DAMAGE IN WOOD FRAME STORAGE 09/26/1997

AREAS. UNSAFE ELEC., BROKEN & EXPOSED WIRES. THERE IS A 09/26/1997

BUYER INTERESTED IN THIS PROPERTY. HIS NAME IS GREG SECKLER 09/26/1997

AT 1125 8 A IN NAPLES FL 34102 PHONE 941-263-2956. CHANGE
~~Inspection Comments~~ 09/26/1997

CASE TYPE TO UNSR. KEEP CASE WITH AREA INSPECTOR. PLACE 09/26/1997

CASE IN JULY REFERRAL FILE. 09/26/1997

THIS CASE IS IN HARBORDALE OPERATION COMMITMENT. 09/26/1997

005 - REINSPECTION

Results status - INSPECTION COMPLETED

HAVE SOMEONE IN PROCESS OF BUYING PROPERTY. NO CHANGES AT 10/15/1997

PROPERTY 10/15/1997

006 - REINSPECTION

Results status - INSPECTION COMPLETED

WORK IN PROGRESS, ARE STARTING TO REHABILITATE PROPERTY. 12/17/1997

007 - REINSPECTION

Results status - INSPECTION COMPLETED

SOME WORK BEING DONE BY NEW OWNER. 01/27/1998

008 - REINSPECTION

Results status - INSPECTION COMPLETED

TM FOR MRV - WORK IN PROGRESS, REFILE FOR 10 DAYS. 02/09/1998

009 - REINSPECTION

Results status - INSPECTION COMPLETED

CONTINUE TO HAVE WORK DONE, PROPERTY HAS CHANGED HANDS.
WILL 02/20/1998

VOID THIS TO NEW OWNER AND ALSO TO DEMO CASE 97-30580 02/20/1998

Showing 1 to 38 of 38 entries

Other Action Comments

001 - TAKE PHOTOGRAPHS

PHOTO TAKEN TO REFER TO DEMO 07/15/1997

002 - REFER TO DEMOLITION

OK TO REFER TO DEMO PER BES. 07/15/1997

PHOTO SENT TO MK 07/15/1997

003 - MAIL RETURNED
Other Action Comments

VIOLATION NOTICE RETURNED MARKED, "ATTEMPTED NOT KNOWN". 08/14/1997

004 - POSTING

POSTED VIOLATION NOTICE ON PROPERTY. 08/14/1997

005 - STATUS "UNSAFE" ON LAND MGMT

LR MADE ENTRY IN LAND MGMT - STRUCTURE UNSAFE, ETC. 09/26/1997

006 - RECORD CHECK

CHANGE IN OWNERSHIP: ASSOCIATED BUSSINES MACHINES 12/17/1997

101 1 ST AVE SW 12/17/1997

LARGO, FL 33770 12/17/1997

Showing 1 to 15 of 15 entries

Legal Description

HARBORDALE SUB

LOT 15 LESS E 5FT FOR

STREET

Showing 1 to 3 of 3 entries

Appendix B

Maps of Subject Property

