

HISTORY OF TAMPA**Narrative History of Tampa**

Although the Tampa Bay area was known to the Spanish as early as the 16th century, it was not settled by persons of European descent until the U. S. Army established Fort Brooke at the mouth of the Hillsborough River in 1824. The trading post and small community which sprang up near the fort became "Tampa." Among the factors launching Tampa on its course to becoming a large modern city was the construction in 1883-1884 of Henry Bradley Plant's South Florida Railroad linking Tampa with Jacksonville, where rail links to northern cities were located. About the same period, phosphate was discovered in the vicinity, and the Fort Brooke military reservation -- 16 square miles of land -- was opened to civilian settlement causing a flurry of speculation. This gave a most needed boost to a town that, because of primitive conditions and transportation problems, had remained small: the total inhabitants in 1880 numbering only 722.

Far more important to the growth of Tampa, however, was attracting Vincinte Martinez Ybor and the cigar industry from Key West in 1885. Ybor was a Spanish citizen, who had begun manufacturing cigars in Cuba in 1856. At the outbreak of the Cuban Revolution in 1868 the so-called "Ten Years War" -- he was forced to flee to the island city of Key West, Florida, because he was suspected of disloyalty to Spain. In Key West, he once again set up operations and persuaded other Cuban and American cigar manufacturers to join him on the island. After more than 15 years in Key West, Ybor decided to relocate his operations because of constant labor problems arising from conflict among Cuban and Spanish workers and the isolation of Key West from supplies, raw materials and markets. Influenced by the availability of transportation and the generous financial and real estate incentives offered by the Tampa Board of Trade, a forerunner to the Chamber of Commerce, Ybor decided to settle in Tampa in 1885. Within a year, "Ybor City" had become a thriving, independently incorporated community almost within the shadow of downtown Tampa. Its independence was short lived, however, for in 1887 Tampa amended its charter to annex Ybor City, raising the total population of the city to approximately 5,000. Tampa's population increased dramatically over the next several decades, especially after a second cigar producing center West Tampa was established west of the Hillsborough River in 1894.

Those persons who had seen Tampa's future growth spreading west of the Hillsborough River had guessed correctly. In 1888, Henry Bradley Plant extended his railroad across the river and pushed south to the tip of the peninsula where he developed port facilities and established the town of Port Tampa. The rail line swung through the western part of what is now Hyde Park and is still in use today. The same year, the cornerstone was laid to his luxurious Tampa Bay Hotel (now the University of Tampa), and the first bridge constructed across the river at Lafayette Street (renamed Kennedy Boulevard in 1963). Plant's \$3 million Moorish style hotel opened its door to patrons in 1891. The new residential development of Hyde Park had begun when O.H. Platt purchased 20 acres of land in 1886 from the Robert Jackson homestead west of the Hillsborough River near its confluence with Hillsborough Bay and subdivided the land into residential lots, naming the area Hyde Park after his home town in Illinois. On August 31, 1893, the Tampa Morning Tribune confidently claimed that Hyde Park was the most "aristocratic" section of Tampa. During this same period, assisted by Henry B. Plant's new port facilities on the west side of the Interbay Peninsula at Port Tampa, the city developed as an industrial and commercial center. Suburbs, including Hyde

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Park, soon followed as workers and businessmen sought to escape the docks, the cigar factories, and the dirt and jangle of the urban core. Street cars facilitated the move northwest from the core of the city in the 1880's and 1890's. A series of yellow fever epidemics in 1886-87 spurred the move to Tampa Heights' higher ground. Buffalo and Central Avenues were opened between Florida Avenue and the Hillsborough River as early as 1880 and Florida pioneer Joseph Robles had subdivided part of his homestead (between Central Avenue and Taliaferro Avenue) in 1882. However, development in the North Tampa Heights area did not gain any real momentum until after 1901. Nevertheless, in 1889, the Woodlawn Cemetery located in North Tampa Heights was set aside by the City of Tampa. The City's second oldest cemetery, it reflected the then-popular rural cemetery movement of the nineteenth century in which burial grounds, with meandering paths and pleasing vistas, provided the open air and green space of parks.

At about the same time that the suburbs were developing, a boost to Tampa's economy came in the shape of the Spanish American War. By May, 1898, 30,000 soldiers had arrived in Tampa and military headquarters were set up at the Tampa Bay Hotel. In June of that year, 16,000 soldiers boarded 36 transports at Port Tampa for Cuba and by July, the War was over. Not only had Tampa's economy been helped by this military presence, the City became known throughout the country through newspaper coverage. Hundreds of newspapers and magazines sent correspondents to Florida, where they wrote articles about the "Queen City of the Gulf."

As mentioned before, streetcars connected the city core to the outskirts of Tampa in the 1880's and 1890's: in 1886, tracks connected Tampa and Ybor; in 1892, street cars ran to Hyde Park and later to Ballast Point, and Sulphur Springs. To meet Tampa's power needs, the Consumer's Electric Light and Street Railroad Company built a \$150,000 dam on the Hillsborough River. This caused the surrounding land to be flooded, which angered the area cattlemen, who blew up the dam on December 12, 1898. The Consumer's Electric Light and Street Railroad Company was sold to Tampa Electric Company the next year.

In the second decade of this century, Tampa's major contribution to the World War I war effort was in shipbuilding, but at the same time Tampa was the site of an innovation in transportation in another kind of ship an airship. In 1914, Anthony Janus established a regularly scheduled airline between Tampa and St. Petersburg, which was the first in the nation. After the war the shipyards released thousands of their employees and the cigar industries were in a general strike. However, the big real estate boom of the twenties was developing and tourists were heading to the Sunshine State. Among the many tourists flocking to Tampa, the most notable were the "Tin Can Tourists," who derived their name from the soup cans, which they heated on their car radiators. Many camped in Tampa's DeSoto Park -- located in Palmetto Beach.

The 1920's Florida land boom brought a burst of activity to Tampa: the port was developed, as was Bayshore Boulevard, Gandy Bridge was built and D. P. Davis dredged up sand from Hillsborough Bay to build Davis Islands. Tampa was not as affected by the end of the boom as other areas of Florida, because Tampa did not depend solely on tourism for its growth. By the end of the boom, Tampa had become an industrial city. Unfortunately, the Great Depression soon began. The Federal Work Projects Administration (the Jobs and Public Works Program of the 1930's) funded the improvement of Bayshore Boulevard and construction of the historic Balustrade, as well as Peter O. Knight Airport on Davis Island.

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World War II once again brought the military to Tampa and the Air Corps built MacDill Airfield on Catfish Point in the Interbay Peninsula in 1940. In 1943, Dale Mabry Highway was opened at a cost of \$1 million to connect MacDill Field to Drew Field, which was used for flight training. Drew Field became Tampa International Airport in 1947, and another Air Corps training center, Henderson Field, became the site of Tampa Industrial Park. The shipyards were busy during the war, employing thousands of workers who produced more than 100 ships. After the War, the shipbuilders returned to their homes, but many servicemen stayed because of MacDill Airfield. Tampa continued to prosper in the ensuing decades as an agricultural, industrial, commercial, governmental, and tourist center. From the late 1960's on, the population has grown rapidly around Tampa, as citizens relocated from other parts of the country to the Sunbelt.

From 1980 to 1987, Hillsborough County, the county in which Tampa is located, gained approximately 160,000 new residents. Tampa itself has not significantly increased its population during the same time. But the overall effect of the increased county population with its new development adds to the urgency to preserve, while it is still possible, those resources that give flavor to the present -- our historic resources.

Certain themes and events in local history and prehistory were recommended to local governments to use in their historic preservation elements by Louis Tesar, Historic Preservation Supervisor for the Bureau of Historic Preservation, in a paper he published in the December 1987 issue of *The Florida Anthropologist*. These are the themes that he recommended:

- A. Early Prehistoric (10,000 B.C. - 1,000 B.C.)
- B. Middle Prehistoric (1,000 B.C. - 1,000 A.D.)
- C. Late Prehistoric (A.D. 1,000 - 1513)
- D. Colonial (1513 - 1819)
- E. Early National (1819 - 1865)
- F. Turn of the Century (1865 - 1920)
- G. Boom, Depression and New Deal (1920 - 1940)
- H. World War II and After (1940 - present)

LOCAL HISTORIC DISTRICTS

HYDE PARK HISTORIC DISTRICT

Hyde Park is significant as the oldest and best preserved of Tampa's early residential neighborhoods. Structures date from 1886 through 1933 and represent the variety of architectural styles favored by Americans prior to World War II. Housing types range from wood frame shotgun houses to high style masonry mansions. Within this varied context, the bungalow is especially well-represented and some of the region's finest examples can be found in Hyde Park.

With the construction of Henry B. Plant's Tampa Bay Hotel in 1888 and the first bridge across the Hillsborough River that same year, the neighborhood soon attracted some of the city's more prominent citizens. This trend continued into the 1910s and 1920s along with improvements to the Bayshore Boulevard, which became the city's more prestigious address.

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The Hyde Park Historic District was listed on the National Register of Historic Places in 1985. At the time of listing, the 860 acre district contained 1,695 buildings grouped into two zones divided principally by the Crosstown Expressway. The 1,695 structures consisted of 786 fully contributing buildings, 499 contributing but altered ones, and 410 that are non-contributing. Demolition and new construction will have altered these numbers slightly.

In 1988, Hyde Park was the first local historic district designated under the City's Historic Preservation Ordinance. This local landmark district is slightly smaller than the National Register District, excluding the area between Swan Avenue, South Howard Ave, and Kennedy Boulevard, as well as areas north of DeLeon and Platt Streets.

Period of Historic Significance: 1886-1933

- National Register Listing: 1985
- Local Historic Designation: 1988

Approximately 860 Acres with a total of 1,400 buildings.

- Contributing - 839
- Non-Contributing - 561

SEMINOLE HEIGHTS HISTORIC DISTRICT

Conceived in 1913 by developer T. Roy Young, who later developed Beach Park, the neighborhood lost much of its harmony when split by I-275 in the 1960's. The neighborhood was home to the hard working people of Tampa: the city clerks, judges, school superintendents and teachers, as well as merchants, and firemen. Hillsborough High School, built in 1927, by Francis J. Kennard, is an impressive Gothic Revival building and seems to provide a unifying force to the neighborhood as the structures in close proximity possess the finest architectural integrity.

The housing stock in this area consists of well-built bungalows and frame vernacular houses set amidst oak lined streets that run parallel to the Hillsborough River. The area is similar to sections of the Hyde Park Historic District, but at reduced scale. Bungalows with wraparound porches and truncated poured concrete columns, Craftsmen or oriental detailing are smaller versions of their Hyde Park counterparts. Although development began there earlier, Hyde Park was expanding at about the same time as T. Roy Young's original Central Avenue subdivision was platted in 1913. Both Florida Avenue to the West, and Buffalo Avenue to the South, along with the Northern portion of Central Avenue, represent commercial areas which have succumbed to the pressures of post World War II growth and redefined traffic patterns. This, coupled with the intrusion of I-275, which split the neighborhood in half, has created new and artificial boundaries to the neighborhood.

Seminole Heights was submitted for nomination to the National Register in February of 1993 and listed in August of 1993. On March 16, 1995, it was designated a local landmark district by Tampa City Council. Additionally, two areas adjacent to Seminole Heights called Expansion Areas are being surveyed for National Register nomination. The expansion area east of the district is bordered on the south by Mohawk Avenue, on the north by Hanna Street, on the east by 13th Street, and on the west by Nebraska Avenue. The expansion area on the west side of the district is bordered on the

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South by Mohawk Avenue, on the north by Henry Avenue on the east by Florida Avenue, and on the west by Ola Avenue.

Period of Historic Significance 1912 – 1928

- National Register Listing: 1993
- Local Historic Designation: 1995

Approximately 215 Acres with a total of 560 buildings.

- Contributing: 425
- Non-Contributing: 135

TAMPA HEIGHTS HISTORIC DISTRICT

The Tampa Heights district is a neighborhood located less than one mile north of downtown Tampa. The historic structures within the proposed Tampa Heights district consist of late nineteenth and early twentieth century building types. The predominant building type is residential, with the majority being single-family residences. The houses in the district exhibit a wide variety of styles which range from simple frame vernacular to Craftsman-style bungalows. The other important building types in the proposed Tampa Heights district are churches, commercial buildings and schools. The district is comprised of approximately 370 structures with 262 of those structures as architecturally and historically contributing to the significance of the proposed district.

Subdivided (surveyed) and platted by a number of small landowners during the period between 1889 and 1900, Tampa Heights contained 21 subdivisions and developed as one of the first residential suburbs of Tampa. The Tampa Heights residential district is significant for its importance to Tampa's architectural heritage. Tampa Heights, a turn of the century residential area, contains many of the city's best remaining examples of original houses and support structures, including commercial structures, schools and churches. The district displays a variety of architectural styles which were popular during the period and consists of bungalows and frame vernacular houses. The Tampa Heights neighborhood also has local historic significance in demonstrating the rapid growth of the city during its boom years around the turn of the century.

SUPPORT NARRATIVE

The City of Tampa sits on Florida's west coast at the mouth of the Hillsborough River, approximately 20 miles from the gulf of Mexico. Settlement of this area began in 1824 when the United States Army established Fort Brooke on Hillsborough Bay to secure the area from the Seminole Indians. The small town of Tampa grew up around the fort, and when Hillsborough County was organized in 1834, Tampa became the county seat. The Tampa Heights District occupies an area that rises from the twenty foot elevation of downtown Tampa to the south up to a forty to forty-five foot elevation and overlooks the delta of the Hillsborough River to the south.

Joseph Robles, native of Madrid, Spain and veteran of the Seminole Wars and the Civil war, first subdivided land in Tampa Heights in 1880. He moved from Hernando County to Hillsborough County in 1851 and homesteaded the area north of what is now Columbus Drive, between Florida

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Avenue and Nebraska Avenue. He sold this land to northerners who wanted to establish "orange grove estates." It was not until after the turn of the century, however, that other subdivisions were platted. The earliest plat was Karamer's subdivision recorded on 15 April 1889, and the latest was the Bonniehurst Subdivision recorded on 21 June 1890. Between 1901 - 1907, twenty-one subdivisions were platted in the area of Tampa Heights. The piecemeal development of Tampa Heights is evident in its jogged street grids and the size and orientation of its blocks.

The Heights was one Tampa's first residential suburbs that developed as the city experienced rapid population growth due to increased shipping and rail activity. With the coming of Henry B. Plant's South Florida Railroad in 1881, the discovery of phosphate, the growth of the cigar manufacturing and citrus production, Tampa's wealthier residents sought to move out of the urban core to escape the increased industrial environment. The highlands north of downtown, less than a mile away, offered a convenient solace.

City directories and Sanborn Insurance maps show that the Tampa Heights area developed rapidly during the period 1890-1910. Many of Tampa's important businessmen and prominent citizens lived in the new suburb of Tampa Heights during this period. Located just north of downtown, businessmen found Tampa Heights an ideal residence since it was almost equi-distance from the cigar manufacturing centers of Ybor City and West Tampa, and the financial and port areas of downtown. Between 1886 and 1887, Tampa Heights proved to be advantageous for another reason. As yellow fever epidemics swept through the lower lying sections of Tampa, the highlands of Tampa Heights were spared.

At the zenith of Tampa Heights in 1920, Seventh Avenue was the premiere address in the neighborhood. Residences were usually two story frame vernacular structures with verandas exhibiting Queen Anne massing and detailing. Many of Tampa's most successful businessmen resided here, including W. H. Beckwith (208 Seventh Avenue), W. B. Henderson (212 Seventh Avenue), H. C. Giddens (301 Seventh Avenue) and W. H. Kendrick (Southeast corner of Seventh Avenue and Lamar). Oak and Palm avenues followed as desirable locations with the residences of W. F. Stovall (212 Palm Avenue) and H. Leiman (1801 N. Central Avenue). The ethnic make-up of the neighborhood was a diverse blend of Anglo, Latin and black residents. Tampa Heights began to lose its prominent residents as the areas of Hyde Park and Davis Island were developed.

The traditional neighborhood of Tampa Heights included 15 churches and 7 schools. Those religious structures included in the district are: Schaari Zedek (Christian Fellowship, 1901 Central Avenue), Rodolph sholom synagogue (309 E. Palm Avenue), First congregational Church (2207 N. Florida Avenue), Gospel Tabernacle Christian and Missionary Alliance (2314 N. Jefferson Street), E. L. Bethel Primitive Baptist (509 E. Columbus Drive), and the Episcopal House of Prayer (2708 E. Columbus Drive). The only school located within the district is the Classical Revival styled Robert E. Lee Elementary School (305 E. Columbus Drive), constructed in 1906, which was originally known as the Michigan Avenue Grammar School. The school structure and most of the church structures in the district are constructed of red brick.

The most prominent church in the district is the Episcopal House of Prayer (2708 North Central) located on the northwest corner of North Central Avenue and East Columbus Drive. The red brick,

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Gothic Revival style building was listed on the National Register in 1991 for architectural significance. It is protected under the local historic preservation ordinance as a Tampa landmark.

The development of many new subdivisions during the Florida Land Boom of the 1920's initiated the descent of Tampa Heights as a fashionable neighborhood. Wealthy families became attracted to Davis Island and subdivisions on the Interbay peninsula near the yacht and country clubs. The post World War II period saw the major decline of Tampa Heights as the demand for modern housing drove residents to outlying suburbs. Later, the construction of Interstates 275 and 4 severed the area's links with other sections of Tampa which had made Tampa Heights convenient for businessmen. This isolation and the development of other suburbs, such as Hyde Park and Davis Islands, were cause for much of the neighborhood's decline.

The district has enjoyed a recent rejuvenation spurred on by the preservation efforts of such groups as Habitat for Humanity, Tampa Preservation, Inc. (a local non-profit group) and the Mayor's Challenge Fund, which offers low interest loans to homeowners. These efforts have resulted in the restoration of several homes, as well as construction of new homes that are compatible with the historic setbacks and architectural character of the district. This in turn has stabilized much of the area, recalling the past popularity of the neighborhood.

Period of Historic Significance 1890 - 1945

- National Register Listing: 1995
- Local Historic Designation: 2000

Approximately 200 Acres with a total of 491 buildings.

- Contributing: 304
- Non-Contributing: 187

NATIONAL REGISTER DISTRICT: YBOR CITY HISTORIC DISTRICT

Ybor City, established in 1885 as a separate municipality east of Tampa, is significant for its role in the growth of Tampa as a cigar manufacturing center and for its role as a center for Spanish, Cuban, Afro-Cuban, Italian and German immigrants. Founded by Don Vicente Martinez Ybor, who first manufactured clear Havana cigars in Cuba and subsequently in Key West, the rapidly growing area of factories and worker housing was annexed by the City of Tampa within two years.

The district includes Ybor's distinctive three-story brick cigar factory, three monumental clubhouses built by the mutual aid societies in local interpretations of Beaux Arts Classicism, and a commercial core of early twentieth century two-story masonry buildings along Seventh Avenue. The later structures were once fitted with handsome wrought iron balconies, but only a few examples survive today. Housing stock consists primarily of one and two story frame vernacular structures, constructed as single unit rowhouses, duplexes or even quadruplexes. Few unaltered examples survive, however, due in part to urban renewal.

The Ybor City Historic District was listed on the National Register of Historic Places in 1974 and is confined primarily to the commercial core along Seventh Avenue between 16th Street and 22nd

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Street. Contributing and non-contributing structures were not tabulated during the nomination process.

A locally designated Ybor City Historic District, established in 1975, includes a larger, more representative, but not entirely comprehensive area. Its boundaries are Columbus Drive on the north, Fourth Avenue on the south, Nebraska Avenue on the west and Twenty-second Street on the east. The Barrio Latino Commission acts as the architectural review commission for this larger district. The Barrio Latino Commission was established in 1959, and was the first architectural review board in the City of Tampa. It was however, limited to the Ybor City District, whereas the second Architectural Review Commission, which was created in 1987, is citywide with the exception of Ybor City.

Ybor City was designated as a National Historic Landmark District on December 14, 1990.

Period of Historic Significance 1886 – 1940

- National Register Listing: 1974
- National Historic Landmark District: 1990
- Local Historic Designation: 1975
- Expansion of Local Historic District: 2002

Approximately 601 Acres with a total of 1,726 buildings

- Contributing: 1,180
- Non-Contributing: 546

HAMPTON TERRACE (*Pending*)

Period of Historic Significance 1913-1955

National Register Listing: 1999

Local Historic Designation *Pending*

Approximately 140 Acres with a total of 526 buildings.

- Contributing - 308
- Non-Contributing - 218

MULTIPLE PROPERTIES LISTINGS

Historic Central Avenue/African-American Multiple Properties:

Period of Historic Significance 1912-1948

Approximately 0.79 Acres with a total of 10 buildings.

- Contributing: 10
- Non-Contributing: 0

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St. James Episcopal Church – 1202 N. Governor (c. 1921)

Ebenezer Missionary Baptist Church - 1212 Scott Street (c. 1922)

The Greater Bethel Baptist Church – 1201 N. Jefferson (c. 1947)

Paradise Missionary Baptist Church – 1112 Scott Street (c. 1924)

Local Landmark Designation - 05/27/04 (Ord.#2004-127)

Greater Mt. Moriah Primitive Baptist Church - 1225 N. Nebraska Avenue (c.1948)

Local Landmark Designation – *Added* on 08/12/04 (Ord. #2004-189)

North Franklin Multiple Properties Listing

Period of Historic Significance 1906-1951

General Automobile Supply Building – 1102-1106 N. Florida Avenue (c.1910s)

Southern Exchange Building – 1110 N. Florida Avenue (c.1921)

C.C. Burns Furniture Store Building – 1205-1207 N. Franklin Street (c.1910)

Arlington Hotel Building – 1209-1219 N. Franklin Street (c.1910)

Gaetano Ferlia Building – 1211-1211 ½ N. Tampa Street (c.1906)

Local Historic Designation - 03/06/03 (Ord. #2003-60)

National Register Listing - 2002

Spain Restaurant – 509-513 N. Tampa Street (c.1921)

Local Historic Designation - *Added* on 01/06/05 (Ord. #2005-19)

Majestic-Hedges Building – 1202 N. Franklin Street (c.1923)

Local Historic Designation - *Added* on 02/27/06 (Ord. #2006-53)

J. J. Newberry Building – 815 N. Franklin St.(c. 1925) (Ord.#2006-67) 3/15/06

Local Designation Rescinded on 8/17/06 (Resolution #2006-979)

F. W. Woolworth Building – 801-807 Franklin St.(c.1903) (Ord.#2006-68) 3/15/06

Local Designation Rescinded on 8/17/06 (Resolution #2006-980)

West Tampa Multiple Properties Group

West Tampa, originally an independent municipality adjacent to Tampa, is significant for its role in the growth of Tampa and Hillsborough County. Developed by lawyer Hugh MacFarlane beginning in 1892 seven years after Ybor City was established, the area fostered the development of Florida's increasingly important cigar manufacturing industry. At its peak, it included over 100 cigar factories staffed by skilled Cuban, Spanish and Italian immigrants, many of whom had been part of Florida's first cigar manufactories in Key West.

In addition to the twelve distinctive three-story brick factories, all sited on an east west axis and lined with high windows, the district includes clubhouses built by the mutual aid societies in eclectic editions of early twentieth century revival styles. Built by the manufacturers to house the hundreds

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of immigrant factory workers, rhythmic rows of frame vernacular houses in the modified shotgun or modest bungalow style survive in the residential sections.

West Tampa remained a separate political entity until the City of Tampa annexed it in 1925. When the nationwide decline in the cigar industry occurred during the late 1920s and 1930s, factories in Tampa closed, moved, or consolidated until by the early 1980s, there were only four remaining.

The West Tampa Historic District was listed on the National Register in 1983 and includes most of the corporate limits of the city established by charter in 1895. The number of contributing, altered and non-contributing properties was not tabulated in the nomination proposal.

Period of Historic Significance 1894-1945

Residential - 1915 West LaSalle Street (c.1928)

Residential - 1917 West LaSalle Street (c.1915)

Commercial - 2502 North Howard Avenue (c.1903)

Local Historic Designation - Ord.#2006-181, 07/27/06

National Register Listing: 1983

LOCAL HISTORIC LANDMARKS

1. *Beach Park Gateway - 4200 Block of W. Swann Avenue (c.1926)*
Local Landmark Designation - **Pending**
2. *Berriman-Morgan Cigar Factory – 1403 N. Howard Avenue (c.1904)*
Local Landmark Designation 03/25/04 (Ord. 2004-87)
National Register Listing - 1983
3. *Biglow-Helms House - 4807 Bayshore Boulevard (c.1908)*
Local Landmark Designation - 10/13/88 (Ord.#88-331)
4. *Channel District Warehouse (Meshekoff Building) - 204 N. 12th Street (c.1928)*
Local Landmark Designation - **Pending**
5. *The Classic Courthouse - 611 N. Florida Avenue (c.1905)*
Local Landmark Designation – 03/25/04 (Ord.#2004-85)
National Register Listing, 1974
(a/k/a – Federal Building/ U.S. Customs House & Downtown Postal Station)
(Previously addressed as: **601 Florida Avenue**)
6. *Commercial Bank Building - 4902 Commerce Street (c.1926)*

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Local Landmark Designation - 10/20/94 (Ord.#94-212)

7. *Cuscaden Park & Pool – 2900 N. 15th Street (c.1930)*
Local Landmark Designation - 03/06/03 (Ord.#2003-59)
National Register Listing - 1974
8. *David L. Tippin Water Treatment Facility – 7125 N. 30th St. (c.1925)*
Local Landmark Designation – 05/27/04 (Ord.#2004-126)
9. *EL Centro Español de West Tampa - 2306 N. Howard Avenue (c.1912)*
Local Landmark Designation - 12/13/01 (Ord.#2002-29)
National Register Listing, 1974
10. *Episcopal House of Prayer/ St. James House of Prayer 2708 N. Central Avenue (c.1922)*
Local Landmark Designation - 04/07/94 (Ord. #94-59)
National Register Listing - 1991
11. *Fire Station No.1 - Tampa Firefighters Museum 720 E. Zack Street (c.1911)*
Local Landmark Designation - 05/23/02 (Ord.#2002-110)
12. *Floridan Hotel - 905 N. Florida Avenue (c.1926)*
Local Landmark Designation 03/14/96 (Ord.#96-55)
National Register Listing, 1996
13. *Fort Homer Hesterly Armory – 522 N. Howard Avenue (c. 1941)*
Local Landmark Designation 12/05/06 (Ord.#2006-312)
National Register Listing – **Pending**
14. *Gary Public School – 3610 E. 10th Avenue (c.1913)*
Local Landmark Designation 10/06/05 (Ord.#2005-288)
15. *George Guida, Sr. House – 1516 Renfrew Street (c.1952)*
Local Landmark Designation – 04/14/05 (Ord.#2005-103)
National Register Listing, 03/19/06
16. *Hills. County High School/D.W. Waters Center – 2704 N. Highland Ave. (c. 1911)*
Local Landmark Designation – 05/27/04 (Ord.#2004-128)
17. *Hillsborough Lodge #25 F&AM - 508 E. Kennedy Boulevard (c.1928)*
Local Landmark Designation, 10/20/94 (Ord.#94-213)
National Register Listing,1986
18. *Historic Bridges over the Hillsborough River (c. 1913-1939)*
Cass Street Bridge-1926
Columbus Drive Bridge (Michigan Avenue) - 1927
T.N. Henderson Bridge at Hillsborough Avenue -1939

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- Kennedy Blvd Bridge(Lafayette Street) -1913*
Laurel Street Bridge (Fortune St) - 1927
Platt Street Bridge-1926
Local Landmark Designation 08/31/06 (Ord.#2006-205)
19. *Jackson House – 851 E. Zack Street (c. 1899/Additions c.1915)*
Local Landmark Designation, 03/25/04 (Ord.#2004-86)
National Register Listing – 11/30/06
20. *Kid Mason Center – 1101 N. Jefferson Street (c.1948)*
Local Landmark Designation,10/24/03 (Ord.#2003-282)
21. *S. H. Kress Building – 810 N. Florida Avenue (c.1929)*
Local Landmark Designation,01/26/06 (Ord. #2006-30)
National Register Listing,1983
22. *Peter O. Knight Cottage – 245 S. Hyde Park Avenue (c.1889)*
Local Landmark Designation – 05/26/06 (Ord.#2006-134)
23. *MacFarlane Park – 1801 N. Lincoln Avenue (c.1908)*
Local Landmark Designation, 04/07/06 (Ord.#2006-93)
Note: Pavilion and Gateway-Arch only
24. *Metal Works – Dicus Building – 302 N. Willow Avenue (c.1925)*
Local Landmark Designation - **Pending**
25. *Old Peoples Home - The Home Association/1203 E. 22nd Avenue (c.1924)*
Local Landmark Designation - 02/15/01 (Ord.#2002-27)
National Register Listing, 2000
26. *Old Tampa Waterworks Pumping Station – 1810 N. Highland Avenue (c.1902)*
Local Landmark Designation, 06/20/02 (Ord.#2002-133)
27. *Palace of Florence - 45 Davis Boulevard (c.1925)*
Local Landmark Designation,02/26/02 (Ord.#2002-54)
National Register Listing,1989
28. *Palmerin Hotel - 115 E. Davis Boulevard (c.1925)*
Local Landmark Designation, 05/31/90 (Ord.#90-149)
National Register Listing,1989
29. *Plant-Hatton House – 4505 W. Beachway Drive (c.1926)*
Local Landmark Designation, 04/14/05 (Ord.#2005-102)
30. *Horace Theodore Robles House – 2604 E. Hanna – (c. 1900)*

Local Landmark Designation, 11/18/04 (Ord.#2004-290)
National Register Listing, 03/02/06

31. *Roosevelt Elementary School – 3205 S. Ferdinand Avenue (c. 1925)*
Local Landmark Designation – 10/28/04 (Ord.#2004-256)
National Register Listing – 05/31/06

32. *St. Paul A.M.E. Church - 506 E. Harrison Street (c.1917)*
Local Landmark Designation, 05/31/90 (Ord.#90-150)

33. *St. Peter Claver School – 1401 N. Governor Street (c.1929)*
Local Landmark Designation, 02/09/06 (Ord.#2006-45)

34. *Seybold Bakery – 420 S. Dakota Avenue (c. 1926)*
Local Landmark Designation, 01/06/05 (Ord.#2005-20)
National Register Listing ,1985

35. *Sicilian Club - 2001 N. Howard Avenue (c.1929)*
Local Landmark Designation, 12/13/01 (Ord.#2002-30)
National Register Listing – 1983

36. *Souder's Building - 115 S. Fielding Avenue (c.1914)*
Local Landmark Designation, 12/20/01 (Ord.#2001-281)
National Register Listing, 1985

37. *Sulphur Springs Tower - 401 E. Bird Street (c.1927)*
(Now addressed as : **8105 N. Florida Avenue**)

Local Landmark Designation, 10/26/89 (Ord.#89-273)

38. *Tampa Bay Hotel - Plant Hall - 401 W. Kennedy Boulevard (c.1891)*
Local Landmark Designation, 12/14/89 (Ord.#89-300)
Local Landmark Boundary Expansion Designation, 01/24/02
National Register Listing, 1972

39. *Tampa City Hall - 315 E. Kennedy Avenue (c.1915)*
Local Landmark Designation - 04/07/94 (Ord.#94-60)
National Register Listing 1974

40. *Tampa Free Library - 102 E. 7th Avenue (c.1917)*
Local Landmark Designation - 09/28/95 (Ord.#95-197)
National Register Listing - 1991

41. *Tampa Theatre & Office Building – 707 thru 711 N. Franklin Street (c.1925)*

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- Local Landmark Designation - 10/13/88 (Ord.#88-330)
National Register Listing – 1978
42. Tampa Union Station - 601 N. Nebraska Avenue (c.1912)
Local Landmark Designation - 06/23/88 (Ord.#89-215)
National Register Listing - 1974
43. Teco Trolley Barn/Tampa Armature Works – 1910 N. Ola Avenue (c.1911)
Local Landmark Designation – 01/13/04 (Ord.#2004-3)
44. Tolles Parsonage - Coombs Log Cabin – 1822 E. Park Circle (c.1925)
Local Landmark Designation - *Pending*
45. Union Depot Hotel - 862 E. Zack Street (c.1912)
Local Landmark Designation - 02/15/01 (Ord.#2001-44)
National Register Listing - 2000
46. West Tampa Public Library - 1718 N. Howard Avenue (c.1913)
Local Landmark Designation - 06/23/88 (Ord.#88-200)
National Register Listing – 1983
47. Dr. Jacob White – 3321 N. 22nd Street (c.1925)
Local Landmark Designation – 09/09/04 (Ord.#2004-204)
48. Babe Zaharias Golf Course – 11412 N. Forest Hills Drive (c.1926)
Local Landmark Designation – 6-23-05 (Ord. 2005-180)
49. Zion Evangelical Lutheran Church – 2901 N. Highland Avenue (c.1925)
Local Landmark Designation – 10/24/03 (Ord.#2003-283)

Source: Tampa Architectural Review Commission
Del Acosta,

Manager

(813)274-8920

NATIONAL HISTORIC REGISTER LISTING

1. Anderson-Frank House, 341 S. Plant Avenue (c.1839)
National Listing - 4/22/82
2. Ciculo Cubano, 2010 N. Avenida Republica De Cuba (c.1917)

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National Listing - 01/15/72

3. Curtis House - 808 E. Curtis Street (c.1905-06)
National Listing - 08/27/87
4. El Centro Español De Ybor, 1526-1536 7th Avenue (c.1912)
(Now addressed as: *1532 7th Avenue*)

National Historic Landmark Designation - 06/03/88

5. El Pasaje -1318 9th Avenue (c.1896)
National Listing - 11/15/72
6. The Gardner House, 209 W. Palm Avenue (c.1924)
National Listing - 10/13/03
7. Hutchinson House - 304 Plant Avenue (c.1908)
National Listing - 11/01/77
8. Johnson-Wolff House - 6823 S. De Soto Street (c.1885)
National Listing – 07/27/74
9. LeClair Apartments – 3013 & 3015 W. San Carols Street (c.1926)
National Listing – 11/16/88
10. Leiman House - 716 S. Newport Avenue (c.1916)
National Listing – 09/09/74
11. Meacham Elementary School – 1225 India Street (c.1926)
National Listing – 9/15/05
12. J.J. Newberry Co. Building – 815-819 N. Franklin Street
National Listing – 11/16/01
13. Old School House, University of Tampa (c.1858)
National Listing – 12/04/74
14. Old Tampa Children’s Home - 3302 – 3306 N. Florida Avenue (c.1922)
National Listing – 07/22/99
15. SS America Victory – 705 Channelside Drive – Berth 271 (c.1948)
National Listing – 02-04-02
16. Stovall House - 4621 Bayshore Boulevard (c.1926)
National Listing – 09/05/74

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17. Taliaferro House - 305 S. Hyde Park Avenue (c.1890)
National Listing – 10/01/74

18. Tampania House - 4611 W. North A Street (c.1925)
National Listing – 09/12/85

19. Ybor Factory Building - 1916 14th Street (c.1886)
(Now addressed as: **1901 N. 13th Street**)
National Listing – 11/15/72

National Historic Districts

Hampton Terrace Historic District
National Register Listing 1999

Mediterranean Revival Style Buildings of Davis Island (Multiple Listing- 23 Buildings)
National Register Listing 1989

West Tampa Historic District
National Register Listing 1983

Source: Tampa Architectural Review Commission
(813)274-8920

Del Acosta, Manager

9J-5.012 (2) (c) An inventory and analysis of the impacts of development and redevelopment proposed in the future land use element on historic resources and sites in the coastal planning area shall be included along with a map of areas designated for historic preservation.

The City of Tampa has made considerable progress to preserve, protect, and restore its historic resources, not only in the coastal area but throughout the City. The future requires continuing efforts to achieve the long-term goal of historic preservation. The City of Tampa is experiencing development pressures in the coastal zone, where a large percentage of the City's historic resources are located. Because of these development pressures, the City must work closely with the development community to preserve the past.

Impacts of Future Land Use on Historic Preservation

The City of Tampa is an older, urban area, and it has a tight and diverse development pattern. Examples of this diversity in the coastal area is found in the historic districts of Ybor City, Hyde Park and West Tampa.

The Historic Resources and Sites map in the Coastal Planning Area shows that most of Tampa's historic resources are found outside of the local Historic Districts. Tampa has been certified by the State of Florida as a local government that has met the criteria for administering federal and state historic preservation programs. Historic Preservation provides stewardship for Tampa's historic buildings, sites, and recognition of individuals significant in the development of the

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community. Through the efforts of the Historic Preservation Commission, there are currently four Local Historic Districts and 64 Local Historic Landmarks that have been protected through historic designation.

The city of Tampa has also identified and strengthened several strategies for reducing or eliminating uses inconsistent with the community's character. It includes a strategy and plan/regulatory approach to prevent more inconsistent uses from developing, and a strategy that deals with existing, inconsistent uses. These include such actions as not permitting consideration of any rezonings or special uses that are inconsistent with the future land use category onsite. This stops all future development of inconsistent uses and takes a strong position on non-conforming uses (i.e. uses that are not permitted in the future land use plan category but developed prior to its assignment

The Urban Design and Land Use element also contains policy provisions which set up the framework for the preservation and reuse of historic structures within the city of Tampa, including those that lie within the coastal planning area.

The Urban Design and Land Use element acknowledges a continuing need for redevelopment of uses which are non-conforming with the community's character, and the rate of redevelopment or those uses is driven by the market. The City's strategy for addressing existing non-conforming uses allows those uses to continue and provide an economic benefit to the city until such time that a better use, and a consistent one replaces it. Forcing them out of business only hurts the city economically, and vacant, soon-to-be deteriorating buildings blight surrounding areas.

The City is limited in the amount and type of incentives it has available that can be used to redevelop non-conforming uses. Given that constraint, the current strategy is to encourage and recognize the significance of historic resources. One strategy has been to continue to identify the coastal urban village redevelopment areas of, Hyde Park, and Ybor City. They have been identified because of their:

- 1) proximity to the Central Business District;
- 2) redevelopment potential;
- 3) potential for wide mix of housing types;
- 4) history of redevelopment efforts; and
- 5) historic district designations.

Opportunities do exist in Tampa for such development. A good example can be seen in other city neighborhoods. Their proximity to the Central Business District, with its recognized potential and trends as a major employment node and its commitment to providing cultural and recreational amenities can be managed to overcome these objectives and encourage such development. In addition, the city has implemented incentives in the Zoning code that permit adaptive reuse of historic structures to facilitate the continued use of these structures. No differentiation is made between coastal sitings and those that lie in other areas of the city.

The Urban Design and Land Use element also targets several areas for limited redevelopment, consistent with secondary plans that have been completed these areas are: Downtown Tampa,

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Ybor Channel (Channelside), Ybor City and West Tampa. Ybor Channel fall within the 100-year floodplain as well as the coastal planning area. The element calls for special consideration to be given to this national and local historic district. Compliance with the Flood Control Ordinance should control many of the problems associated with developments in flood prone areas; however, additional measures may have to be taken to mitigate the effects from new development or redevelopment.

In order to reduce property damage due to flooding, the City adopted a Flood Damage Ordinance. This Ordinance conforms to protection guidelines set by the Federal Emergency Management Agency and requires that structures lying within the 100-year floodplain be constructed such that flood damage potential is minimized by elevating the structure to a minimum elevation and by building and designing the structure to withstand flooding.