

United States Department of the Interior National Park Service

JUL 11 1989

National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Venice Depot
other names/site number 8 SO 585

2. Location

street & number 303 East Venice Avenue
city, town Venice
state Florida code FL county Sarasota code FL 115 zip code 34293

3. Classification

Ownership of Property: [x] private, [] public-local, [] public-State, [] public-Federal
Category of Property: [x] building(s), [] district, [] site, [] structure, [] object
Number of Resources within Property: Contributing 1, Noncontributing 0 buildings, 0 sites, 0 structures, 0 objects, Total 1

Name of related multiple property listing: Venice Multiple Property Group
Number of contributing resources previously listed in the National Register: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [x] 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 [x] meets [] does not meet the National Register criteria. [] See continuation sheet.
Signature of certifying official: State Historic Preservation Officer, FL Dept. of State - Bureau of Historic Preservation
Date: 7/5/89

In my opinion, the property [] meets [] does not meet the National Register criteria. [] See continuation sheet.
Signature of commenting or other official:
Date:
State or Federal agency and bureau:

5. National Park Service Certification

I, hereby, certify that this property is:
[x] 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: Amy Schlegel
Date of Action: 8/17/89

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(enter categories from instructions)

SPANISH COLONIAL REVIVAL

Materials (enter categories from instructions)

foundation Other/hollow clay tile

walls stucco

other/hollow clay tile

roof other/hollow clay tile

other _____

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

ARCHITECTURE

SOCIAL HISTORY

Period of Significance

1927-1928

Significant Dates

1927

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

Please See Cover Nomination: Venice Multiple Property Group

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Bureau of Historic Preservation

10. Geographical Data

Acreage of property approximately two acres

UTM References

A

1	7
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3	5	7	2	1	0
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2	9	9	8	2	1	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

Parcel 146, M & B, Map sheet 408.

See continuation sheet

Boundary Justification

The boundary follows the legal boundary description that is historically associated with the property.

See continuation sheet

11. Form Prepared By

name/title Vicki L. Welcher - Historic Sites Specialist
organization Bureau of Historic Preservation-Dept. of State date June 23, 1989
street & number 500 South Bronough Street telephone (904) 487-2333
city or town Tallahassee state Florida zip code 32399-0250

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Venice Depot

The Venice Depot, located at 303 East Venice Avenue, constructed in 1927, contributes to the Venice Multiple Property Group under Associated Property Type F1, Buildings of Venice. The one story depot is the only example of the Industrial Category remaining in Venice from the historic period.

The Venice Depot is a one story Mediterranean Revival style structure constructed of rough cast stucco over hollow clay tile. Foundation is continuous hollow clay tile and the roofing material is clay barrel tile and rolled composition. The structure is dominated by two arcaded canopies flanking a central mass. The central block is composed of the hip roofed passenger station (waiting area) at the south end (See Photo 1), and the flat roofed freight station and loading docks at the north (See Photos 2 & 3). The passenger station has an arcaded loggia at the south and east elevations. A ticket booth is located under the southern loggia in the passenger area (See Photo 1). Entrance to the passenger waiting rooms is located at the west and east elevations. The west elevation, adjacent to the rail lines, contains an arcaded entrance with original, wood double doors and two large ticket windows. Original Italian tiles are intact under the larger, western window. All three bays contain multipane semicircular transoms, and hood surrounds (See Photo 4). All arches on the passenger section contain hood surrounds and keystones.

Arcading is located at the west elevation in the gabled loading/waiting area and extends past both sections of the structure. Roof trusses on the canopies are exposed and constructed of heavy wood beams. All support columns contain iron corner braces to minimize damage from baggage carts (See Photo 5).

The flat roofed freight station contains a flat parapet at the north elevation. Loading bays are both elevated and at the ground level on the east elevation, and elevated at the north elevation. All original doors are intact (See Photo 3). A loading spur runs from the main line adjacent to the east elevation providing two avenues for loading and unloading (See Photo 6).

The setting of the depot has remained that of a railroad station. Numerous abandoned passenger and commercial cars are on site. To the immediate west is the intracoastal waterway, to the north, the Venice Avenue Bridge, and to the south the Venice Avenue bridge approach. Rail lines are intact at the west elevation.

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Continuation SheetSection number 8 Page 1 Venice Depot

The Mediterranean Revival styled Venice Depot, located at 303 East Venice Avenue, is significant at the local level under Criterion C as an excellent example of the Mediterranean Revival style as applied to industrial structures in Venice, Florida. It is also significant under Criterion A at the local level as contributing to the social (and commercial) history of the development of Venice. The depot contributes to the Venice Multiple Property Group under Associated Historic Context: Initial Period of Development of the City of Venice, Florida 1925-1928, and Associated Property Type F1: Buildings of Venice, under Category: Industrial.

The depot facilities were part of John Nolen's Plan for the City of Venice in 1925. The structure was built in the Mediterranean Revival style that was required by the developers of the plan, the Brotherhood of Locomotive Engineers. Located on the east side of the intracoastal waterway on Venice Avenue, the depot conforms to the standards imposed by both the city planner and the developer in the completion of commercial and industrial properties.

The Depot is also significant in that it is an excellent model of the quality of product that was produced in Venice by the Brotherhood of Locomotive Engineers. All the heavy timbering, as well as the smaller lumber, was processed at the local BLE sawmill. (Although the exact whereabouts of the sawmill is unknown, it is known that it was located in the vicinity of the depot for easy access to the railroad line.) In addition, all the hollow clay tile and barrel tile was produced at the tile factory, located in the general vicinity of the depot (specific location is still to be determined.) Constructed at a cost of \$47,000, the 400' x 50' station was essential in providing transportation to the City of Venice. In addition, it was located near the waterway to ensure easy transfer of people and cargo between the two systems of transportation. Plans were drawn to also incorporate the Tamiami Trail into the area to provide a terminus of all three methods of transportation available at that time to the community.

The property is a good example of the use of the Mediterranean Revival style and retains its historic integrity through location, design, setting, materials, workmanship, feeling and association. The Venice Depot reflects the ability of the style to conform to all types of properties, including industrial complexes. This was part of the significance of the Nolen Plan in Venice as it was able to provide for comprehensive planning under the auspices of one universal architectural style. By doing so, the development of Venice was directly linked to the architectural style of the historic period and reflects the implementation of the Nolen Plan by the Brotherhood of Locomotive Engineers.

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Continuation Sheet

Section number Photos Page 1 Venice Depot

1. Venice Depot
2. Venice, Florida
3. Vicki L. Welcher
4. March, 1989
5. Bureau of Historic Preservation
6. Front and side elevation facing northwest
7. Photo 1 of 6

Items 1-5 are identical for Photos 1-5.

6. Canopies facing south
7. Photo 2 of 6

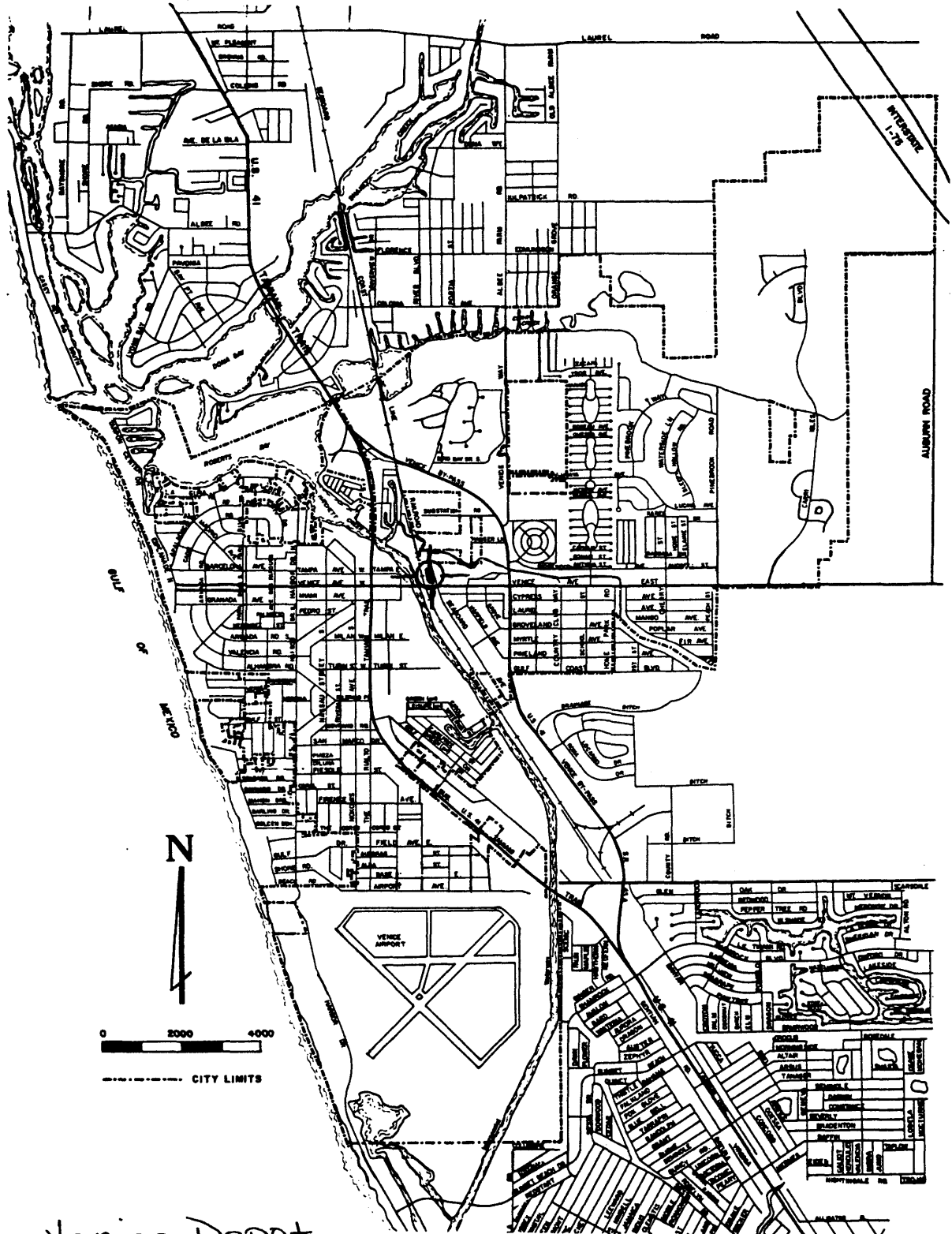
6. Freight Station facing southwest
7. Photo 3 of 6

6. Ticket windows at west elevation facing east
7. Photo 4 of 6

6. Canopies facing south, taken from passenger loading area
7. Photo 5 of 6

1. Venice Depot
2. Venice, Florida
3. Phil Werndli
4. September, 1985
5. Planning Department, Venice City Hall
6. East elevation facing south onto Venice Avenue
7. Photo 6 of 6

Photo 6 contains residue from label as it was part of the 1985 Multiple Resource Nomination.



Venice Depot
 303 East Venice Avenue