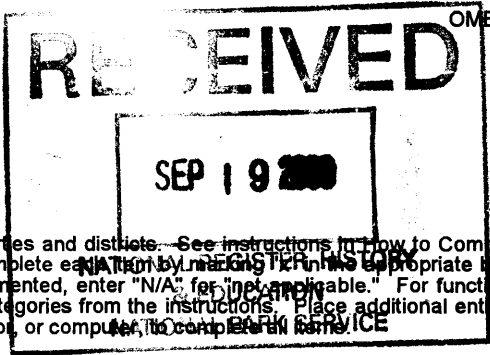


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in determining and requesting determinations for individual properties and districts. See instructions on how to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking the appropriate box or by entering the information requested. If any 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 this form.

1. Name of Property

historic name UNION DEPOT HOTEL, OLD

other names/site number Union Hotel and Cafe

2. Location

street & number 858 East Zack Street N/A not for publication

city or town Tampa N/A vicinity

state FLORIDA code FL county Hillsborough code 057 zip code 33602

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.)

Janet Snyder Matthews 9/11/2000
Signature of certifying official/Title Date

State Historic Preservation Officer, Florida 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 See continuation sheet.
- removed from the National Register.
- other, (explain) _____

Edson W. Beall 12/11/00
Signature of the Keeper Date of Action

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)

- buildings
- district
- site
- structure
- object

Number of Resources within Property

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

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

Name of related multiple property listings

(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)

DOMESTIC/Hotel

COMMERCE/TRADE/Restaurant

Current Functions

(Enter categories from instructions)

VACANT/Not in Use

VACANT/Not in Use

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE/Masonry Vernacular

Materials

(Enter categories from instructions)

foundation Brick

walls Brick

roof Tar and Gravel

other Metal: Decorative Storefront

Narrative Description

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

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

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 36) 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

Areas of Significance

(Enter categories from instructions)

COMMERCE

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

Period of Significance

1912-1950

Significant Dates

1912

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Arch: Unknown

Blder: Unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of Repository

10. Geographical Data

Acreage of Property Less than one

UTM References

(Place additional references on a continuation sheet.)

UTM grid for Zone 17, Easting 357220, Northing 3092640

UTM grid for Zone, Easting, Northing

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 Stephanie E. Ferrell, AIA; Carl Shiver, Historic Sites Specialist
organization Florida Bureau of Historic Preservation date September 2000
street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 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 John Robert Harrell, Sabrose Partners, Inc.
street & number 306 S. Miguel Street telephone (813) 254-7434
city or town Tampa state Florida zip code 33629

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 amend 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.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
DESCRIPTION

SUMMARY PARAGRAPH

The Old Union Depot Hotel, located at 858 East Zack Street in Tampa, Florida, is a six-sided, two-story red brick vernacular building constructed in 1912. It is located immediately across Nebraska Avenue from Tampa Union Station. The ground plan of the former hotel building conforms to the irregularly shaped lots on which it was constructed. The three principal facades face the sidewalks along Zack Street and Nebraska Avenue. Notable features of the building include arched windows, the use of red brick with blond brick decorative details, and cast iron framed storefronts. Although none of the original partitions remain on the interior of the building, the exterior retains most of its historic features and reflects its original 1912 appearance.

SETTING

The Old Union Depot Hotel is found in close proximity to the Tampa Union Station railroad depot, just northeast of the historic downtown business section of Tampa. Downtown Tampa is located at the end of the Hillsborough Peninsula, which is bounded on the west by the Hillsborough River and on the south and east by Tampa Bay and is situated about 20 miles from the Gulf of Mexico. The city of Tampa is the seat of Hillsborough County and is part of the Tampa/St. Petersburg metropolitan area which has a population of over 2,000,000 residents. The hotel building is located in a mixed commercial and warehouse area and is bounded on the north by railroad tracks, on the south by Zack Street, on the east by Nebraska Avenue, and on the west by vacant land.

DESCRIPTION

Main Entrance

The irregularly shaped building rests on a brick foundation, and its exterior walls are constructed of load bearing brick. The main entrance to the building is found in a narrow, one-bay section found at its northeast corner, which overlooks Nebraska Avenue at about a forty-five degree angle (Photos 1-3). The head of the tall, rectangular doorway is supported by strap iron, as are all of the door and window bays in the building, and the doorway is surrounded by blond brick, the sides of which are set in a quoin pattern. Above the doorway is a clerestory window which is now hidden by a plywood panel. On the second story of this narrow section of the building is a single segmental arch window which is surrounded by blond brick that recedes in three bands toward the window sill. Behind the plywood panel used to secure the building from vandalism and weather intrusion is a 1/1-light double hung wood sash window. A curved wooden template fits in the space between the window sill and the brick arch. Similar templates are found in all of the other arched windows in the building.

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
DESCRIPTION

East Facade

The east facade (Photos 1-4), which faces Nebraska Avenue at a much shallower angle than the entrance bay, is divided on the ground story into two major storefront bays, each separated into three sections. Each major section is surrounded with blond brick with quoin motifs at the sides, like the main entranceway. Cast iron pilasters subdivide each of the major sections into three bays that were originally filled with display style windows, above which were clerestory windows. Originally, a wood and metal canopy secured by chains occupied the area dividing the first story windows and doorways of the building from the clerestory area. This feature is now absent but will be replaced in the renovation of building (See Attachment A). The second story of the building on this elevation is also divided into three bays. Three recessed bays in the brick wall contain arched windows surrounded by blond brick. The center of the elevation contains a single arched window, but the flanking bays contain paired arched windows. No doorways are found on this facade.

South Facade

The south facade (Photos 4-5) follows the same visual theme and structural elements as those of the east facade, although the arrangement is irregular. A doorway with the usual quoin motif is found near the southeast corner of the facade. Immediately to its west is a metal storefront with a recessed doorway in its middle bay. A stretch of plain brick wall separates the eastern storefront from the one to its west. The western storefront is identical in all respects to the one farther east. At the southwestern corner of the south facade is another doorway, similar to the one found at the southeast corner of the same elevation. Six pairs of arched windows are found on the second story of the east facade; however, there is a single arched window over the doorway at the southwest corner of the facade.

West Elevation

The west elevation (Photos 5-6) of the building reveals a sandy brown party wall that it shared with a neighboring commercial building—constructed at the same time as the hotel—which was demolished, along with another contiguous storefront building in 1996 due to their deteriorated condition.

North Elevation

The north, or rear, elevation of the building (Photos 7-8) comprises two sections, the larger of which faces due north and the smaller of which faces slightly northwest. The smaller (eastern) section features a single

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
DESCRIPTION

rectangular window on the first story. Like all the major wall openings on the first floor, this window features the quoin motif. The upper story of this section has a single recessed panel with four coupled arched windows.

The long section of the elevation has five rectangular windows on the first story and a rear entrance door near the northwest corner of the building. The second story contains five recessed panels with paired arched windows and one recessed panel with a single arched window. The single window is located over the rear doorway. One of the arched windows has an emergency exit that opens onto an original metal fire escape stairway.

Roof Area

The slightly sloping roof is surrounded by a high parapet. The parapet is separated from the recessed window panels by a narrow blond brick stringcourse, above which is a dogtooth cornice of more blond brick defined above and below by red brick. The coping of the parapet is also composed of blond brick. The roof is a parapet type that slopes toward the southwest corner.

Interior Spaces

The interior space of the building (approximately 6,500 feet) was originally divided into commercial/retail use on the ground level with hotel rooms on the second floor. The interior of the first floor was modified at several times to serve a variety of uses. All of the interior partitions on the first floor were removed by the previous owner. A single row of wood posts that runs down the center of the ground level supports the floor above (Photos 9-10). The flat roof covering the second floor level is carried entirely by the wooden joists.

Alterations/Condition

The building retains much of the wood framing members and the lower wood panels of the original storefronts. Steel fasteners on the south, east, and narrow northeast facades show evidence of a no longer extant canopy below the clerestory which would have shaded the sidewalks on the Zack and Nebraska Street sides of the building. Each storefront and entry are flanked by blond brick quoins and topped with blond brick headers, reflecting similar decorative details found in the nearby Union Station. While some of these distinctive features have been covered by now peeling red paint, the building's exterior is largely unaltered.

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Section number 8 Page 1

**UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE**

SUMMARY PARGARPH

The Old Union Depot Hotel is significant at the local level under criteria A and C in the areas of Community Planning and Development, Commerce, and Architecture. It was constructed in 1912 to serve as a satellite lodging and commercial venue for the nearby Union Station, which was erected to facilitate Tampa's increasing rail traffic during the early decades of the twentieth century. Both the hotel and railroad station were constructed near the point where downtown Tampa meets Ybor City, which had its own distinctive urban and social center. The hotel building is all that remains of a continuous series of twelve two-story brick storefronts that were constructed on the north side of Zack Street at the intersection of Nebraska Avenue in 1912. The hotel and retail units catered to the immediate needs of passengers arriving at the railroad station, which had replaced two others that had been located near the center of downtown Tampa. The small hotel was used particularly by traveling salesmen and by railroad employees needing temporary lodgings. The retail stores in the commercial complex also served the needs of persons commuting between downtown Tampa, Ybor City, and the large middle class neighborhood of Tampa Heights that extended northward along Nebraska Avenue.

HISTORIC CONTEXT

The military preserves established in the Tampa Bay area have had an influence on Tampa throughout most of its history. Today's MacDill Airforce Base, located at the south end of the Hillsborough peninsula, is only the most recent of a long line of temporary and permanent military installations that played a role in the city's development. Before the establishment of a military outpost at the mouth of the Hillsborough River by U.S. Army major George M. Brooke in 1824, Tampa had been little more than a live oak grove and mangrove swamp that had been inhabited for centuries by Native Americans and was the landing point for Spanish fishermen. One of its main attractions, beyond its strategic location, was a reliable fresh water spring located near present-day Ybor City. The first permanent settler was Robert J. Hackley, who established a farm on the site that would become, first Fort Brooke, and then Tampa. Major Brooke took over Hackley's home as his headquarters, and the land south of present-day Whiting Street became Fort Brooke.¹

As conflicts with the Seminole Indians intensified during the 1830s and 1840s, Fort Brooke became the major staging area for military operations in the interior of the Florida peninsula. Settlers were soon attracted to the environs of the protecting fort, and people began to construct homes and businesses in what is now the heart of downtown Tampa. In 1833, Hillsborough County was established with Tampa selected as the county seat. The Town of Tampa was formally platted in 1847, and the county began selling lots in town to raise funds for the

¹ Karl Grismer, Tampa: A History of the City of Tampa and the Tampa Bay Region of Florida (St. Petersburg: The St. Petersburg Times Publishing Company, Inc., 1950) 58.

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TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE

construction of a courthouse. The earliest buildings were concentrated along Tampa and Ashley streets. By 1850, there were seventy-nine dwellings in the downtown area and almost an equal number of businesses. Just over five years later the number of buildings had doubled.²

The main concentration of businesses in the early downtown was along Washington Street between Marion Street and Tampa Avenue and south on Tampa to Whiting Street where the Palmer House, the city's only hotel, was located. At the foot of Whiting Street was the city wharf, Tampa's only real contact point with the outside world. By 1853, a stage line had been opened to Gainesville, but the condition of the road—really little more than a wilderness trail—was deplorable. The 1850s also saw Tampa establish its first city cemetery. A private school was begun in 1853, and a building housing a Masonic lodge was erected. Two years later the community took on even more sophistication with the founding of its first newspaper.³

During the 1850s, Fort Brooke was largely abandoned, and population growth in Tampa stagnated. During the Civil War, growth in Tampa was both slow and hard. Tampa Bay was a constant target of the Gulf Blockading Squadron, because most residents were involved with or supported the blockade runners who attempted to carry goods in and out of Tampa.⁴ Following the end of the conflict, Tampa suffered from a declining economy and abandonment by many of its residents. The Union occupation troops stationed at Fort Brooke did provide some money for the local economy, but it was insufficient to lift the business depression. Tampa lost shipping business during the 1870s to Cedar Key, a coastal community to its north, because that community had a railroad line linking it to Jacksonville.⁵

Tampa was suddenly transformed into a boom town in 1883 by the arrival of the South Florida Railroad. Tampa suddenly became a major shipping port with ties to Cuba and South America when the rail line developed a shipping terminal at Port Tampa, located several miles south of downtown Tampa. The town, which had been on the verge of extinction, grew in population from 722 in 1880 to 2,376 in 1885.⁶ The year 1885 was momentous for the budding metropolis. Vicente Martinez Ybor, a major cigar manufacturer from Key West, Florida, moved his entire factory operations to Tampa, establishing the independent town of Ybor City east of the Tampa city limits. Other Key West manufacturers followed Ybor, bringing with them their Cuban and

² Gary R. Mormino and Anthony P. Pizzo, Tampa, the Treasure City (Tulsa, OK: Continental Heritage Press, Inc., 1983) 45.

³ *Ibid.*, 47.

⁴ Grismer, 140.

⁵ *Ibid.*, 150-152

⁶ *Ibid.*, 178.

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE

Spanish cigar makers. Within a year, the new city began to rival Tampa in size and importance, prompting Tampa city officials to annex the area in 1887.⁷

In 1888, Henry Bradley Plant, the entrepreneur who had brought the railroad to Tampa, announced that his company would build a grand hotel that would help Tampa become a major resort city.⁸ The 1890s for Tampa were a time of phenomenal growth, stimulated by the cigar industry, which by 1894 had spread west of the Hillsborough River to create the city of West Tampa, which remained independently incorporated until 1925.⁹ The growing prosperity saw the spread of the residential area from downtown to the new suburbs of Hyde Park and Tampa Heights, areas that had previously been wilderness and farmland. By 1900, streets were being paved, and the downtown business district saw the installation of electric street lights. Masonry buildings began to replace the older wooden structures. Tampa's first "skyscrapers" were constructed during the 1910s, and the expanding business district spread into the old Fort Brooke cantonment which had been incorporated into the city of Tampa in 1905. Tampa had been used as a major staging area for the training and embarkation of military forces during the Spanish-American War in 1898, prompting the U.S. Congress to provide funding for the dredging of the shallow waters of Tampa Bay near the Hillsborough peninsula in order to improve the city's downtown docking facilities. Tampa became a major deepwater port, with warehouses lining the railroad spurs that ran along the harbor. The rapid growth of Tampa and its suburbs made the old Atlantic Coast Line and Seaboard Air Line railway depots located in downtown Tampa obsolete. The burgeoning city needed a larger and grander rail terminal to meet its growing needs.¹⁰

Completion of the Union Station

Plans to construct a new, unified railway terminal for the city of Tampa had been proposed by 1910, but opposition to the use of municipal funds for its construction delayed the execution of the project for nearly a year. Eventually, a consortium of three railroad companies—Atlantic Coast Line, Seaboard Air Line, and Tampa Northern—under the auspices of the Union Station Company would finance construction of the station. It was the habit of rail companies to construct their own facilities to handle both passengers and freight, a sensible practice where communities were served by a single line. Tampa, however, was the terminal point of a number of railroad lines, and the volume of passenger and freight traffic made the construction of a centralized facility a high priority for the community. The location of the new depot also provided difficulties for planners, since it had to be sited as close as possible to the multiple urban areas of Tampa, Ybor City, and West Tampa. The site

⁷ Ibid., 204-205.

⁸ Grismer, 186-187.

⁹ Ibid., 204.

¹⁰ Jackson McQuigg, Images of America: Tampa Union Station (Dover, NH: Arcadia Publishing, 1998) 6-8.

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE

finally chosen was a tract of land on the east side of Nebraska Avenue located about halfway between downtown Tampa and Ybor City. The two parcels of land comprising about six acres were covered with orange trees and scrub and required a great deal of improving and grading before erection of the passenger terminal and baggage and freight facilities could begin. Construction of the facility finally began in the latter part of 1911, and the completion date was scheduled to be around March 15, 1912. The opening date, however, was put off until May because the plans were revised to meet some new requirements of the railway companies that would be using the facility. The Terminal Company had also acquired properties on the west side of Nebraska Avenue on which to construct substantial business blocks.¹¹

The Union Station began operation with little ceremony on May 15, 1912. Passengers arriving at the Renaissance Revival style terminal, which had been constructed at a cost of \$250,000, found that the streets around the station were still unpaved and that there was no means of transportation to convey them to their downtown hotels or other destinations. Baggage was delayed or mishandled, and some more adventurous arrivals set out on foot and became stranded because Twiggs and Zack streets were being torn up for the construction of street railway lines and the installation of sewers. These victims were ultimately rescued by the police or various good Samaritans who saw that they reached their destinations. Enterprising owners of horse drawn hacks and wagons were finding eager customers for their primitive but reliable mode of transport. Persons attempting to reach the station by automobile became stuck in the deep sand and had to be assisted in extricating their vehicles.¹²

HISTORIC SIGNIFICANCE

History of the Union Station Hotel

The disorder surrounding the opening of the Union Station and the situation involving the incomplete development of the immediate surroundings of the facility, as mentioned in the Tampa Morning Tribune, seem to indicate that the Union Station Hotel and its associated business units were not yet under construction when the depot itself began operations. The Tampa city directory for 1912 reveals that Zack Street between Jefferson and Nebraska was mainly an African-American residential area, and neither the hotel nor any of the other business locations are listed. The Sanborn fire insurance maps for 1903 show that the buildings fronting on Zack Street were mainly wood frame residences. At least seven buildings, one of them a one-story wood frame store that stood at the corner of Zack Street and Nebraska Avenue, had to be demolished to make way for the new

¹¹ Tampa Morning Tribune, January 12, 1912

¹² Tampa Morning Tribune, May 16, 1912.

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE

construction. The new complex comprised twelve contiguous two-story masonry structures inclusive of the addresses from 842 to 854 (now 858) Zack Street.

City officials had hoped that construction of the Union Station would prompt a wholesale redevelopment of the area surrounding it, transforming the neighborhood from a black residential area to a satellite of the downtown Tampa business district. The hotel opened for business in the latter part of the year 1912 or early in 1913.¹³ The building featured a restaurant on the first floor and eight sleeping rooms on the second. The location near the railroad station appears to have provided the hotel and restaurant with steady patronage. Despite hopes for the success of the overall business development, the venture did not thrive. Many of the ground floor storefronts never gained long term tenants, and the second floor areas of most of the commercial units remained unoccupied, except for occasional use as rooming houses. The area failed to attract new construction, with most of the retail and professional activity in Tampa remaining along Franklin Street, or moving to suburban areas along north Florida and Tampa avenues. The nearby communities of Sulphur Springs and Temple Terrace were also magnets for commercial development by the 1920s.

By 1924, the hotel had changed its name to the Philip Leo Travelers Hotel, which operated mainly as a rooming house. The name changed to the Union Hotel and Cafe in 1926 when George Bambalis took over operation of both the hotel and restaurant. A woman named Geneva Floyd assumed control around 1934 and changed hands from Floyd to Junius Jones in 1936. The Tampa city directory for 1939 shows that all of the properties in the extended commercial block were vacant, except for the hotel and restaurant. In 1942, the property was purchased by Bertha Telford, who changed the name of the hotel to Bertha Telford Furnished Rooms. The downstairs area continued to be used as a restaurant. Telford rented rooms in the building until the 1950s.¹⁴ By the 1970s, the building had become vacant, although it would see occasional use up through the mid-1980s.¹⁵ At some time between 1968 and 1971 all of the store units west of 850 Zack Street succumbed to either fire or demolition, as the addresses no longer appear in the 1971 edition of the city directory. A photograph taken in 1979 during a historic architectural resources survey of Tampa by the Historic Tampa Hillsborough County Preservation Board shows the two remaining buildings still attached to the old hotel (Attachment B). These were demolished in 1994 because they failed to meet the necessary city building code requirements.

¹³ The hotel building is not listed in the 1912 Tampa city directory.

¹⁴ Kite-Powell, Rodney. "A Brief History of the Union Hotel and Cafe, AKA the New Union Depot Hotel." Typescript, written for the Tampa Bay History Center. n.p., n.d.

¹⁵ Tampa City Directory.

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Section number 8 Page 6

UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE

CRITERION A: COMMUNITY PLANNING AND DEVELOPMENT/COMMERCE

Even though construction of the Union Station (listed in the National Register 1974) and its complementary Union Depot Hotel did not ultimately have the desired effect of revitalizing the eastern sections of Twiggs and Zack streets, it is clear that their construction was central to the goals that city officials envisioned for the community's future. The railroad station was vacated in 1988 and acquired from the CSX Railroad Company in 1992 by the nonprofit organization Tampa Union Station Preservation for renovation as a rail terminal and office complex. The renovation project was completed in 1999, and purchased by the City of Tampa which leases the first floor of the building to Amtrak for use as a rail terminal, while the second floor area has professional office tenants. The city government sees the renovated station and the proposed rehabilitation of the old hotel as elements in its overall plan to revitalize the downtown commercial district and other economically depressed historic areas of the city. The station itself is a local landmark protected by Tampa's Historic Preservation Ordinance. Both properties represent one of the early expansionist phases of Tampa's development, at a time when the city was experiencing phenomenal growth in both population and regional economic importance.

Next to the railroad station itself, the Union Depot Hotel was probably the most important commercial structure in the immediate vicinity of Zack Street and Nebraska Avenue. The hotel and restaurant operated in one form or another for almost seventy years. Its nearly constant occupation allowed the building to survive long after its neighboring commercial structures had fallen victim to decay and, ultimately, demolition.

CRITERION C: ARCHITECTURE

ARCHITECTURAL CONTEXT

Commercial Vernacular Architecture

Masonry commercial buildings that began to appear in American cities after the Civil War were seldom completely plain, but drew upon a variety of stylistic sources to accent windows, doorways, cornices, and large expanses of wall spaces on the principal facades. Most often details came from the Romanesque, Renaissance, and Italianate vocabularies that had proved popular in the construction of private residences during the latter years of the 19th century. Surprisingly, Colonial Revival—particularly Georgian and Adamesque—forms did not gain currency until well into the second decade of the 20th century, reaching the height of popularity during the 1930s. It was fairly easy for architects and contractors to “spruce up” an otherwise lackluster building design by introducing arched windows, recessed panels, simple corbelled cornices, and a variety of brick patterns that were

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SIGNIFICANCE

enhanced by using variegated or colored brick. By the mid-1920s, such building practices had sharply waned, and inexpensive commercial buildings began to adopt “modernistic” features derived from the Art Deco or Moderne styles, or were left without any distinctive stylistic references.

Metal Storefronts

Commercial establishments of the 18th and early 19th centuries were frequently located on the ground floor of buildings and, with their residentially scaled windows and doors, were often indistinguishable from surrounding houses. In some cases, however, large bay or oriel windows comprised of small panes of glass set the shops apart from their neighbors. Awnings of wood and canvas and signs over the sidewalk were other design features seen on some early commercial buildings. The ground floors of large commercial establishments, especially in the first decades of the 19th century, were distinguished by regularly spaced, heavy piers of stone or brick, infilled with paneled doors or small paned window sash. Entrances were an integral component of the facade, typically not given any particular prominence although sometimes wider than other openings.

The ready availability of architectural cast iron after the 1840's helped transform storefront design as architects and builders began to experiment using iron columns and lintels at the ground floor level. Simultaneous advances in the glass industry permitted manufacturing of large panes of glass at a reasonable cost. The combination of these two technical achievements led to the storefront as we know it today—large expanses of glass framed by thin structural elements. The advertisement of the merchant and his products in the building facade and display windows quickly became critical factors in the competitive commercial atmosphere of downtowns. In the grouping of these wide-windowed facades along major commercial streets, the image of America's cities and towns radically changed.

The first cast iron fronts were simple post-and-lintel construction with little decoration. As iron craftsmen became more adept and as more ornate architectural styles became popular, cast iron fronts were given Italianate, Venetian Gothic, and French Second Empire details. Cast iron storefronts could be selected directly from catalogs, which began to appear in the early 1850's. Standardized sills, columns, and lintels could be arranged to create fronts of all sizes, styles and configurations. In the 1870's sheet metal storefronts became popular; they were also sold in standardized sizes and configurations through manufacturers' catalogs.

The typical 19th century storefront consisted of single or double doors flanked by display windows. The entrance was frequently recessed, not only to protect the customer from inclement weather but to increase the amount of space in which to display merchandise. In some cases an additional side door provided access to the upper floors. Thin structural members of cast iron or wood, rather than masonry piers, usually framed the

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
SIGNIFICANCE

storefront. The windows themselves were raised off the ground by wood, cast iron or pressed metal panels or bulkheads; frequently, a transom or series of transoms (consisting of single or multiple panes of glass) were placed above each window and door. The signboard above the storefront (the fascia covering the structural beam) became a prominent part of the building. Canvas awnings, or in some cases tin or wooden canopies, often shaded storefronts of the late 19th century. Iron fronts were frequently put onto existing buildings as a way of giving them an up-to-date appearance. Except for expanding the display window area to the maximum extent possible and the increasing use of canvas awnings, few major technical innovations in storefront design can be detected from the 1850's through 1900.

The first decades of the 20th century saw the growing use of decorative transom lights (often using small prismatic glass panes) above display windows; in some cases, these transoms could be opened to permit air circulation into the store. Electric incandescent lights enabled storeowners to call attention to their entrance and display windows and permitted nighttime shopping.

Because commercial architecture responds to a variety of factors—environmental, cultural, and economic—distinct regional variations in storefronts can be noted. Fixed metal canopies supported by guy wires, for example, were common in late 19th and early 20th century storefronts in southern states where it was advantageous to have shaded entrances all year long. Such a detail was less common in the northeast where moveable canvas awnings predominated. These awnings could be lowered in summer to keep buildings cooler and raised in winter when sunlight helps to heat the building.

Architectural Significance

Although the relatively small commercial building is largely a vernacular masonry structure, it displays a number of notable decorative details that link it visually with the Renaissance Revival style Union Station. Among the important elements are the large coupled windows beneath segmental arches that are set into blond brick window surrounds that in turn are set into red brick recessed panels on the second story. Also blond brick corbelled cornices strongly define the building's profile. Another important feature is the dogstooth trim that tops each of the inset panels on the three principal (south, west, and northeast) facades. The building's cast iron storefronts remain intact on the south and east facades at the ground level of the building. The main storefronts are divided into three bays by iron pilasters. Transoms are found above each of the glazed panels and above the doorways. Even the irregularly shaped building site, to which the ground plan of the building conforms, lends the structure a very distinctive appearance.

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UNION DEPOT HOTEL, OLD
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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
GEOGRAPHICAL REFERENCES

Verbal Boundary Description

All of lots 1,2, 3 and 4 of BINKLEY'S ADDITION TO FORT BROOKE SUBDIVISION, as per map or plat thereof, as recorded in the Public Records of Hillsborough County, Florida, including all improvements, thereon, and having physical street addresses of 700 North Nebraska Avenue and 858 East Zack Street, Tampa, Florida and folio numbers of 185170.0000 and 185171.0000

Boundary Justification

The above boundaries encompass all of the historic resources associated with the building historically known as the Union Depot Hotel.

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UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
PHOTO LIST

List of Photographs

1. Old Union Depot Hotel
2. 858 E. Zack Street, Tampa (Hillsborough County), Florida
3. Stephanie Ferrell
4. 1999
5. Stephanie Ferrell
6. Northeast and Southeast Facades, Looking Northwest
7. Photo 1 of 10

Items 1 through 5 are the same for the remaining photographs.

6. Northeast and Southeast Facades and North Elevation, Looking Southwest
7. Photo 2 of 10

6. Northeast and Southeast Facades, Looking West
7. Photo 3 of 10

6. Northeast and South Facades, Looking Northwest
7. Photo 4 of 10

6. South Facade and West Elevation, Looking Northeast
7. Photo 5 of 10

6. West Elevation, Looking East
7. Photo 6 of 10

6. North Elevation, Looking Southwest
7. Photo 7 of 10

6. North Elevation, Looking South
7. Photo 8 of 10

6. Interior, First Floor Detail, Wood Column, Looking Northwest
7. Photo 9 of 10

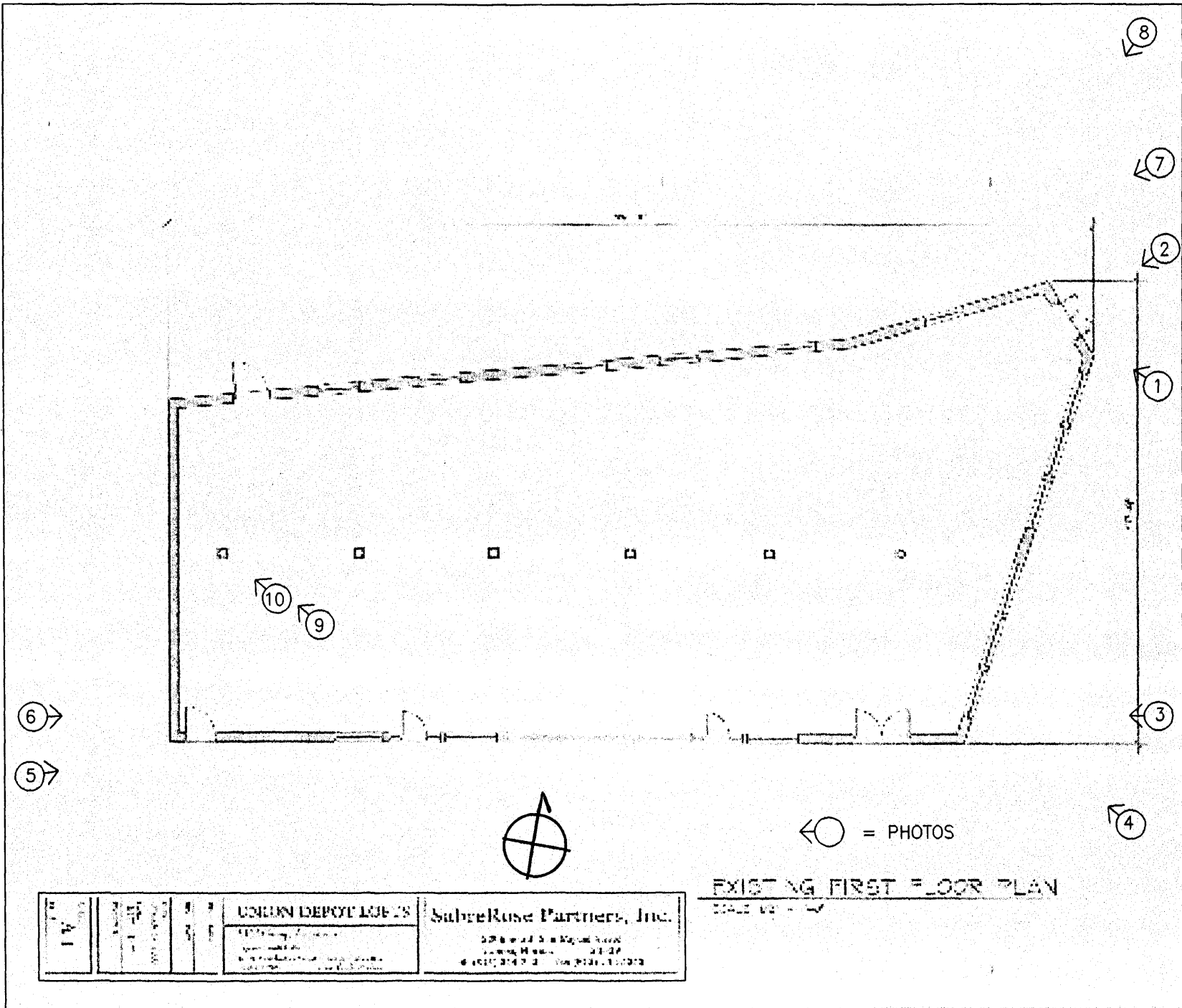
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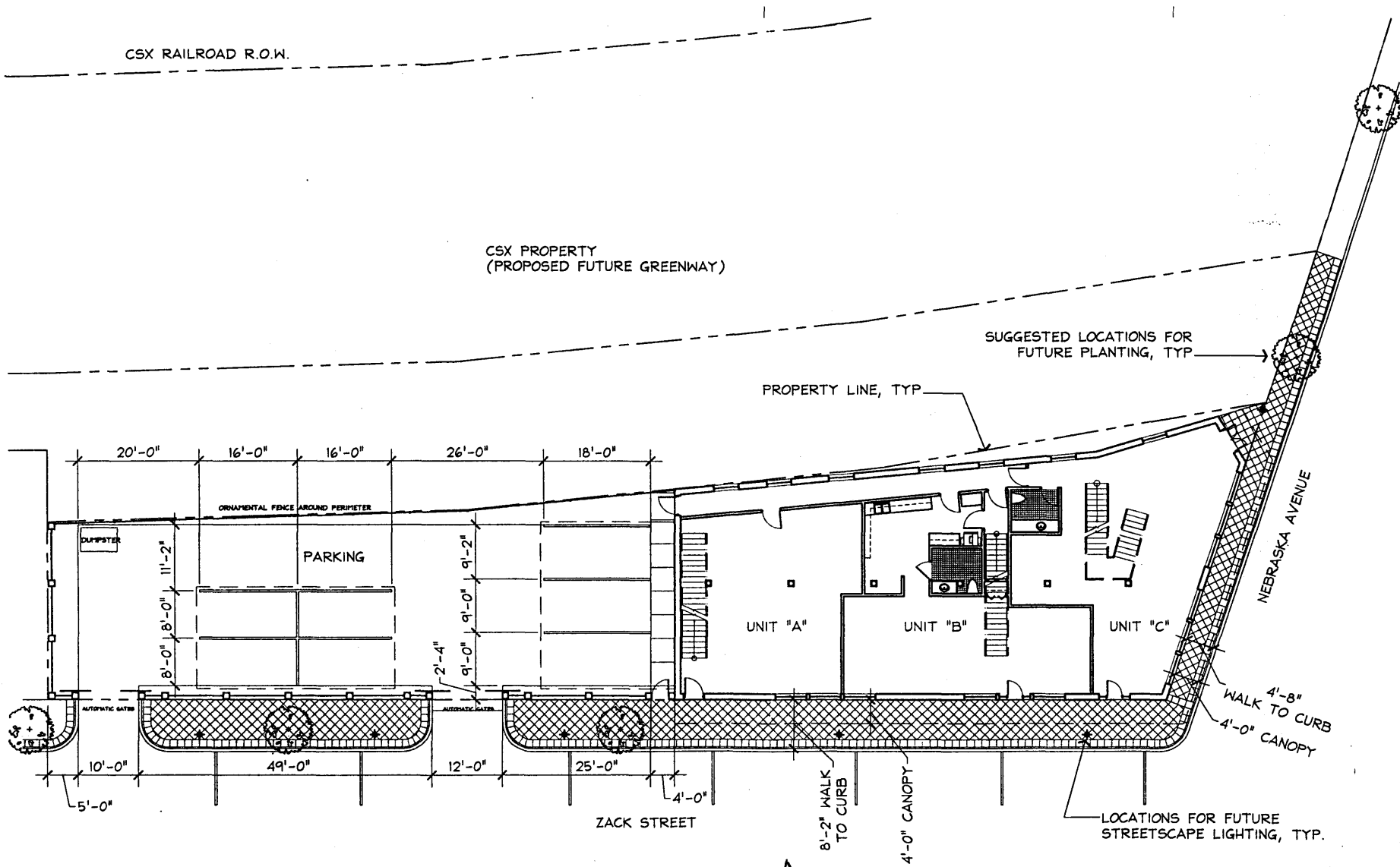
UNION DEPOT HOTEL, OLD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA
PHOTO LIST

-
6. Interior, First Floor Detail, Floor Joists, Looking Northwest
 7. Photo 10 of 10



1 1/4" = 1'-0"	2 1/4" = 1'-0"	3 1/4" = 1'-0"	UNION DEPOT LEASERS 10000 Union Deposit Road Union Deposit, PA 17088 (717) 261-1111	SubreRose Partners, Inc. 500 West 5th Street Harrisburg, PA 17101 (717) 261-1111
			4 1/4" = 1'-0"	

EXISTING FIRST FLOOR PLAN



CSX RAILROAD R.O.W.

CSX PROPERTY
(PROPOSED FUTURE GREENWAY)

SUGGESTED LOCATIONS FOR
FUTURE PLANTING, TYP

PROPERTY LINE, TYP

ORNAMENTAL FENCE AROUND PERIMETER

PARKING

UNIT "A"

UNIT "B"

UNIT "C"

NEBRASKA AVENUE

4'-8" WALK TO CURB
4'-0" CANOPY

ZACK STREET

LOCATIONS FOR FUTURE
STREETSCAPE LIGHTING, TYP.

PROPOSED SITE PLAN

SCALE: 1/16" = 1'-0"

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ph (813) 254-7434 fax (813) 254-5253

UNION DEPOT LOFTS

SEF Group, Architects

Stephanie Ferrell, P.A.A.
601 N. Nebraska Ave., Suite 201 Tampa, Florida 33602
(813) 318-9100
e-mail: Ferrells@sef.com

REV DATE

REV DATE

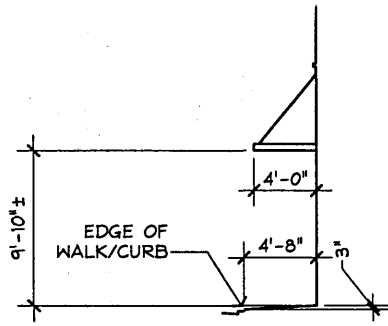
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March 17, 2000

SCALE
1/16" = 1'-0"

PROJECT No.

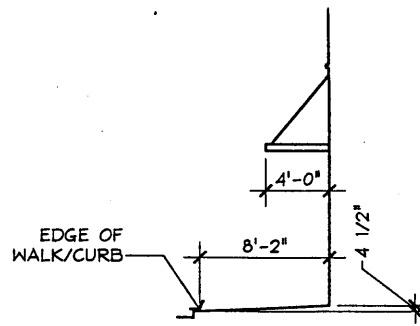
SHEET
A-1

OF 3



PROFILE AT NEBRASKA

SCALE: 1/8" = 1'-0"



PROFILE AT ZACK

SCALE: 1/8" = 1'-0"



PROPOSED FRONT ELEVATION

SCALE: 1/8" = 1'-0"



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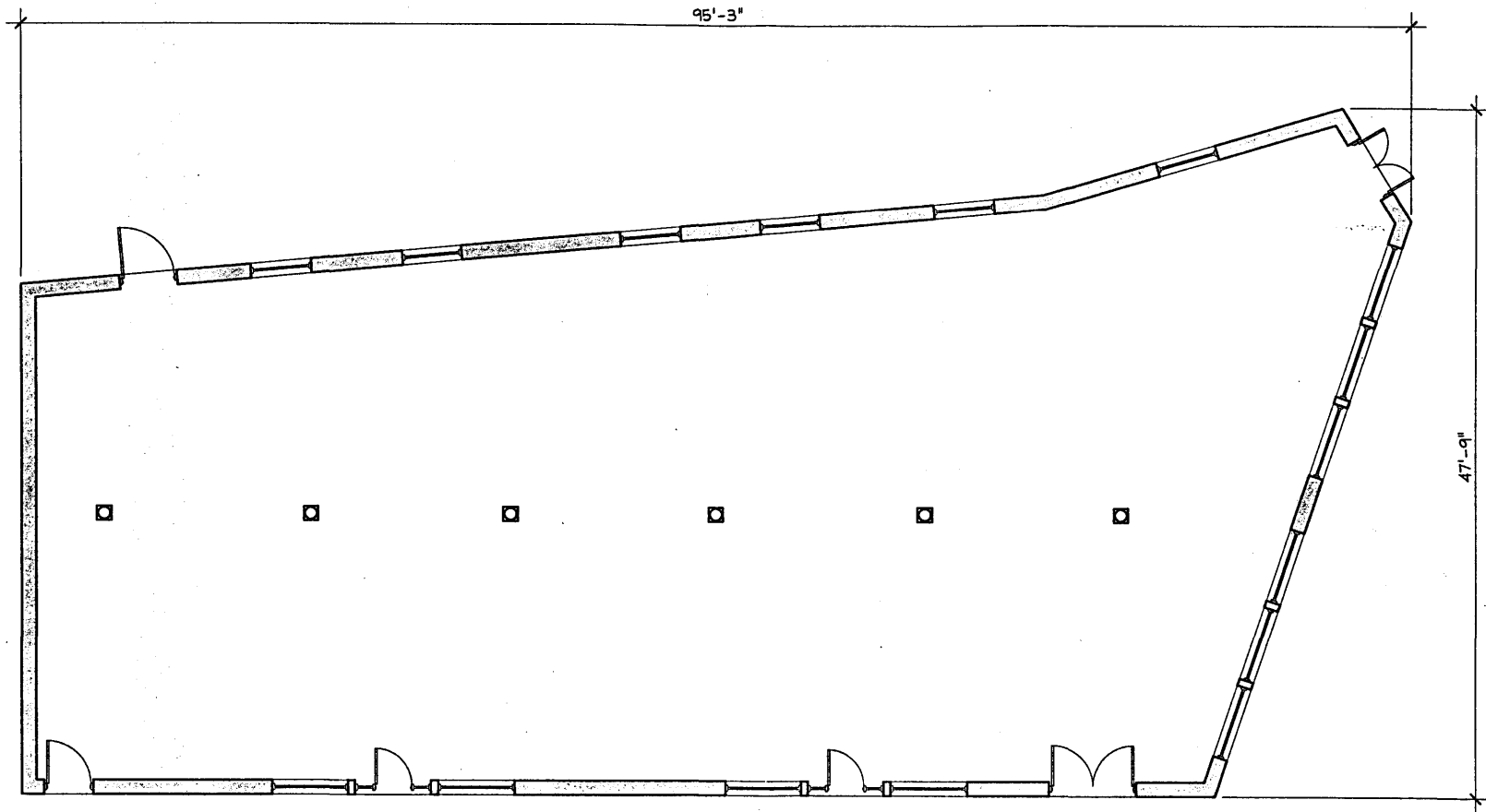
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DATE	March 17, 2000
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EXISTING FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

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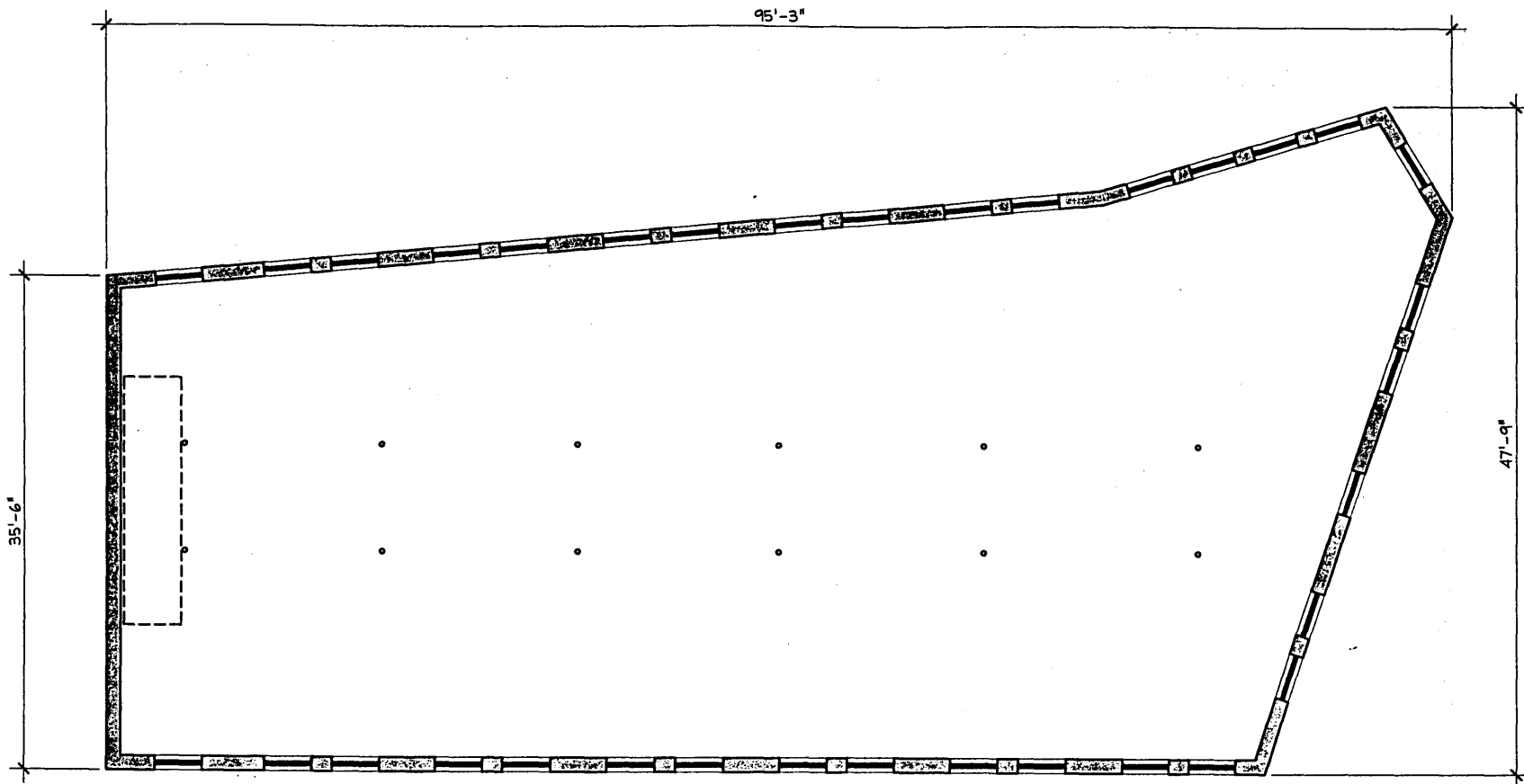
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REV	DATE
DATE March 17, 2000	
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EXISTING SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

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UNION DEPOT HOTEL, OLD
HILLSBOROUGH COUNTY, FLORIDA

ATTACHMENT A



**UNION DEPOT HOTEL, OLD
HILLSBOROUGH COUNTY, FLORIDA**

ATTACHMENT B

