

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received SEP 7 1983
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic West Tampa Historic District

and/or common Old City of West Tampa

2. Location *Roughly bounded by Cypress and Ivy Sts., Fremont and Habana Aves.*

street & number See Continuation Sheet N/A not for publication

city, town Tampa N/A vicinity of

state Florida code 12 county Hillsborough code 057

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple (Owner notification by newspaper advertisement)

street & number N/A

city, town Tampa N/A vicinity of state Florida

5. Location of Legal Description

courthouse, registry of deeds, etc. Hillsborough County Courthouse

street & number 401 Pierce Street

city, town Tampa state Florida

6. Representation in Existing Surveys

The Man-made Environment in Tampa
title and Hillsborough County
Determined Eligible 3/4/83
has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records Historic Tampa/Hillsborough County Preservation Board

city, town Tampa state Florida

7. Description

Condition

excellent deteriorated
 good ruins
 fair unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

(See Continuation Sheet)

8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	humanitarian		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)		

Specific dates +1893-1933 **Builder/Architect** Various

Statement of Significance (in one paragraph)

(See Continuation Sheet)

9. Major Bibliographical References

(See Continuation Sheet)

10. Geographical Data

Acreeage of nominated property 273

Quadrangle name Tampa

Quadrangle scale 1:24,000

UTM References

(See Continuation Sheet for I-N)

A

1	7	3	5	4	5	1	0	3	0	9	2	7	5	0
Zone	Easting				Northing									

B

1	7	3	5	4	3	0	0	3	0	9	2	5	1	0
Zone	Easting				Northing									

C

1	7	3	5	3	8	9	0	3	0	9	2	5	6	0
Zone	Easting				Northing									

D

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

E

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

F

1	7	3	5	4	1	4	0	3	0	9	4	1	7	0
Zone	Easting				Northing									

G

1	7	3	5	4	3	4	0	3	0	9	4	1	7	0
Zone	Easting				Northing									

H

1	7	3	5	4	5	3	0	3	0	9	3	3	6	0
Zone	Easting				Northing									

Verbal boundary description and justification

(See Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title W. Carl Shiver/Larry S. Paarlberg, Historic Sites Specialist

organization Division of Archives, History & Rec. Mgmt. date August 23, 1983

street & number The Capitol telephone (904) 487-2333

city or town Tallahassee state Florida

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature George W. Percy

title George W. Percy, State Historic Preservation Officer date _____

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I hereby certify that this property is included in the National Register

Patrick Andrews
for Keeper of the National Register

date 10/16/83

Attest:

date _____

Chief of Registration

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Rough Boundary: Bounded on the south by Cypress Street, on the west by Armenia and Habana Avenues, on the north by Columbus Drive, on the east by Albany and Fremont Avenues. Discontiguous area bounded on south by Aileen Street and an alley approximately 100 feet south of Kathleen Street, on the west by property lines mid-way between Tampania and Armenia Avenues and by Armenia Avenue, on the north by Cordelia and Ivy Streets, and on the west by Howard Avenue.

Streets Running East to West:

Aileen Street	West from Howard Avenue to middle of block between Armenia Avenue and Tampania Avenue;
Arch Street	West from Fremont Avenue to Armenia Avenue
Beach Street	West from the alley running north-south approximately 100 feet east of Albany Avenue to Habana Avenue
Cherry Street	West from Fremont Avenue to Habana Avenue
Chestnut Street	West from Fremont Avenue to Habana Avenue
Columbus Drive	West from Albany Avenue to Howard Avenue
Cordelia Street	West from Howard Avenue to one lot east of Tampania Avenue
Cypress Street	West from Albany Avenue to Armenia Avenue
Grace Street	West from Albany Avenue to Armenia Avenue
Green Street	West from Fremont Avenue to Habana Avenue
Ivy Street	West from Howard Avenue to Armenia Avenue
Kathleen Street	West from the rear property line of 2702 Armenia Avenue to 2514 Kathleen Street
LaSalle Street	West from Fremont Avenue to St. Peter Avenue
Laurel Street	West from Fremont Avenue to Albany Avenue; also west from Howard Avenue to Armenia Avenue
Main Street	West from Fremont Avenue to Habana Avenue
Nassau Street	West from Albany Avenue to Armenia Avenue

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Palmetto Street	West from the rear property line of 2301 Albany Avenue to Tampania Avenue
Pine Street	West from Fremont Avenue to Tampania Avenue
St. Conrad Street	West from the alley running north-south approximately 100 feet east of Albany Avenue to St. Peter Avenue
St. John Street	West from the alley running north-south approximately 100 feet east of Albany Avenue to St. Peter Avenue
St. Joseph Street	West from Albany Avenue to Howard Avenue
St. Louis Street	West from Albany Avenue to Armenia Avenue
Spruce Street	West from Fremont Avenue to Habana Avenue
State Street	West from Howard Avenue to midpoint of the block between Howard Avenue and Armenia Avenue
Union Street	West from Fremont Avenue to Habana Avenue
Walnut Street	West from 1935 Walnut Street to Habana Avenue

Streets Running South to North:

Albany Avenue	North from the alley approximately 100 feet north of State Street to Grace Street; from alley approximately 100 feet north of Grace Street to Columbus Drive
Armenia Avenue	North from Cypress Street to alley 100 feet north of St. Louis Street; also from alley approximately 100 feet north of Columbus Drive to Ivy Street
Fremont Avenue	North from the alley running east-west approximately 100 feet north of Nassau Street to Laurel Street; also north from Green Street to Spruce Street; also north from alley running east-west approximately 100 feet south of Pine Street to Cherry Street
Habana Avenue	North from Green Street to the alley running east-west approximately 100 feet south of Walnut Street; also north from Walnut Street to Cherry Street; also north from an alley 100 feet north of Palmetto Street to Beach Street;

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Howard Avenue	From State Street to Columbus Drive; also from Aileen Street to Ivy Street	
St. Peter Avenue	North from the alley running east-west approximately 100 feet south of LaSalle Street to LaSalle Street; also north from Beach Street to St. John Street	
Tampania Avenue	North from Green Street to Beach Street	
Ysolino Street	North from Main Street to Union Street, one block east of Howard Avenue	

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The West Tampa Historic District contains a variety of residential, commercial, social, and industrial buildings in an area located north and west of downtown Tampa. Established in 1893, West Tampa grew as an independent city until 1925. Building continued in West Tampa until the depression of the early 1930s. The building stock remaining includes excellent examples of frame vernacular and bungalow style housing from the late 19th and early 20th centuries. The district also contains brick vernacular commercial buildings and the elaborate Social Clubs from the early 20th century. The most important buildings in the district are the 11 three-story brick cigar factories. The area has traditionally housed low to middle income minority working families and continues to do so. The major intrusion in the area is the interstate highway.

The West Tampa Historic District includes most of the corporate limits of the city established by the 1895 City Charter.¹ This encompasses approximately that area lying west of the Hillsborough River on the east to Habana Avenue on the west and Cypress Street on the south to Columbus Drive on the north. The district boundaries, including one small non-contiguous area, are described by an irregular line which encloses the major commercial, industrial and residential structures in West Tampa dating from the period of approximately 1895 - 1933.

Architecturally, the historic district appears much as it did in 1925 when West Tampa was made a subdivision of Tampa. Many of the original brick paved streets, granite curbstones, and hexagonal concrete sidewalk pavers still survive (photo #295). Conceived by its developers as a community independent from Tampa, the City of West Tampa had its own commercial district, supporting industry, and residential areas. The brick cigar factories are scattered throughout the downtown area surrounded by one- and two-story wood frame dwellings, usually in close proximity to commercial structures (photo #302).

At the time of its incorporation in 1895, West Tampa had no formal plan but was a series of separate subdivisions that had been surveyed and platted by the various landowners.² Little or no provision was made, therefore, for public squares, parks, or other city owned properties set aside for the municipal government or the public welfare. Macfarlane's original subdivision of West Tampa, filed April 22, 1892, was an eleven block tract that included a central square at the present intersection of Main Street and Howard Avenue.³ The square, however, never served any public function, and in 1894 the O'Halloran cigar factory was erected on it.⁴ By 1903, Howard Avenue had been opened through the square, leaving only the south third of the square whose presence is still recalled by Ysolino Street which runs only the one block between Main and Union Streets.⁵ This small block is occupied by commercial buildings facing on Howard Avenue.

Thirteen brick cigar factories, most of them nearly identical in style, survive in West Tampa. Eleven of these have been included in the district. The Boltz-Clymer factory (ca. 1910) (now Frayne Sportswear) lies on the west side of Habana Avenue just outside the district boundary and was excluded because it has suffered extensive alterations and lies in an area with few structures erected in the historic period of the district. The Andres Diaz Factory, also on the west side of Habana, has been excluded because it has been altered, and is rather isolated from the rest of the district.

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✓ The factories in the district, all of which were constructed between 1896 and 1912, share very similar features. Each is a three-story brick structure set on a basement. All are oriented on an east-west axis and originally had ranges of double hung wood sash windows lining the north and south elevations to light the unpartitioned work areas. The first story windows were also fitted with metal shutters. On some factories a number of these windows have been filled in or have been replaced with other types of windows. On the Cuesta Rey factory, all of the windows and shutters have been removed; but in spite of the derelict appearance of the factory, the structure remains basically sound (photos #5, 24, 28, 112, 117, 209, 214, 215, 276, 278).

Five of the factories are nearly identical in the plan and detailing, differing only in length of the building and the plaque bearing the manufacturers name surmounting the street facade. The factories are constructed of buff colored brick with red brick articulating the corbelled cornices, stringcourses and window framing. Other factories are of red brick and at least one has been painted. A flight of steps with a solid radiating balustrade leads to the center of the five-bay facade. The main entranceway is sheltered by a small one-story porch supported by concrete columns. The doorways contain double leaf doors and an arched transom.

Two factories which differ from the others are the Samuel I. Davis factory (Sunstate Sportswear) at 900 N. Howard Avenue (photo #5) and the Y Pendas & Alvarez factory (Hillsboro Box Company) at 2301 N. Albany Avenue (photo #215), both of which were constructed ca. 1910. These factories have slightly irregular plans with their main entrances being offset in short wing. Also, each has a massive six-story octagonal tower that housed the water tank supplying the sprinkler system used for fire protection. The tower of the Y Pendas & Alvarez factory has a clock (no longer functioning) with four faces.

Most of the commercial structures in the district are found on three streets: Main Street, Howard Avenue and Armenia Avenue (photos #292, 297). The earliest brick commercial buildings date from approximately 1905 and incorporate corbelled cornices and details similar to those on the cigar factories (photos #27, 123). None of these buildings exceeds two stories in height. Some retain at least a portion of their original storefronts with cast iron colonetts and pilasters (photo #124). A number of the buildings originally had two-story galleries or suspended canopies on their facades to shelter the sidewalk, but these remain in only a few instances (photos #61, 201).

Of the buildings reflecting the social institutions which once played an important role in the development of West Tampa, the most significant are the Centro Español (1912) at 2306 N. Howard Avenue (listed in the National Register 7/30/74) and the Sicilian Club (1929) at 2301 N. Howard Avenue. These two buildings are among the few in West Tampa that evidence high style architecture. Of the two, the more elaborate is the Centro Español, a Mediterranean Revival style building with strongly accented Moorish details, particularly in the corbelled cornice and in the frontispiece framing the Howard Avenue entrance (photo #208). The Sicilian Club is a more modest Renaissance Revival style building constructed of buff colored brick and having arched windows with radiating voussiors (photo #297).

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Among the public and educational buildings in the West Tampa Historic District are: the former Convent of the Holy Names School (ca. 1903), the Rosa Valdez Center (present building ca. 1914), the Carnegie Public Library (1913), and the West Tampa Junior High School (1926).

The Convent School--now a protestant church--on N. Albany Avenue, is a small two-story brick building very similar in appearance to a cigar factory (photo #130). However, it was constructed as a school, and St. Joseph's Catholic Church, a wood frame structure no longer extant, once stood near it. The Rosa Valdez Center, also on Albany Avenue, began as a small Methodist school for West Tampa's poorer citizens in the late nineteenth century (photo #127). The present building exhibits certain stylistic details of the Prairie School, making it unique in West Tampa.

The Carnegie Library on Howard Avenue is a small Renaissance Revival style building which has suffered some unfortunate alterations (photo #121). The West Tampa Junior High School on Habana Avenue is a Jacobethan style structure typical of many public schools built in the 1920s (photo #194).

The housing stock of West Tampa consists mainly of wood frame vernacular rowhouses and bungalows (photos #116, 190, 203, 293). The vernacular rowhouse was the type of dwelling most frequently erected in West Tampa during the period 1894-1920. The arrangement of these early structures was usually a shotgun or modified shotgun plan. The classic shotgun, few of which are now found in West Tampa, is one room wide and three deep. The rooms are laid out in a direct line with no connecting hall. The typical frame vernacular house in West Tampa has a modified shotgun plan; two rooms wide and two deep with a kitchen ell on the rear, again without a connecting hall. It is still possible to find partially intact rows of these houses in the district today, not only in the residential areas but also in the heart of the commercial district along Howard and Armenia Avenues (photo #290). These single story houses usually rest on a foundation of low brick piers with the gable facing the street. Generally, the three bay street facade features a hip roof porch supported by wood posts (photo #172). Balustrades are rare and decoration is usually limited to simple millwork in the facade gable and beneath the porch lintel. Some of these otherwise plain and unclassical houses have cast concrete Doric or Ionic columns (photo #181). These were produced by local companies after the turn of the century and are more prevalent in Ybor City where even some quite fanciful examples of columns are found.

Original fenestration is usually 2/2 double hung sash windows. Too often these have been replaced by aluminum frame awning windows or aluminum sash windows. Widespread deterioration of porch posts and other exposed features has in many cases resulted in their replacement with those of more durable, although visually inappropriate, materials. Decorative metal posts are now found on the porches of many wood frame houses, and the older wood porch stoop and deck have in some cases been replaced by concrete.

Deteriorated siding has in a few instances found curious replacements. The prevalent original siding for wood frame houses in West Tampa is drop siding or the narrow weatherboarding found on some bungalows. In addition to the more familiar replacements of asbestos shingle and aluminum siding, some houses have been stuccoed or have been stuccoed on the sides and covered with simulated brick or fieldstone on

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the facade (photo #185). Fortunately, the number of houses suffering such major inappropriate alterations are few.

Only a handful of houses in West Tampa exhibit typical Queen Anne or Colonial Revival style characteristics. Houses in West Tampa are generally small and cheaply made, the more prosperous citizens preferring to live in the Hyde Park and Tampa Heights sections of Tampa where the larger houses from the 1890-1920 period are located. However, ten one-story frame vernacular houses are found in a row on the north side of Beach Street across from the Cuesta Rey cigar factory. These display none of flamboyant details and picturesque massing that characterize the better examples of the Queen Ann style, but they do have an assymetrical plan and varied roof lines.

The most prevalent type of house in West Tampa, along with the vernacular rowhouse, is the bungalow. Although more distinctive in some respects than the rowhouses, the majority of the bungalows are fairly simple structures. The first bungalows may have appeared in the district about 1915, but most of the extant ones date from the 1920. A typical one-story bungalow in West Tampa has a gable roof with the gable end facing the street. Like the other wood frame houses, the majority of the bungalows rest on brick piers and have drop siding on the exterior. A few, however, are sided with narrow weatherboard (photo #43).

The most distinctive feature of the West Tampa bungalow is the porch. The porch usually extends the width of the three-bay facade and is supported by two squat columns resting on square brick piers at the other corners of the porch. Often two more piers without columns flank a narrow flight of steps in the center bay of the porch, and a simple wooden railing connects the piers on either side of the porch (photo #51).

The other notable features of these bungalows are shallow pitched gable roofs with exposed rafters, latticed gable vents, and double hung sash windows. The latter usually feature a large single pane lower sash and four vertical lights or a lattice pattern in the upper sash. On a few houses, bungalow style buildings have had Mediterranean Revival details and finishes applied to the main facade (photos #26, 190).

In some cases buildings have also suffered from deterioration and thoughtless renovations, including the use of awning windows, stucco, simulated brick, and so forth. By and large, however, a larger percentage of bungalows seem to have preserved their original features. Also scattered throughout the district are a number of two-story tenements dating from the 1920s with the same bungalow features described above. A row of seven of these is found on the south side of Cherry Street (photos #108, 161). A few "camelback" bungalows are also found in the district. This type of dwelling consists of a full first story level with all of the typical features of a single story bungalow and a small second story--usually containing only two bedrooms--that rises out of the center of the house (photos #65, 67).

Bungalow varieties dominated residential architecture in Tampa throughout the 1920s, and more elaborate examples are found in other parts of the city, particularly Hyde Park. By the 1930s, however, widespread residential construction in the Tampa area had ceased and did not resume until after World War II. West Tampa experienced some renewed residential growth in the 1950s and 1960s even though the cigar industry

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and commercial district continued to decline. The evidence of this renewed building activity is seen in the great number of small masonry dwellings in the area which date from that period.¹² Also evident as a result of this renewed construction activity, is the interstate which separates the southern portion of the district from the northern portion (photo #285).

FOOTNOTES

¹Laws of Florida. "An Act to Incorporate the City of West Tampa," 1895.

²Hillsborough County Plat Maps.

³ibid., p. 54.

⁴Tampa Morning Tribune, April 27, 1894.

⁵Sanborn Maps.

⁶ibid.

⁷ibid.

⁸ibid.

⁹Tampa Public Library, Photographic archives.

¹⁰Polk's Tampa City Directory.

¹¹Tampa Morning Tribune (building & business section, 1900-1929); Tampa. Public Library, Photographic archives.

¹²Tampa Tribune, September 13, 1977.

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Westward along the north curb of Cherry Street approximately 450 feet, thence

Northward along the rear property line of 2301 N. Albany Avenue to the south curb of W. Palmetto Street, thence

Westward along the south curb of Palmetto Street to the southeast corner of the intersection of Palmetto Street and Albany Avenue, thence

Northward along the east curb of Albany Avenue to the northeast corner of the intersection of Albany Avenue and W. Beach Street, thence

Eastward along the north curb of Beach Street approximately 125 feet to alley, thence

Northward along the center line of the alley to the point where said alley intersects W. St. John Street, thence

Westward along the south curb of St. John Street to the southeast corner of the intersection of St. John Street and Albany Avenue, thence

Northward along the east curb of Albany Avenue to the southeast corner of the intersection of Albany Avenue and W. Columbus Drive, thence

Westward along the south curb of Columbus Drive to the southeast corner of the intersection of Columbus Drive and Howard Avenue, thence

Southward along the east curb of Howard Avenue to an alley approximately 125 feet south of the intersection of Howard Avenue and W. St. Joseph Street, thence

Westward along the center line of the alley to the point where the alley intersects N. Armenia Avenue, thence

Southward along the east curb line of Armenia Avenue to the southeast corner of the intersection of Armenia Avenue and St. John Street, thence

Westward along the south curb of St. John Street to the southeast corner of the intersection of St. John Street and N. St. Peter Avenue, thence

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The West Tampa Historic District is significant architecturally for its concentration of brick industrial buildings and for its frame vernacular and bungalow style homes. This district is historically significant for its association with the cigar industry in Florida, for its associations with the Latin community in Florida, and for its association with individuals involved with the development of Tampa.

Tampa, the city of which West Tampa and Ybor City are now subdivisions, is located in Florida 170 miles southwest of Jacksonville. It is situated at the mouth of the Hillsborough River on Tampa Bay, an inlet to the Gulf of Mexico. Tampa is the seat of Hillsborough County, a port of entry, and a leading phosphate shipping port. Cigar making, once the city's principal industry with more than 100 factories, has declined until today only four factories remain in operation.¹

Although the Tampa Bay area was known to the Spanish as early as the sixteenth century, it was not settled until the Americans established Fort Brooke near the mouth of the Hillsborough River in 1824. The trading post and other non-military enterprises which sprang up around the fort became "Tampa". Transportation problems and primitive conditions kept the population small, the total inhabitants numbering only 720 in 1880.²

Among the factors launching Tampa on its course to becoming a modern city was the construction in 1883-84 of Henry Bradley Plant's South Florida Railroad between the small gulf community and Jacksonville on the eastern seaboard. About the same period, phosphate was discovered in the Hillsborough River, and Fort Brooke military reservation--sixteen square miles of property along the Hillsborough River and Tampa Bay--was opened to civilian settlement, causing a flurry of interest in land speculation.³

Far more important to the growth of Tampa, however, was attracting Vicente Martinez Ybor and the cigar industry from Key West in 1885. Ybor was a Spanish citizen who had begun manufacturing cigars in Havana, Cuba in 1856. He was forced to flee to the island of Key West, Florida at the outbreak of the Cuban Revolution in 1868 because he was suspected of disloyalty to Spain. Encouraged by the American citizens of Key West, Ybor and other cigar manufacturers who followed him from Havana made the city the true "clear Havana" capital of Florida over the next two decades. The industry employed thousands of skilled workers, mainly Cuban refugees, to produce high quality handmade cigars.⁴

Constant unrest among the cigar workers--often generated by political conditions in Cuba--leading to numerous strikes and the difficulty in transporting cigars from Key West because of irregular shipping schedules forced Ybor to look for a new location for his operations.⁵ After examining such places as Galveston and New Orleans for the site of his new factory, Ybor selected Tampa because of the Tampa Board of Trade's agreement to subsidize Ybor's relocation by contributing \$4,000 toward the \$9,000 purchase price of the land he had selected. Included in the deal were other substantial tracts of land offered free in return for his assistance in attracting other cigar manufacturers to Tampa.⁶

The company achieved success by offering the manufacturers subsidies in land and the construction of factories with ten year lease free agreements. Within a year, what had formerly been an area of swampland about one mile east of Tampa was a city with a population of approximately 2,000. Ybor City, however, did not long remain

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independent. Within two years of its founding, the community which Vincente Martinez had named after himself was annexed by the City of Tampa.

Inspired by the success of Ybor City, a group of Tampa businessmen led by lawyer Hugh C. Macfarlane began in 1887 to promote an area west of the Hillsborough River as the possible location for a second cigar manufacturing center. At the time, however, there were no bridges across the river at Tampa, and the other side could be reached only by ferry. In 1888 Henry Bradley Plant began construction on his lavish Tampa Bay Hotel on the west bank of the river. To provide access to the hotel, he constructed a bridge at Lafayette Street (now Kennedy Boulevard) for street traffic and a railroad bridge at Polk Street. These bridges, however, did not serve the needs of the would-be developers of West Tampa. In 1892 they formed the Macfarlane Investment Company to jointly manage their interests and to raise enough capital to construct a third bridge at Arch Street.

The Macfarlane Investment Company was named in deference to the organization's founder and principal landowner in West Tampa. Hugh C. Macfarlane was born in Scotland in 1851 and immigrated with his parents to Fall River, Massachusetts in 1865. After obtaining a law degree from Boston University, he moved to Tampa in 1884 and was appointed city attorney three years later. He fulfilled the same office for the City of West Tampa after its incorporation in 1895 and was instrumental in financing the construction of cigar factories and commercial enterprises in West Tampa. Unlike Ybor, Macfarlane had no experience in the manufacture of cigars before coming to Tampa. His role as the "founder" of the West Tampa cigar industry was, therefore, largely restricted to promoting land development with methods that had already proven successful in Ybor City.

West Tampa's first cigar company arrived in the early months of 1893. This was the Julius Ellinger Company from Key West, one of seven Key West firms to move to West Tampa between 1893 and 1895. The Ellinger factory was a three-story brick building sited not far from the new bridge. Also erected in the vicinity were a two-story brick hotel, several wood frame stores, and a number of small wood frame cottages to house the cigar workers. None of these structures are extant, and the area is now part of a city park.

The future development of West Tampa, however, lay not along the river but near the center of the subdivision about a half mile farther west. The growth of this area was made possible in part by an electric street car line, founded by the Macfarlane Investment Company, which ran between downtown Tampa and West Tampa via the Arch Street bridge. It was in the downtown of West Tampa, near the present intersection of Howard Avenue and Main Street, that the next major firm, the O'Halloran Cigar Company, also from Key West, began operations in 1894. Worker's houses, stores, and other cigar factories quickly began to appear near the O'Halloran factory, and by 1899 there was a clearly identifiable community in the area.

On May 18, 1895, West Tampa was incorporated as the City of West Tampa, a move designed to regulate the booming land development and provide essential services such as fire and police protection and the paving of streets. The corporate limits of the new city included most of the land west of the Hillsborough River to Habana Avenue and from Cypress Street on the south to Columbus Drive on the north. Although the city charter was subsequently revised in 1907 to include additional areas of land,

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most of the significant development between 1895 and 1925--the year in which West Tampa was annexed by the City of Tampa--took place within the original corporate limits.²⁴

Between 1903 and 1912 large brick factories gradually began to replace the wood frame factories that had originally housed most of the cigar manufacturing operations in West Tampa. Before 1903, there were only two brick factories in the city: The Julius Ellinger²⁵ factory (1893) on Garcia Street and the Cuesta Rey factory (1896) on Howard Avenue. Today thirteen factory buildings, all but one of them three-story brick structures, survive in West Tampa. Only one of these is still engaged in the manufacture of cigars.²⁶ The Julius Ellinger factory was pulled down in 1963 to make way for the construction of U.S. Highway I-75.²⁷ The Cuesta Rey factory, though still standing, is abandoned and minus its windows and metal shutters (photo #209). Most of the other factories have been converted to other uses: The manufacture of clothing, office complexes, warehouses, and retail sales.

Masonry commercial buildings began to appear in downtown West Tampa in the first years of the twentieth century.²⁸ Despite inroads made by fire and demolition, a sufficient number of these still remain standing to reflect the early development of West Tampa (photo #292). The most significant masonry buildings in the historic district other than the cigar factories, however, are the Centro Español (1912) and the Sicilian Club (1929).²⁹ These buildings, and others like them in Ybor City, were built by the mutual aid societies formed by the Latin population to provide services for its members and preserve the identity of the Latin Community (photos #208, 297).

Mutual aid societies were brought to Tampa by the thousands of Spanish, Cuban and Italian immigrants who arrived in Ybor City and West Tampa to work in the cigar industry. The organizations provided their workers with low-cost medical, educational, and other welfare services.³⁰ Eventually, each mutual aid society had its own non-profit hospital, school, theater, recreation hall, cemetery, and savings and loan association.³¹

Generally, the mutual aid societies, and the clubs which embodied the social and recreational activities of their members were formed along national or regional lines; The Cubans had El Circulo Cubano; the black Cubans, La Union Marti-Maceo; The Spanish, El Centro Español; the Italians, L'Unione Italiana; the Sicilians, the Sicilia. The guidelines for membership in the Spanish-speaking clubs in Tampa were fairly broad--particularly after the independence of Cuba in 1898--encompassing Spanish speaking people regardless of origin.³²

The decline of the cigar industry, hastened by the Great Depression, doomed the social clubs. As members lost their jobs, they were no longer able to pay their dues. Many simply moved away to look for new jobs. The upkeep on the club buildings became lax, so that they quickly deteriorated. Today the Centro Español and Sicilian Club in West Tampa stand abandoned and derelict, while those in Ybor City have only a vestige of their once bustling activity.

The most numerous structures in the West Tampa Historic District are the small wood frame vernacular houses and bungalows which were once occupied by the city's working class population. Although West Tampa had, in addition to cigar workers, many people employed in various trades and professions, the community can boast no examples of high style residential architecture. Many examples of small wood frame

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houses--most of them identical in plan--dating from the 1890s still survive.³³ These are generally found in rows on streets near the cigar factories (photo #203). A second wave of residential building came in the 1920s, and most of the houses erected in the district at that time show features of the bungalow style (photo #293).³⁴

By 1925, the year in which West Tampa was annexed by the City of Tampa,³⁵ there were approximately twenty factories in West Tampa employing about 3,000 workers.³⁶ No new factories had been built since 1912,³⁷ and although Tampa's cigar industry appeared to be holding its own, the cigar industry was on the decline nationwide.³⁸ Between 1928 and 1939, eleven major factories moved out of Tampa seeking more economical working conditions. During the same period, five other firms went out of business and three consolidated operations with other companies.³⁹ The gradual decline has continued until only four factories remain in operation today.

Many commercial buildings along Armenia Avenue, Howard Avenue and Main Street are vacant, and the historic district has generally suffered from deterioration and neglect. New construction has left its mark also, both in the commercial and residential sections. In many instances, however, these later buildings have not replaced older structures but filled in land that was vacant until the 1950s and 1960s.⁴⁰

No high rise construction has been introduced into West Tampa so that much of the district's original scale and rhythm have been preserved. The tallest buildings are still the three-story brick factories which continue to dominate the area as they did when West Tampa was a thriving cigar manufacturing town.

On March 4, 1983 this area of West Tampa was determined eligible for listing in the National Register. The request was submitted by Housing and Urban Development/C.D., City of Tampa.

FOOTNOTES

¹The cigar factories still operating in the Tampa area are:

- a) Arturo Fuente Inc., Ybor City
- b) Corral-Wodiska Y Co., Ybor City
- c) Standard Cigar Company, Ybor City
- d) Villazon & Co., Inc., West Tampa

A fifth factory, Garcia Perfecto & Bros. ended production in Ybor City in June, 1982. Hav-A-Tampa, formerly located in Ybor City, now has its plant in Brandon, Florida, about ten miles from Tampa.

²Long. "The Making of Modern Tampa," 334.

³ibid, 335.

⁴Browne, Key West the Old and the New.

⁵Campbell. The Cigar Industry of Tampa, Florida. 43.

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- ⁶ Long. The Historical Beginnings of Ybor City and Modern Tampa.
- ⁷ Ibid., 38; also, Tampa Tribune, January 12, 1888.
- ⁸ ibid., 40; also, Tampa Tribune, October 13, 1887.
- ⁹ Tobacco, May 10, 1906; also, Sanborn Maps; also Florida Times-Union and Citizen, December 1897.
- ¹⁰ Johnson. "Henry Bradley Plant and Florida," 124.
- ¹¹ Sanborn Maps; also Florida Times-Union and Citizen, December 1897.
- ¹² Tampa Morning Tribune, April 27, 1894; also, Sanborn Maps.
- ¹³ Minutes of the City Council of West Tampa (Tax Assessment Schedules).
- ¹⁴ Tampa Morning Tribune, January 8, 1935 (Obituary).
- ¹⁵ ibid.
- ¹⁶ Tampa Morning Tribune, May 16, 1893.
- ¹⁷ Florida Times-Union and Citizen, December 1897.
- ¹⁸ Sanborn Maps; also, Tampa Morning Tribune, April 27, 1894.
- ¹⁹ Tampa Morning Tribune, May 16, 1893, also, Florida Times-Union and Citizen.
December 1897.
- ²⁰ Tampa Morning Tribune, April 27, 1894.
- ²¹ Sanborn Maps.
- ²² Laws of Florida. "An Act to Incorporate the City of West Tampa," 1895; also, Tampa Morning Tribune, June 20, 1895.
- ²³ Laws of Florida. "An Act to Revise and Amend the City Charter of the City of West Tampa," 1907.
- ²⁴ Special Acts. "An Act to extend the Corporate Limits of the City of Tampa," 1923; also, Tampa Morning Tribune, December 31, 1924.
- ²⁵ Sanborn Maps.

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²⁶ Villazon & Co., Inc. at 3102 N. Armenia Avenue, originally known as the Garcia Vega Co. Factories changed hands rapidly in the Tampa area. A list of the factories extant in West Tampa is found below:

- | | |
|------------------------------|----------------------|
| 1) Cuesta Rey & Co. | 2410 N. Howard Ave. |
| 2) Morgan Cigar Co. | 2802 N. Howard Ave. |
| 3) Berriman Bros. Cigar Mfg. | 1403 N. Howard Ave. |
| 4) Balbin Bros. Cigar Co. | 1202 N. Howard Ave. |
| 5) Samuel I. Davis & Co. | 900 N. Howard Ave. |
| 6) San Martin & Leon Co. | 2202 N. Howard Ave. |
| 7) Garcia & Vega Co. | 3102 N. Armenia Ave. |
| 8) A Santaella & Co. | 1906 N. Armenia Ave. |
| 9) Bustillo Bros. & Diaz Co. | 2111 N. Albany Ave. |
| 10) Y Pendas & Alvarez Co. | 2301 N. Albany Ave. |
| 11) Andres Diaz & Co. | 3102 N. Habana Ave. |
| 12) Robert Mugge Co. | 1801 N. Habana Ave. |
| 13) Boltz-Clymer & Co. | 1804 N. Habana Ave. |

²⁷ Tampa Tribune, February 3, 1963.

²⁸ Sanborn Maps.

²⁹ The Centro Español was listed on the National Register July 30, 1974. Unfortunately, little information is presently available on the Sicilian Club.

³⁰ Long. "An Immigrant Co-operative Medicine Program in the South, 1887-1963," 417-434.

³¹ Tampa Tribune, February 3, 1963.

³² Tampa Tribune, September 14, 1977. Jose Julian Marti, b. Havana January 28, 1853; d. Dos Rios May 19, 1895. Founder of the Cuban Revolutionary Party. Killed by Spanish forces at Dos Rios while leading armed revolutionaries. Antonio Maceo, b. Santiago de Cuba July 14, 1848; d. Mariel December 2, 1896. Black Cuban patriot and distinguished general in the Ten Years War (1868-1878) against Spain.

³³ Sanborn Maps.

³⁴ *ibid.*

³⁵ Tampa Morning Tribune, December 13, 1924.

³⁶ Polks Tampa City Directory, 1925.

³⁷ Sanborn Maps.

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³⁸ Campbell. "The Cigar Industry of Tampa, Florida," 106.

³⁹ *ibid.*, 128.

⁴⁰ Sanborn Maps; also, Tampa Tribune, September 13, 1977.

Specific Dates 1893-1933

The dates selected for the period of significance represent the initial period of significant development in West Tampa. The first major cigar factory in the area was built in 1893. Building continued in West Tampa without major interruption until 1932 when the impact of the Great Depression settled over the area. Development halted almost completely in 1933 and did not really resume until after World War II.

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UTM REFERENCES

	Zone	Easting	Northing
I	17	354140	3094500
J	17	354140	3094320
K	17	353920	3094220
L	17	353800	3094220
M	17	353760	3094430
N	17	353950	3094500

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Zone I:

Beginning at the northwest corner of the intersection of N. Howard Avenue and W. State Street, proceed

Northward along the west curb of Howard Avenue approximately 125 feet, thence

Eastward across Howard Avenue continuing along the center line of an alley to the point where the alley intersects the east side of N. Albany Avenue, thence

Northward along the east curb of Albany Avenue to the southeast corner of the intersection of Albany Avenue and W. Grace Street, thence

Westward along the south curb of Grace Street approximately 500 feet, thence

Northward across Grace Street to the center line of an alley, thence

Eastward along the center line of the alley to the point where the alley intersects the east curb of Albany Avenue, thence

Northward along the east curb of Albany Avenue to an alley which begins approximately 125 feet north of the intersection of Albany Avenue and W. Nassau Street, thence

Eastward along the center line of the alley to the point where the alley intersects the north curb of N. Fremont Avenue, thence

Northward along the west curb of Fremont Avenue to the southwest corner of the intersection of Fremont Avenue, and West Laurel, thence

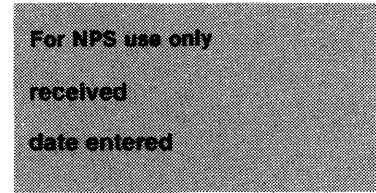
Westward along the south curb of Laurel Street to the southwest corner of the intersection of Laurel Street and Albany Avenue, thence

Southward along the west curb of Albany Avenue to an alley approximately 125 feet south of the intersection of Albany Avenue and Laurel Street, thence

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- Westward along the center line of the alley to the point where the alley intersects Howard Avenue, thence
- Northward along the east curb of Howard Avenue to the northeast corner of the intersection of Howard Avenue and W. Green Street, thence
- Eastward along the north curb of Green Street to the northeast corner of the intersection of Green Street and Albany Avenue, thence
- Southward across Green Street to the south curb of Green Street, thence
- Eastward along the south curb of Green Street to the intersection of Green Street and Fremont Avenue, thence
- Northward along the west curb of Fremont Avenue to the northwest corner of the intersection of Fremont Avenue and W. Spruce Street, thence
- Westward along the north curb of Spruce Street approximately 475 feet, thence
- Northward approximately 125 feet running along the rear property line of 2001 N. Albany Avenue, thence
- Westward approximately 200 feet along the north property line of 2001 N. Albany Avenue to the point where said line intersects the east curb of Albany Avenue, thence
- Northward along the east curb of Albany Avenue the northeast corner of the intersection of Albany Avenue and W. Walnut Street, thence
- Eastward along the north curb of Walnut Street approximately 225 feet, thence
- Northward approximately 125 feet along the east property line of 1922 W. Walnut Street to an alley, thence
- Eastward along the center line of the alley to the intersection of Fremont Avenue, thence
- Northward along the west curb of Fremont Avenue to the northwest corner of the intersection of Fremont Avenue and W. Cherry Street, thence

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- Southward along the east curb of St. Peter Avenue to an alley approximately 125 feet south of the intersection of St. Peter Avenue and St. Conrad Street, thence
- Westward along the center line of the alley to the point where the alley intersects N. Tampania Avenue, thence
- Southward along the west curb of Tampania Avenue to the northwest corner of Tampania Avenue and Beach Street, thence
- Westward along the north curb of Beach Street to the northwest corner of Beach Street and N. Habana Avenue, thence
- Southward along the west curb of Habana Avenue to an alley approximately 125 feet south of Beach Street, thence
- Eastward along the center line of the alley to the point the alley intersects Tampania Avenue, thence
- Southward along the east curb of Tampania Avenue to the northeast corner of the intersection of Tampania Avenue and Cherry Street, thence
- Westward along the north curb of Cherry Street to the northwest corner of the intersection of Cherry Street and Habana Avenue, thence
- Southward along the west curb of Habana Avenue to the southwest corner of the intersection of Habana Avenue and Walnut Street, thence
- Eastward along the south curb of Walnut Street to the southeast corner of Walnut Street and Tampania Avenue, thence
- Southward along the east curb of Tampania Avenue to an alley approximately 125 feet south of the intersection of Tampania Avenue and Walnut Street, thence
- Westward along the center line of the alley to the point where the alley intersects Habana Avenue, thence
- Southward along the west curb of Habana Avenue to the northwest corner of the intersection of Habana Avenue and Green Street, thence

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Eastward along the north curb of Green Street to the northwest corner of the intersection of Green Street and N. Armenia Avenue, thence

Southward along the west curb of Armenia Avenue to the northwest corner of the intersection of Armenia Avenue and W. LaSalle Street, thence

Westward along the north curb of LaSalle Street to the northeast corner of the intersection of LaSalle Street and St. Peter Avenue, thence

Southward along the east curb of St. Peter Avenue to an alley approximately 125 feet south of the intersection of St. Peter Avenue and LaSalle Street, thence

Eastward along the center line of the alley to the point where the alley intersects Armenia Avenue, thence

Southward along the east curb of Armenia Avenue to the southeast corner of the intersection of Armenia Avenue and W. Cypress Street, thence

Eastward along the south curb of Cypress Street approximately 375 feet, thence

Southward approximately 150 feet along a line to the rear of the brick factory at 900 Howard Avenue to the point the line intersects State Street, thence

Eastward along the north curb of State Street to the northwest corner of the intersection of State Street and Howard Avenue, to the point of beginning.

Exclude from Zone I the following area:

Beginning at the southeast corner of the intersection of N. Armenia Avenue and W. Laurel Street, proceed

Northward along the east curb of Armenia Avenue to the northeast corner of the intersection of Armenia Avenue and W. Green Street, thence

Eastward along the north curb of Green Street to the northwest corner of the intersection of Green Street and N. Howard Avenue, thence

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Southward along the west curb of Howard Avenue to the southwest corner of the intersection of Howard Avenue and Laurel Street, thence

Westward along the south curb of Laurel Street to the point of beginning.

Zone II:

Beginning at the alley on the north side of N. Armenia Avenue approximately 125 feet from the intersection of Armenia Avenue and W. Columbus Drive, proceed

Westward along the center line of the alley approximately 300 feet, thence

Northward approximately 425 feet to the north curb of W. Aileen Street, thence

Eastward along the north curb of Aileen Street approximately 150 feet, thence

Northward approximately 150 feet to the rear property line separating the properties fronting along the north side of the 2500 block of W. Aileen Street from those fronting along the south side of W. Cordelia Street, thence

Westward along the property line approximately 375 feet, thence

Northward approximately 125 feet to the south curb of Cordelia Street, thence

Eastward along the south curb of Cordelia Street to the southeast curb of the intersection of Cordelia Street and Armenia Avenue, thence

Northward along the east curb of Armenia Avenue to the southeast corner of the intersection of Armenia Avenue and W. Ivy Street, thence

Eastward along the south curb of Ivy Street to the southwest corner of the intersection of Ivy Street and N. Howard Avenue, thence

Southward along the west curb of Howard Avenue to the southwest corner of the intersection of Howard Avenue and W. Aileen Street, thence

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- Westward along the south curb of Aileen Street, approximately 450 feet, thence
- Southward approximately 250 feet along a line between 2316 and 2318 W. Aileen Street to Kathleen Street, thence
- Westward along the north curb of Kathleen Street to the northwest corner of the intersection of Kathleen Street and Armenia Avenue, thence
- Southward along the west curb of Armenia Avenue to the alley, the point of beginning.

CRITERIA FOR DESIGNATING STRUCTURES AS CONTRIBUTING OR NON-CONTRIBUTING

Contributing Structures

Contributing structures within the West Tampa Historic District are those which appear to basically meet the criteria for inclusion in a district to be nominated to the National Register of Historic Places: a collection of buildings, structures, sites, objects and spaces that possess integrity of location, design, setting, materials, workmanship, feeling and association.

All of the buildings designated as contributing are known to be, or appear to be, fifty years or more in age. In some cases age was determined by in depth historical research on individual structures: the cigar factories and other structures having obvious individual architectural or historical significance such as the Centro Español and the Sicilian Club. The age of the majority of the structures, particularly the residential structures, was determined from a variety of documents and sources: historic photographs, maps, newspapers, public records, histories, and other sources.

The factories in the West Tampa Historic District have generally been only slightly altered on the exterior or at least have not suffered sufficient changes to their overall structures through the construction of additions or the removal of original features and fabric to lessen either their historic or architectural significance.

The commercial structures in the District dating from 1905 to 1931 vary widely in degree of preservation and the majority evidence at least some degree of alteration. Some structures may be beyond renovation but this in many cases can not be determined without careful physical investigation, as the exteriors of some commercial structures, especially the facades, have been covered with materials which have not irretrievably injured the historic fabric underneath.

As discussed earlier in this section, the surviving residential buildings in the district reflect the period from the 1890s to the 1920s. Nearly all are wood frame and are one or two stories in height. It is clear that the several styles and types of residential structures evidence a relationship in location, design, setting, etc.

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None of the residential structures in the district appears to individually meet the criteria for the National Register, but collectively they complement the factories, commercial buildings and other structures by creating a unified historical and physical context for the District.

Altered but Contributing Structures

The designation "altered but contributing" refers to structures that have suffered remedial inappropriate alterations that are visible from the street. In residential structures "inappropriate alteration" implies the removal of any original material or feature and its replacement with a dissimilar or uncharacteristic material or feature. Examples are: 1) the replacement of wood exterior siding with aluminum, asbestos, stucco, simulated brick, or art-stone; 2) the replacement of wood posts or columns on porches with decorative metal posts or enclosing the porch with walls to create another room; 3) changing the size, proportions, or spatial relationship of exterior windows and doors or replacing the original windows with those of another type, e.g. wood sash windows with metal awning windows.

With commercial structures, examples of inappropriate alterations include the following: 1) the removal of original wood, metal, or terra cotta cornices; 2) stuccoing or sandblasting exterior exposed brick wall surfaces; 3) the removal of original street canopies, galleries, or balconies; and 4) the infilling of original transoms, windows, and doors on the street facades and principal elevations visible from the street.

Non-Contributing Structures

Non-contributing structures are any that are clearly modern in style and those less than fifty years old whose style and scale are not in character with the historic structures in the district. Also, historic buildings which are so severely altered that they retain little of their original character and exterior shall be considered non-contributing.

The majority of the non-contributing structures, both residential and commercial, in the West Tampa Historic District are masonry buildings erected in the 1950s or later. These have generally been erected on lots that were vacant during the period between 1892-1933. Where losses of historic residential structures have occurred, new residential construction has often taken place. Where recent commercial losses have taken place, the lots have generally been left vacant. There have been intrusions of recent commercial construction into the district but commercial buildings dating from the historic period still dominate the district.

The most serious intrusion into the District is that portion of U.S. Highway I-275 which forms an east-west corridor through the district between Laurel and Green Streets. About one-fifth of the District lies south of the highway and is connected to the north part by Howard and Armenia Avenues. However, this intrusion is not visually apparent throughout the district and although serious does not diminish the overall significance of the district.

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Summary Statistics

<u>Type</u>	<u>Number</u>	<u>Percent</u>
Non-contributing	378	29.3%
Contributing but altered	503	39.1%
Contributing	406	31.5%
Total	1,287	

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National Park Service

National Register of Historic Places
Inventory—Nomination Form

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District Boundary Justification

The West Tampa Historic District includes about two-thirds of the corporate limits of the city established in 1895 which comprised:

All that portion of section fourteen (14), township twenty-nine (29) south, range eighteen (18) east, lying south and west of the Hillsborough River; also the east half of the northwest quarter, and the east half of the southwest quarter of section fifteen (15), and the east half of the northeast quarter of section twenty-nine (29), in township and range aforesaid.

This area includes most of the land from the Hillsborough River west to Habana Avenue and from Cypress Street on the south, north to Columbus Drive. The historic district comprises approximately the area bounded by Fremont Avenue on the east to Habana Avenue on the west and from Cypress Street on the south to Ivy Street on the north, which is four blocks beyond Columbus Drive.

The area lying east of Fremont Avenue to the river has been excluded from the district because it is insufficient in the number, density and types of structures that characterize the historic district. Although parts of this area once contained a considerable number of residential and commercial buildings dating approximately from the same period as these in the district, too few remain to be included. Moreover, the area was outside the cigar manufacturing area of West Tampa, existing for the most part as a separate residential subdivision.

A small triangular area in the northwest section of West Tampa, lying between the Hillsborough River, Rome Avenue, and U.S. Highway I-275 was completely leveled in the 1960s to make way for public housing for the residents of this largely black neighborhood. This section has also been excluded.

U.S. Highway I-275 forms an east-west corridor through the district between Laurel and Green Streets. About one-fifth of the district lies south of the highway and is connected with the north part of the district by Howard and Armenia Avenues which historically were the main thoroughfares in West Tampa. These streets pass under the interstate highway. Howard and Armenia Avenues serve as corridors which connect a portion of the district north of Columbus Drive with the body of the district. A portion of land bounded approximately by St. Joseph Street on the south, Armenia Avenue on the west, Kathleen Street on the north, and Howard Avenue on the east has been excluded from the district because of absence of any significant structures.

The main district boundaries describe an irregular line which encloses the major commercial, industrial and residential structures in West Tampa which survive from the period 1895-1933. The location of the cigar factories and the structures in their immediate vicinity was among the prime consideration in drawing the boundaries of the district. All but two of the factories--the extensively altered Boltz-Clymer factory and the Andres Diaz factory--have been included, as well as most of the contributing commercial structures, the majority of which are located on Main Street and Howard and Armenia Avenues.

Historic brick streets and sidewalks were included when possible while streets with modern surfaces were excluded when possible.