Tampa Bricks & Mortar

Architectural Review & Historic Preservation

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May 2019 Public Hearings:

Architectural Review Commission— May 6th
May 8th
6:00 PM

Historic Preservation Commission—May 14th
9:00 AM

Barrio Latino Commission—May 28th
9:00 AM

- The Historic Preservation Commission (**HPC**) recommends historic districts and individual landmarks for designation.
- The Architectural Review Commission (**ARC**) oversees the individual landmarks and three historic districts:
  - Hyde Park,
  - Tampa Heights,
  - Seminole Heights.
- The Barrio Latino Commission (**BLC**) oversees the Ybor City Historic District.

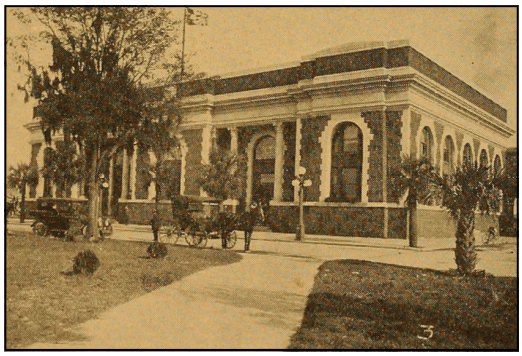
Train Day at Tampa Union Station

Tampa Train Day returns to the historic Tampa Union Station on Saturday, May 11, 2019, from 10:00 a.m. to 4:00 p.m. There will be history exhibits, model train displays, live music, and food trucks at this free family-friendly event, now in its 12th year. This event is organized by the volunteers of the non-profit group Friends of Tampa Union Station.

When the new union station opened on May 15, 1912, it was without fanfare. The doors opened at 6:00 a.m., and the first trains arrived and departed at 6:30 a.m. Despite the lack of formal opening ceremonies, several representatives from the railroad companies occupying the station were present, along with architects from railroads around the nation.

One of the visiting architects, who did not wish to have his name in print due to his railroad connections, praised the design of the new station. He was quoted in the May 16, 1912, issue of The Tampa Tribune:

"The Tampa union depot, built in the style of the Italian Rennaisance [sic], is one of the most complete of the modern railroad stations erected in the South and has been designed to meet the requirements of utility as well as beauty.



Tampa Union Station, c.1914

"The sanitary features are worth talking about because they are the most complete and so arranged that the building can be kept in a perfectly clean condition as all of the floors are of Italian terrazzo and all walls to a height of five feet are of crystal glazed fiaence tile with red mortar…

"The exterior of the building is of brown tapestry brick with terra cotta and stone trimmings. This brick is manufactured by a Southern concern and is recognized as being the best quality manufactured in the South. It is selected to give a soft velvety effect to the exterior which can be readily observed once the suggestion is made to the observer.

National Trust Insurance Services

Understanding the proper amount of insurance and specialized coverage features needed to protect a historic building can be a complex undertaking. Very often historic properties have serious gaps in their insurance coverage. Standard policies often do not cover the features that make historic properties unique -- raised panel wainscoting, hand-hewn true dimensional lumber, artifacts of local significance, and collections. Additionally, many insurance providers (carriers and agents) do not typically focus on this class of business, and as a result, they may be limited in their ability to provide proper guidance to those that oversee these properties.

The National Trust Insurance Services (NTIS) program was created as the National Trust for Historic Preservation's for-profit subsidiary in 2003. NTIS works directly with historic property owners or with insurance agents to place property insurance specialized for historic properties. The program focuses on commercial properties, such as historic theatres, house museums, hotels, and mixed-use properties. NTIS also works with homeowners, religious organizations, and historic preservation organizations. In short, NTIS acts as a specialty broker/agent.

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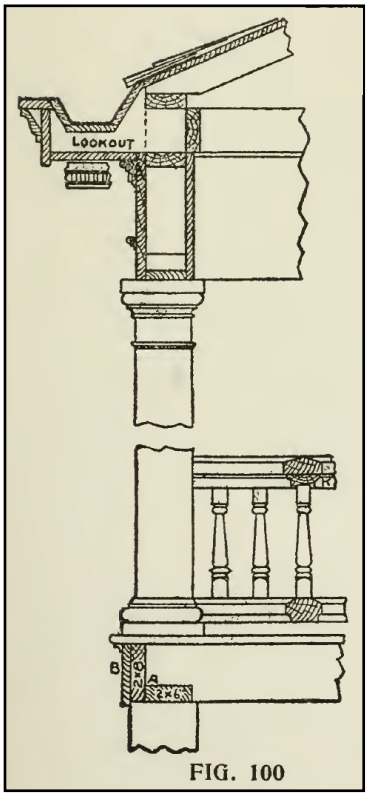
The Captain William Parker Jackson house, built c.1885, is a two story wood structure with an I–house form and Folk Victorian stylistic features. The house that Captain Jackson built on his once-isolated North Park Farm remains largely unaltered since it was built. The most prominent architectural features of the house is its symmetrical two–tiered, full width front porch with Folk Victorian scrollwork brackets and pickets.

Jackson was born in Tampa and served in the Home Guard during the Civil War. After the war, he began working on ships sailing from Tampa, and became a steamship captain at a young age. He homesteaded his 152-acres in 1890. An affidavit from his son, W.P. Jackson, stated that the family was living there prior to 1890 and that he had been born there in the house in 1887. Jackson farmed the acreage growing and shipping citrus and sugarcane. His two story home became "a rendezvous of social life and a center of generous hospitality."

The original agricultural surroundings were replaced by early twentieth century development as Tampa grew and expanded. I-275 was built due west of the property in the 1960s. The Captain Jackson House was listed in the National Register of Historic Places in 2011, and it was designated as a local historic landmark in 2015.

Captain William Parker Jackson House



Cyclopedia of Construction, 1909

Radford's Cyclopedia of Construction, vol. 2, covers practical carpentry, house framing, and elements of wood construction. The chapter on the Elements of House Framing discusses porch construction (p.74-76):

"Fig. 100 shows the general construction and details in full of the framing and the various parts of an ordinary front porch. A special feature in the framing of this porch is the joists, which in most porches must also answer for the outside sills. In framing porches many carpenters and contractors frame the joists so that there is nothing but the narrow edge of a 2x6 or 2x8 that rests on the porch piers, and this small bearing, of course, must come all on the outside edge of the piers.

"By the method which we refer to in our detail we take a 2x6 and a 2x8 and spike them together, as shown in the detail at A. This gives a full bearing on the pier, or very nearly so, and it will be found to make a much better job than the old custom of just having the narrow edge of the floor joists resting on the piers.

"The facing shown at B should be from 1/2 to 3/4 of an inch wider than the floor joist, so that it will project a little below the pier. This gives a good place to secure the lattice work from the back side. The top rail in the porch rail is made of two pieces...It is difficult to get a single piece rail large enough for this kind of a porch. Many of the built up rails consist of from six to eight pieces, which make them more or less expensive. The rail, as shown in the sketch, is designed to work in between the small single rail and the large six and eight piece rails, and will be found a very easy rail to make, an inexpensive one, and at the same time a good, serviceable rail and one that will look well. The bottom rail of this porch can be made in one or two pieces, as desired. If made from a 4x6 it could easily be made in one piece. The porch has a box frieze and cornice with a sunken gutter in cornice. The cornice has a wide frieze with a band mold and a bed and dental mold. A planceer, fascia, crown mold and cap piece complete the outline of the cornice...

"Lookouts are nailed to the ceiling joists and allowed to project in front as far as required for the cornice, and a plate spiked on top of the lookouts supports the rafters. This porch is designed for a shingle roof, but the framing of the roof is such that any pitch can be used…"