
TAMPA UNION STATION

601 NORTH NEBRASKA AVENUE

Designation Report



City of Tampa
Architectural Review Commission

CITY OF TAMPA

REPORT OF THE ARCHITECTURAL REVIEW COMMISSION

RECOMMENDING THE DESIGNATION OF

UNION STATION

AS A

CITY OF TAMPA LANDMARK

Prepared by

Donna C. Noble

Assistant Administrator

Accepted by

Jim Abell

Chairperson, Architectural
Review Commission

Date

5/15/88

Designated by the City of Tampa City Council

Ordinance No.

88-201

Date

6-23-88

Redesignation Ord. #89-215

Date: 9-25-1989

Amended Ordinance No. 88-398

Date 12-02-88

TABLE OF CONTENTS

I. GENERAL INFORMATION.....	3
II. PHYSICAL APPEARANCE.....	4
III. STATEMENT OF SIGNIFICANCE.....	6
IV. REVIEW OF TESTIMONY.....	9
V. BIBLIOGRAPHY.....	10
IV. APPENDIX	11
A. PHOTOGRAPHS.....	12
B. SITE PLAN.....	15
C. ADDITIONAL INFORMATION.....	16

I. GENERAL INFORMATION

Historic Name: Tampa Union Station
Current Name: Tampa Union Station
Address: 601 North Nebraska
Tampa, Florida 33602

Legal Description: Finley and Jones Subdivision,
lots 1-9, Block 5; lots 1-5, Block 6; lots
1-19, Block 8; lots 1-9, Block 9 less platted
portion Maryland Avenue Subdivision; lots 1-16,
Block 10; lots 1-8, Block 11, less Crosstown
Expressway right of way; lots 3-9, Block 2.

AMENDED: As per attached documents.

Present Owner: CSX Transportation
500 Water Street
Jacksonville, Florida
Present Use: Storage, offices
Historic Use: Railroad Station
Present Zoning: I G - Industrial General
Present Land Use: Central Business District.
No land use category.
Landmark Site: As per legal description and
site map.

AMENDMENT TO TAMPA UNION STATION DESIGNATION REPORT

July 18, 1989

REVIEW OF TESTIMONY:

The City of Tampa Architectural Review Commission held a public hearing on July 13, 1989 at 3:30 PM at the Kate Jackson Center, 821 South Rome Avenue to consider the designation of the Tampa Union Station, 601 North Nebraska Avenue. Approximately 6 property owners in or adjacent to the building in question were sent notices for the hearing on June 28, 1989, 16 days prior to the hearing in accordance with the provisions in Chapter 43A-154b City of Tampa Code. Although one property owner did attend the meeting no public testimony was given.

The A.R.C. explained that although the building was designated in December 1988 this amendment to the designation was necessary due to the elimination of the Old Zoning Code Chapter 43 in the downtown area.

The A.R.C. voted unanimously to recommend the designation of the Tampa Union Station to City Council.

II. PHYSICAL DESCRIPTION

Union Station is a two-story, flat-roofed building constructed of tapestry brick. The east-facing structure is located in downtown Tampa, one mile east of the central business district at the southeast corner of Nebraska Avenue and Nuccio Parkway, the principal road linking downtown with the Ybor City Historic District.

Designed in the Italian Renaissance Revival style by J. F. Leitner, the rectangularly massed building is embellished with cast stone columns, quoins, and water table and a full entablature of terra cotta. Terra cotta also provides parapet coping.

The east elevation is a symmetrical five bay composition of alternating pavilions and recessed entrance bays flanked with Corinthian columns. Fenestration is symmetrical and monumental on three of the four elevations and consists of full height units set in deep, round-arch recesses. The triple element, wood, double hung sash windows at the first floor level are separated from the second story thermal windows by wood transoms. Lunettes filled with opalescent glass highlight the entrance doors and the center window of the main facade.

The building's interior space (approximately 13,080 square feet) is divided into a central two-story hall and two floors of smaller rooms on the north and south sides. The central area is divided equally by a combination of the one-story ticket office on the west wall, a five foot high partition at right angles to the ticket office, and a bank of wooden cupboards. Rest rooms, a parcel area and what were originally smoking and ladies retiring rooms occupy these areas. Double doors opposite the two main entrances lead to the train platforms on the east side of the building.

Like the exterior, the waiting room is decorated with classical motifs. A deep wooden cornice surrounds the ceiling and tile wainscoting covers the lower part of the walls, the lower half of the ticket office and all of the partition. Two sets of three individual balconies with cast iron railings are located at the second floor level and the north and south walls.

Original train sheds, one of which is over 600' in length, are of cast iron and wood with with late Victorian detailing.

Although suffering from neglect, the building is unaltered on the exterior.

III. STATEMENT OF SIGNIFICANCE: HISTORY

Tampa's Union Station, completed in 1912, is significant as the city's finest example of Italian Renaissance Revival architecture and as an indication of the rapid urbanization which took place between 1880 and 1910. Further, it represents the extent of influence wielded by a coalition of managers, entrepreneurs and the Tampa Tribune in determining the city's direction.

The classically designed structure incorporates strong contrast and rich materials in a sophisticated design. Cast stone detail and a sharply incised, white terra cotta entablature contrast sharply with the soft texture of maroon-colored bricks. Opalescent glass set in copper appears on the main elevation and in the skylights, and a terrazzo floor reflects the pattern of the deeply-coffered ceiling. Unfortunately, the architect, J. F. Leitner, can be identified only as a Tampa resident.

Leitner received his commission from the Tampa Union Station Company, a firm organized in 1911 after a long campaign on the part of such leading businessmen as Peter O. Knight and Wallace S. Stovall, publisher of the Tampa Tribune. They had been lobbying for several years for a single, unified terminal to replace those of the Seaboard Airline Railway Company, the Atlantic Coast Line and the Tampa Northern scattered around the downtown area. These lines and stations reflected twenty years of urban development based on the cigar industry, phosphate mining and shipping from an extensive port facility at Port Tampa.

Despite the railroads' resistance, in December 1909, the Florida Railroad Commission ordered the building of a new passenger terminal in Tampa. In May 1911, after the Tampa Union Station Company had been established, the firm contracted with W. C. Hobbs for \$100,000 to build the terminal. Final project costs rose to \$250,000 before the building was complete. The Southern Express Company erected the adjacent express building at the same time and the station opened on May 15, 1912.

As rail travel declined following World War II, and rail lines folded or merged, the station first became the property of Seaboard Coast Line and then CSX Transportation, Seaboard's successor. Amtrak has leased the property since the 1970's for its regular, but limited, passenger service and uses the buildings for storage. CSX has had the property for sale for almost two years.

The now-covered openings behind the balconies would have provided a view of the central hall from the second floor offices. Skylights of opalescent glass in copper frames mark the center and four corners of the divided ceiling. A terrazzo floor in rose and beige is arranged in the same pattern as the ceiling.

At the building's southeast corner, a porte cochere connects the main terminal with a separate baggage room and former railway express agency building. The baggage department is a one-story red brick structure with a T-shaped plan and hipped roof. The railway express building is also one-story, but follows a rectangular plan and features Mission-style, shaped parapets with terra cotta coping at the east and west ends of the gable roof.

Included in the recommendation are the three track sheds and the concourse shed. The wooden gable roof structures are supported on cast iron columns with wood and metal braces.

III. STATEMENT OF SIGNIFICANCE: CRITERIA

Section 43A-154.j states that a landmark shall have achieved significance within the time period established by criteria of the National Register of Historic Places, which is fifty years.

Tampa Union Station was built in 1912, thus qualifying under the general criteria. It qualifies as well under the following criteria:

- (3) Its value as a reminder of the cultural or archaeological heritage of the City, state or nation.

The construction of a unified passenger and freight terminal in 1912 to replace with a monumental structure the city's three scattered terminals reflects two decades of urbanization and industrialization in Tampa. The station further reflects, in its prominent siting and rich materials, the importance of rail travel in the United States. Until the 1950's, when transportation patterns shifted from railways to interstates and air travel, Tampa Union Station figured prominently in the daily life of the city, taking them to and from war, to and from school or to and from Tallahassee to conduct the state's business, or simply to and from loved ones.

- (7) Its value as a building that is recognized for the quality of its architecture and that retains sufficient features showing its architectural significance.

Tampa Union Station is an excellent and rare example in Tampa of the Italian Renaissance Revival style. It is embellished with cast stone columns and quoins, deep terra cotta cornices, and two story windows with opalescent glass transoms.

The buildings high style, symmetrical five bay facade and strong horizontal emphasis impart an aura of monumentality suitable to its original purpose as the city's primary transportation gateway.

IV. REVIEW OF TESTIMONY:

The City of Tampa Architectural Review Commission held a public hearing on May 12, 1988, at 4:00 p.m. at the Friday Morning Musicale, 809 Horatio Street, Tampa, Florida to consider recommending the designation of Tampa Union Station as a landmark.

The property owner and adjacent owners within 150 feet were notified of the hearing by registered mail on April 26, 1988, sixteen days prior to the hearing. The property owner, CSX Transportation did not send a representative to the hearing. Frank L. Siever, an adjacent property owner, attended to make inquiry as to the status of the building and suggested that it be donated to the City as a gesture of good will. The only other testimony came from John McQuigg of the Florida Gulf Coast Railroad Museum. He spoke in favor of landmark designation. ARC staff added to the record by reading excerpts from letters sent in support of the designation.

Following the testimony, the members of the ARC voted unanimously to recommend that City Council designate Tampa Union Station and the associated buildings and track sheds as a landmark.

REVIEW OF TESTIMONY: AMENDMENT TO UNION STATION DESIGNATION

The City of Tampa Architectural Review Commission held a public hearing on Thursday, September 8, 1988, at 3:30 PM at Hyde Park Presbyterian Church, 1309 Swann Avenue for the purpose of considering amending the Union Station City of Tampa Landmark Designation Ordinance, #88-201. The decision to amend was made after the City of Tampa's Right-of-Way section assisted in integrating the legal description based on historic plats with a previously privately held engineer's survey. This survey did not become available until after the first designation hearings were concluded. The survey also made it possible to prepare a more detailed map, which has been added to this report.

According to Chapter 43A.154.i, the designation of any landmark or historic district may be amended or rescinded through the same procedure utilized for the original designation. Owners and adjacent property owners within 150 feet were notified of the Architectural Review Commission hearing and a notice was posted on the property. The property owner, CSX Transportation, did not send a representative to the hearing. Adjacent property owner Mrs. Frank Siever spoke in favor of the amendment and designation and stated that she would like to see the building restored. No further testimony was offered.

Following the testimony, the members of the Architectural Review Commission voted unanimously to recommend approval of the proposed amendment to the Union Station designation.

V. BIBLIOGRAPHY

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APPENDIX

LEGAL DESCRIPTION -- AMENDED

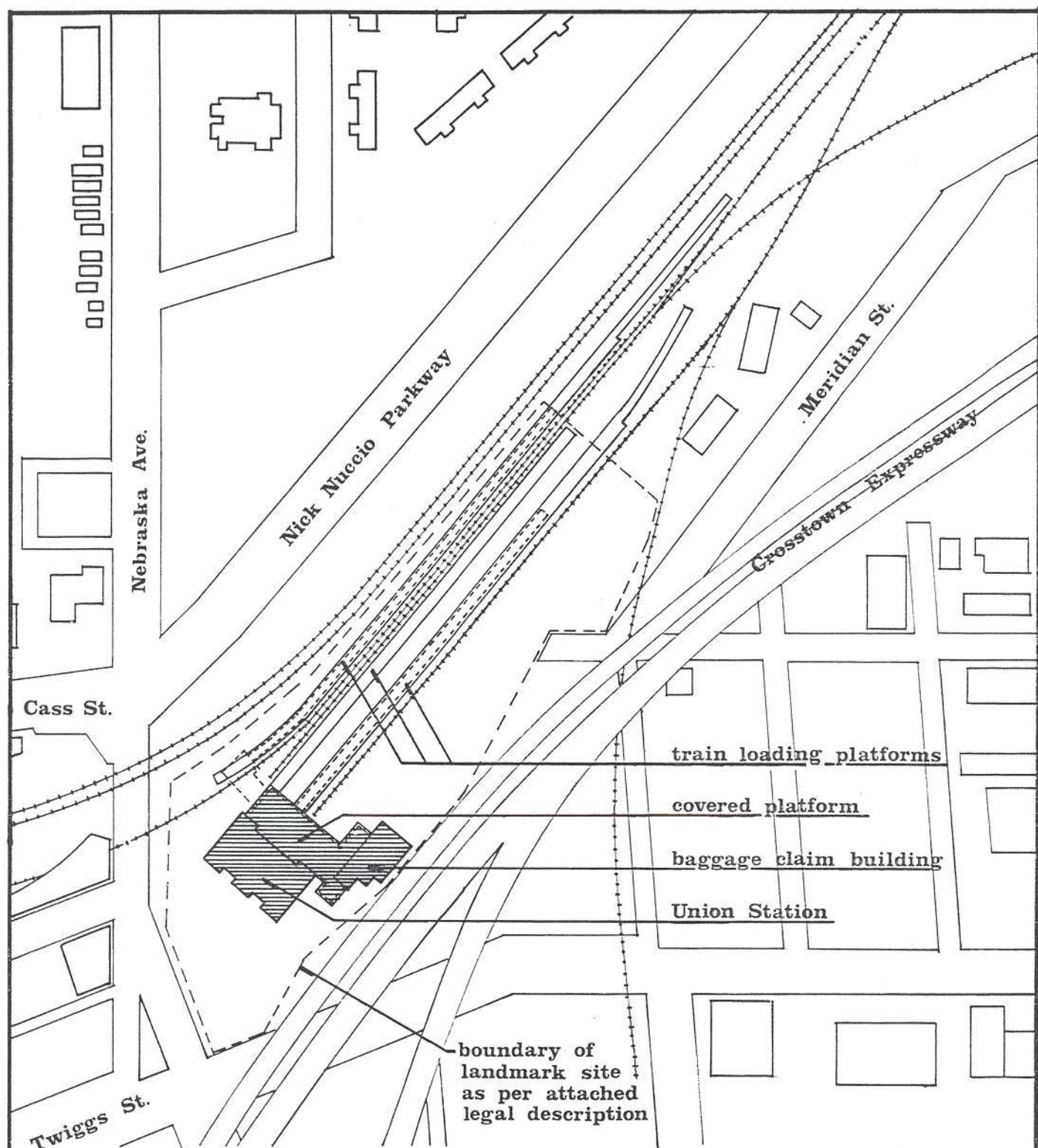
BEGINNING at the intersection of the Northwestern Limited Access Right-of-Way line of the Tampa South Crosstown Expressway with the Northerly Right-of-Way line of East Twiggs Street, run thence S.69°05'30"W., 75.00 feet, along said Northerly Right-of-Way line of East Twiggs Street, to the Easterly Right-of-Way line of North Nebraska Avenue; thence N.21°14'21"W., 214.81 feet, along said Easterly Right-of-Way line of North Nebraska Avenue; thence N.00°27'23"E., 90.77 feet, along the East Right-of-Way line of North Nebraska Avenue; thence N.59°30'14"E., 76.26 feet; thence N.52°57'16"E., 74.33 feet; thence N.39°44'37"E., 18.50 feet; thence S.50°15'23"E., 156.80 feet; thence N.39°42'50"E., 71.15 feet; thence S.49°52'58"E., 88.81 feet to the Northwestern Limited Access Right-of-Way line of Tampa South Crosstown Expressway; thence S.38°39'35"W., 63.98 feet, along said Northwestern Limited Access Right-of-Way line; thence S.49°21'25"W., 148.92 feet, along said Northwestern Limited Access Right-of-Way line; thence S.32°12'19"W., 132.63 feet, along said Northwestern Limited Access Right-of-Way line, to the POINT OF BEGINNING; being part of Section 18 and 19, Township 29-South, Range 19 East, Hillsborough County, Florida and containing 1.752 acres.

TOGETHER WITH

From the intersection of the Northwestern Limited Access Right-of-Way Line of the Tampa South Crosstown Expressway with the Northerly Right-of-Way line of East Twiggs Street, run thence S.69°05'30"W., 75.00 feet, along said Northerly Right-of-Way line of Twiggs Street, to the Easterly Right-of-Way line of North Nebraska Avenue; thence N.21°14'21"W., 214.81 feet, along said Easterly Right-of-Way line of North Nebraska Avenue; thence N.00°27'23"E., 90.77 feet, along the East Right-of-Way line of North Nebraska Avenue to the POINT OF BEGINNING; from said POINT OF BEGINNING continue thence N.00°27'23"E., 100.68 feet along the East Right-of-Way line of North Nebraska Avenue, to a point 12.50 feet Southeasterly (measured radially) of the centerline of the southerly of two Seaboard System Main Line Tracks; thence from a tangent bearing of N.57°45'27"E., Northeasterly, 23.00 feet along a circular curve to the left (having a radius of 1546.63 feet, a central angle of 00°51'07", and a chord bearing and distance of N.57°19'53"E., 23.00 feet) to a point 12.50 feet Southwesterly (measured radially) of the centerline of said Southerly of two Seaboard System Main Track Line Tracks; thence S.33°02'19"E., 11.85 feet; thence N.56°20'41"E., 23.00 feet; thence N.33°06'19"W., 11.80 feet to a point 12.50 feet Southeasterly (measured radially) of the centerline of said Southerly of two Seaboard System Main Tracks; thence from a tangent bearing of N.56°03'14"E., Northeasterly, 202.20 feet along a circular curve to the left (having a radius of 1546.63 feet, a central angle of 07°29'26", and a chord bearing and distance of N.52°18'31"E., 202.05 feet), to a point 12.50 feet Southeasterly (measured radially) of the centerline of said Southerly of two Seaboard System Main Tracks and a point of compound curvature; thence Northeasterly, 200.14 feet along a circular curve to the left (having a radius of 1302.50 feet, a central angle of 08°48'14", and a chord bearing and distance of N.44°09'41"E., 199.94 feet), to a point 12.50 feet Southeasterly (measured radially) of said Southerly of two Seaboard System Main Tracks and a point of tangency; thence N.39°45'35"E., 305.00 feet, parallel with the centerline of said Main Line Track; thence S.50°14'25"E., 195.80 feet to a point 25.00 feet Westerly (measured radially) of the centerline of a Seaboard System Railroad Track; thence from a tangent bearing of S.13°27'41"W., Southerly, 78.82 feet, along a circular curve to the left (having a radius of 3544.72 feet, a central angle of 01°16'26", and a chord bearing and distance of S.12°49'28"W., 78.81 feet) to a point 25.00 feet Westerly (measured radially) of the centerline of said Seaboard System Railroad Track and the end of said curve; thence S.12°11'15"W., 130.54 feet, parallel with the centerline of said Seaboard System Railroad Track, to the Northerly Right-of-Way line of Eva Street; thence N.89°29'26"W., 85.61 feet, along said Northerly Right-of-Way line; thence S.28°23'24"W., 263.00 feet, along the Northwestern Right-of-Way line of Union Street, to the Northwestern Limited Access Right-of-Way line of Tampa South Crosstown Expressway; thence S.38°39'35"W., 92.17 feet, along said Northwestern Limited Access Right-of-Way line; thence N.49°52'58"W., 88.81 feet; thence S.39°42'50"W., 71.15 feet; thence N.50°15'23"W., 156.80 feet; thence S.39°44'37"W., 18.50 feet; thence S.52°57'16"W., 74.33 feet; thence S.59°30'14"W., 76.26 feet to the POINT OF BEGINNING; being part of Section 18, Township 29 South, Range 19 East, Hillsborough County, Florida and containing 4.125 acres.

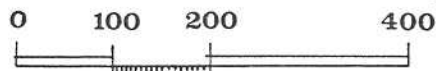
Certified as true
and correct copy.

EXHIBIT A



TAMPA UNION STATION

601 North Nebraska Avenue



prepared by:

Historic Tampa/Hillsborough County
Preservation Board

for:

Tampa Architectural Review Commission

date: 9-1-88

drawn by:

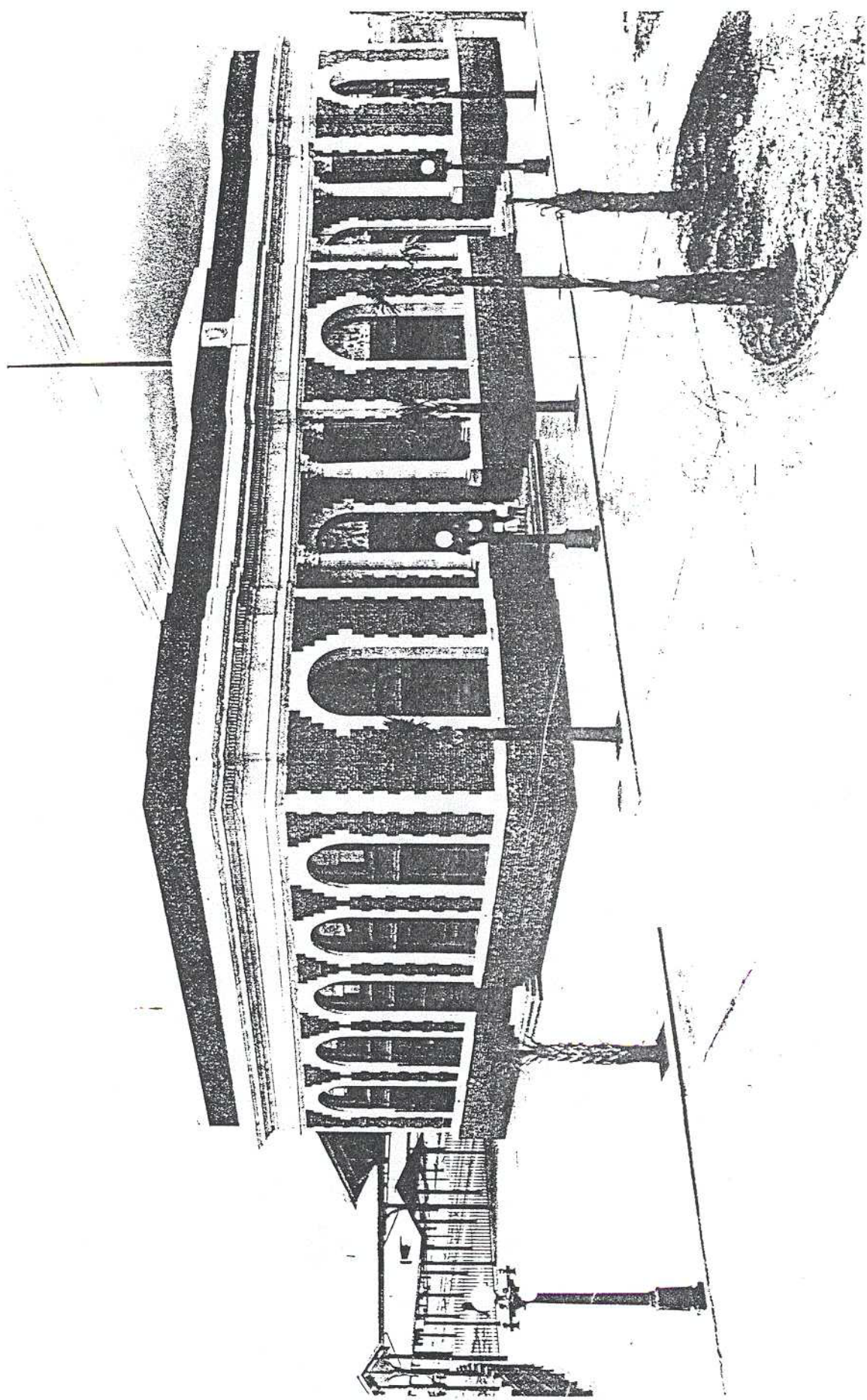
JLM

revised: 12-2-98

boundary of
landmark
site

sheet:

1 of 1



UNION STATION IN 1912

APPENDIX C: ADDITIONAL INFORMATION

All material related to the research and designation of this landmark is on file and can be inspected at the following location:

Historic/Tampa Hillsborough County Preservation Board

2009 North Eighteenth Street

Tampa, Florida 33609

813-272-3843

The staff of the Historic Tampa/Hillsborough County Preservation Board performs the administrative duties of the Architectural Review Commission for the City of Tampa.

ID: 189683.0100

** PUBLIC RECORD **

TAX ID / FOLIO: 189683.0100
SEC/TWN/RNG: 182919SITE ADDRESS: 601 N NEBRASKA AVE
TAMPA FL
33602-3525

SUBDIVISION:

LOT:

BLOCK:

LAND USE CODE: 7900 INS CULTURAL

BUILDING USE CODE: 7100 PUB TRASPORTATION TERMINALS

DOR USE: 7900 PUB CULTURAL

PLAT BOOK/PAGE:

OWNER: TAMPA UNION STATION PRESERVATION

OWNER PHONE:

REDEVELOPMENT

TENANT PHONE: (813)221-7600

PO BOX 360275

TAMPA FL

33673-275

PREVIOUS OWNER:

STRUCTURE INFORMATION:

BUILDING STYLE:

TOTAL ROOMS: 10

BEDROOMS:

BATHROOMS:

FIXTURES:

FIREPLACE:

POOL:

DECK:

PATIO:

SPA:

TENNIS COURT:

GARAGE TYPE:

GARAGE SQUARE FOOTAGE:

FOUNDATION:

FRAMING: Brick

INTERIOR1: Plaster

EXTERIOR: Brick

INTERIOR2:

FLOOR TYPE:

ROOF FRAME: Wd Frame/Trus

ROOF COVER: Blt Up Tar/Grv

COOLING: None

HEATING1: No Heat

FLOOR COVER1: Tile

HEATING2:

FLOOR COVER2:

HEAT SOURCE: None

YEAR BUILT: 1912

EFFECTIVE YEAR BUILT: 1912

BUILDING COUNT: 1 OF 1

TOTAL NO. OF BUILDINGS:

TOTAL SQUARE FOOTAGE: 27,306

TOTAL HEATED SQUARE FOOTAGE: 14135

LOT DIMENSIONS:

LOT SQUARE FOOTAGE: 85,813

LOT ACRES: 1.97

STORIES: 1.0

LOT FRONTAGE:

VIEW:

CONDO UNIT NUMBER:

FRONTAGE:

FLOOR NUMBER:

LOCATION:

UNIT FLOOR:

SEAWALL:

AREA DESCRIPTIONSQ FOOTAGEEXTRA FEATURESUNITS

BASE AREA

14,135

MACADAM

24,022

CANOPY

13,171

CONCRETE

13,325

IRON/FENCE

345

** PUBLIC RECORD **

T ID: 189683.0100

ASSESSED VALUE
LAND: \$858,132.00
BUILDING: \$133,340.00

ASSESS PERCENTAGE

TOTALS: \$991,472.00

TAXES: \$
TAX DISTRICT: TBH
EXEMPTION AMOUNT: \$991,472.00

TAX YEAR: 1996
MILLAGE RATE: 27.2247
EXEMPTION TYPE: Exempt

CENSUS TRACT: 53.00
ZONING: CBD-2
LATITUDE: 27.951802
MLS GRID: WM15

BLOCK: 1
LONGITUDE: 82.451016

LEGAL: BEG AT INTERS OF NWLY LIMITED ACCESS R/W LINE OF TAMPA SOUTH CROSSTOWN EXPRESSWAY W/ NLY R/W LINE OF EAST TWIGGS ST THN S 69 DEG 05 MIN 30 SEC W 75.00 FT ALG SD NLY R/W LINE OF TWIGGS ST TO ELY R/W LINE OF N NEBRASKA AVE THN N 21 DEG 14 MIN

DEED TRANSFERS:

SELLER:
TRANSFER DATE: 01-DEC-1991
STAMP CODE: Qualified
PERCENT OWNERSHIP:
LOAN AMOUNT: \$0.00
INTEREST RATE:
VESTING:
TITLE COMPANY:

SALES PRICE: \$600,000.00
DOC BOOK/PAGE: 6475-1230
DEED TYPE:

LENDER:
LOAN TYPE:

TYPE SALE:

SELLER:
TRANSFER DATE:
STAMP CODE:
PERCENT OWNERSHIP:
LOAN AMOUNT: \$
INTEREST RATE:
VESTING:
TITLE COMPANY:

SALES PRICE: \$
DOC BOOK/PAGE:
DEED TYPE:

LENDER:
LOAN TYPE:

TYPE SALE:

SELLER:
TRANSFER DATE:
STAMP CODE:
PERCENT OWNERSHIP:
LOAN AMOUNT: \$
INTEREST RATE:
VESTING:
TITLE COMPANY:

SALES PRICE: \$
DOC BOOK/PAGE:
DEED TYPE:

LENDER:
LOAN TYPE:

TYPE SALE:

T ID: 189683.0000

** PUBLIC RECORD **

TAX ID / FOLIO: 189683.0000
SEC/TWN/RNG: 182919SITE ADDRESS: 601 N NEBRASKA AVE
TAMPA FL
33602-3525

SUBDIVISION: FINLEY AND JONES

LOT: 1

BLOCK: 5

LAND USE CODE: 9800 MISC CENTRALLY ASSESSED

BUILDING USE CODE: 7100 PUB TRASPORTATION TERMINALS

DOR USE: 9800 MISC CENTRALLY ASSD

PLAT BOOK/PAGE: 0001 0093

OWNER: CSX TRANSPORTATION INC-ASSESSED BY DEPT OWNER PHONE: (904)359-3000

TENANT PHONE: (813)221-7600

500 WATER ST
JACKSONVILLE FL
32202-4422

PREVIOUS OWNER:

STRUCTURE INFORMATION:

BUILDING STYLE:

BEDROOMS:

FIXTURES:

POOL:

PATIO:

TENNIS COURT:

TOTAL ROOMS: 5

BATHROOMS:

FIREPLACE:

DECK:

SPA:

GARAGE TYPE:

FOUNDATION:

INTERIOR1: Drywall

INTERIOR2:

ROOF FRAME: Wd Frame/Trus

COOLING: Central

FLOOR COVER1: Vinyl/Cork

FLOOR COVER2:

HEAT SOURCE: Electric

GARAGE SQUARE FOOTAGE:

FRAMING: Conc Raised

EXTERIOR: Prefab Panel

FLOOR TYPE:

ROOF COVER: Metal

HEATING1: Ford Air Duct

HEATING2:

YEAR BUILT: 1985

BUILDING COUNT: 1 OF 2

TOTAL SQUARE FOOTAGE: 23,451

LOT DIMENSIONS:

LOT ACRES: 14.49

LOT FRONTAGE:

CONDO UNIT NUMBER:

FLOOR NUMBER:

UNIT FLOOR:

EFFECTIVE YEAR BUILT: 1985

TOTAL NO. OF BUILDINGS:

TOTAL HEATED SQUARE FOOTAGE: 2864

LOT SQUARE FOOTAGE: 631,338

STORIES: 1.0

VIEW:

FRONTAGE:

LOCATION:

SEAWALL:

AREA DESCRIPTIONSQ FOOTAGEEXTRA FEATURESUNITS

CANOPY

20,587

CLF + 6

4,000

BASE AREA

2,864

CLF + 8

400

UOP/SHD

792

MT/SHD

400

T ID: 189683.0000

** PUBLIC RECORD **

ASSESSED VALUE
LAND: \$6,313,388.
BUILDING: \$307,637.00

TOTALS: \$6,621,025.

ASSESS PERCENTAGE

TAXES: \$
TAX DISTRICT: TBH
EXEMPTION AMOUNT: \$6,621,025.

TAX YEAR: 1996
MILLAGE RATE: 27.2247
EXEMPTION TYPE: Exempt

CENSUS TRACT: 53.00
ZONING: CBD-2
LATITUDE: 27.951802
MLS GRID: WM15

BLOCK: 1

LONGITUDE: 82.451016

LEGAL: FINLEY AND JONES LOTS 1 TO 9 INCL BLOCK 5 LOTS 1 TO 5 INCL BLOCK 6 LOTS 1 TO 19 INCL BLOCK 8 LOTS 1 TO 9 INCL BLOCK 9 LESS PLATTED PORTION MARYLAND AVE SUBDN LOTS 1 TO 16 INCL BLOCK 10 AND LOTS 1 TO 8 INCL BLOCK 11 THAT PART DESC AS BEG AT

DEED TRANSFERS:

SELLER:
TRANSFER DATE:
STAMP CODE:
PERCENT OWNERSHIP:
LOAN AMOUNT: \$
INTEREST RATE:
VESTING:
TITLE COMPANY:

SALES PRICE: \$
DOC BOOK/PAGE:
DEED TYPE:

LENDER:
LOAN TYPE:

TYPE SALE:

SELLER:
TRANSFER DATE:
STAMP CODE:
PERCENT OWNERSHIP:
LOAN AMOUNT: \$
INTEREST RATE:
VESTING:
TITLE COMPANY:

SALES PRICE: \$
DOC BOOK/PAGE:
DEED TYPE:

LENDER:
LOAN TYPE:

TYPE SALE:

SELLER:
TRANSFER DATE:
STAMP CODE:
PERCENT OWNERSHIP:
LOAN AMOUNT: \$
INTEREST RATE:
VESTING:
TITLE COMPANY:

SALES PRICE: \$
DOC BOOK/PAGE:
DEED TYPE:

LENDER:
LOAN TYPE:

TYPE SALE:

Listing Summary

<u>Tax ID / Folio</u>	<u>Site Address</u>	<u>Site Zip</u>	<u>Owner Last Name</u>	<u>Owner Phone</u>	<u>Taxes</u>
189683.0100	601 N NEBRASKA AVE	33602	TAMPA	(904)359-3000	
189683.0000	601 N NEBRASKA AVE	33602	CSX	(904)359-3000	
189683.0000	601 N NEBRASKA AVE	33602	CSX		

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Listing Summary

Assessed Tot Val

\$991,472
\$6,621,025
\$6,621,025