

**SELMON  
EXPRESSWAY**

Whiting Street PD&E Study

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**Final Project  
Environmental  
Impact Report**

April 2024

# PROJECT ENVIRONMENTAL IMPACT REPORT SUMMARY

## 1.0 Project Description and Purpose and Need:

### a. Project Information:

Project Name: Whiting Street Extension and Selmon Expressway Ramps Reconfiguration Project Development and Environment Study

Project Limits: Whiting Street from Jefferson Street to North Meridian Avenue; Reconfiguration of Selmon Expressway On-ramps at Jefferson Street and Off-ramps at Florida Avenue and Channelside Drive

County: Hillsborough County

ETDM Number (If applicable): Not Applicable

Tampa Hillsborough Expressway Authority Number: HI-0141

Project Manager: Anna Quiñones, AICP, Tampa Hillsborough Expressway Authority

### b. Proposed Improvements:

In July 2019, the Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, began a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending East Whiting Street (Whiting Street) and reconfiguring the eastbound on-ramp of the Selmon Expressway at North Jefferson Street (Jefferson Street) and eastbound off-ramps at South Florida Avenue (Florida Avenue) and Channelside Drive. The study considered extending Whiting Street to North Meridian Avenue (Meridian Avenue) and included improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street (Brush Street). The extension would provide a direct connection of the Whiting Street corridor to Meridian Avenue, thereby improving traffic flow and safety for all transportation modes and offer additional connections within the street network.

It was anticipated that the Florida Avenue off-ramp would be widened to two lanes, the Channelside Drive off-ramp would be removed, and a new Whiting Street off-ramp would extend from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway.

On February 22, 2022, a Public Hearing was held at the THEA boardroom to present the project's preferred alternative to the general public, project stakeholders, and other interested parties. Based on comments received during this hearing, and during subsequent meetings with project stakeholders such as the City of Tampa, it was determined that the project preferred alternative should be revised to only address proposed improvements to Whiting Street and its connection to Meridian Avenue, and the removal of the eastbound Channelside Avenue off-ramp and replace it with a ramp connecting to Whiting Street. Widening of the Florida Avenue off-ramp to two lanes would no longer be proposed. However, rectangular rapid flash beacon (RRFB) pedestrian signals would be installed at the ramp's connection with Florida Avenue.

The improvements will require the acquisition of approximately 0.21 acres of additional right-of-way (ROW) from four (4) parcels of land.

### c. Purpose and Need:

The purpose of this project is to provide a direct connection of the Whiting Street corridor to Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the eastbound on-ramp to the Selmon Expressway at Jefferson Street and remove the eastbound off-ramp from the Selmon Expressway to Channelside Drive and replace it with a ramp connection to Whiting Street. These improvements will improve safety, traffic circulation, and access to Whiting Street and Meridian Avenue.

The need for the project is based on the following criteria:

#### **Roadway System Linkage**

Based on volume forecasts found in the Tampa Bay Regional Planning Model (TBRPM) Version 8.2 and the proposed additional development associated with the Water Street Development plan and future development plans at the former Ardent Mill site, traffic demand and congestion along the capacity constrained Channelside Drive and Cumberland Avenue corridors are expected to significantly increase by the design year (2046). The proposed extension of Whiting Street to Meridian Avenue will provide a parallel route for these facilities which would better distribute vehicular demand, promote safety, and improve traffic operations along these corridors. Additionally, the Whiting Street extension will also support the City of Tampa's accessibility objectives through grid network enhancement.

#### **Multimodal Linkage**

The Tampa Center City Plan envisions Tampa as a community of livable places and connected people. One of the "building blocks" for this future is livable connections for "safe pedestrian and bicycle access around town". Proposed improvements along Whiting Street include the addition of a 10-foot-wide two-way cycle track and 10-foot-wide sidewalks on both the north and south sides of the roadway. These improvements will provide safe travel facilities for both pedestrians and bicyclists, as well as a connection between the Selmon Greenway Trail and Meridian Avenue Trail, and to the Riverwalk via City of Tampa's proposed "Quick Build" cycle track along Whiting Street west of Jefferson Street, which will further enhance multimodal linkages.

#### **Safety**

The Channelside Drive off-ramp terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. This creates both safety and operational concerns at this location. Six (6) years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, eliminating pedestrian conflicts, and redirecting Downtown East traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

**Transportation Demand**

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, East Jackson Street (39,000 average annual daily traffic (AADT) and Kennedy Boulevard (34,000 AADT) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief to the parallel facilities.



## 2.0 Environmental Analysis

Issues/Resources	Substantial Impacts?				Supporting Information <sup>2</sup>
	Yes	No	Enhance	No Inv	
<b>A. SOCIAL &amp; ECONOMIC</b>					
1. Land Use Change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.1.1</a>
2. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.1.2</a>
3. Economics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.1.3</a>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.1.4</a>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.1.5</a>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.1.6</a>
<b>B. CULTURAL</b>					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.2.1</a>
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.2.2</a>
3. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Section 2.2.3</a>
<b>C. NATURAL</b>					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Section 2.3.1</a>
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Not Applicable</a>
3. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.3.3</a>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Not Applicable</a>
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Not Applicable</a>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Not Applicable</a>
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.3.7</a>
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Section 2.3.8</a>
<b>D. PHYSICAL</b>					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.4.1</a>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.4.2</a>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.4.3</a>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.4.4</a>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.4.5</a>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<a href="#">Section 2.4.6</a>
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<a href="#">Not Applicable</a>

**Notes:**

<sup>1</sup> Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement;

NoInv = Issue absent, no involvement.

<sup>2</sup> Supporting information is documented in the referenced section below.

### 3.0 Anticipated Permits

Agency	Permit Type
Southwest Florida Water Management District (SWFWMD)	Environmental Resource Permit
Florida Department of Environmental Protection	National Pollutant Discharge Elimination System Permit

### 4.0 Engineering Analysis

Future traffic (2046) shows a need for improvements to the Selmon Expressway off-ramps at Florida Avenue and Channelside Drive, corresponding improvements to Whiting Street from Jefferson Street to Meridian Avenue, and reconfiguration of the Selmon Expressway on-ramp at Jefferson Street. As a result, two build alternatives (Alternatives 1 and 2) were developed and refined based on study analysis results. Based on study analysis results and public input, Alternative 2 was selected as the project’s Preferred Alternative.

On February 22, 2022, a Public Hearing was held at the Tampa Hillsborough Expressway Authority boardroom to present the project’s preferred alternative to the general public, project stakeholders, and other interested parties. Based on comments received during this hearing, and during subsequent meetings with project stakeholders such as the City of Tampa, it was determined that the project preferred alternative should be revised to only address proposed improvements to Whiting Street and its connection to Meridian Avenue, and the removal of the eastbound Channelside Avenue off-ramp and its replacement with a ramp connecting to Whiting Street. Widening of the Florida Avenue off-ramp to two lanes would no longer be proposed. However, rectangular rapid flash beacon (RRFB) pedestrian signals would be installed at the ramp’s connection with Florida Avenue.

These modifications to the project’s preferred alternative also resulted in the need to revise the project’s purpose and need to reflect the vision of project stakeholders. The revised purpose and need for the project are provided in **Section 1.C** above.

The engineering analysis conducted for this study is contained in the project’s Preliminary Engineering Report (PER).

### 5.0 Commitments

#### a. Cultural Resources

- During project construction within the area of the Fort Brooke (8HI00013) archaeological site (including all areas associated with the existing Florida Avenue and Channelside Drive off-ramp improvements), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving

subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

- Prior to the start of construction, the following actions will be undertaken by professionals that meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) and the measures will be completed and approved by Florida Division of Historic Resources staff prior to removal of the resources.
- A pictorial and narrative history of the Ardent Mills historic site will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This document shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
- A pictorial and narrative history of the Florida Central & Peninsular Railroad will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This will include photographs of current appearance, historic photographs, and written history.
- A State Historic Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approved by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

## b. Contamination

- For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases and prior to construction. Note that additional information may become available or site-specific conditions may change from the time the Contamination Screening Evaluation Report (CSER) was prepared and should be considered prior to proceeding with roadway construction.

## 6.0 Preferred Alternative

Based on the public input received at the Alternatives Virtual Meeting and Public Hearing, the results of the alternatives analysis, and coordination with the City of Tampa and other stakeholders, THEA has identified a revised Alternative 2 as the Preferred Alternative. See **Appendix B** for the Preferred Alternative Concept Plans.

The revised Alternative 2 was selected as the Preferred Alternative because it is the most cost feasible, provides roadway system and multimodal linkage, adds needed capacity, and addresses traffic congestion well into the future.

## 7.0 Approved for Public Availability

(Before public hearing when a public hearing is required)

\_\_\_\_\_  
Tampa Hillsborough Expressway Authority  
Robert Frey, Director of Planning and Innovation

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Date

\_\_\_\_\_  
Tampa Hillsborough Expressway Authority  
Greg Slater, CEO

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Date

## 8.0 Public Involvement

1.  A public hearing is not required.
2.  A public hearing will be held on \_\_\_\_\_. The draft PEIR is publicly available, and comments are allowed to be submitted to the contact below until \_\_\_\_\_.


Contact Information:

3.  A public hearing was held on February 22, 2022, and the transcript is available.
4.  An opportunity for a public hearing was afforded and was documented.

## 9.0 Approval of Final Document

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.



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Tampa Hillsborough Expressway Authority  
Greg Slater, CEO

5 / 1 / 24  
Date

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Appendix A: Florida Division of Historic Resources Coordination Letters

Appendix B: Preferred Alternative Conceptual Plans

Appendix C: WQIE Form

## 1.0 Project Summary

The purpose of this Project Environmental Impact Report (PEIR) is to document the environmental analyses performed to support decisions related to the selection of a preferred project alternative. In addition, it summarizes existing conditions, documents the purpose of and need for the project, and documents other data related to preliminary design concepts. These preliminary design concepts establish the functional and/or conceptual requirements that will be the starting point for the final design phase. This PEIR was prepared using the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual, Part 1, Chapter 10 (July 2023).

### 1.1 Project Description

In July 2019, the Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, began a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending East Whiting Street (Whiting Street) and reconfiguring the eastbound on-ramp of the Selmon Expressway at North Jefferson Street (Jefferson Street) and eastbound off-ramps at South Florida Avenue (Florida Avenue) and Channelside Drive. The study considered extending Whiting Street to North Meridian Avenue (Meridian Avenue) and included improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street (Brush Street). The extension would provide a direct connection of the Whiting Street corridor to Meridian Avenue, thereby improving traffic flow and safety for all transportation modes and offer additional connections within the street network.

It was anticipated that the Florida Avenue off-ramp would be widened to two lanes, the Channelside Drive off-ramp would be removed, and a new Whiting Street off-ramp would extend from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway. See **Figure 1-1** for the project location map.

On February 22, 2022, a Public Hearing was held at the THEA boardroom to present the project's preferred alternative to the general public, project stakeholders, and other interested parties. Based on comments received during this hearing, and during subsequent meetings with project stakeholders such as the City of Tampa, it was determined that the project preferred alternative should be revised to only address proposed improvements to Whiting Street and its connection to Meridian Avenue, and the removal of the eastbound Channelside Avenue off-ramp and replace it with a ramp connecting to Whiting Street. Widening of the Florida Avenue off-ramp to two lanes would no longer be proposed. However, rectangular rapid flash beacon (RRFB) pedestrian signals would be installed at the ramp's connection with Florida Avenue.

The improvements will require the acquisition of 0.21 acres of additional right-of-way (ROW) from three existing parcels.

Figure 1.1: Project Location Map



## 1.2 Purpose & Need

The purpose of this project is to provide a direct connection of the Whiting Street corridor to Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the eastbound on-ramp to the Selmon Expressway at Jefferson Street and remove the eastbound off-ramp from the Selmon Expressway to Channelside Drive and replace it with a ramp connection to Whiting Street. These improvements will improve safety, traffic circulation, and access to Whiting Street and Meridian Avenue.

The need for the project is based on the following criteria:

### Roadway System Linkage

Based on volume forecasts found in the Tampa Bay Regional Planning Model (TBRPM) Version 8.2 and the proposed additional development associated with the Water Street Development plan and future development plans at the former Ardent Mill site, traffic demand and congestion along the capacity constrained Channelside Drive and Cumberland Avenue corridors are expected to significantly increase by the design year (2046). The proposed extension of Whiting Street to Meridian Avenue will provide a parallel route for these facilities which would better distribute vehicular demand, promote safety, and improve traffic operations along these corridors. Additionally, the Whiting Street extension will also support the City of Tampa's accessibility objectives through grid network enhancement.

### **Multimodal Linkage**

The Tampa Center City Plan envisions Tampa as a community of livable places and connected people. One of the “building blocks” for this future is livable connections for “safe pedestrian and bicycle access around town”. Proposed improvements along Whiting Street include the addition of a 10-foot-wide two-way cycle track and 10-foot-wide sidewalks on both the north and south sides of the roadway. These improvements will provide safe travel facilities for both pedestrians and bicyclists, as well as a connection between the Selmon Greenway Trail and Meridian Avenue Trail, and to the Riverwalk via City of Tampa’s proposed “Quick Build” cycle track along Whiting Street west of Jefferson Street, which will further enhance multimodal linkages.

### **Safety**

The Channelside Drive off-ramp terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. This creates both safety and operational concerns at this location. Six (6) years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, eliminating pedestrian conflicts, and redirecting Downtown East traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

### **Transportation Demand**

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, East Jackson Street (39,000 average annual daily traffic (AADT) and Kennedy Boulevard (34,000 AADT) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief to the parallel facilities.

## **1.3 Alternatives Analysis Summary**

### **1.3.1 Preferred Alternative**

THEA has committed to provide a new connection to Meridian Avenue, by extending Whiting Street between Brush Street and Meridian Avenue. In order to construct the extension of Whiting Street, the existing railroad tracks will need to be removed. Removing the railroad tracks and completing the extension to Meridian Avenue will offer an additional connection within the street network, providing additional route choices and alleviating congestion. The improvements can be broken up into four distinct locations. See **Figure 1-2** for each location of proposed improvements.

Below is a detailed description of the proposed improvements for each location.

Figure 1.2: Proposed Improvement Locations



**Location A**

Whiting Street currently ends at Brush Street, west of the existing railroad tracks. The preferred alternative proposes to extend Whiting Street, from Brush Street to Meridian Avenue, with a new signal at the T-intersection of Whiting Street and Meridian Avenue. The proposed typical section for the Whiting Street extension includes two 11-foot-wide travel lanes in the eastern direction, one 11-foot-wide travel lane in the western direction, a 10-foot-wide cycle track separated from the north side of the westbound travel lane by a four-foot traffic separator, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The eastbound approach to Meridian Avenue includes one 11-foot-wide dedicated left turn lane and one 11-foot-wide left/right turn lane. The existing grassed median on Meridian Avenue will be split in order to accommodate the proposed signalized intersection. The preferred alternative includes the addition of a northbound dedicated left turn lane from Meridian Avenue to Whiting Street and the opening of the median to feed a southbound left turn lane from Meridian Avenue to Whiting Street. The preferred alternative does not propose any other improvements to Meridian Avenue.

**Location B**

Whiting Street is currently a two-lane roadway with on-street parking on both the north and south sides of the road. East of the Selmon Expressway, Whiting Street is a brick road in need of repair. The preferred alternative proposes to widen/reconstruct Whiting Street from two to three lanes with two 11-foot-wide



travel lanes in the eastern direction, one 11-foot-wide travel lane in the western direction, a 10-foot-wide cycle track separated from the north side of the westbound travel lane by a four-foot traffic separator, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The 10-foot-wide cycle track will extend to Jefferson Street. The preferred alternative also includes the installation of a new traffic signal at the intersection of Whiting Street and Brush Street.

#### **Location C**

The existing exit Ramp 6B provides users the ability to travel east along Channelside Drive, towards Amalie Arena and the Florida Aquarium. The preferred alternative proposes relocating exit Ramp 6B approximately 700 feet north and providing a direct connection to Whiting Street. The proposed ramp includes a single 15-foot-wide ramp lane, which will remain on structure beyond the existing Jefferson Street on-ramp. From this point, the ramp profile begins to decrease and the ramp will be supported by a Mechanically Stabilized Earth (MSE) wall, which ends approximately 100 feet south of Whiting Street. The ramp widens to three 12-foot-wide lanes at the intersection, with one dedicated left turn lane and two dedicated right turn lanes. The proposed ramp will cut off access north, along Nebraska Avenue, and therefore requires a horizontal curve to connect Nebraska Avenue to Finley Street. The existing Jefferson Street on-ramp entrance will be shifted to the north to accommodate the new Whiting Street off-ramp.

#### **Location D**

The current configuration of exit Ramp 6A includes a tight single lane loop ramp that merges onto Florida Avenue under a free-flow condition. While modifications to this ramp are not proposed as part of this project, safety improvements, including the addition of RRFB pedestrian signals at the ramp's connection with Florida Avenue, and removal of existing landscaping within the inside of the ramp loop to improve sight distance are proposed.

### **1.3.2 No-build Alternative**

The No-build Alternative would maintain the existing roadway configurations within the study area. Selmon Expressway ramp modifications would not occur and Whiting Street would not be extended from Brush Street to North Meridian Avenue. In addition, proposed improvements to Whiting Street and Channelside Drive would not be undertaken.

The No-build Alternative considers what would happen in the future if the proposed project improvements were not constructed. It includes the routine maintenance improvements of the existing roadways and assumes no roadway improvements beyond those currently programmed, committed, and funded. While the No-build Alternative does not meet the project needs, it provides a baseline condition against which the effects of the Build Alternative improvements can be compared and measured.

### **1.3.3 Summary of Preferred Alternative**

The Preferred Alternative was analyzed to determine the potential impacts to the social, cultural, natural, and physical environment compared to the No-build Alternative. **Table 1.1** summarizes the impacts associated with the Preferred Alternative. The project specific alternative evaluation between the Preferred Alternative and the No-build Alternative is shown in **Table 1.2**.

**Table 1.1: Environmental Impacts Summary of Preferred and No-build Alternatives**

Item	Preferred Alternative	No-build Alternative	
Social	Right-of-Way Impacts (acres)	0.21	0
	Number of Parcels Impacted	4	0
	Number of Business or Residential Relocations	0	0
	Number of Community Facilities Impacts	0	0
	Number of Parks and Recreational Facilities Impacted	0	0
Cultural	Native American Lands Impacted (acres)	0	0
	NRHP*-Eligible Historical and Archaeological Sites Impacted (number)	2	0
Natural	Wetland Impacts (acres)	0	0
	Other Surface Waters Impacts (acres)	0	0
	Essential Fish Habitat Impacts (acres)	0	0
	Floodplain Impacts (acres)	0	0
	Protected Species (potential for occurrence)	Low	Low
	Critical Habitat (acres)	0	0
Physical	Number of Contamination/Hazardous Waste Sites**	10	0
	Number of Noise Receptors Impacted	105	0
	Number of Utilities Potentially Relocated	6	0

\*NRHP = National Register of Historic Places

\*\*total medium or high ranked sites within 500 feet of the project area

**Table 1.2: Alternative Evaluation Matrix**

Comparison Metric	Preferred Alternative	No-build Alternative
Conforms with Transportation Plan	No	No
Maintains Level of Service	Yes	No
Accommodates Future Travel Demand	Yes	No
Improves System Linkage	Yes	No
Improves User Safety	Yes	No
Additional Right-of-Way Required (acres)	0.21	0.00
Project Cost (in 2024 dollars)	\$59.42 million	\$0.00



## 2.0 Environmental Analysis

### 2.1 Social and Economic Impacts

The documentation of the existing and proposed conditions and the evaluation of the potential social impacts is provided in the following support document completed as part of this study.

- Sociocultural Effects Evaluation (SCE) Memorandum (October 2021)(updated February 2024)

#### 2.1.1 Land Use

The proposed project is located in the City of Tampa’s (City) Central Business District and Channel District. The predominant land use present west of North Meridian Avenue is Central Business District-2, which is characterized by high density development including office and residential high-rises featuring a mix of land uses on the site. Particular attention is paid to the public realm which requires a hierarchy of pedestrian, transit, and vehicular oriented streets. To the east of North Meridian Avenue, the predominant zoning is Channel District 1, 2, or 3. This zoning is characterized by high density residential with a mix of supporting commercial land uses.

Community focal points are public or private facilities, organizations or locations that hold special importance to local residents. **Tables 2.1** through **2.8** list the community focal points in the study area. The focal points are shown in **Figure 2.1**.

**Table 2.1: Educational Facilities**

Facility	Address
Hillsborough County District Office	901 E Kennedy Boulevard
Rampello Downtown Partnership K-8th	802 E Washington Street
Carlton Academy Day School	205 N Brush Street
University of South Florida Health	124 S Franklin Street

**Table 2.2: Religious Centers**

Facility	Address
St. Andrew’s Episcopal Church	509 E Twiggs Street
First Presbyterian Church	412 E Zack Street
Sacred Heart Catholic Church	509 N Florida Avenue
First Baptist Church of Tampa	302 W Kennedy Boulevard
St. Peter Claver Catholic Church	1203 N Nebraska Avenue
MT Moriah Primitive	1225 N Nebraska Avenue

**Table 2.3: Park and Recreational Facilities**

Facility	Address
Joe Chillura Courthouse Square	641 E Kennedy Boulevard
AIDS Memorial Park	102 W Hyde Park Place
Lykes Gaslight Square Park	410 N Franklin Street
Columbus Statue Park	300 Bayshore Boulevard & Platt Street
Contanchobee Fort Brooke Park	601 Ice Palace Drive
Downtown Ribbon of Green	233 S Ashley Drive
MacDill Park	100 N Ashley Drive
Tony Jannus Park	240 Bayshore Boulevard
Tampa General Hospital Park	35 Columbia Drive
City of Tampa Park	1226 E Cumberland Avenue
Turtle Ditch (unofficial)	No official address (south of 101 North Brush Street)

**Table 2.4: Hospitals**

Facility	Address
Tampa General Hospital	1 Tampa General Circle

**Table 2.5: Group Care Facilities**

Facility	Address
Hyde Park Counseling Center	207 W Verne Street
St. John's Episcopal Parish Day School	240 S Plant Avenue
Channelside Academy of Math & Science	1029 Twiggs Street

**Table 2.6: Government Buildings**

Facility	Address
US Department of Commerce	1101 Channelside Drive
Hillsborough County Center	601 E Kennedy Boulevard
Hillsborough County	601 E Kennedy Boulevard
Tampa Municipal Office Building	306 E Jackson Boulevard
Hillsborough County Downtown Office	601 E Kennedy Boulevard
Honorable Robert A Foster	401 N Jefferson Street #125

Table 2.7: Fire Stations

Facility	Address
Tampa Fire Station #1	808 E Zack Street

Table 2.8: Multimodal Facilities

Facility
Hillsborough River Trail
Hillsborough Bay Trail
The Tampa Riverwalk
Bayshore Boulevard Greenway
Meridian Avenue Trail
Lykes Gaslight Square Park
Joe Chillura Courthouse Square
Selmon Greenway

The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services (47.36 acres, 38.34%), Transportation (32.49 acres, 26.3%), Open Land (15.91 acres, 12.88%), and Industrial (15.08 acres, 12.21%) as the major existing land uses within 500 feet of the project area. The project is located in one Census Designated Place: Tampa. Within the project area, there are two Developments of Regional Impact (DRIs) which are The Quad Block (1.65 acre, 1.33%) and Downtown Tampa (108.72 acres, 88.02%). **Figure 2-2** shows the DRIs in the project area. There are no Planned Unit Developments (PUDs) within the area of the project.

The City of Tampa Adopted 2040 Future Land Use Map identifies future land uses within the area of the project as primarily Central Business District, and Regional Mixed Use.

While current development in the project area is replacing the industrial uses and open land with commercial and services and residential land uses, minimal changes to surrounding land uses are anticipated as a result of this project.





Figure 2.4: DRIs in Project Area



## 2.1.2 Social

Between 2010 and 2019, the population in the City increased by 18.9 percent from 335,709 to 399,700 persons. Similarly, the population in Hillsborough County (County) increased between 2010 to 2019 by 19.7 percent from 1,229,226 to 1,471,968 persons. The Bureau of Economic and Business Research (BEBR) medium population estimate for the County in 2045 is 1,959,200 persons, a total increase of 33 percent from 2019 which translates into an average annual growth rate of approximately 1.27 percent.

The sociocultural effects demographic study area used for an assessment of existing conditions consists of 10 census block groups (see **Figure 2.3**). Within this study area, minorities comprise 30.2% of the population, which is 28.1% lower than the County and 18.5% lower than the State average (see **Table 2.9**). It also has an overall lower poverty rate and a higher median income than the County and State shown in **Table 2.10**. While most of the study area population is able to speak English, 7.1% does not speak English "very well" (see **Table 2.11**). As shown in **Table 2.12**, the percent of housing units owner occupied is 12% which is much lower than the County (58.6%) and State (65.4%) averages. The percent of the population 25 and over with less than a High School diploma or equivalent is approximately half the County and State average (see **Table 2.13**). The majority of the people working in the study area (80.4%) commute to work via car, truck, or van (see **Table 2.14**).

The Florida Geographic Data Library (FGDL) was used to collect, review, and assess the demographic data within 500 feet of the project area. In addition, the Census 2017 American Community Survey (ACS) data from 2017 was used to gather additional demographic data. The ACS data reflects the approximation of the population based on a polygon project study area intersecting the Census Block Groups along the project corridor.

The ACS identified 456 households with a population of 668 people. The median household income is \$81,719. Approximately 11% of the households are below poverty level.

The minority population within 500 feet of the project area makes up 30.2% of the total population and is comprised of "Hispanic or Latino of Any Race" with 85 people (12.7%), "Asian Alone" with 53 people (7.9%), "Claimed 2 or More Races" with 37 people (5.5%), and "Some Other Race Alone" with 34 people (5.1%). There are 25 people (3.7%) that have a "Black or African American Alone" ethnicity.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups, the 2010 US Census Block Data was utilized as it provides more information than the FGDL for this dataset. This data gives totals for the entire Census block and does not reflect the approximation of the population based on the polygon project study area intersecting the Census blocks. This data identified four Census blocks with a total population of 183. The Census blocks had a minority population of 11%.

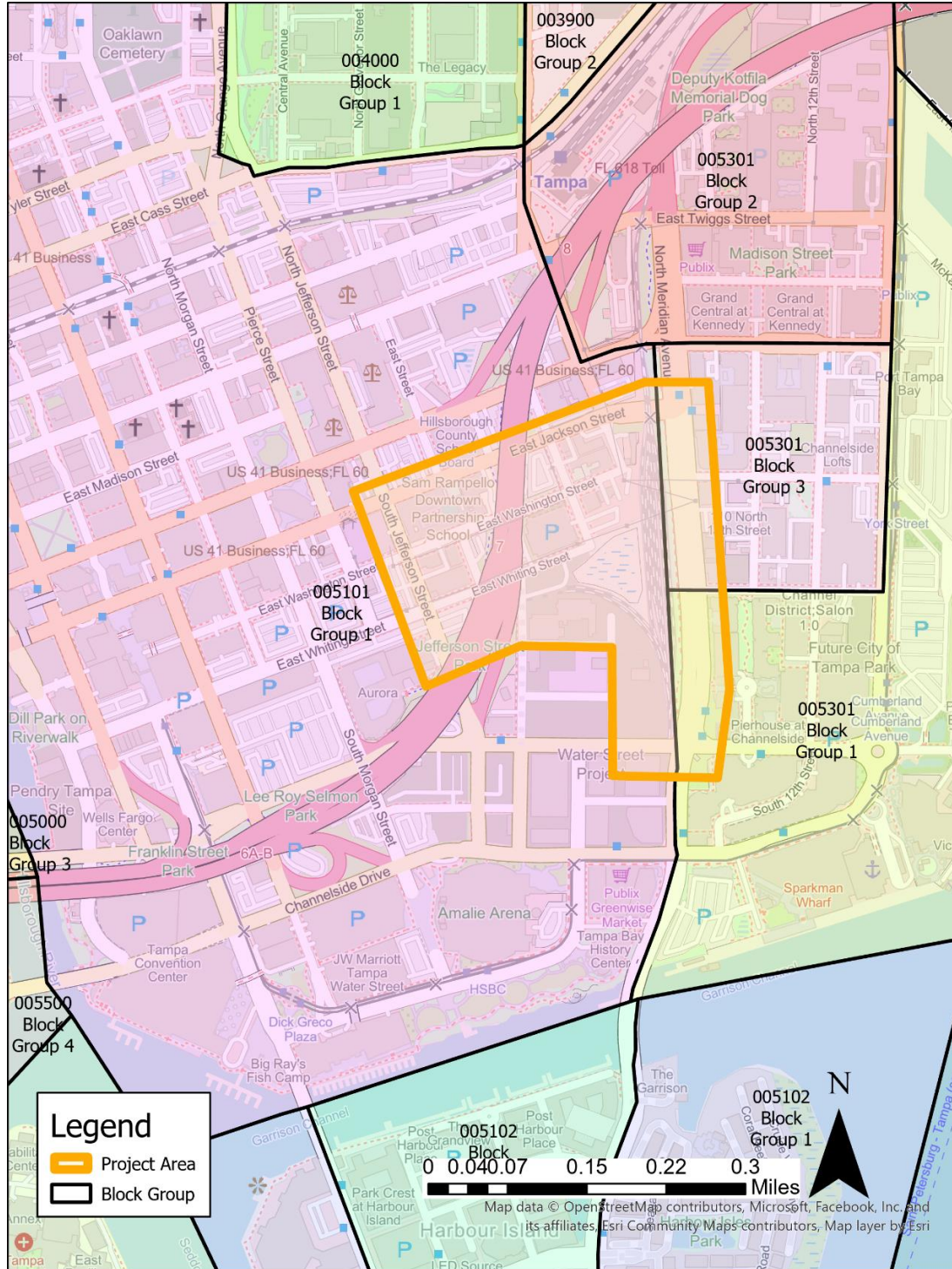
In the year 2017, the data reports the median age within 500 feet of the project area as 39 and persons ages 22 through 29 comprise 37% of the population. There are 21 people (3.5%) between the ages of 20 and 64 that have a disability.

There are a total of 537 housing units reported in the year 2017. Housing types consist of multi-family units (97%) and single-family units (3%). Of these housing units, 73% are renter occupied, 15% are vacant units, and 12% are owner occupied.



The 2017 data shows that there is only one person that “Speaks English Not at All” and 14 people that “Speaks English Not Well or Not at All”. Additionally, there are 13 people that “Speaks English Not Well”.

Figure 2.5: Census Block Groups in Project Area



Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT Project Development and Environment (PD&E) Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors, there is 4.19% LEP population for this alternative.

**Table 2.9: Demographic Comparison, Total Population**

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Total Population	668	1,422,278	21,477,737
Percent White	65.08%	70.5%	74.5%
Percent Black	3.74%	16.8%	16%
Percent Asian	7.93%	4.1%	2.8%
Percent Other*	10.53%	8.7%	3.5%
Percent Hispanic (regardless of race)	12.72%	28.7%	26.4%
Percent Minority**	30.24%	58.3%	48.7%
Percent Age 18 and older	36.98%	77.5%	80.3%
Percent Age 65 or Older	3.45%	13.9%	20.9%
Median Age	39	37.2	42.4

\*Population includes person identified as American Indian and Alaska Native, Native Hawaiian, and Other Pacific Islander, Some Other Race, Two or More Races.

\*\* Combines Race and Ethnicity to identify the total population that is a member of either a racial or ethnic minority.

**Table 2.10: Demographic Comparison, Total Income**

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Median Household Income	\$81,719	\$58,884	\$59,227
Percent of the Population Below the Poverty Line	10.96%	14.6%	12.7%

**Table 2.11: Demographic Comparison, Language**

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Percent of the Population that Speaks Only English	80.5%	79.1%	76.9%
Percent of the Population that Speaks a Language Other Than English	19.5%	20.9%	23.1%
Percent of the Population that Speaks a Language Other Than English, doesn't speak English "very well"	7.1%	8.7%	10.3%



**Table 2.12: Demographic Comparison, Households and Housing Units**

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Average Household Size	2	2.74	2.67
Total Number of Housing Units	537	580,511	9,674,053
Number of Housing Units Occupied	456	526,175	7,736,311
Percent of Occupied Housing Units, Owner Occupied	12%	58.6%	65.4%

**Table 2.13: Demographic Comparison, Education**

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Percent of the Population 25 and over with Less than a High School Diploma or Equivalent	6.6%	12.9%	13.4%
Percent of the Population 25 and over with a High School Diploma or Equivalent	21.9%	26.77%	28.7%
Percent of the Population 25 and over with a Bachelor's, Master's Doctorate or Professional Degree	28.5%	25.1%	22.3%

**Table 2.14: Demographic Comparison, Transportation**

Evaluation Criteria	SCE Study Area	Hillsborough County	Florida
Percent of Population that Commutes to/from work via a car, truck, or van	80.4%	88.3%	88.3%
Percent of Population that Walks to/from Work	5.1%	1.5%	1.4%
Percent of Population that takes Public Transportation	1.2%	1.4%	1.8%
Percent of the Population that Travels to Work/From via "other" means	2.8%	1.8%	2.6%
Percent of the Population that Works from Home	10.5%	7.1%	6.2%

Impacts on the social environment and community cohesion are anticipated to be minimal due to the fact that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction.

The Selmon Expressway is vital to accommodating the social demands of the region as population in the region grows. No substantial impacts to the social environment are anticipated.

### 2.1.3 Economic

Two Development of Regional Impacts (DRI) were identified in the project study area (see **Figure 2.2**). These two DRIs are The Quad Block and Downtown Tampa. According to the 2011 Urban Service Area Capacity Study prepared for the Hillsborough County Planning Commission, the development order for the Quad Block Development has expired. The Downtown Tampa DRI will redevelop the downtown area and offer improvements to connectivity, for both pedestrians and motorists.

This proposed project will enhance economic resources and regional connectivity.

### 2.1.4 Mobility

One existing recreational trail (Meridian Avenue Trail) was identified within 500 feet of the project area. Additional trails identified include one Shared-Use Nonmotorized (SUN) Trail Network, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway segment of the Urban Tampa Loop Corridor. **Table 2.15** identifies the trails within the project study area and **Figure 2.4** shows the locations of trails and bus routes in the study area.

Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.

There were 14 bus transit routes identified, which include 12 local bus routes and two in-town trolleys. The bus routes included: 02, 04, 08, 09, 12, 19, 22X, 23X, 25X, 27X, 31, and 46. The two trolley routes include 96 and 98. These routes service several areas of Hillsborough County, including Davis Islands, South Tampa, Brandon, and MacDill Air Force Base.

Pedestrian accommodations are provided throughout the project study area including sidewalks, crosswalk striping and crossing beacons. No bicycle lanes are provided on the streets within the project study area; however, bicycle accommodations are provided with the Meridian Avenue Trail and the Selmon Greenway (a segment of the Urban Tampa Loop Corridor), and a future bi-directional cycle track is planned for Cumberland Avenue, south of Whiting Street.

The proposed project will enhance mobility resources.

**Table 2.15: Parks and Trails**

Facility
Hillsborough River Greenway n Trail
Hillsborough Bay Trail
The Tampa Riverwalk
Bayshore Boulevard Greenway
Meridian Avenue Trail
Lykes Gaslight Square Park
Joe Chillura Courthouse Square
Selmon Greenway

Figure 2.6: Transit Routes and Trails in Project Area





### 2.1.5 Aesthetic Effects

The entire 500-foot project buffer area is within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within this area.

While current development in the project study area is replacing the industrial land uses and open land with commercial and services and residential land uses, minimal changes to surrounding land uses are anticipated as a result of this project.

The proposed project is expected to result in minimal involvement with aesthetic resources.

### 2.1.6 Relocation Potential

The entire 500-foot project buffer area is within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area. There are 5.05 acres (4.09%) of high density residential land use, and no mobile home or RV parks present within the project study area.

Project improvements will be made within an existing corridor with right-of-way acquisition, as necessary. There will be no residential or business relocations as a result of project construction.

Access to proximate businesses may temporarily be affected and/or modified as a result of the project. Encroachment into surrounding parcels (if necessary) will be coordinated with the appropriate property owners.

## 2.2 Cultural Resources

The documentation of the existing and proposed conditions and the evaluation of the potential effects of the project on Cultural Resources are provided in the following support document completed as part of this study.

- Cultural Resources Assessment Survey (CRAS) (August 2021)
- CRAS Pond Site Addendum (January 2022)
- Documentation and Determination of Effects Report (February 2022)

A Cultural Resource Assessment Survey (CRAS), a Pond Site Addendum to the survey, and a Determination of Effects Report of the Whiting Street project area were conducted to identify cultural resources within the project area of potential effect (APE), to assess their significance in terms of their eligibility for listing in the National Register of Historic Places (National Register), and to determine project related effects on eligible resources in accordance with the criteria set forth in 36 CFR Section 60.4. These assessments complied with the revised Chapter 267, Florida Statutes (F.S.) and the standards embodied in the Florida Division of Historical Resources' (FDHR's) Cultural Resource Management Standards and Operational Manual (February 2003) and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code. The documents were prepared in consideration of the standards set forth in the FDOT

PD&E Manual, Part 2, Chapter 8 - Archaeological and Historical Resources (July 1, 2020). All work conformed to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated). Principal Investigators meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The archaeological Area of Potential Effect (APE) for this project was defined as the geographic limits of the proposed project improvements, while the historic APE was defined as up to 200 feet outward from the proposed improvements.

The CRAS was forwarded to the Florida Division of Historic Resources (FDHR) for consultation and review. Copies of the FDHR concurrence with the findings and recommendations of the CRAS (letter dated August 24, 2021, concurrence dated October 22, 2021), the CRAS Pond Addendum (letter dated February 8, 2022, concurrence dated March 9, 2022), and the Documentation and Determination of Effects Report (letter dated February 9, 2022, concurrence dated March 10, 2022) are included as **Appendix A**.

## 2.2.1 Historic Resources

The historic resources survey resulted in the identification of two previously recorded historic resources and two unrecorded historic resources within the project APE. Three of these historic resources had either previously been determined eligible, the Perry Paint and Glass Company Building and Ardent Mills, or are considered eligible based on the results of this survey, an approximately 2,585-foot segment of the Florida Central & Peninsular Railroad, for listing in the National Register of Historic Places (NRHP). The fourth structure, a one-story circa 1951 Quonset-hut was determined to be NRHP-ineligible. Each of these resources are discussed in detail below.

An approximately 2,585-foot segment of the **Florida Central & Peninsular Railroad (8HI11987)** had not been previously surveyed prior to this study. The railroad segment maintains its historic route and overall function despite alterations and the routine maintenance and replacement of material since its circa 1890 construction date. The railroad also retains its historical associations with the development of Tampa and local industry. As a result, this 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation.

The **Perry Paint and Glass Company Building (8HI685)** is a circa 1928 five-story brick Masonry Vernacular building constructed as a headquarters for the Perry Paint and Glass Company, a Tampa company founded in 1913. The company sold paint, storefront materials, glass, and mirrors throughout Tampa and greater Florida. While the company is no longer in operation, the building retains this historic association and is a rare example of an extant industrial building from the 1920s in this area of Tampa. Therefore, the Perry Paint and Glass Company Building (8HI685) is considered National Register-eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture.

**Ardent Mills (8HI15084)**, a circa 1946 Industrial Vernacular building, has operated as a grain mill since its construction. The building replaced an earlier mill on the same site, which was damaged by fire in 1945, and had operated since 1939. In 1970, the mill expanded operations to include producing flour making it the first flour mill in Tampa. Ardent Mills (8HI15084) is associated with the Dixie Lily Milling Company, an early

milling company in Tampa which provided groceries throughout the state and has operated as part of the ConAgra company since 1969. The building retains its historic design and possesses historic integrity as a mill and is also an extant structure associated with the industrial history of Tampa. Therefore, Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History.

One-story **Quonset-Hut (8HI15083)** is a circa 1951 one-story concrete block Industrial Vernacular structure located at 200 S Nebraska Avenue. It exhibits a common style found in Central Florida and lacks known historical associations. Therefore, it is considered National Register–ineligible under Criteria A, B, C or D.

Construction of the proposed project will result in impacts to the Ardent Mills (8HI15084) and the Florida Central & Peninsular Railroad (8HI11987) sites. As a result, mitigative measures for adverse effects to these significant historic resources will be undertaken. These mitigative measures will be undertaken prior to the removal of the resources and will include:

A pictorial and narrative history of the Ardent Mills historic site will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room and the Tampa Bay Historic Center. This document shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.

A pictorial and narrative history of the Florida Central & Peninsular Railroad will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This will include photographs of current appearance, historic photographs, and written history.

A State Historic Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approved by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

## 2.2.2 Archaeological Resources

Archaeological surveys resulted in the identification of one precontact period archaeological site. Due to the density of development and underground utilities, archaeological subsurface testing was feasible only within portions of the archaeological APE, the area of the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during the limited testing. Eight shovel tests resulted in the identification and expansion of the boundaries of a previously identified archaeological site, Expressway End (8HI537), throughout the western end of the current APE. Subsurface testing yielded both precontact period lithic artifacts and historic 20th Century material. The majority of the historic artifacts recovered during the subsurface testing were non-diagnostic. The two diagnostic artifacts, a solarized glass fragment and a green bottle base fragment suggest a 20th Century component. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20th Century artifact scatters in downtown Tampa that have previously been evaluated as National Register–ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented

additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE.

To address this issue, and the potential for unmarked grave sites within the project area, archaeological monitoring will be conducted in these areas during ground disturbing construction activities. Where feasible, subsurface shovel testing will also be conducted. Examples of conditions allowing for the excavation of shovel tests include the removal of existing hardscape preventing testing or the mechanical stripping of areas of fill down to natural ground levels. This commitment will be added to the project construction plans to ensure that it is acknowledged and addressed during project construction.

### 2.2.3 Recreational Sites

One existing recreational trail (Meridian Avenue Trail) was identified within 500 feet of the project area. Additional trails identified include one segment of the Shared-Use Nonmotorized (SUN) Trail Network, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway segment of the Urban Tampa Loop Corridor. **Tables 2.3** and **2.15** identify the parks and recreational facilities and trails within the project area, respectively, and **Figures 2.1** and **2.4** identified focal points and locations of trails and bus routes in the study area, respectively.

Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.

Pedestrian accommodations are provided throughout the project study area including sidewalks, crosswalk striping and crossing beacons. No bicycle lanes are provided on the streets within the project study area; however, bicycle accommodations are provided with the Meridian Avenue Trail and the Selmon Greenway (a segment of the Urban Tampa Loop Corridor), and a future bi-directional cycle track is planned for Cumberland Avenue, south of Whiting Street.

## 2.3 Natural Environment

The documentation of the existing and proposed conditions and the evaluation of the project's potential effects on the natural environment are provided in the following support documents completed as part of this study.

- Natural Resource Evaluation (NRE) Report (August 2021)(updated February 2024)
- Pond Siting Report (PSR) (March 2022)(updated February 2024)
- Location Hydraulics Report (LHR) Technical Memorandum (January 2022)(updated February 2024)
- Water Quality Impact Evaluation (WQIE) (December 2021)(updated February 2024)

A natural resource evaluation was performed as part of the Whiting Street PD&E Study and documented in an NRE Report which combines the Endangered Species Biological Assessment and Wetland Evaluation. The NRE Report describes environmental communities in the study area, including wetlands and surface waters; discusses the protected species that may occur in the vicinity; and assesses the effects that the proposed improvements may have on these resources.

Data collection for the NRE was conducted through the review of existing literature and resource agency documents, and a field reconnaissance visit conducted in January 2021. Literature reviews were used to determine the current federal- and state-listed status of all protected fauna and flora species having the potential for occurrence near the project. Field activities consisted of vehicular and pedestrian investigations within and adjacent to the right-of-way. Natural communities in the study area were characterized and evaluated, with an emphasis to assess the potential occurrence of federal or state listed species. Dominant vegetative species were noted as well as general conditions. Project biologists researched the public-accessible databases of the federal, state, and local government agencies to gather information on known sightings of listed species and important habitats in Hillsborough County. These agencies included the USFWS, FWC, and Florida Natural Areas Inventory (FNAI). Land uses within and adjacent to the study area consist almost exclusively of man-dominated upland land uses and a man-made stormwater pond. The existing land uses and cover in the study area are described according to the Florida Land Use Cover Classification System (FLUCFCS)(FDOT 1999), as mapped, and defined by the SWFWMD (2017).

### 2.3.1 Wetlands and Other Surface Waters

In accordance with Executive Order 11990, Protection of Wetlands, the project area was evaluated to determine potential impacts on wetlands. Wetlands and surface waters found within the project area consisted of one man-made pond (Reservoirs less than 10 acres – FLUCFCS 534) approximately 1.90 acres in size. This man-made pond was constructed for the treatment and attenuation of stormwater under Southwest Florida Water Management District, Environmental Resource Permit No.: 4001660.032. As such, this pond is not considered a jurisdictional wetland and is not subject to wetland mitigation requirements. This stormwater management pond is described in detail below.

Reservoirs less than 10 acres (FLUCFCS 534) - Reservoirs are artificial impoundments of water. Within the project area, there is one man-made stormwater management pond used for the treatment and attenuation of stormwater. This pond is covered with a dense stand of cattail with Carolina willow along the edges. This pond is not considered wetland jurisdictional and is not subject to wetland mitigation requirements.

Proposed project improvements will not result in any impacts to jurisdictional wetlands.

### 2.3.2 Aquatic Preserves and Outstanding Florida Waters

No Outstanding Florida Waters (OFW) as listed in Chapter 62-302.700(9) Florida Administrative Code (FAC), or Aquatic Preserves pursuant to the Florida Aquatic Preserve Act of 1975 and Sections 258.35-258.394 and 258.40 – 258.46 Florida Statutes are found within the project area.

The proposed project will have no involvement with these resources.

### 2.3.3 Water Resources

#### **Existing Conditions**

The project area is located within the Ybor City Drain drainage basin in Downtown Tampa which is rapidly developing and has limited open land. The project area is within the jurisdiction of the Southwest Florida Water Management District (SWFWMD). Ybor City Drain is defined as Water Body ID (WBID) 1584A1 by the



Florida Department of Environmental Protection (FDEP) and is verified as impaired for fecal coliform and bacteria on the current FDEP 303(d) Impaired Waters List. There are no Outstanding Florida Waters (OFW) within the project limits.

Meridian Avenue, within the study area, was permitted under SWFWMD Environmental Resource Permit (ERP) Number 441660.032, issued on June 14, 2005. The limits of this ERP begin at Cumberland Avenue and extend north approximately 0.4 miles to Kennedy Boulevard. This ERP was obtained as part of the Tampa-Hillsborough County Expressway Authority Design Project No. 51-31-01, Meridian Avenue Improvements. A stormwater management facility was constructed under this ERP and is located south of Whiting Street along the western side of the CSX railroad, within the limits of the project area. This stormwater management facility provides water quality treatment for Meridian Avenue. Stormwater quantity attenuation was not required since this area's outfall is tidal.

No permitted treatment is provided for the remainder of the project area.

Drainage within the study area is accomplished through collection and conveyance by vertical pipes connected to the bridge piles, storm drains, concrete ditches, side drains, inlets, and cross drains.

The project limits cross one stormwater basin, Basin 200 as described below.

#### Basin 200

Basin 200 extends from east of Morgan Street to the end of the project limits and includes Whiting Street and Meridian Avenue. Bridge deck runoff from the Selmon Expressway in this basin is typically conveyed to a storm drain system on the ground level by vertical pipes connected to the Selmon Expressway's bridge piles. The storm drain system conveys runoff northeast, before turning south and discharging into the Garrison Channel via an 8' x 5' concrete box culvert. Runoff from Meridian Avenue is collected by an existing storm drain system and conveyed to an existing stormwater management facility (Pond 2) constructed under SWFWMD ERP No. 441660.032 for the Meridian Avenue improvements. Runoff from the west end of Whiting Street is collected by an existing storm drain system and conveyed west to the Whiting Street Basin outfall. A portion of the east end of Whiting Street is collected by an existing storm drain system and conveyed north along Jefferson Street. The remaining portion of Whiting Street flows to an existing concrete ditch on the north side of existing Pond 2. The ditch flows east and then south along the west side of the existing railroad to a ditch bottom inlet. The ultimate outfall for both existing Pond 2 and the concrete ditch is the Garrison Channel via a 60" pipe.

#### **Future Conditions**

Existing flow patterns will be maintained, and stormwater management facilities will be utilized to provide the necessary stormwater management. It is assumed that any existing offsite stormwater runoff will be "passed through" or bypass the proposed ponds, where necessary, with no additional treatment provided. Weir structures and pipes will be sized to accommodate the additional offsite flows passing through the proposed ponds.

Since the entire study area is located outside of the 100-year floodplain, there will be no impacts to the 100-year floodplain. Therefore, floodplain compensation is not required.

The improvements within the study area will require stormwater management facilities (ponds) to meet SWFWMD permitting requirements as follows:

#### Basin 200

For the improvements along the Selmon Expressway off-ramp to Whiting Street, along Whiting Street, and along Meridian Avenue, the existing stormwater pond constructed under SWFWMD ERP No. 441660.032 will be replaced with a stormwater detention vault sized to accommodate the proposed improvements. The proposed stormwater detention vault would be constructed within existing right-of-way and beneath East Whiting Street. Due to the high water table elevation, an open bottom vault cannot be utilized. Therefore, a closed system is proposed. The vault system will include an infiltration trench, a conveyance pipe, and a bypass system (diversion box) to carry the flow greater than the first flush volume.

The existing outfall to Garrison Channel will be utilized; therefore, water quantity attenuation is not required since the discharge is to a tidally-influenced waterbody without restrictions, resulting in no adverse impacts.

Please refer to the Pond Siting Report and the Location Hydraulic Report Technical Memorandum, prepared under separate cover, for additional information.

A Water Quality Impact Evaluation (WQIE) was completed for the project to comply with the Clean Water Act and the Safe Drinking Water Act. The results of the WQIE confirmed that the proposed stormwater facilities design will include the minimum water quality requirements for water quality impacts. With the implementation of the proposed treatment, the proposed project will have no substantial impacts to Water Resources. A copy of the WQIE is provided in **Appendix C**.

### 2.3.4 Wild and Scenic Rivers

No Wild and Scenic Rivers, pursuant to the Wild and Scenic River Act (WSRA), 16 U.S. Code Chapter 28, are present within the project area.

The proposed project will have no involvement with these resources.

### 2.3.5 Floodplains

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 12057C0354H, the project area is located within Zone X, defined as areas determined to be outside the 0.2% annual chance (500-year) floodplain. There are no FEMA regulatory floodways located within the project limits.

The proposed project will have no involvement with these resources.

### 2.3.6 Coastal Barrier Resources

No Coastal Barrier Resources, pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) or the Coastal Barrier Improvement Act (CBIA) of 1990, are present within the project area.

The proposed project will have no involvement with these resources.

### 2.3.7 Protected Species and Habitat

The project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with the Endangered Species Act (ESA) of 1973, as amended, the Florida Endangered and Threatened Species Act, and the FDOT PD&E Manual Part 2, Chapter 16 - Protected Species and Habitat (July 2023).

USFWS classifies protected wildlife as endangered (E), threatened (T), proposed for listing (P) or candidate for listing (C). The Florida Fish and Wildlife Conservation Commission (FWC) applies the same federal classification to those species found in Florida and classifies additional wildlife species found in Florida as threatened (T) or species of special concern (SSC). Those federal and state listed species found within Hillsborough County and having the potential to be found within the project area are discussed below. For a species to be considered to have a potential to occur, the project area must be within the species' distribution range and potentially suitable habitat must occur. An effect determination was made for each federal and state protected species based on an analysis of the potential impacts of the Preferred Alternative on each species.

#### 2.3.7.1 FEDERAL PROTECTED ANIMAL SPECIES

Thirteen (13) federal listed species were assessed to determine the potential for their presence within the project area and potential project impacts. In-house research and field reviews were conducted to determine the habitat requirements of each species and the types of habitats present within the project area. Based on these assessments, eleven (11) of the 13 species were determined to have no probability of occurrence within the project area due to a lack of preferred habitat.

Two (2) federally listed wildlife species were identified as potentially occurring within the project area. These species include the wood stork and Eastern black rail. No federally listed plant species were determined to have the potential to occur within the project study area. Direct, indirect, and cumulative effects are not expected for these species as documented in the NRE Report.

The project falls within the USFWS consultation areas (CAs) of the Florida scrub-jay, piping plover, and Florida manatee; however, no habitat existing within the project area for these species. The project also falls within the core foraging areas (CFAs) of seven wood stork colonies.

A list of the federally listed wildlife and plant species that were assessed as part of this study and their effects determination are provided in **Table 2.16**.

**Table 2.16: Effects Determinations for Federal Listed Species**

Scientific Name	Common Name	USFWS Designation	Effect Determination
<b>Plants</b>			
<i>Bonamia grandiflora</i>	Florida bonamia	T	No Effect
<i>Campanula robinsiae</i>	Brooksville bellflower	E	No Effect
<i>Chionanthus pygmaeus</i>	Pygmy fringe tree	E	No Effect
<i>Chrysopsis floridana</i>	Florida golden aster	E	No Effect
<b>Reptiles</b>			

<i>Caretta</i>	Loggerhead sea turtle	T	No Effect
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	No Effect
<i>Eretmochelys imbricate</i>	Hawksbill sea turtle	E	No Effect
<b>Birds</b>			
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	T	No Effect
<i>Calidris canutus rufa</i>	Rufa red knot	T	No Effect
<i>Charadrius melodus</i>	Piping plover	T	No Effect
<i>Laterallus jamaicensis ssp. jamaicensis</i>	Eastern black rail	T	No Effect
<i>Mycteria americana</i>	Wood stork	T	No Effect*
<b>Mammals</b>			
<i>Trichechus manatus</i>	West Indian manatee	T	No Effect

USFWS = U.S. Fish and Wildlife Service

T = Threatened

E = Endangered

C = Candidate species

\* = the Effects Determination Key for the Wood Stork in Central and North Peninsular Florida was used to make this determination

### 2.3.7.2 STATE-ONLY PROTECTED ANIMAL SPECIES

Thirty-two (32) additional species are listed by the Florida Fish and Wildlife Conservation Commission (FWC) and the Florida Department of Agriculture and Consumer Services (FDACS) as endangered or threatened. In-house research and field reviews were conducted evaluating the habitat requirements for each species and the types of habitats present within the project study area. Based on these assessments, twenty-seven (27) of the species were determined to have no probability of occurrence due to a lack of suitable habitat within the project study area.

Five (5) state-only listed wildlife species were identified as potentially occurring within the project area. These species include the one plant, the incised groove-bur, and four animals, the roseate spoonbill, tricolored heron, little blue heron, and Florida sandhill crane. Direct, indirect, and cumulative effects are not expected for these species as documented in the NRE Report.

A list of the state-only listed wildlife and plant species that were assessed as part of this study and their effects determination are provided in **Table 2.17**.

**Table 2.17: Effects Determination for State Listed Species**

Scientific Name	Common Name	State Designation	Effect Determination
<b>Plants</b>			
<i>Adiantum tenerum</i>	Brittle maidenhair fern	E	No Effect Anticipated
<i>Agrimonia incisa</i>	Incised groove-bur	T	No Effect Anticipated
<i>Andropogon arctatus</i>	Pinewoods bluestem	T	No Effect Anticipated
<i>Asplenium erosum</i>	Auricled spleenwort	E	No Effect Anticipated
<i>Carex chapmannii</i>	Chapman's sedge	T	No Effect Anticipated

<i>Centrosema arenicola</i>	Sand butterfly pea	E	No Effect Anticipated
<i>Glandularia tampensis</i>	Tampa vervain	E	No Effect Anticipated
<i>Lechea cernua</i>	Nodding pinweed	T	No Effect Anticipated
<i>Lechea divaricate</i>	Pine pinweed	E	No Effect Anticipated
<i>Nemastylis floridana</i>	Celestial lily	E	No Effect anticipated
<i>Ophioglossum palmatum</i>	Hand fern	T	No Effect Anticipated
<i>Pecluma plumula</i>	Plume polypody	E	No Effect Anticipated
<i>Pteroglossaspis ecristata</i>	Giant orchid	T	No Effect Anticipated
<i>Rhynchospora megaplumosa</i>	Large-plumed beaksedge	E	No Effect Anticipated
<i>Schizachyrium niveum</i>	Scrub bluestem	E	No Effect Anticipated
<i>Tephrosia angustissima</i> var. <i>curtissii</i>	Coastal hoary-pea	E	No Effect Anticipated
<i>Thelypteris serrata</i>	Toothed maiden fern	E	No Effect Anticipated
<i>Triphora amazonica</i>	Broad-leaved nodding-caps	E	No Effect Anticipated
<i>Zephyranthes simpsonii</i>	Red margin zephyr lily	T	No Effect Anticipated
<b>Reptiles</b>			
<i>Gopherus polyphemus</i>	Gopher tortoise	T	No Effect Anticipated
<i>Lampropeltis extenuata</i>	Short-tailed snake	T	No Effect Anticipated
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	T	No Effect Anticipated
<b>Birds</b>			
<i>Athene cunicularia floridana</i>	Florida burrowing owl	T	No Effect Anticipated
<i>Antigone candensis pratensis</i>	Florida sandhill crane	T	No Effect Anticipated
<i>Charadrius nivosus</i>	Snowy plover	T	No Effect Anticipated
<i>Egretta caerulea</i>	Little blue heron	T	No Effect Anticipated
<i>Egretta tricolor</i>	Tricolored heron	T	No Effect Anticipated
<i>Haematopus palliates</i>	American oystercatcher	T	No Effect Anticipated
<i>Platalea ajaja</i>	Roseate spoonbill	T	No Effect Anticipated
<i>Rynchops niger</i>	Black skimmer	T	No Effect Anticipated
<i>Sternula antillarum</i>	Least tern	T	No Effect Anticipated
<i>Egretta rufescens</i>	Reddish egret	T	No Effect Anticipated

FWC = Florida Fish and Wildlife Conservation Commission  
 FDACS = Florida Department of Agriculture and Consumer Services  
 T = Threatened  
 E = Endangered

### 2.3.7.3 PROTECTED NON-LISTED ANIMAL SPECIES

While not identified as federal or state listed protected species, additional species are afforded protection under other federal and/or state regulations. Wildlife species which have the potential to occur within the project area and are protected under federal or state regulations include the Bald Eagle and Florida black

bear. Direct, indirect, and cumulative effects are not expected for these species as documented in the NRE Report.

### 2.3.7.4 CRITICAL HABITAT

The project area was evaluated for the occurrence of Critical Habitat as defined by the Endangered Species Act of 1973, as amended, and 50 CFR Part 424. Based on this evaluation, there is no Critical Habitat for any federally listed species within the project area.

The proposed project will not result in the destruction or adverse modification of Critical Habitat.

### 2.3.8 Essential Fish Habitat

No essential fish habitat (EFH) pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA) of 1976, as amended, is present within the project area.

The proposed project will have no effect on essential fish habitat.

## 2.4 Physical Environment

The documentation of the existing and proposed conditions and the evaluation of the potential effects of the proposed project on the physical environment are provided in the following support documents completed as part of this study.

- Noise Study Report (NSR) (January 2022)(updated February 2024)
- Air Quality Technical Memorandum (January 2022)
- Contamination Screening Evaluation Report (CSER) (January 2022)(updated February 2024)
- Utilities Assessment Package (UAP) (September 2021)

### 2.4.1 Highway Traffic Noise

A Noise Study Report (NSR) was prepared for this project where a total of one hundred thirty (130) noise receptor points located within three Common Noise Environments (CNE) were evaluated. A CNE is comprised of a group of receptors within the same activity category that are exposed to similar noise sources and levels, traffic volumes, traffic mix, speed, and topographic features. Forty-six (46) of the receptors were residences in The Slade at Channelside apartment complex (activity category B2), eighty-three (83) were residences in the 101 Meridian Apartments (activity category B2), and one at the Carlton Academy Day School (activity category C2 – school).

The results of the analysis indicate that exterior traffic noise levels for the future year (2046) build alternative are not predicted to approach, meet, or exceed Noise Abatement Criteria (NAC) levels at the Carlton Academy Day School, but levels are predicted to approach, meet, or exceed the NAC at one hundred five (105) of the one hundred twenty nine (129) evaluated residences, with the maximum increase in traffic noise with the build alternative when compared to existing levels among all receptors being 6.0 decibels on the "A" – weighted scale (dB(A)) — an increase that is not considered to be substantial. Predicted levels with the Build Alternative are essentially the same as the levels predicted for the No-build Alternative. Differences



are a result of a forecast change in the directional distribution of motor vehicles on Meridian Avenue during the peak hour with the proposed improvements.

The Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) was used to evaluate the ability of a noise barrier to reduce traffic noise levels for the 105 impacted receptors within the Slade at Channelside Apartments and 101 North Meridian Apartments. The residences are located on the east side of Meridian Avenue between Whiting Street and Kennedy Boulevard. The results of the evaluation indicate that, although acoustically feasible, a shoulder barrier would not reduce predicted traffic noise such that the noise reduction design goal (NRDG) would be achieved at any of the benefited residences. As such, a noise barrier is not considered a reasonable noise abatement measure for the impacted residences at the two apartment complexes.

Highway noise will be reassessed during the project's design phase to confirm if any new noise sensitive receptors received construction permits prior to the Date of Public Knowledge, which is the date this PEIR was approved.

### 2.4.2 Air Quality

An air quality analysis was performed, and an Air Quality Technical Memorandum (January 2022) was developed for the Opening Year (2026) and Design Year (2046) for the No-build Alternative and the Preferred Alternative. The methodology and results are documented in the project files. The analysis was conducted in compliance with Part 2, Chapter 19 - Air Quality (July 2023) of the FDOT's PD&E Manual.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The Florida Department of Transportation's (FDOT's) screening model for CO uses United States Environmental Protection Agency (USEPA) - approved software to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the current one- and eight-hour NAAQS for CO.

The project-level analysis for the No-build and Build alternatives was performed using the procedures documented in the User's Guide to CO Florida (FDOT 2012). The alternatives were evaluated for both the project's opening year (2026) and the project's design year (2046). To evaluate the effect of the project, the results of the screening test for both alternatives and both years were compared to the one- and eight-hour NAAQS for CO (35 and 9 parts per million [ppm], respectively).

Based on the screening model results, the highest predicted one- and eight-hour concentrations would not exceed the NAAQS for carbon monoxide regardless of alternative in either the opening or design year of the project. Therefore, the project "passes" the air quality screening test.

### 2.4.3 Contamination

A contamination screening evaluation was conducted and documented in accordance with FDOT's PD&E Manual, Part 2, Chapter 20 – Contamination (July 2023). The purpose of this survey was to identify, review, and provide risk ratings for properties or facilities that have potential contamination sites that may be impacted by the proposed project. The evaluation included an identification of potential contamination sites within the study area, as documented in the Level 1 Contamination Screening Evaluation Report,

prepared for this study. In accordance with FDOT guidance, the “search distances” (i.e., contamination screening buffers) vary depending on the type of contamination source.

Based on a preliminary assessment of contamination risk, the potential sites were assigned a contamination risk potential rating of low risk, medium risk, and high risk. A total of one hundred seventeen (117) locations within the study assessment area were investigated for sites that may present the potential for petroleum contamination or hazardous materials, and therefore may impact the proposed project improvements. The investigation of the 117 sites resulted in the following risk ratings for potential contamination: one (1) “High” rated site, nine (9) “Medium” rated sites, fifty-six (56) “Low” rated site, and fifty-one (51) “No” rated sites.

**Table 2.18** presents a summary of the risk ratings assigned for potential contamination sites. **Table 2.19** provides a summary listing of the Medium- and High-Risk Contamination sites. This information includes the site name and address, agency databases from which site-specific information was obtained, distance from the right-of-way and other supporting information that describes the potential contamination risks to the project. Please see **Figure 2.5** for the locations of Medium- and High-Risk ranked contamination sites within the study assessment area of the project.

There were no sites identified in the project area that are listed on the U.S. EPA “Superfund” program, involved mining, waste treatment, or constitute other large-scale sources of environmental contamination.

During the final design phase, Level II field screening should be conducted for locations with risk ratings of “Medium” or “High,” if the identified contamination concerns have impacted the existing and/or proposed right-of-way. No additional assessment is recommended for sites ranked “Low.”

A soil and groundwater sampling plan should be developed for all sites for which a Level II field screening is proposed. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch showing all proposed boring locations and groundwater monitoring wells should be prepared.

**Table 2.18: Summary of Risk Ratings**

Number of Sites per Risk Rating			
High	Medium	Low	No
1	9	56	51

**Table 2.19: High and Medium Rated Contamination Sites**

Site Name & Address	Agency Database	Description/Notes	Risk Rating
Eli Witt Company 609 Cumberland Avenue	DWM CONTAM, CLEANUP SITES, LUST, UST, FINDS, ECHO	<ul style="list-style-type: none"> <li>• Site located within 500 feet (ft) of right-of-way (ROW).</li> <li>• Facility is reported as closed. However, its remediation status is reported as active.</li> <li>• Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents).</li> </ul>	High

		<ul style="list-style-type: none"> <li>• Six gasoline underground storage tanks (USTs) were removed in 1991, and cleanup was performed in 2018.</li> <li>• Groundwater plume is inferred to be off-site, and an Initial Noticing of Off-site Contamination (INOC) Package is warranted by the Environmental Protection Commission (EPC) of Hillsborough County.</li> <li>• On-going water sampling as of December 2023.</li> </ul>	
<p>140 North Channelside Drive Part A-1900/934 Channelside Drive/Washington Street Crossing Area (BF290203000)</p>	<p>SITE INV SITES, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, BROWNFIELD S</p>	<ul style="list-style-type: none"> <li>• Site located between 501 ft and 1,000 ft of ROW, reported active from 1970 to 1997.</li> <li>• Potential for soil and/or groundwater contamination from solvents based on historical records.</li> <li>• Facility status is reported as closed.</li> <li>• In 2002, site was designated a brownfield area.</li> <li>• In 2003, a site assessment report identified a limited area of solvent impacting soil within the former CSX railroad ROW, groundwater samples discovered concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) above the groundwater and surface water cleanup target levels (GCTL) in the upper portion of the surficial aquifer. Remediation by Natural Attenuation was recommended, and monitor wells should be retained during future site development activities with a groundwater monitoring plan. Report did not identify any known or unknown on-site or off-site sources of solvent contamination.</li> </ul>	<p>Medium</p>
<p>General Portland/Peak Oil Co./Bay Drum co. 211 North Meridian Avenue</p>	<p>PRP</p>	<ul style="list-style-type: none"> <li>• Site located within 500 ft of ROW.</li> <li>• Listed as a superfund site in the National Priority List (NPL).</li> <li>• The United States Environmental Protection Agency (EPA) conducted a hazardous waste site investigation at the Peak Oil/Bay Drum site in 1983.</li> <li>• Peak Oil Company was established in 1950 as an oil re-refining facility.</li> <li>• Waste sludge from refining processes was placed in a holding pond (acid sludge pond).</li> <li>• Potential contaminants included polychlorinated biphenyls (PCB), pesticides, solvents, extractable organic compounds and metals.</li> </ul>	<p>Medium</p>
<p>Liberty Tampa Brownfield (BF291602001)/Warehouse Garage/Meridian Avenue Improvements 227 North Meridian Avenue/North Meridian Avenue &amp; E John F. Kennedy Boulevard</p>	<p>BROWNFIELD S, CLEANUP SITES, DWM CONTAM, RESP PARTY, ASBESTOS, FINDS, ECHO, VCP, ERIC WASTE CLEANUP</p>	<ul style="list-style-type: none"> <li>• Site located within 500 ft of ROW.</li> <li>• Facility is reported as closed and remediation status is reported as complete.</li> <li>• In 2018, a Site Rehabilitation Completion Order (SRCO) for the Liberty Tampa Brownfield Site (BF291602001), located at 227 North Meridian Street, Tampa, Florida was received from the EPC on January 16, 2018. The order is for a clean closure as described in Chapter 62-780, 62-780.680(1), Florida Administrative Code (FAC). No contamination of soil or groundwater is left at the site that exceeds the State of Florida's Contamination Cleanup Target Levels of Chapter 62-777, FAC.</li> <li>• Based upon the information provided by Liberty Tampa Holdings, LCC, it is the opinion of the EPC that Liberty Tampa Holdings, LLC has successfully and satisfactorily implemented the approved Brownfield Site Rehabilitation Agreement (BSRA) schedule and, accordingly, no further action is required to assure that any land use identified in the BSRA is consistent with existing and proposed uses.</li> </ul>	<p>Medium</p>

<p>Paul's Auto &amp; Collision/Hillsborough Expressway Authority/Former Paul's Alignment South/Taylor R.H. Radiator Works 1205 East Jackson Street 1201 East Jackson Street</p>	<p>EDR Hist Auto, FINDS, ECHO, RCRA-VSQG, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, HAZ WASTE/EDR Hist Auto</p>	<ul style="list-style-type: none"> <li>• Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1930 to 2014.</li> <li>• This site is currently Paul's Auto &amp; Collision and is active.</li> <li>• Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents). Furthermore, this site falls within a database category the Environmental Data Resource, Inc. (EDR) classifies as "high-risk historical records" or HRHR.</li> <li>• A discharge consisting of lead was discovered in 2004 from the use of the site as an auto service since the 1930s.</li> <li>• In 2014, the FDEP stated that soil and groundwater contamination concentrations are below the applicable Soil Cleanup Target Levels and Maximum Concentration Limits or Groundwater Cleanup Target Levels and no further action is needed.</li> </ul>	<p>Medium</p>
<p>Tampa Bay Times Forum West Parking Lot Northeast Corner Florida Avenue &amp; Old Water Street</p>	<p>INST CONTROL, RESP PARTY, ERIC WASTE CLEANUP</p>	<ul style="list-style-type: none"> <li>• Site located within 500 ft of ROW, reported active from 2013 to 2020.</li> <li>• Facility reported as open.</li> <li>• Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, storage tanks and other regulated wastes (e.g., oil, coatings, solvents) due to historical records.</li> <li>• A discharge resulting from a historical gasoline station and historical dry cleaning and laundry supply facility was discovered during a Phase II Environmental Site Assessment in 2013. The discharge consisted of benzo(a)pyrene equivalents in soil and chlorinated solvents and their degradation compounds (perchloroethylene, trichloroethylene, and vinyl chloride) in groundwater.</li> <li>• In 2020, FDEP stated no further action is required. However, a permit is required when conducting dewatering in the area.</li> </ul>	<p>Medium</p>
<p>Grand Central at Kennedy Brownfield (BF290601000)/Bay Drum &amp; Steel Inc./Five Star Tours/Lang Motor Co./Steel Toe Construction 1211 East Madison Street</p>	<p>BROWNFIELD S, RCRA NonGen / NLR, ECHO, FINDS, RGA LUST, EDR Hist Auto, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, LUST, UST, HAZ WASTE</p>	<ul style="list-style-type: none"> <li>• Site located between 501 ft and 1,000 ft of ROW, reported active from 1978 to 2015.</li> <li>• Site consists of multiple historical facilities reported as closed. Historical gas station/filling station/service station reported active from 1978 until 1986; and Bay Drum and Steel operated from 1996 to 1999.</li> <li>• Potential for soil and/or groundwater contamination from fuel and other petroleum-based substances, and other regulated wastes (e.g., oil, coatings, solvents) from historical facilities. Furthermore, this site falls within a database category the EDR classifies as HRHR.</li> <li>• In 2006, the EPC designated the site as a Brownfield Area. Furthermore in 2015, the Florida Department of Environmental Protection (FDEP) concluded that source removal activities were conducted prior to the condominium development to address soil contamination discovered at the property. FDEP states that the Site does not meet the requirements for closure, however the agency is not requesting that further site rehabilitation activity be conducted at the site.</li> </ul>	<p>Medium</p>

<p>Former Amazon Hose Property Site Brownfield (BF291501000 and BF291501001)/Bonanni Ship Supply Inc./Channelside District Property/Channelside Residences 222 North 12<sup>th</sup> Street, 215 &amp; 217 North 11<sup>th</sup> Street</p>	<p>BROWNFIELD S, UST, VCP, INST CONTROLS, ENG CONTROLS, NPDES, RESP PARTY, ERIC WASTE CLEANUP, ECHO, FINDS</p>	<ul style="list-style-type: none"> <li>• Site located between 501 ft and 1,000 ft of ROW.</li> <li>• Potential for soil and/or groundwater contamination from former operations of chemical, marine fuel and industrial hose supply located on site.</li> <li>• Site contamination consisted of arsenic, polycyclic aromatic hydrocarbons (PAHs), and petroleum hydrocarbons in soil.</li> <li>• Per FDEP in 2018, site successfully and satisfactorily implemented the approved brownfield site rehabilitation completion agreement, and no further action is needed. However, Engineering controls (ECs) at the site consist of the building and associated pavement or two-feet of clean fill.</li> </ul>	<p>Medium</p>
<p>Suncoast Recycling LLC./Brulin and Company Inc./The Place at Channelside (BF290401000 and BF290401001) 912 and 918 Channelside Drive</p>	<p>INST CONTROL, RESP PARTY, VCP, ERIC WASTE CLEANUP, HAZ WASTE, SSTS, ECHO, FINDS, BROWNFIEL DS</p>	<ul style="list-style-type: none"> <li>• Site located between 500 ft and 1,000 ft of ROW.</li> <li>• Potential for soil and/or groundwater contamination from chlorinated solvent constituents. There is documentation that contamination above applicable standards or criteria exists offsite.</li> <li>• Former site of Brulin Facility, Records Center, Inc. and CSX Transportation, Inc. ROW which were demolished in 2005. Currently a residential condominium complex that is reported as open.</li> <li>• In 2004, FDEP designated The Place at Channelside a Brownfield Area.</li> <li>• In 2017, FDEP stated that the site has successfully and satisfactorily implemented the approved brownfield site rehabilitation and no further action is needed. Acceptable Alternative Cleanup Target Levels (ACTLs) have been established for groundwater contaminants remaining, in conjunction with appropriate institutional controls.</li> <li>• The Department has reasonable assurance that Channelside Place, LLC has met the criteria in Chapter 62-780, F.A.C., including the commitments set forth in the technical submittals with respect to the recordation of institutional controls.</li> </ul>	<p>Medium</p>
<p>Former Railroad</p>	<p>NA</p>	<ul style="list-style-type: none"> <li>• Proposed ROW crosses the location of where eight railroad tracks used to be.</li> <li>• Recent site visit on February 15, 2024, shows that all railroad tracks have been removed and final landscaping was being done at the site.</li> <li>• Per CSX Railroad Track Removal Plans dated June 14, 2023: Soil samples were collected within the vicinity of the railroad and evaluated for levels of contamination. The results concluded the contamination exceeded one or more soil cleanup target levels (SCTLs) per Chapter 62-777, Table 11, FAC. Perform clearing, grubbing, and excavation operations to remove the existing railroad infrastructure including, but not limited to, rail, railroad ties, ballast rock, sub-ballast material, and contaminated soil beneath the surface as indicated in the roadway plans and cross sections. Within the same 24-hour period of excavation operations, separate contaminated soil from ballast rock and place contaminated soil in a dump truck for disposal to an approved landfill site. Disposal of all other cleared and grubbed material, including ballast rock.</li> </ul>	<p>Medium</p>

- Although this site appears to have been cleaned-up, there is no documentation stating that the site has been fully remediated.
  - Potential contamination may be found along any stretch of rail corridor as well as contamination associated with industrial uses alongside it.
  - Potential contaminants may include the following:
    - Railroad ties, usually treated with chemicals such as creosote
    - Coal ash and cinder containing lead and arsenic
    - Spilled or leaked liquids such as oil, gasoline, cleaning solvents, etc.
    - Herbicides
    - Fossil fuel combustion products (e.g., PAHs)
    - Roofing shingles (e.g., asbestos)
    - Transformers and Capacitors
    - Metals
- 

## 2.4.4 Utilities and Railroads

### Utilities

A Sunshine State 811 of Florida Design Ticket System listing of existing utility owners was acquired in February 2021. A total of nineteen Utility Agency Owners (UAOs) were identified within the project area. Preliminary utility coordination and investigation efforts were conducted through written and verbal communications with existing UAOs. The UAOs and their facilities are summarized in **Table 2.20**. This table also notes the locations where utilities extend into the project area.

Utility owners were provided aerial based preliminary plans depicting the proposed Whiting Street corridor improvements. Using these aerial plans as a base map, each utility owner was asked to indicate their existing and proposed utilities as well as any easements that may affect their reimbursement rights for potential relocations of their facilities. In response, not all utility owners replied via written communications. The utility owners that did provide the requested information concerning their facilities used either the preliminary plans provided or reference documentation (i.e. "As-builts" or GIS maps).

While construction of the proposed project will have utility impacts, the extent of the necessary utility adjustments is not known at this phase of the project. However, no substantial utility impacts are anticipated as a result of the proposed project.



Figure 2.7: Potential Medium- and High-Risk Contamination Sites

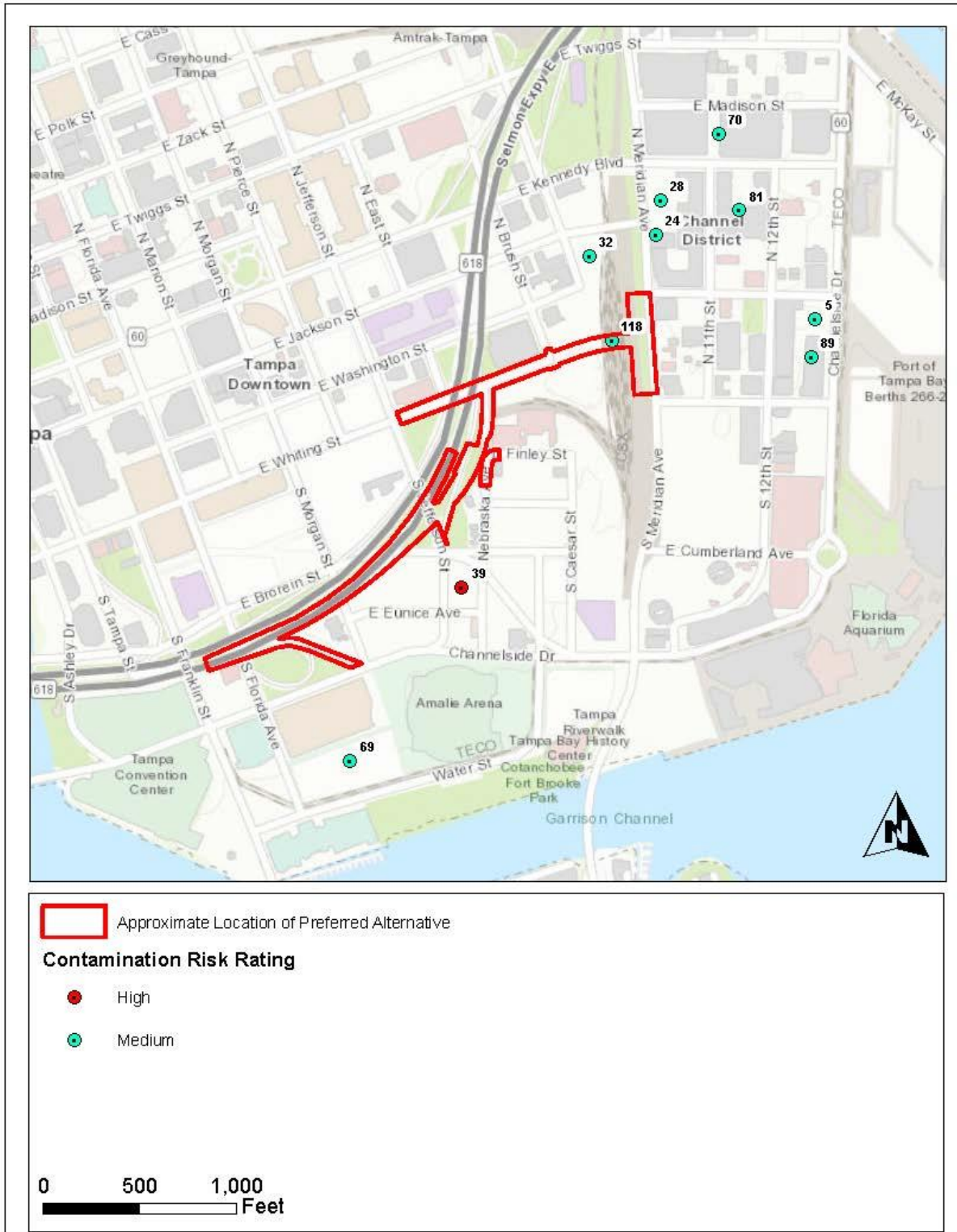


Table 2.20: Utility Agency Owners within Project Area

Utility Agency	Contact	Description of Facilities	Facility Locations
AT&T	Steve Hamer		No Response
City of Tampa Water	813.888.8300 ext 201	8" cast iron (enamel) running north/south along Florida Avenue 8" ductile iron pipe (DIP) running east/west along Channelside Drive 6" water main (WM) crossing Channelside Drive west of Florida Avenue 6" WM along Florida Avenue south of Channelside Drive 12" WM down center of Jefferson Street at Whiting Street 8" DIP running north/south along Nebraska Avenue, turns east along Whiting Street and north along center of Brush Avenue 6" WM along Finley Street 6" WM along Walton Street	
City of Tampa Wastewater	shamer@sdt-1.com	36" reinforced concrete pipe (RCP) along S. Florida Avenue 24" Poly Vinyl Chloride (PVC) pipe along Channelside Drive 10" Vitrified Clay Pipe (VCP) west of Florida Avenue 8" VCP along Kennedy Boulevard, Jackson Street, and Whiting Street 24" VCP along Morgan Street	
City of Tampa Traffic	Benjamin Freamon, Jr.		No Response
Crown Castle	813.231.5291		No Response
Cumberland Jefferson Farms Properties	bejamin.freamon@tampagov.net		Facilities not within project limits.
Extent Network Operations	Richard Rivera		No Response
Fiberlight	813.274.8957		No Response
Frontier Communications	richard.rivera@tampagov.net		No Response
Hillsborough County	Jose Castillo		No Response
Hillsborough County Sheriff's Office	813.777.8183		No Response
Lumen fka CenturyLink	jose.castillo@tampagov.net		Fiber Optic Cable (FOC) along Channelside Drive
Spectrum/Charter fka Bright House Networks	Jeremy Williams		No Response
T-Mobile/Sprint	470.235.6349		FOC along railroad tracks and west along Whiting Street
Tampa Electric Company	jeremy.williams.contractor@crowncastle.com		No Response
Tampa Expressway Authority	crowncastle.com		Single mode fiber (6, 12 and 96 count) along Channelside Drive
Tampa Port Authority	Mark Foster		Facilities not within project limits.
TECO Peoples Gas	813.927.1675		2" polyethylene (PE) GM along Channelside Drive 4" coated steel (CS) GM along Morgan Street 4" PE GM along Florida Avenue, south of Channelside Drive
Uniti Fiber	mark.foster@stantec.com		1 x 2.33" 7-way future path FOC along Florida Avenue and Channelside Drive

		1 x 2.33" 7-way future path FOC along Brush Street/crosses Whiting Street
Verizon fka MCI	8666.892.5327	Aerial facilities along Washington Street 2-2" HDPE conduits with FOC along Nebraska Avenue, north of Whiting Street 2-2" conduits with FOC along Florida Avenue and Channelside Drive
Windstream fka Deltacom	Tim Green	Facilities not within project limits.
Zayo	813.877.7183	Facilities not within project limits.

**Railroads**

An approximately 1,400-foot north-south segment of the Florida Central & Peninsular Railroad, which is owned and operated by CSX Transportation, runs parallel to the west side of North Meridian Avenue, between E Cumberland Avenue and E Jackson Street. This segment of railroad expands into a multi-line (seven lines) switching yard east of Whiting Street and contains a two-line east-west spur that feeds the Ardent Mills facility located south of Whiting Street. The primary use of this rail segment is to provide materials for the Ardent Mills facility. This facility is scheduled to cease operations in 2022, resulting in the rail segment no longer being needed.

The proposed extension of Whiting Street from Brush Street to North Meridian Avenue will result in the removal of this rail segment.

**2.4.5 Construction**

The construction activities associated with the Whiting Street proposed improvements will result in temporary air, noise, vibration, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. Air quality impacts will be temporary and primarily be in the form of exhaust emissions from trucks and construction equipment as well as fugitive dust from construction sites. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of other control materials in accordance with FDOT’s Standard Specifications for Road and Bridge Construction.

Noise and vibration impacts may be generated by heavy equipment and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will be implemented as set forth in the FDOT’s Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the construction contractor will also be required where applicable.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT’s Standard Specifications for Road and Bridge Construction and using Best Management Practices (BMPs).

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays during project construction. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road

closings and other construction-related activities which could inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Within the project study limits, the present traffic congestion may become worse during stages of construction where narrow lanes may be necessary. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur but are temporary and short term.

Construction of the roadway and bridges requires excavation of unsuitable material, placement of embankments, and the use of materials, such as lime rock, asphaltic concrete, and Portland cement concrete. The removal of structure and debris will be in accordance with local and state regulation agencies permitting this operation. The construction contractor will be responsible for controlling pollution on haul roads, in borrow areas, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

## 2.4.6 Bicycles and Pedestrians

There are no pedestrian or bicycle facilities along the Selmon Expressway as it is a Limited Access facility.

Dedicated lanes for bicyclist are provided on Florida Avenue, Jackson Street, Nebraska Avenue and North Meridian Avenue. Bicycle-friendly roads include the following:

- Morgan Street
- Jefferson Street
- E Street
- Nebraska Avenue
- Water Street
- Whiting Street
- Brush Street
- Washington Street

Pedestrian accommodations provided within the study area include:

- Sidewalks
- Multi-use paths
- Pedestrian countdown heads and push buttons
- Leading pedestrian phase/Leading pedestrian intervals (LPIs)
- Protected left-turn phase
- Enhanced ITS Technology: Pedestrian detection to extend crossing time when pedestrian is detected within the intersection
- High-visibility crosswalks
- Advance stop lines

- Intersection lighting / crosswalk lighting
- Optimal signal timing for all modes of transportation
- Refuge islands within crosswalks
- ADA curb ramps

Florida Avenue has 10-foot-wide sidewalks, adjacent to the back of Type F curb and gutter. Channelside Drive has 15-foot-wide sidewalks, adjacent to the back of Type F curb and gutter.

Sidewalks along Whiting Street are buffered by granite curb, a six-foot-wide sidewalk on the south side of the road, and a wide sidewalk with varying width on the north side of the road. Beginning at Jefferson Street and extending eastward, 10-foot sidewalks are proposed along the north and south sides of Whiting Street eastward to its proposed connect with North Meridian Avenue. These sidewalks will connect to the existing 12-foot shared use path that runs along the west side of North Meridian Avenue. 10-foot sidewalks are also proposed within the area of the Nebraska Avenue and Finley Street connection.

A bi-directional cycle track is also proposed along the north side of the Whiting Street westbound travel lane between Jefferson Street and North Meridian Avenue.

Trails within the study area include the Selmon Greenway and the Meridian Avenue Greenway.

The proposed project will enhance the bicycle and pedestrian accommodations throughout the project area.

### 2.4.7 Navigation

There are no navigable waters, as defined in 33 Code of Federal Regulation (CFR) § 2.36, within the project area and the proposed project will have no effect on navigation.

## 3.0 Anticipated Permits and Permit Conditions

Coordination with relevant regulatory agencies, including the FDEP and SWFWMD, is anticipated to construct the proposed project. The environmental permits anticipated for this project are shown in **Table 3.1**.

**Table 3.1: Anticipated Environmental Permits**

Agency	Permit Type
Southwest Florida Water Management District (SWFWMD)	Environmental Resource Permit
Florida Department of Environmental Protection (FDEP)	National Pollutant Discharge Elimination System Permit



## 4.0 Coordination and Consultation

Through the Advance Notification (AN) process, THEA informed numerous federal, state, and local agencies of the PD&E study and its scope. The AN package was prepared in accordance with the FDOT PD&E Manual, Part 1, Chapter 3 (July 2020), as applicable.

The federal, state, and local agencies having concern in this project due to jurisdictional review are identified in **Table 4.1**. These agencies were contacted by THEA through the AN process in February 2020. The study was conducted utilizing information obtained from comments made by various regulatory and resource agencies in response to the AN. A summary of the agency comments provided in response to the AN is provided in **Table 4.2**.

**Table 4.1: Advance Notification Agencies**

<b>Federal Agencies</b>
US Army Corps of Engineers (USACE) – Jacksonville District
US Coast Guard (USCG) – Permits Division
National Marine Fisheries Service (NMFS), Habitat Conservation Division
US Department of Interior (USDI) – USFWS
<b>State Agencies</b>
Florida Department of Environmental Protection (FDEP) – ETAT Representative
FDEP – State Clearinghouse
Florida Department of State (FDOS)- Division of Historic Resources (DHR)
Florida Fish and Wildlife Conservation Commission (FWC) – ETAT Representative
<b>Regional Agencies</b>
Southwest Florida Water Management District (SWFWMD) – Environmental Resources Bureau Regulation Division
Environmental Protection Commission of Hillsborough County (EPCHC)
City of Tampa – Mobility Division
Port Tampa Bay

Table 4.2: Advanced Notification Agency Responses

Federal Agencies	Issues/Response
USACE	Pre-Application meeting should be requested once there is a proposed design plan. Required Permits: Section 404 – NWP#14 or NWP#15; and Section 10 / Section 408.
USCG	A USCG bridge permit will be required for modifications (widening) to the bridge crossing the Hillsborough River. The existing navigational clearance over the Hillsborough River must not be encroached upon by the proposed widening project.
NMFS	NMFS principal concern is the widening of the bridge over the Hillsborough River. Shoreline mangroves at this location might experience minor shading impacts due to the bridge widening, which should be addressed in the Essential Fish Habitat Assessment. In terms of the Endangered Species Act (ESA), there is a potential for bridge construction activities, including in-water pile driving, to affect ESA-listed species under NMFS's purview (smalltooth sawfish and green, loggerhead, and Kemp's ridley sea turtles).
USFWS	At the time of the notification, did not have any species concerns. Once the PD&E has been completed, the USFWS would like to review all documents
USACE	Pre-Application meeting should be requested once there is a proposed design plan. Required Permits: Section 404 – NWP#14 or NWP#15; and Section 10 / Section 408.
State Agencies	Issues/Response
FDEP	Advance Notification acknowledged. No comments.
FDEP – State Clearinghouse	Based on the information submitted and minimal project impacts, the State has no objections to the proposed project and, therefore, it is consistent with the Florida Coastal Management Program (FCMP). Final concurrence of the project's consistency with the FCMP would be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes.
FDOS - DHR	As part of the Section 106 process, a CRAS specific to this project that identifies and evaluates cultural and historical resources within the area of potential effects needs to be provided to DHR. (The CRAS was updated in April 2021 as a result of comments received from the FDOS DHR and resubmitted to DHR for concurrence.)
FWC	No comments, recommendations, or objections related to state-listed species and their habitat or other fish and wildlife resources. The liability to not impact or cause "take" of listed species, migratory wildlife, and other regulated species of wildlife is the responsibility of THEA for this project. If listed species are observed onsite in the future, FWC staff are available to provide decision support information or assist in obtaining the appropriate permits.
Regional Agencies	Issues/Response
SWFWMD	Environmental Resource permit may be required. However, the final determination of the type of permit will depend upon the final design configuration. Comments and degree of effect (DOE) were provided regarding the following resources: coastal and marine (DOE: minimal, permit required), contamination (DOE: moderate, further coordination required), floodplains (DOE: moderate, permit required), Historic and archaeological sites (DOE: none, permit required), Infrastructure (DOE: moderate, further coordination required), recreation areas (DOE: none, permit required), water quality and quantity (DOE: moderate, permit required), wetlands and surface waters (DOE: minimal, permit required), wildlife and habitat (DOE: minimal, permit required), and federal consistency (consistent with comments).
EPCHC	Wetlands: no obvious significant wetlands other than the crossing of the Hillsborough River. Miscellaneous Impacts in Wetlands required.; Air quality: The most obvious method to reduce the impacts to neighboring properties is to minimize encroachment of new roadways toward these properties, so expansion inward toward the existing median should be encouraged where practical. If there is outward or elevated expansion, the design should consider elevated walls near the travel lanes, particularly near the residential portions of the corridors, to help minimize transportation impacts such as noise, rubber remnants from tire wear, and potentially some of the air pollutants; Waste: a number of sites, including two old landfills that may be impacted. In the event that the either or both of the identified old landfills may be impacted, staff with the EPC's Waste Management Division should be contacted.

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City of Tampa  
Mobility Division

Additional coordination was conducted, as described in the Comments and Coordination Report for the proposed project.

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Port Tampa  
Bay

Receipt of Advance Notification was not provided.

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## 5.0 Public Involvement

Several meetings were held over the course of the PD&E study to meet with public officials, agencies, residences, and interested stakeholders. The PD&E Study was introduced to the public on Thursday, March 5, 2020, during a Virtual Town Hall conducted by THEA to provide status updates on various other ongoing THEA projects. This Virtual Town Hall can be found at <https://selmonstudies.com/vthm/>.

Additional meetings included a Virtual Public Information Meeting (see section 5.2 below) and a Public Hearing (to be conducted February 22, 2022). In addition to these two scheduled public meetings, additional meetings were held with stakeholders, including elected and appointed officials, agency representatives, special interest groups, and individuals, as needed. Please refer to the Comments and Coordination Report (CCR) for additional details regarding public outreach.

At the June 27, 2022, THEA Board Meeting, the City of Tampa asked THEA to revisit the preferred alternative for the Whiting Street PD&E Study. Based on the City's recent change in development patterns to a more residential urban core, the City has implemented Vision Zero policies to create a safer, pedestrian-friendly environment. A motion was made and passed by the Board to delay the Board's approval of the Whiting Street preferred alternative.

Subsequent to the June 2022 Board meeting, THEA worked with City of Tampa staff and consultants to ensure that Whiting Street will be consistent with the future Tampa development patterns. Based on those meetings, input, and analysis, staff presented a consensus-modified Alternative 2 as the preferred alternative which the Board unanimously approved at the February 26, 2024 meeting.

### 5.1 Public Involvement Program

A comprehensive Public Involvement Program (PIP) that focused on soliciting community participation was developed and implemented as part of the PD&E Study. The program was prepared in compliance with the FDOT PD&E Manual Part 1, Chapter 11 and approved by THEA in January 2020. The purpose of the PIP was to provide a guide for implementing stakeholder involvement for the study with an emphasis on the communities adjacent to the study area. The PIP was used as a blueprint for defining methods and tools to reach, educate, and engage all stakeholders in the decision-making process. The strategies outlined in the PIP were designed to be comprehensive, and to ensure stakeholders are provided multiple opportunities to be informed and engaged as the study progresses.

The primary goal of the PIP was to actively seek the participation of communities, agencies, individual interest groups, and the public throughout the PD&E process. The following information was included as part of the PIP:

- Identify stakeholders and target audiences;
- Anticipate issues and key messaging;
- Outline outreach methods;
- Detail public involvement activities;
- Establish comment management protocols; and
- Provide a structure for documenting the PIP and closing out the study.

## 5.2 Public Information Meeting

THEA held a Public Information Meeting on Thursday, May 20, 2021, at 6:30 p.m. for the PD&E Study. Due to the COVID-19 pandemic, this meeting was held virtually. Registration for the meeting and the meeting itself was held online.

The virtual meeting format consisted of an online presentation by THEA to present the alternatives identified to improve travel times, reduce congestion, improve safety, and enhance regional mobility. The virtual meeting participants were introduced to the interactive website that included all meeting materials ([www.whitingstreetpde.com](http://www.whitingstreetpde.com)). Seventy-nine (79) citizens registered for the workshop. The virtual workshop was attended by 25 citizens as well as THEA and consultant staff (total 6). Attendees were presented a slideshow consisting of:

- An overview of the PD&E Study.
- The need to improve the Selmon Expressway Ramps and local streets.
- The PD&E Study process to develop, screen and refine alternatives for additional evaluation.
- The two build alternatives under consideration (developed based on the project purpose and need).
- The evaluation criteria for the two alternatives under consideration, as compared to the No-build Alternative.
- The methods for the public to provide feedback on the alternatives under consideration, including a comment form, email address, and mail-in option .

After the presentation, the questions and answer portion of the workshop began. Citizens were able to submit questions real-time virtually in a chat on the online meeting platform and received responses during the workshop. Four (4) citizens submitted six (6) questions during the virtual workshop.

A recording of the virtual meeting was posted in its entirety the next day, May 21, 2021, on the THEA website [www.whitingstreetpde.com](http://www.whitingstreetpde.com). The interactive website ([www.whitingstreetpde.com](http://www.whitingstreetpde.com)) was available starting on May 20, 2021, and was accessible anywhere, anytime. This website contained the same information that was presented at the virtual meeting, including methods for the public to provide feedback on the alternatives under consideration.

Comments were accepted by THEA on the alternatives up to 5:00 pm on June 10, 2021. All comments received during this period were responded to and taken into consideration by THEA during the selection of the Preferred Alternative. During the 21-day comment period, 272 unique visitors viewed the online meeting.

Five (5) written comments from three (3) citizens were received online or via email during the 21-day review period following the virtual meeting. Most comments received at the meeting and online addressed trails and bicycle lanes or requested information on property takes and their locations.

Information regarding the Public Information Meeting, including meeting materials, advertisements, notices, and public comments, can be found in the CCR.

## 5.3 Public Hearing

A Public Hearing was held on February 22, 2022, starting at 5:00 pm, at the THEA offices. The purpose of the hearing was to provide interested persons with information on the Preferred Alternative and to allow the public the opportunity to comment. To accommodate those who were not able to attend in person, all meeting materials were also posted on the project website at [www.whitingstreetpde.com](http://www.whitingstreetpde.com) prior to the in-person hearing.

Prior to the Public Hearing, THEA distributed a public notice postcard, letters to elected and appointed officials and agencies, newspaper ads, FAR ads, press releases, social media posts, project website. The first newspaper ad was published on February 2, 2022, and the second newspaper ad was published on February 13, 2022. The newspaper ad also listed locations where the project documents would be displayed for review at least 21 days prior to the hearing, which included the project website. The full mailing list for this newsletter was updated on January 20, 2022. The public hearing notifications, including newspaper ads, postcard, press release, screenshots of the website public hearing announcements, project documents, mailing list, social media posts, and the FAR ad can be found in the Comments and Coordination Report (CCR).

A total of 21 citizens signed in at the Public Hearing. Attendees were provided with a sign-in card and hearing handout/comment form. The meeting began with an open house from 5:00 p.m. to 6:00 p.m., followed by opening remarks and an audiovisual presentation at 6:00 p.m. The audiovisual presentation discussed an overview of the project. These details included the PD&E Study process, a description of the Preferred Alternative, a discussion of anticipated environmental impacts, and the estimated project costs.

During the comment period, which lasted from February 1 to March 8, 2021, THEA received five comments from the public. Four of the comments were received via email, while one comment was received via the website form. No comments were received in person or through the court reporter during the Public Hearing.

The majority of the comments received dealt with prioritization of pedestrian and bicycle access and safety along the project corridors. Additional comments dealt with traffic flow and use of proposed green space by pedestrians and bicyclists.

## 5.4 Stakeholder Coordination Meetings

In addition to the Public Information Virtual Meeting and Public Hearing, THEA held and/or participated in additional stakeholder coordination meetings throughout the project. These meetings included those with local leaders, elected officials, agency staff, and other stakeholders. **Table 5.1** provides a list of meetings held during the study (as of September 2021; this list will be updated at the conclusion of the study).

Additional information regarding the stakeholder coordination meetings can be found in the Comments and Coordination Report (CCR).



Table 5.1: Stakeholder Coordination Meetings

Date	Participants	Topic/Purpose
12/12/2019	Strategic Property Partners (SPP) and Stantec Professional Services (Stantec)	Future development plans north of Cumberland Avenue
1/10/2020	HDR, Inc.	Coordination on graphics and document consistency with South Selmon Expressway Project
2/18/2020	SPP and Stantec	Coordination with ongoing planning efforts
3/5/2020	Public and project stakeholders	Virtual Town Hall Meeting regarding all of THEA's ongoing projects
4/16/2020	City of Tampa	Review of traffic analysis of study area
8/24/2020	City of Tampa	Review comments from City of Tampa on traffic analysis
9/10/2020	Port Tampa Bay	Project background, schedule, and progress
10/5/2020	WSP Global	Coordination with Mobility Hub and Vision Zero efforts
10/5/2020	Mayor Jane Castor	Project background, schedule, and process
10/27/2020	City of Tampa	Proposed improvement alternatives
11/13/2020	SPP	Proposed improvement alternatives
12/2/2020	SPP	Proposed improvement alternatives, preliminary design concepts
2/17/2021	SPP	Proposed improvement alternatives, preliminary design concepts
3/2/2021	FDOT District 7	Presentation to the District Interchange Review Coordinator (DIRC)
3/8/2021	SPP	Proposed improvement alternatives, preliminary design concepts
4/19/2022	SPP and Stantec	Proposed improvement alternatives, preliminary design concepts
7/20/2022 & 7/21/2022	City of Tampa	Discussed a modified alternative during a two-day workshop
9/13/2022 & 9/15/2022	City of Tampa	Discussed improvement alternatives, preliminary design concepts
9/28/2022	City of Tampa	Discussed improvement alternatives, preliminary design concepts
11/8/2022	City of Tampa	Discussed improvement alternatives, preliminary design concepts
8/24/2023	City of Tampa	Discussed a modified preferred alternative

## 6.0 Implementation Measures and Commitments

### 6.1 Implementation Measures

Measures required to be implemented per construction procedure, standard specifications, or other agency requirements issued in a later project phase are listed below to help address project effects.

- Water quality impacts from construction will be avoided and minimized through the implementation of Best Management Practices (BMPs) including, but not limited to, construction phasing, sediment barriers, floating turbidity curtains, silt fences, and other techniques identified during design and permitting by the regulatory agencies and later during construction by the selected contractor.

### 6.2 Commitments

#### 6.2.1 Cultural Resources

- During project construction within the area of the Fort Brooke (8HI00013) archaeological site (including all areas associated with the existing Florida Avenue and Channelside Drive off ramp improvements), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist. If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.
- Prior to the start of construction, the following actions will be undertaken by professionals that meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) and the measures will be completed and approved by Florida Division of Historic Resources staff prior to removal of the resources.
  - A pictorial and narrative history of the Ardent Mills historic site will be developed and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This document shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
  - A pictorial and narrative history of the Florida Central & Peninsular Railroad will be developed

and submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay Historic Center. This will include photographs of current appearance, historic photographs, and written history.

- A State Historic Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approval by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

## 6.2.2 Contamination

- For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases and prior to construction. Note that additional information may become available or site-specific conditions may change from the time the Contamination Screening Evaluation Report (CSER) was prepared and this should be considered prior to proceeding with roadway construction

## 7.0 Technical Materials

The following technical materials have been prepared to support this environmental document.

- Air Quality Technical Memorandum (AQTM)
- Comments and Coordination Report (CCR)
- Contamination Screening Evaluation Report (CSER)
- Cultural Resources Assessment Survey (CRAS)
- Cultural Resources Assessment Survey – Pond Site Addendum
- Cultural Resources Documentation and Determination of Effect Case Study
- Geotechnical Memorandum
- Interchange Modification Report (IMR)
- Location Hydraulics Report (LHR) Technical Memorandum
- Natural Resources Evaluation (NRE) Report
- Noise Study Report (NSR)
- Pond Siting Report (PSR)
- Preferred Alternative Conceptual Plan Set (see PER Appendix)
- Preliminary Engineering Report (PER)
- Project Traffic Analysis Report (PTAR)
- Project Traffic Analysis Report (PTAR)(updated)
- Sociocultural Effects Evaluation (SEE)
- Typical Section Package (see PER Appendix)
- Utility Assessment Package (UAP)
- Water Quality Impact Evaluation (WQIE)

# Appendices



# Appendix A

Florida Division of Historic Resources Coordination Letters





August 24, 2021

Timothy A. Parsons, Ph.D.  
Director, Division of Historical Resources, and  
State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment Study (PD&E) Study, Hillsborough County, Florida

Dear Dr. Parsons,

The cultural resource assessment survey (CRAS) of the Tampa Hillsborough Expressway Authority (THEA) Whiting Street PD&E Study in Hillsborough County, Florida, was conducted for the THEA by Janus Research, in association with H.W. Lochner, Inc. (LOCHNER). Fieldwork for this CRAS was conducted in 2021. The CRAS of the project was conducted to identify cultural resources within the project area of potential effect (APE) and to assess their significance in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the Florida Division of Historical Resources' (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

As a results of the CRAS, one precontact period archaeological site and four historic resources were identified. Due to the density of development and underground utilities, archaeological subsurface testing was feasible only within portions of the archaeological APE within the area of the Florida Avenue loop ramp. No human remains or Fort Brooke period artifacts were identified during the limited testing. Eight shovel tests resulted in the identification and expansion of the boundaries of 8HI537 (Expressway End) throughout



the western end of the current APE. Subsurface testing yielded both precontact period lithic artifacts and historic 20<sup>th</sup> Century material. Most of the lithic artifacts consisted of non-diagnostic flakes and shatter, but the presence of a fragment of a Florida Archaic Stemmed point suggests an Archaic to Formative period association. The majority of the historic artifacts recovered during the subsurface testing were also non-diagnostic. The two diagnostic artifacts, a solarized glass fragment and a green bottle base fragment suggest a 20<sup>th</sup> Century component. The artifacts recovered during the testing suggest a similarity to other precontact period lithic scatters and 20<sup>th</sup> Century artifact scatters in downtown Tampa that have previously been evaluated as National Register–ineligible. However, the extent of this site within the APE is unknown as underground utilities, landscaping, and hardscape prevented additional testing to bound the site and determine if any associated features are present. Based on this, there is insufficient information to evaluate the National Register eligibility of 8HI537 within the archaeological APE

Because subsurface testing was not feasible or limited in identified high and moderate archaeological site potential zones, archaeological monitoring will be conducted in these areas during ground disturbing construction activities. Where feasible, subsurface shovel testing will also be conducted. Examples of conditions allowing for the excavation of shovel tests include the removal of existing hardscape preventing testing or the mechanical stripping of areas of fill down to natural ground levels. This commitment will be added to the project construction plans to ensure that it is acknowledged and addressed during project construction.

Four historic resources were identified within the historic resources APE, three of which are considered National Register–eligible: an unrecorded segment of the Florida Central & Peninsular Railroad (8HI11987), the previously recorded Perry Paint and Glass Company Building (8HI685), and Ardent Mills (8HI15084). The 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. The Perry Paint and Glass Company Building (8HI685) is considered National Register–eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. Ardent Mills (8HI15084) is considered National Register–eligible under Criterion A in the areas of Industry and Local History. The fourth resource, 200 S Nebraska Avenue (8HI15083) is considered National Register-ineligible due to its common style and diminished integrity.

Although no human remains were identified during the CRAS, unmarked graves have been previously found near the project area and there remains a potential for unmarked graves throughout the project area. Should any suspected or known remains be identified during this project, the provisions of Chapter 872.05, *F.S.* will apply. Chapter 872.05, *F.S.* states that when human remains are encountered, all activity that might disturb the remains shall cease and may not resume until authorized by the District Medical Examiner or the State Archaeologist. If human remains less than 75 years are encountered, or if they are involved in a criminal investigation, the District Medical Examiner has jurisdiction. If the remains are judged to be more than 75 years old, then the State Archaeologist may assume jurisdiction. It is also recommended the appropriate construction personnel be notified of the provisions of Chapter 872.05, *F.S.*, as well as the need to immediately notify the THEA Project Manager if human remains are encountered, who will take the steps needed to protect the remains and notify the appropriate authorities.

We kindly request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, F.S. If you have any questions regarding the subject project, please contact me at 813.272.6740, extension 124 or [anna.quinones@tampa-xway.com](mailto:anna.quinones@tampa-xway.com).

Sincerely,



Anna Quiñones, AICP  
Project Manager

The Florida Division of Historical Resources finds the attached document complete and sufficient and  concurs/  
 does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project  
File Number 2021-5149.

Comments: Sites 8HI11987, 8HI685, and 8HI15084 are considered eligible for the National Register of  
Historic Places and should be avoided, or further consultation with the Florida SHPO office is required.

Alissa Lotane

Digitally signed by Alissa Lotane  
DN: cn=Alissa Lotane, ou=Florida Division of Historical Resources, c=US  
Date: 2021.10.22 11:40:40-0400

10/22/2021

for Timothy A. Parsons, Ph.D., Director, and  
State Historic Preservation Officer  
Florida Division of Historical Resources

[DATE]

Cc: Bob Frey, AICP, THEA  
Bill Howell, PE, HW Lochner  
Govardhan Muthyalagari, PE, PTOE, HNTB





February 8, 2022

Timothy A. Parsons, Ph.D.  
Director, Division of Historical Resources, and  
State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project  
Development & Environment Study (PD&E) Study, Cultural Resource  
Assessment Survey Pond Addendum, Hillsborough County, Florida

Dear Dr. Parsons,

In August of 2021, as part of the THEA Whiting Street PD&E Study, the *CRAS for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment Study (PD&E) Study, Hillsborough County, Florida* was prepared by Janus Research in association with H.W. Lochner, Inc. (LOCHNER) at the request of the THEA (Janus Research 2021). The current report is an addendum to that 2021 CRAS that was previously coordinated with the State Historic Preservation Office (SHPO)/Florida Division of Historical Resources (FDHR) (Janus Research 2021; FDHR Project File Number 2021-5149). The objective of this CRAS addendum was to identify cultural resources within the project area of potential effect (APE) established for three new proposed pond locations, Ponds C, D, and E, and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complied with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

As a result of the archaeological survey completed for the CRAS addendum, no archaeological sites or archaeological occurrences were identified within the proposed pond sites. No shovel testing was feasible within the APE due to the presence of existing rail corridor, modified embankment, and drainage ditching. Background

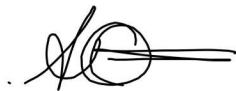
research and the pedestrian survey determined that the archaeological APE exhibits low potential for intact significant archaeological sites. The background research also determined that, unlike the western end of the larger area investigated during the 2021 CRAS, Ponds C, D, and E are each located outside of the main activity area associated with Fort Brooke, and no significant archaeological components associated with the Fort Brooke Military Reservation have been recorded in the vicinity of the archaeological APE. In addition, the background research noted that no previously recorded precontact period sites or human remains are recorded in or adjacent to Ponds C, D, or E.

Four historic resources were identified within the historic resources APE during the current survey effort, three of which were previously recorded and determined National Register-eligible: the Florida Central & Peninsular Railroad (8HI11987), the Perry Paint and Glass Company Building (8HI685), and Ardent Mills (8HI15084). The three previously recorded resources were documented in the FMSF as part of the aforementioned 2021 CRAS and were considered National Register-eligible. The SHPO/FDHR concurred with the evaluations of National Register eligibility for all three previously recorded historic resources on October 22, 2021. The fourth resource, the newly recorded Carlton Academy Day School (8HI15085) is considered National Register-ineligible due to its common style and diminished integrity.

Please also note that the building previously recorded at 1201 East Jackson Street (8HI5616) was observed during the field survey as having been demolished. Analysis of available aerial photographs revealed that the building at 1201 East Jackson Street was removed between 1995 and 1998.

We kindly request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, F.S. If you have any questions regarding the subject project, please contact me at 813.272.6740, extension 124 or [anna.quinones@tampa-xway.com](mailto:anna.quinones@tampa-xway.com).

Sincerely,



Anna Quiñones, AICP  
Project Manager

The Florida Division of Historical Resources finds the attached document complete and sufficient and <input checked="" type="checkbox"/> concurs/ <input type="checkbox"/> does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number <u>2021-5149C</u> .	
Comments:	
3/9/2022	
Timothy A. Parsons, Ph.D., Director, and State Historic Preservation Officer	[DATE]

Cc: Bob Frey, AICP, THEA  
Bill Howell, PE, HW Lochner  
Govardhan Muthyalagari, PE, PTOE, HNTB





February 9, 2022

Timothy A. Parsons, Ph.D.  
Director, Division of Historical Resources,  
and State Historic Preservation Officer  
R.A. Gray Building  
500 S. Bronough Street  
Tallahassee FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Documentation and Determination of Effects for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment Study (PD&E) Study, Hillsborough County, Florida

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION  
2022 FEB 14 10:18

Dear Dr. Parsons,

Please find the *Determination of Effects Case Study Report for the THEA Whiting Street PD&E Study, Hillsborough County, Florida* prepared by Janus Research in association with LOCHNER at the request of the THEA. This case study report documents potential effects of the proposed improvements to the National Register-eligible resources identified during the Cultural Resources Assessment Survey (CRAS) for the *THEA Whiting Street PD&E Study, Hillsborough County, Florida* (Janus Research 2021). This assessment complied with the revised Chapter 267, *Florida Statutes (F.S.)* and the standards embodied in the Florida Division of Historical Resources' (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003) and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in consideration of the standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the Florida Department of Transportation (FDOT) *PD&E Manual* (effective July 1, 2020). All work conformed to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

In August of 2021, the *CRAS for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment (PD&E) Study, Hillsborough County, Florida* was prepared by Janus Research in association with H.W. Lochner, Inc. (LOCHNER) at the request of the THEA (Janus Research 2021). The 2021 CRAS was conducted for a proposed project consisting of extending Whiting Street and reconfiguring the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive. The study considers extending Whiting Street

to North Meridian Avenue and includes improvements and realignment of the existing segment of Whiting Street from Jefferson Street to North Brush Street.

The 2021 CRAS identified four historic resources, three of which were considered National Register-eligible: the previously recorded Perry Paint and Glass Company Building (8HI685), an unrecorded segment of the Florida Central & Peninsular Railroad (8HI11987), and Ardent Mills (8HI15084). The Perry Paint and Glass Company Building (8HI685) was considered National Register-eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. Though previously recorded, the Perry Paint and Glass Company Building (8HI685) had not previously been subject to evaluation by the FDHR/SHPO regarding National Register eligibility. The 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) was considered eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. Ardent Mills (8HI15084) was considered National Register-eligible under Criterion A in the areas of Industry and Local History. The fourth resource, 200 S Nebraska Avenue (8HI15083), was considered National Register-ineligible due to its common style and diminished integrity. The report and its findings received FDHR/SHPO concurrence on October 22, 2021.

In January of 2022, an *Addendum to the Cultural Resource Assessment Survey (CRAS) for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment (PD&E) Study, Hillsborough County, Florida* was prepared by Janus Research following coordination with the FDHR (Janus Research 2022). The addendum was completed to identify cultural resources within the project area of potential effect (APE) of three new proposed pond locations, Ponds C, D, and E following the completion of the 2021 CRAS. The 2022 addendum report identified one newly recorded historic resource within the project APE, the Carlton Academy Day School (8HI15085), which was considered National Register-ineligible due to its common style and diminished integrity. This resource is not addressed in this case study as it is not eligible for inclusion in the National Register. The addendum report and its findings were submitted to FDHR/SHPO for review and concurrence on February 8, 2022.

As Chapter 267, F.S. does not expressly outline effects criteria, the potential effects that the improvements may have on the identified National Register-eligible historic resources were evaluated according to Criteria of Adverse Effect included within Section 106 of the *National Historic Preservation Act of 1966*. The Criteria of Adverse Effect, as defined in 36 CFR Part 800.5, were applied to the significant historic resources, and the subsequent analysis of effects is also discussed in this report. The Florida Central & Peninsular Railroad (8HI11987) will be adversely affected because the project proposes the removal of the historic railroad tracks. Ardent Mills (8HI15084) will be adversely affected because the project proposes the construction of an off-ramp through the parcel, as well as expansions to the surrounding surface streets. There will not be adverse effects to the Perry Paint and Glass Company Building (8HI685) as the nearby improvements are contained within the right-of-way (ROW) and will not impact the characteristics that contribute to its historical importance or significance.

A consultation meeting with Ms. Alyssa McManus, FDHR/SHPO staff, took place on August 31, 2021 via teleconference, which included LOCHNER and Janus Research staff members, who participated in the meeting on behalf of THEA. Mitigation for adverse effects to the significant historic resources were suggested and the following measures were developed in cooperation with Ms. McManus. The measures listed

below will also be included within the Preliminary Environmental Impact Report (PEIR) document. These measures will be implemented by professionals that meet the Secretary of the Interior's Professional Qualification Standards (48 FR 44716), and the measures will be completed and approved by FDHR/SHPO staff prior to removal of the significant resources.

- A pictorial and narrative history of Ardent Mills will be submitted to the Florida Memory repository at The State Archives of Florida, John F. Germany Public Library Florida History Room, and Tampa Bay History Center. This documentation shall include limited large format and digital photographs of current appearance, historic photographs, written history, and oral or video interviews with previous employees or persons with recollections of the mill operation.
- A pictorial and narrative history of the Florida Central & Peninsular Railroad will also be prepared and submitted to the Florida Memory repository at The State Archives of Florida, Main Tampa Library, and Tampa Bay History Center. This shall include photographs of current appearance, historic photographs, and written history.
- A State Historical Marker will be produced that is two-sided with the history of Ardent Mills on one side of the marker and the history of the Florida Central & Peninsular Railroad on the other side of the marker. The marker text will be submitted to the State Historical Marker Council (SHMC) for approval. After approval by the SHMC, and completion of project construction, the marker will be erected at a location approved by the SHMC.

We kindly request that this letter and document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in the revised Chapter 267, F.S. If you have any questions regarding the subject project, please contact me at 813.272.6740, extension 124 or [anna.quinones@tampa-xway.com](mailto:anna.quinones@tampa-xway.com).

Sincerely,



Anna Quiñones, AICP  
Project Manager

The Florida Division of Historical Resources finds the attached document complete and sufficient and <input checked="" type="checkbox"/> concurs/ <input type="checkbox"/> does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number <u>2021-5149-D</u>	
Comments:	
<i>Kelly L. Chase, DSHPO</i>	<i>3/10/2022</i>
Timothy A. Parsons, Ph.D., Director, and State Historic Preservation Officer Florida Division of Historical Resources	[DATE]

cc. Bob Frey, AICP, THEA

Bill Howell, PE, HW Lochner  
Govardhan Muthyalagari, PE, PTOE, HNTB

**TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY**  
1104 EAST TWIGGS STREET SUITE 300  
TAMPA, FL 33602  
PH: 813.272.6740 FAX: 813.273.3730  
[WWW.TAMPA-XWAY.COM](http://WWW.TAMPA-XWAY.COM)

# Appendix B

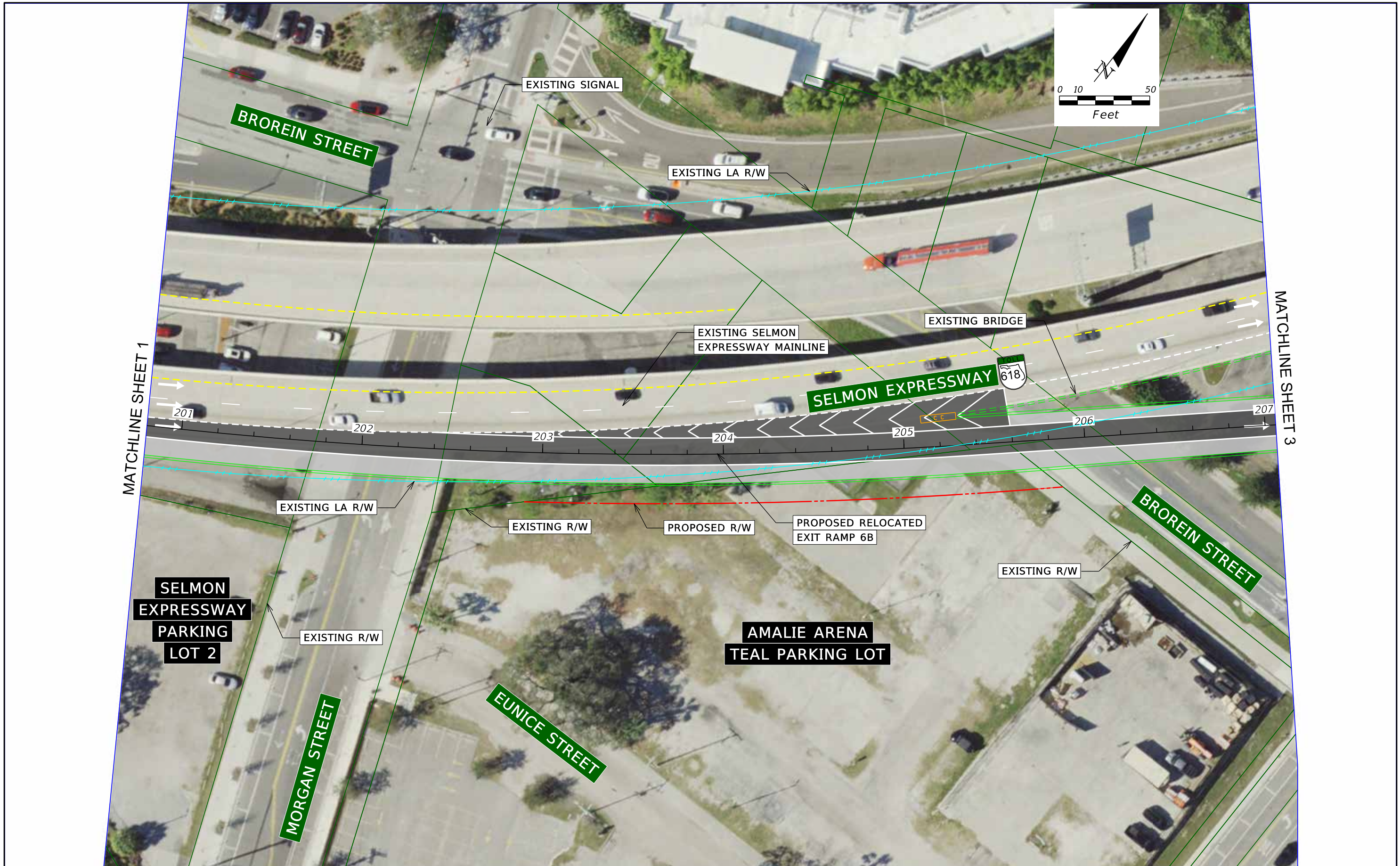
Preferred Alternative Conceptual Plans











LEGEND	
	Existing Right of Way
	Existing Limited Access Right of Way
	Sidewalk
	Travel Lanes
	Grass
	Ramp Shoulder
	Proposed Right of Way
	Proposed Roadway Limits of Construction
	Proposed Maintenance Agreement
	Proposed Wall Barrier
	Proposed Bridge
	Proposed Traffic Separator/Raised Median
	Proposed Pavement Removal
	Proposed Crash Cushion

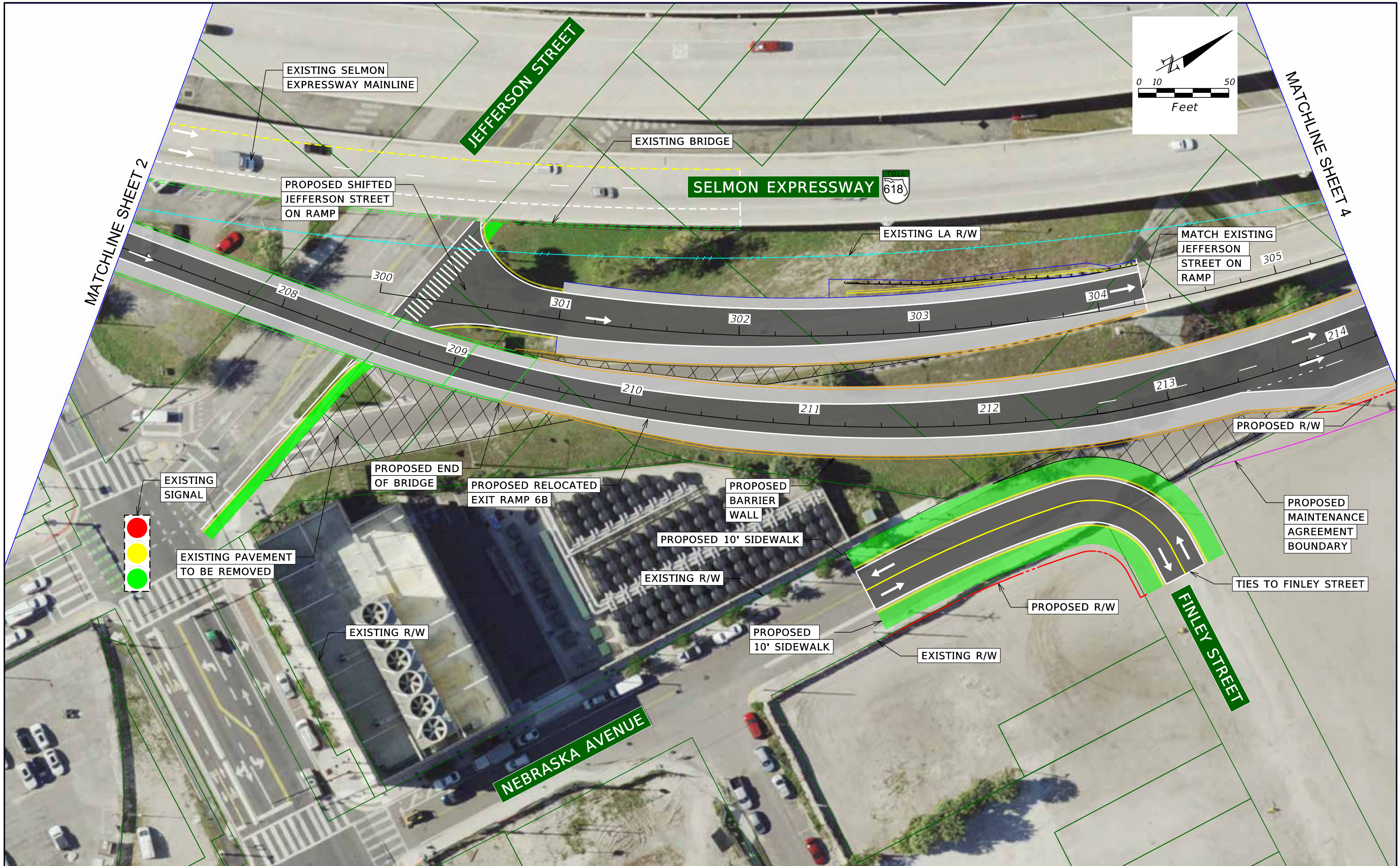
HW. LOCHNER, INC.  
 4300 W. CYPRESS STREET - SUITE 500  
 TAMPA, FL 33607  
 CERTIFICATE OF AUTHORIZATION #894

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY		
ROAD NO.	COUNTY	FINANCIAL PROJ. ID
SR 618	HILLSBOROUGH	HI-0141

**PREFERRED ALTERNATIVE  
 CONCEPT PLAN SHEET**

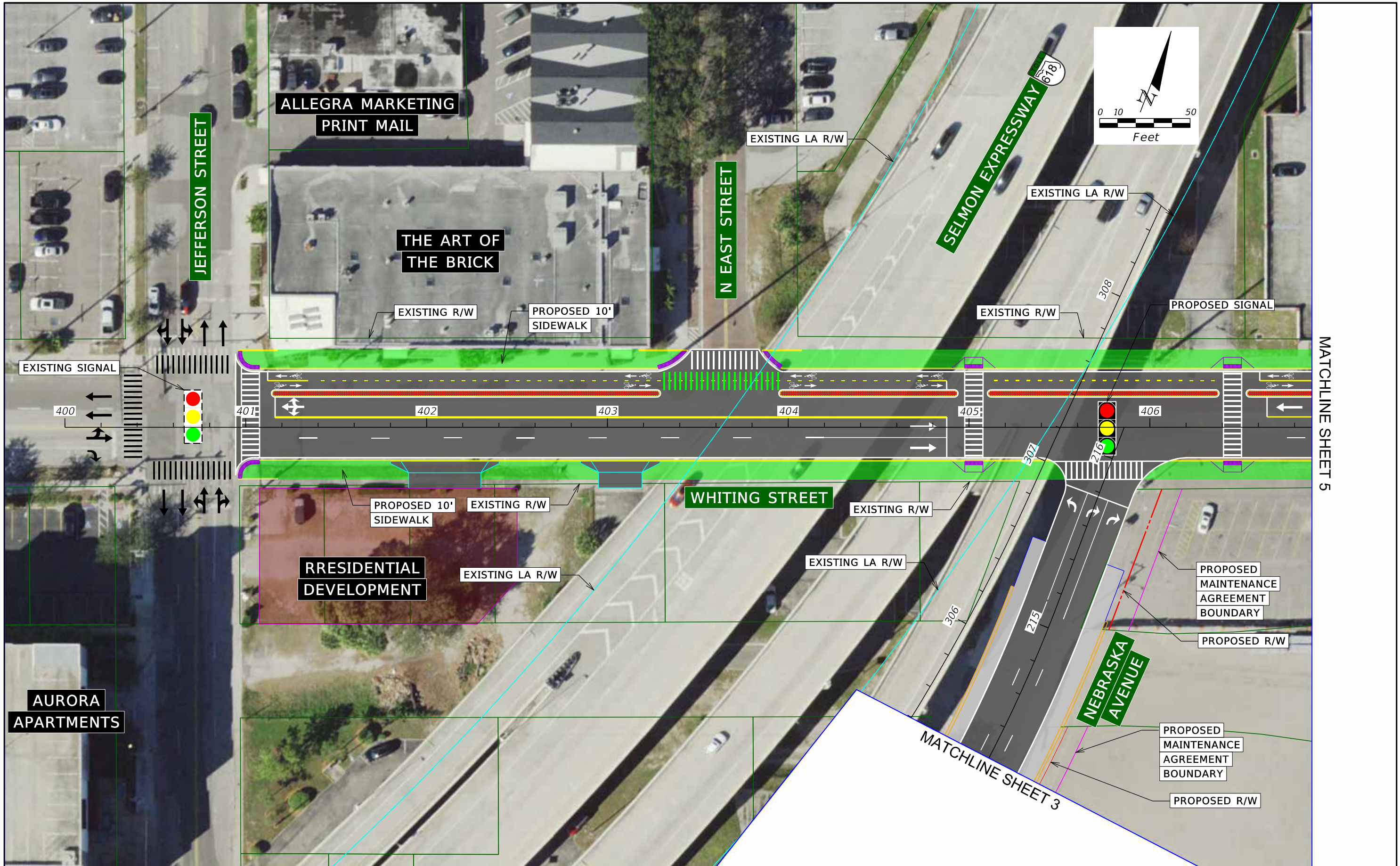
SHEET NO.  
**2**





<b>LEGEND</b> Existing Right of Way Existing Limited Access Right of Way Sidewalk Travel Lanes Grass Ramp Shoulder Proposed Right of Way Proposed Roadway Limits of Construction Proposed Maintenance Agreement Proposed Wall Barrier Proposed Bridge Proposed Traffic Separator/Raised Median Proposed Pavement Removal Proposed Crash Cushion	<b>TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY</b> 4300 W. CYPRESS STREET - SUITE 500 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION #894		<b>PREFERRED ALTERNATIVE CONCEPT PLAN SHEET</b>	SHEET NO. <b>3</b>			
	<table border="1" style="width: 100%;"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJ. ID</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">SR 618</td> <td style="text-align: center;">HILLSBOROUGH</td> <td style="text-align: center;">HI-0141</td> </tr> </tbody> </table>	ROAD NO.		COUNTY	FINANCIAL PROJ. ID	SR 618	HILLSBOROUGH
ROAD NO.	COUNTY	FINANCIAL PROJ. ID					
SR 618	HILLSBOROUGH	HI-0141					





LEGEND	
	Existing Right of Way
	Proposed Roadway Limits of Construction
	Grass
	Existing Limited Access Right of Way
	Sidewalk
	Travel Lanes
	Proposed Maintenance Agreement
	Ramp Shoulder
	Proposed Right of Way
	Proposed Traffic Separator/Raised Median
	Proposed Pavement Removal
	Proposed Bridge
	Proposed Crash Cushion
	Proposed Wall Barrier

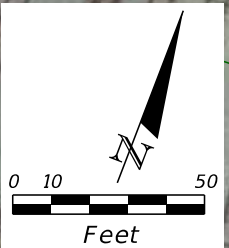
H.W. LOCHNER, INC.  
 4300 W. CYPRESS STREET - SUITE 500  
 TAMPA, FL 33607  
 CERTIFICATE OF AUTHORIZATION #894

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY		
ROAD NO.	COUNTY	FINANCIAL PROJ. ID
SR 618	HILLSBOROUGH	HI-0141

**PREFERRED ALTERNATIVE  
 CONCEPT PLAN SHEET**

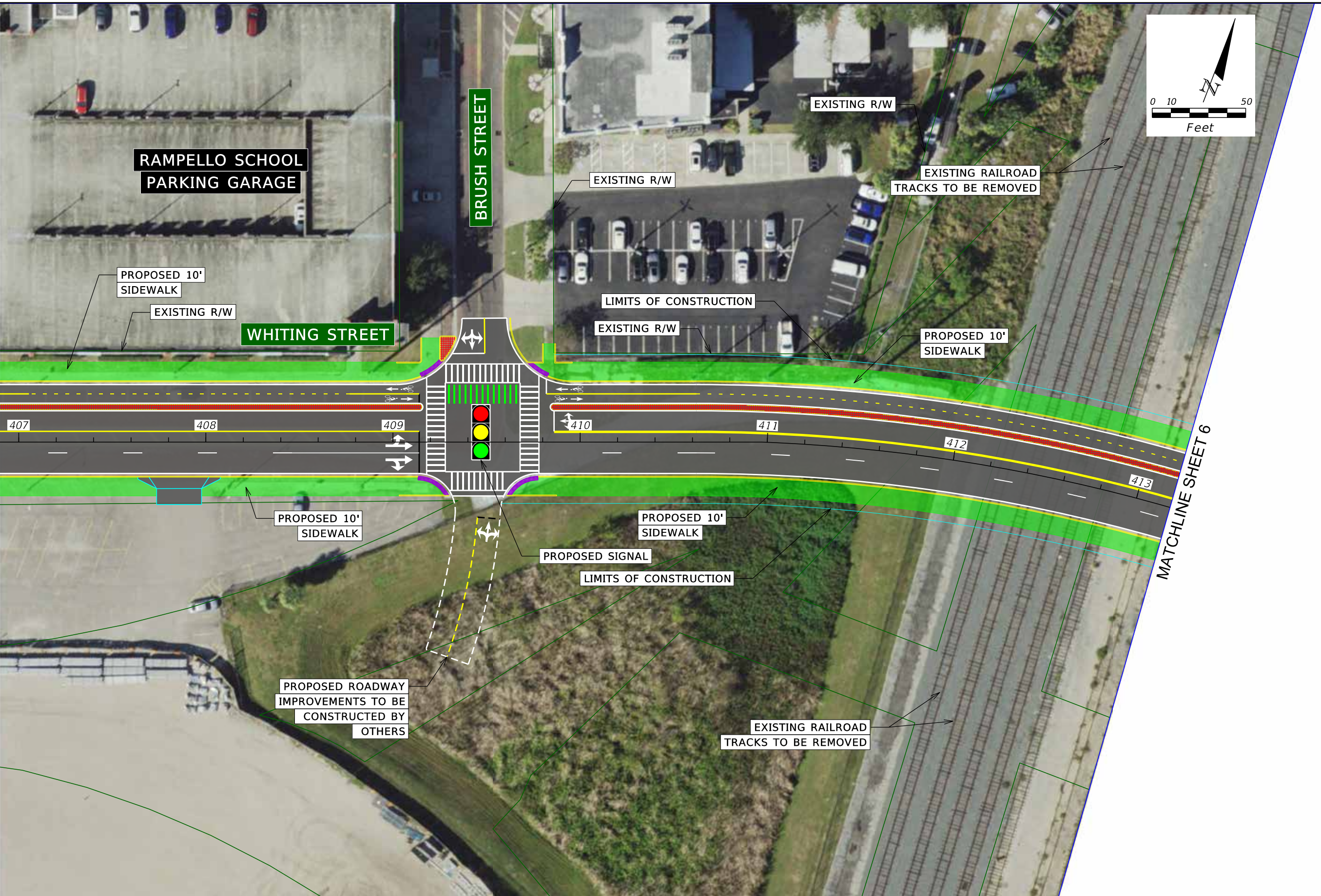
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**4**





MATCHLINE SHEET 4

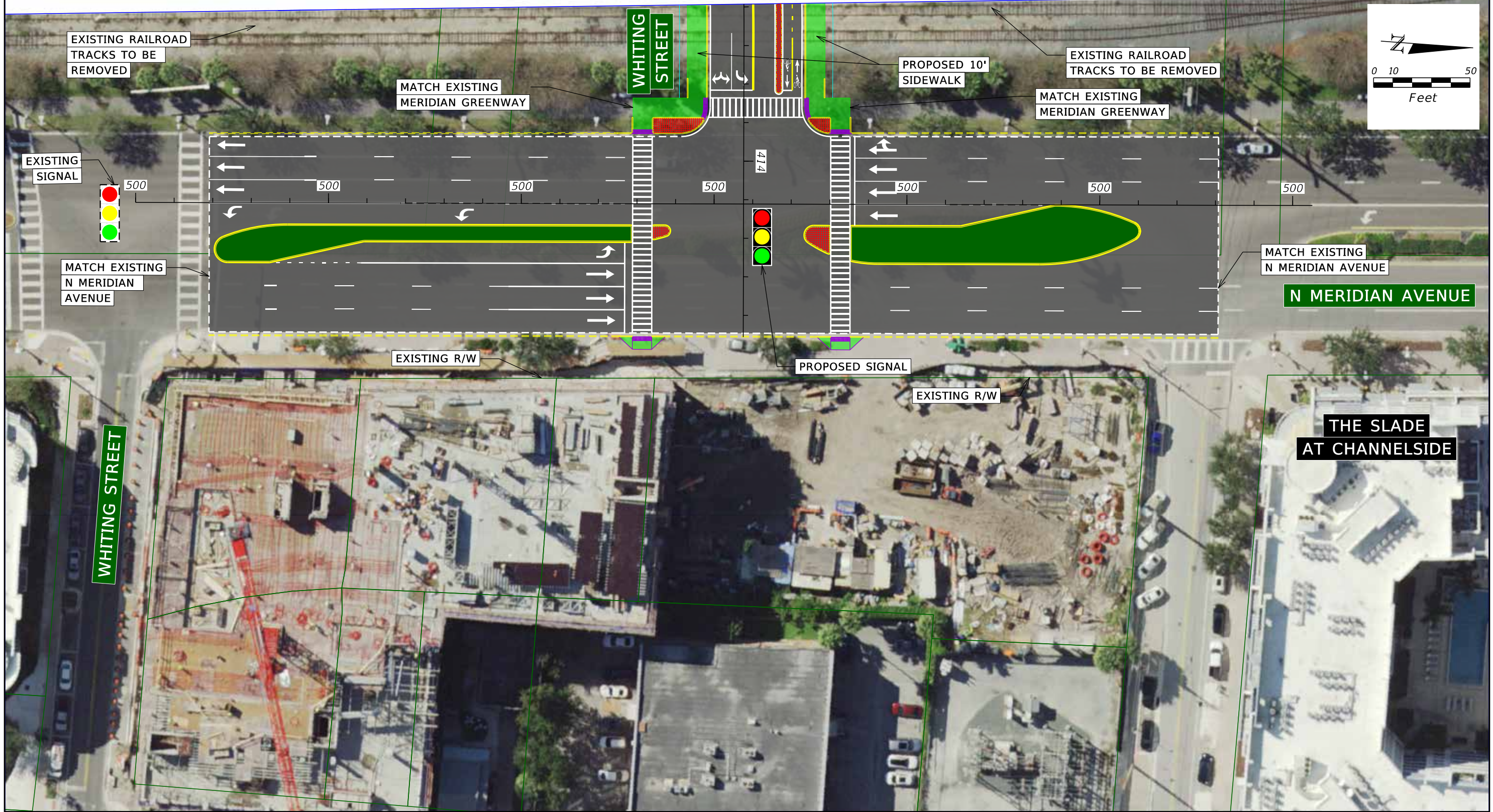
MATCHLINE SHEET 6



<b>LEGEND</b>	Existing Right of Way	Travel Lanes	Proposed Roadway Limits of Construction	Proposed Traffic Separator/Raised Median	TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY HW. LOCHNER, INC. 4300 W. CYPRESS STREET - SUITE 500 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION #894	ROAD NO.	COUNTY	FINANCIAL PROJ. ID	<b>PREFERRED ALTERNATIVE CONCEPT PLAN SHEET</b>	SHEET NO.
	Existing Limited Access Right of Way	Grass	Proposed Maintenance Agreement	Proposed Pavement Removal		SR 618	HILLSBOROUGH	HI-0141		5
	Sidewalk	Ramp Shoulder	Proposed Wall Barrier	Proposed Crash Cushion						
		Proposed Right of Way	Proposed Bridge							



MATCHLINE SHEET 5



LEGEND	Existing Right of Way	Travel Lanes	Proposed Roadway Limits of Construction	Proposed Traffic Separator/Raised Median
	Existing Limited Access Right of Way	Grass	Proposed Maintenance Agreement	Proposed Pavement Removal
	Sidewalk	Ramp Shoulder	Proposed Wall Barrier	Proposed Crash Cushion
		Proposed Right of Way	Proposed Bridge	

HW. LOCHNER, INC.  
 4300 W. CYPRESS STREET - SUITE 500  
 TAMPA, FL 33607  
 CERTIFICATE OF AUTHORIZATION #894

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY		
ROAD NO.	COUNTY	FINANCIAL PROJ. ID
SR 618	HILLSBOROUGH	HI-0141

**PREFERRED ALTERNATIVE  
 CONCEPT PLAN SHEET**

SHEET NO.  
**6**



# Appendix C

Water Quality Impact Evaluation (WQIE) Form





STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**WATER QUALITY IMPACT EVALUATION CHECKLIST**

650-050-37  
 ENVIRONMENTAL  
 MANAGEMENT  
 10/17

**PART 1: PROJECT INFORMATION**

Project Name:	Whiting Street PD&E Study
County:	Hillsborough
FM Number:	THEA Project No. HI-0141
Federal Aid Project No:	N/A
Brief Project Description:	The Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, is conducting a Project Development and Environment (PD&E) Study to extend Whiting Street. The study considers extending Whiting Street to North Meridian Avenue and includes improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street, reconfiguring the Selmon Expressway on-ramp at South Jefferson Street (Jefferson Street) in order to construct a new Whiting Street off-ramp (proposed Ramp 6B), removing the Channelside Drive off-ramp (existing Ramp 6B), and reconfiguring the eastbound off-ramp at South Florida Avenue (Florida Avenue). The extension will provide a direct connection of the Whiting Street corridor to North Meridian Avenue which will improve traffic flow and safety for all transportation modes and offer additional connections within the street network.

**PART 2: DETERMINATION OF WQIE SCOPE**

- Does project discharge to surface or ground water?  Yes  No
- Does project alter the drainage system?  Yes  No
- Is the project located within a permitted MS4?  Yes  No  
 Name: City of Tampa (Permit ID FLS000008)

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

**PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS**

**Surface Water**

Receiving water(s) names: Tampa Bay (Ybor City Drain)

Water Management District: SWFWMD

Environmental Look Around meeting date: N/A – not included in project scope.

*Attach meeting minutes/notes to the checklist.*

Water Control District Name (list all that apply): N/A

**Groundwater**

Sole Source Aquifer (SSA)?  Yes  No

Name \_\_\_\_\_

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer?  Yes  No

Name Floridan

Springs vents?  Yes  No

Name \_\_\_\_\_

Well head protection area?  Yes  No

Name \_\_\_\_\_

Groundwater recharge?  Yes  No

Name \_\_\_\_\_

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: No karst conditions expected.

**PART 4: WATER QUALITY CRITERIA**

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed. Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies?  Yes  No

BMAP Stakeholders contacted:  Yes  No

TMDL program contacted: \_\_\_\_\_  Yes  No

RAP Stakeholders contacted:  Yes  No

Regional water quality projects identified in the ELA

Yes  No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified?

Yes  No

If yes, describe:

Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

This project will require water quality treatment in accordance with SWFWMD regulations. Applicable rules include Chapters 40D-400, 62-302, 62-303, and 62-330, Florida Administrative Code (F.A.C.).

#### PART 5: WQIE DOCUMENTATION

- A. No involvement with water quality
- B. No water quality regulatory requirements apply.
- C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- D. EPA Ground/Drinking Water Branch review required.  Yes  No  
Concurrence received?  Yes  No  
If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)  
*Attach the concurrence letter*

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Evaluator Name (print): Theresa D. Ellison

Title: Senior Drainage Engineer

Signature: 

Date: 2/26/2024

**Table 1: Water Quality Criteria**

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Pollutants of concern	BMAP, RA Plan or SSAC
Ybor City Drain	1 / Old Tampa Bay	1584A1	3M	MS4	-	Yes	No	Fecal Coliform	No

\* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

\*\* Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

**Table 2: REGULATORY Agencies/Stakeholders Contacted**

<b>Receiving Water Name (list all that apply)</b>	<b>Contact and Title</b>	<b>Date Contacted</b>	<b>Follow-up Required (Y/N)</b>	<b>Comments</b>