

**SELMON
EXPRESSWAY**

Whiting Street PD&E Study

**Contamination
Screening Evaluation
Report**

February 2024

CONTAMINATION SCREENING EVALUATION REPORT

Tampa Hillsborough Expressway Authority (THEA)
Whiting Street Ultimate
Project Development and Environment (PD&E) Study
Hillsborough County, Florida
THEA Number HI-0141

Disclaimer

No contamination assessment can wholly eliminate uncertainty regarding the potential for environmental contamination in connection with a property or corridor. The information in this Contamination Screening Evaluation Report (CSER) is intended to reduce, but not eliminate, uncertainty regarding the potential for environmental contamination in connection with the areas subject to the Project Development & Environment (PD&E) Study.

Not every feature presented herein warrants the same level of assessment and must be evaluated based on the reasonableness of judgments made at the time and under the circumstances in which they were made. Subsequent evaluation should not be considered valid standards by which to judge the appropriateness of any prior assessment based on hindsight, new information, use of developing technology or analytical techniques, or other factors.

The Contamination Screening Evaluation was prepared at the request of The Hillsborough County Expressway Authority (THEA) (i.e., the User), for the purposes identified in accordance with Part 2, Chapter 20 of the PD&E Manual (2023). Use of the information contained in this CSER by anyone other than the User is permissible only with the prior written authorization to do so. THEA is not responsible for independent conclusions, opinions, or recommendations made by others or otherwise based on the findings presented in this CSER.

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1.0 Project Summary

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 (Ramp 6A) would be widened to two lanes, the Channelside Drive off-ramp (Ramp 6B) 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.



Figure 1.1: Original 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.

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 1.2**.

1.2 Project 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, 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 (Ramp 6B) 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 and 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.

A site plan describing the proposed roadway and interchange improvements to Whiting Street is presented in **Appendix A**.

1.3 Preferred Alternative

THEA has committed to providing 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, existing railroad tracks, located between Whiting Street and Meridian Avenue, 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, thereby providing additional route choices and alleviating congestion. Proposed project improvements can be broken up into four distinct locations (i.e., A, B, C and D). Each location of the proposed improvements is shown in **Figure 1-2** and described in detail below.

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.



Figure 1.2: Locations of Proposed Improvements

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 with the ability to travel east along Channelside Drive, towards the 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. Modifications to this ramp include striping improvements to the ramp gore. In addition, safety improvements, including the addition of a high friction surface treatment, 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.

2.0 Screening Methodology

The purpose of this report is to present the findings of the contamination screening evaluation for improvements to the Salmon Expressway exit ramps to Channelside Drive and Whiting Street, Salmon Expressway entry ramp from Jefferson Street, Nebraska Avenue and Finley Street intersection, and Whiting Street from Jefferson Street to North Meridian Avenue. This report identifies and evaluates known or potential contamination concerns, issues, presents recommendations to address these concerns, and discusses possible project impacts or impacts to the proposed project.

Federal Highway Administration (FHWA) Technical Advisory T 6640.8A (dated October 30, 1987) provides the following guidance on the evaluation of contamination and hazardous waste as the evaluation pertains to highway planning and environmental review:

"Hazardous waste sites are regulated by the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). During early planning, the location of permitted and nonregulated hazardous waste sites should be identified. Early coordination with the appropriate Regional Office of the EPA and the appropriate State agency will aid in identifying known or potential hazardous waste sites. If known or potential waste sites are identified, the locations should be clearly marked on a map showing their relationship to the alternatives under consideration. If a known or potential hazardous waste site is affected by an alternative, information about the site, the potential involvement, impacts and public health concerns of the affected alternative(s), and the proposed mitigation measures to eliminate or minimize impacts or public health concerns should be discussed in the draft EIS [Environmental Impact Statement].

If the preferred alternative impacts a known or potential hazardous waste site, the final EIS should address and resolve the issues raised by the public and government agencies."

To implement the above guidance, the Florida Department of Transportation (FDOT) authored Part 2, Chapter 20 of the PD&E Manual (revised July 1, 2023), which identifies and explains the purpose, process and procedure by which environmental contamination screening for a project should be conducted. This CSER has been prepared in accordance with the FHWA's Technical Advisory and the FDOT's PD&E Manual.

The preliminary screening (referred to as a Level I assessment)¹ was performed to identify potential contamination issues within the proposed project limits. The evaluation consisted of, but was not limited to, the following tasks:

¹ A Level I contamination screening evaluation consists of a desktop review of current and historical records and site reconnaissance to identify past and present activities that have the potential to impact areas in, or immediately adjacent to, project construction. It is used to determine the need and scope of further assessments. Level I evaluation is completed as early as feasible in the project process, typically during the PD&E phase or during preparation of Phase I (30%) design plans for projects which do not have a PD&E Study.

- **Agency Records and Data Collection** – Historic and current records/data from various agencies and online sources were reviewed.
- **Aerial Photographs and Topographic Maps Review** – A review of aerial photographs and topographic maps (including historical aerials/maps) was performed.
- **Site Reconnaissance** – A field review was conducted to identify additional potential sources within the vicinity of the project.
- **Risk Rating Determination** – A contamination risk rating (i.e., No, Low, Medium, or High) was assigned for each potentially contaminated site or property.

2.1 Agency Records and Data Collection

A report was obtained from Environmental Data Resources (EDR), Inc. (dated January 12, 2024) that identifies sites that are registered with various county, state, and federal agencies that are known or suspected to have potential contamination issues. Additional records and data were obtained from agencies including the Florida Department of Environmental Protection (FDEP), Southwest Florida Water Management District (SWFWMD), and Plan Hillsborough, an agency that serves the Hillsborough County City-County Planning Commission, the Hillsborough County Metropolitan Planning Organization and the Hillsborough River Interlocal Planning Board.

Appendix B provides the report from EDR. A buffer distance of one mile from the right of way (ROW) was used for the EDR records search; however, only records for sites within 500 feet, 1,000 feet, and ½ mile of the ROW are presented and discussed within this report. Per the PD&E guidelines, the search buffers, by site type, were as follows:

- 500 feet from the ROW line for petroleum, drycleaners, and non-petroleum sites.
- 1,000 feet from the ROW line for or non-landfill solid waste sites (such as recycling facilities, transfer stations and debris placement areas).
- A half mile from the ROW line for CERCLA, National Priority List (NPL) Superfund sites, or landfill sites.

The primary environmental databases that were searched are listed in **Table 2.1**. Notably, because sufficient information was readily available from the databases search, as well as the historical aerial photographs and topographic maps aerial reviews described below, interviews with past and present owners of properties were not conducted.

Table 2.1: Environmental Records Search Databases

Agency	Databases
Federal	<ul style="list-style-type: none"> • Biosolids Program (BIOSOLIDS) • Incident and Accident Data (DOT OPS) • Enforcement & Compliance History Information (ECHO) • Engineering Controls Sites (ENG CONTROLS) • Emergency Response Notification System List (ERNS) • Facility Index System/Facility Registry System (FINDS) • Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA)/Toxic Substances Control Act (TCCA) (FTTS) • Formerly Used Defense Sites (FUDS) • EPA Fuels Program Registered (FUELS PROGRAM) • Hazardous Materials Incident Report System (HMIRS) • The Integrated Compliance Information System (ICIS) • Institutional Controls Sites (INST CONTROL) • Hazardous Waste Manifest Data (MANIFEST) • The US National Pollutant Discharge Elimination System (NPDES) • Facilities in Industries that May Be Handling perfluorooctane sulfonate and perfluorooctanoic acid (PFAS) (PFAS ECHO) • PFAS Transfers Identified in the RCRA Database (PFAS RCRA MANIFEST) • Potentially Responsible Parties (PRP) • Resource Conservation and Recovery Act (RCRA) - Non-Generators / No Longer Regulated (RCRA NonGen / NLR) • RCRA - Large Quantity Generators (LQG) (RCRA-LQG) • RCRA - Small Quantity Generators (SQG) (RCRA-SQG) • Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators) (VSQG) • Superfund Enterprise Management System (SEMS) • Section 7 Tracking Systems (SSTS) • Toxic Chemical Release Inventory System (TRIS) • Toxic Substances Control Act (TSCA) • Aerometric Information Retrieval System (US AIRS) • Brownfields Management System (US BRWNFLDS)
State	<ul style="list-style-type: none"> • Aerometric Information Retrieval System (AIRS) • Asbestos Sites (ASBESTOS) • Registered Aboveground Storage Tanks (AST) • State Designated Brownfields (BRWNFLDS) • State Designated Cleanup Sites (CLEANUP SITES) • Ethylene Dibromide Database (DEDB) • Drycleaning Facilities (DRYCLEANERS) • Division of Waste Management Contamination Report (DWM CONTAM) • Environmental Restoration Integrated Cleanup (ERIC WASTE CLEANUP) • Federal Facilities Listing (FF) TANKS (FF TANKS) • Financial Assurance Information (Financial Assurance) • Hazardous Waste Information (HAZ WASTE) • Hazardous Waste Generators (HW GEN) • Leaking Aboveground Storage Tank (LAST) • Leaking Underground Storage Tanks List (LUST) • PFAS Sites (PFAS) • Florida Priority Cleaners (PRIORITYCLEANERS) • Responsible Party Sites (RESP PARTY) • Recovered Government Archive Leaking Underground Storage Tank (RGA LUST) • Florida's State-Funded Action Sites (SHWS) • Site Investigation Section Sites (SITE INV SITES) • Statewide Oil and Hazardous Materials Incidents (SPILLS) • Solid Waste Facilities/Landfill Sites (SWF/LF) • Underground/Aboveground Storage Tanks (TANKS) • Tier 2 Facility Listing (TIER 2) • Underground Injection Wells Database Listing (UIC)

	<ul style="list-style-type: none"> Registered Underground Storage Tanks (UST) Voluntary Cleanup Sites (VCP)
Other Records	<ul style="list-style-type: none"> EDR's "High Risk Historical Records" List (EDR Hist Auto and EDR Hist Cleaner) EDR's "Manufactured Gas Plants" List (EDR MGP) Oil and Hazardous Materials Incidents (SPILLS 80 and SPILLS 90)

Source: Crawford, Murphy & Tilly, Inc., February 2024.

2.2 Aerial Photographs and Topographic Maps Review

To support and supplement the environmental records search, historical aerial photographs and topographic maps of the project area were reviewed to ascertain whether or not historical land uses would be of potential contamination risk during project implementation. The aerial photographs and topographic maps that were reviewed are provided in **Appendix C** of this CSER and are described in **Table 2.2**.

Table 2.2: Historical Aerial Photographs and Topographic Maps

Date	Description
1938	Aerial shows land use is predominantly industrial and commercial with some residential. A railroad is present just south of Whiting Street and along North Meridian Avenue.
1944	Topographical map shows railroad features described in 1938.
1947	Topographical map shows land uses unchanged from 1944 conditions.
1956	Topographical map shows land uses unchanged from 1947 conditions.
1957	Aerial shows additional industrial/commercial development since 1938 with railroad remaining active in same locations described in 1938.
1965	Aerial shows similar industrial/commercial land uses as shown in 1957, with no residential land use. Railroad is active in same locations described in 1938.
1969	Aerial and topographical maps show land uses unchanged from 1965 conditions.
1973	Aerial shows land uses unchanged from 1969 conditions.
1976	Aerial shows similar land uses as 1973 conditions. However, the aerial also shows the construction of the southern portion of the Selmon Expressway ending at S Morgan Street and Channelside Drive. Railroad is still active in locations described in 1938.
1979	Topographical map shows land uses unchanged from 1976 conditions.
1980	Aerial shows active construction of the Selmon Expressway further north across Whiting Street. Railroad is still active just south of Whiting Street, but the new Selmon Expressway has replaced a portion of the railroad.
1981	Topographical map shows land uses unchanged from 1980 conditions.
1987	Aerial shows completed Selmon Expressway extending north across and beyond Whiting Street. Land use remains primarily industrial/commercial.
1991	Aerial shows similar land use from 1987 with an active railroad just south of Whiting Street and east of the Selmon Expressway, and along North Meridian Avenue. Development of sky-rise buildings is also shown to the west of the Whiting Street project.
1995	Aerial and topographical maps show similar industrial and commercial land use from 1991. Aerial also shows construction of the current Amalie Arena and nearby Channelside Drive businesses. Railroad is no longer present just south of Whiting Street.
2007	Aerial shows less industrial and more commercial/business land use as opposed to previous years. The waterfront property just south of the arena has been developed for more residential and business use. Most of the land just south and east of the Whiting Street project is vacant. Aerial also shows current stormwater pond near the corner of East Whiting Street and North Brush Street.
2010	Aerial shows similar land use from 2007, with additional residential development just east of North Meridian Avenue. Railroad is active along North Meridian Avenue.

Date	Description
2012	Topographical map shows land uses unchanged from 2010 conditions.
2015	Aerial and Topographical map show similar land use from 2010 and 2021, respectively. Additional new residential development is present just east of North Meridian Avenue. Railroad is active along North Meridian Avenue.
2017	Aerial shows similar land use from 2012, with new residential development south of Whiting Street and west of the Selmon Expressway. Additional residential development is also shown east of North Meridian Avenue. Railroad is active along North Meridian Avenue.
2018	Topographical map shows land uses unchanged from 2015 conditions.
2019	Aerial shows new construction on multiple sites northeast and east of Amalie Arena. Additionally, a new structure was constructed at the corner of East Brorein Street and South Nebraska Avenue.
2021	Topographical map shows land uses unchanged from 2018 conditions.
2023	Aerial shows continued construction northeast and east of Amalie Arena. Additionally, structures east of South Nebraska Avenue and north of East Walton Street have been demolished and removed with evidence of new construction underway.

Source: Crawford, Murphy & Tilly, Inc., February 2024.

2.3 Site Reconnaissance

A site reconnaissance of the project area and its vicinity was conducted on February 15, 2024, to identify additional potential contamination concerns. Based on the field investigation no additional potential contamination concerns were identified.

2.4 Risk Rating Determination

Contaminants were identified consistent with the definitions of the FDOT PD&E Manual. Using the risk categories defined in the PD&E Manual, the sites identified from the environmental records search and the site reconnaissance, as having the potential for contamination, received a risk rating of "No", "Low", "Medium" or "High", as described below:

- **No** - A review of available information on the property and a review of the conceptual or design plans indicates there is no potential contamination impact to the project. It is possible that contaminants have been handled on the property. However, findings from the Level I evaluation indicate that contamination impacts are not expected.
- **Low** - A review of available information indicates that former or current activities on the property have an ongoing contamination issue, has a hazardous waste generator identification (ID) number, or handles hazardous materials in some capacity. However, based on the review of conceptual or design plans and/or findings from the contamination screening evaluation or sampling and testing results, it is not likely that there would be any contamination impacts to the project.
- **Medium** - After a review of conceptual or design plans and findings from a contamination screening evaluation or sampling and testing results, a potential contamination impact to the project has been identified. If there is insufficient information (such as regulatory records or site historical documents) to make a determination as to the potential for contamination impact, and there is reasonable suspicion that contamination may exist, the property should be rated at least as a "Medium". Properties used historically as gasoline stations and which have not been evaluated or assessed by regulatory agencies, sites with abandoned in place underground petroleum storage tanks or currently operating gasoline stations should receive this rating.
- **High** - After a review of all available information and conceptual or design plans, there is appropriate analytical data that shows contamination will substantially impact construction

activities, have implications to ROW acquisition or have other potential transfer of contamination related liability.

3.0 Land Uses

Historic and existing land uses provide an indication of the potential for contamination on a given property. For example, a site that is currently residential but was once in commercial use or a site that is currently being used commercially has a greater potential for contamination than a site for which the historic and current land use is undisturbed land. The following presents the findings from the review of historic and existing land uses within the vicinity of the project.

3.1 Historic Land Use

The historic land uses of the project study area were identified using aerial images as well as information from the SWFWMD. The historic land uses and their respective acreages are summarized in **Table 3.1** and are illustrated graphically in **Appendix D**. As shown, the majority of historic land use types within a ½ mile of the project corridor are commercial and services, transportation, and industrial.

Table 3.1: Historic Land Use

Description	Acres	% Total
Bay and Estuaries	157	17
Commercial and Services	281	30
Communications	2	<1
Disturbed Land	14	2
Industrial	113	12
Institutional	68	7
Open Land	41	4
Reservoirs	3	<1
Residential High Density	62	7
Saltwater Marshes	3	<1
Streams and Waterways	14	1
Tidal Flats/Submerged Shallow Platform	2	<1
Transportation	175	19
Wetland Forested Mixed	1	<1
Total:	936	100

Note: Historic land use data represents the year 1995.

Source: Southwest Florida Water Management District (SWFWMD), February 2024.

3.2 Existing Land Use

The existing land use data reported by Plan Hillsborough reveals a variety of land uses within ½ mile of the proposed project corridor. These land uses and their respective acreages are summarized according to land use designations in **Table 3.2** and are provided graphically in **Appendix D**. As shown, the majority of existing land use types within a ½ mile of the project corridor are public/quasi-public/institutions, and multi-family.

Table 3.2: Existing Land Use

Description	Acres	% Total
Educational	13	2
Group Homes	2	<1
Heavy Commercial	1	<1
Heavy Industrial	19	3
HOA / Common Property	51	9
Light Commercial	118	20
Light Industrial	10	2
Multi-Family	57	10
Public / Quasi-Public / Institutions	221	38
Public Communications / Utilities	5	1
Right of Way / Roads / Highways	46	8
Single Family / Mobile Home	2	<1
Two Family	1	<1
Vacant	35	6
Total:	437	100

Note: Existing land use data represents year 2024.

Source: Plan Hillsborough, February 2024.

4.0 Hydrologic Features

The hydrologic and soil characteristics of the project area can effect how contaminant plumes move, collect, or disperse into the surrounding soil and water. The topography, previously discussed in **Section 2.2** of this CSER can also effect plumes.

4.1 Hydrology

The United States Geological Survey’s (USGS’s) digital elevation model (DEM) indicates a slight southeast topographic gradient with a depressional area in the vicinity of Garrison Canal, which may be indicative of the direction of groundwater flow in the project area.

The Federal Emergency Management Agency’s (FEMA’s) Flood Insurance Rate Map (FIRM) classifications provide insight on a geographic area’s location within established floodplains, including an estimated chance of having flood levels established for a given floodplain(s) exceeded within a given year. According to the most recently available FIRM, 463 acres within a half mile of the project corridor is an area with minimal flood hazard, with the remainder (i.e., 473 acres) defined as being subject to inundation by the one-percent-annual-chance flood event. These areas are also identified as Special Flood Hazard Zones (SFHA). Moreover, portions of the project area to the south and east, are considered part of the 100-year floodplain.

The United States Fish and Wildlife Service (USFWS) maintains the National Wetland Inventory (NWI) and based on their current inventory map, 167 acres of NWI-designated wetlands have been mapped within ½ mile of the preferred alternative. The NWI area is comprised of estuarine and marine deepwater, estuarine and marine wetland, freshwater forested / shrub wetland, freshwater pond, and riverine.

The EDR reports 26 state and federal wells (e.g., public water supply wells) within a mile of the project corridor. Of these, two are between 500 feet and a half-mile of the ROW. These are depicted and detailed in **Appendix B**.

Finally, a 1.9-acre manmade retention pond is located at the southeast corner of East Whiting Street and North Brush Street.

4.2 Soil

Data available from the U. S. Department of Agriculture Natural Resource Conservation Service’s Soil Survey Geographic Database (SSURGO) for Hillsborough County are summarized in **Table 4.1**. As shown, the majority of soil types within a half mile of the proposed corridor are urban land, water, and St. Augustine.

Table 4.1: Project Area Soil Classifications

Description	Acres	% Total
Malabar	18	2
Myakka	38	4
St. Augustine	99	11
Urban Land	615	66
Water	166	18
Total:	936	100

Source: U. S. Department of Agriculture, Natural Resource Conservation Service’s Soil Survey Geographic Database (SSURGO), revised in 2018.

5.0 Project Impacts

A total of 117 sites were identified, evaluated, and given a risk rating of either “No”, “Low”, “Medium”, or “High”. A list of the sites is provided in **Appendix E**. The following summarizes the ratings:

- **No-Risk Sites:** There are 51 sites that are considered to have no environmental contamination problems to the project. A review of available information on the property and a review of the conceptual or design plans indicates there is no potential contamination impact to the project. It is possible that contaminants have been handled on the property. However, findings from the Level I evaluation indicate that contamination impacts are not expected. The No – Risk sites include, but not limited to, small quantity hazardous waste generators, facilities with air pollution and national pollution discharge elimination system (NPDES) permits.
- **Low-Risk Sites:** There are 56 sites that are considered to have little likelihood of posing environmental contamination problems to the project. These sites are reported to have past and/or current land uses, regulatory records or other indicators of hazardous materials, spills or together potential sources of environmental contamination. However, the collected information combined with the distance and direction from the project corridor preclude significant impacts. The Low - Risk sites include sites such as solid waste disposal facilities, cleanup sites, and sites of minor spills.
- **Medium-Risk Sites:** There are 9 sites that are viewed as having the potential to pose a medium-risk of contamination for the project. These sites were rated medium because there is insufficient information to make a determination as to the potential for contamination impact, and there is a reasonable suspicion that contamination may exist. However, based on what is known about the site, in combination with other relevant factors (e.g., land use, distance to the project, types of contamination), the risks of environmental contamination impacts to the project are reduced. These sites primarily include historic gas stations or dry cleaners, facilities with underground storage tanks (USTs) with reported spills and light industrial facilities. For these sites, it is recommended that more detailed investigations be conducted, as necessary, to further ascertain the potential impacts.
- **High-Risk Sites:** There is 1 site determined to have a high likelihood of contamination impacts to the project. The high-risk rating was based on agency records of past environmental practices and incidents, and the close proximity of this site to the project corridor. The primary concern at this site is reported leaking underground storage tanks. The primary risk stems from the potential for underground migration of contaminants through soil and groundwater from the site to the project corridor. For this site, further evaluation of the potential impacts of contamination on the project are warranted in the form of Level II or III assessments.²

The sites categorized as either “No” or “Low” risks were categorized as such for the following reasons: (i) the reported involvement with hazardous wastes, fuel and/or other regulated substances was minimal

² A Level II assessment, also known as Impact to Construction Assessment (ICA), consists of a detailed evaluation of potential contaminated sites based on the findings of Level I evaluation. A Level II assessment may include soil sampling, laboratory testing and/or installation of groundwater monitoring wells for sites with known or potentially contaminated materials. This is done to assess the type and extent of contamination in potentially contaminated sites, identify impacts to construction and associated costs for remediation, and to develop recommendations for Level III activities or avoidance measures as warranted. Level II assessment is typically performed during the design phase and prior to ROW acquisition and Construction. However, it may be performed during the PD&E phase for projects with advanced design activities or when it is required to substantiate the impact of potentially contaminated sites on the preferred alternative. A Level III refers to additional evaluation of contamination identified or suspected based on the Level II assessment and any requisite remediation or abatement of contamination or hazardous materials. It includes a detailed plan for the removal and disposal of contaminated media, storage tanks, and/or other hazardous materials that may directly impact construction activities or ROW acquisition and clearance. Level III activities can occur during design and ROW acquisition, or during or prior to construction to avoid impacts to construction and project delays.

and/or (ii) the distance and direction between a site and the project corridor likely precludes significant impact.

Table 5.1 is a summary listing of the Medium- and High-Risk contamination sites. A photo of each site, the site name and address, the database(s) in which the site listed, and a site description are provided. Each site was also assigned a numerical identifier (e.g., 1, 2, 3) and the site locations are illustrated on a map of the project area (**Figure 5.1**). Site photos are provided in **Appendix F**.

Due to the number of potential High- and Medium-rated sites, and the likelihood of these sites having an impact on the design and construction phases of the project, the following should be considered: special handling and disposal of contaminated soil and groundwater or dewatering restrictions. For example, if construction requires dewatering due to subsurface work, including construction of any structures, the FDEP will require the submittal of a completed Notice of Intent (NOI) to use a NPDES *Generic Permit for Groundwater Discharge from Large and Small Construction Activities*³. The NOI submittal process requires the review of planned dewatering areas to determine if any site within five-hundred feet ($\leq 500'$) is recognized as "contaminated." If a "contaminated" site, or sites, exist(s) within this distance, dewatering activities may be subject to permitting.⁴

Additionally, Site 117 identifies the location of recently removed railroad tracks that were used to store various railway cars within the project area. These railroad tracks had been in operation for decades and could pose a contamination risk during the construction phase. Residual contamination including herbicides, petroleum products and byproducts, metals, and creosote, is often present because of railroad operations and associated industrial activities. Herbicides used to kill weeds and vegetation along railroads typically contained glyphosate which could cause serious health issues, including cancer. Other potential contamination found along railroad corridors include, but are not limited to, spilled or leaked liquids such as oil, gasoline, diesel fuel, cleaning solvents and detergents from railroad operations which might have caused unforeseen soil and groundwater contamination. Furthermore, roofing shingles and other materials used on railcars could contain asbestos. If this material is present, construction activities could disturb these materials and consequently release asbestos fibers into the air which are known to be harmful to humans.

Although a recent site visit confirmed that these railroad tracks have been removed, it is unknown whether all potential contamination was removed or if other potential contamination still exists nearby associated with the historic railroad operations.

³ Florida Administrative Code (F.A.C.), Rule 62-621.300(2).

⁴ F.A.C, Rule 62-621.300(1), or Rule 62-620.910.

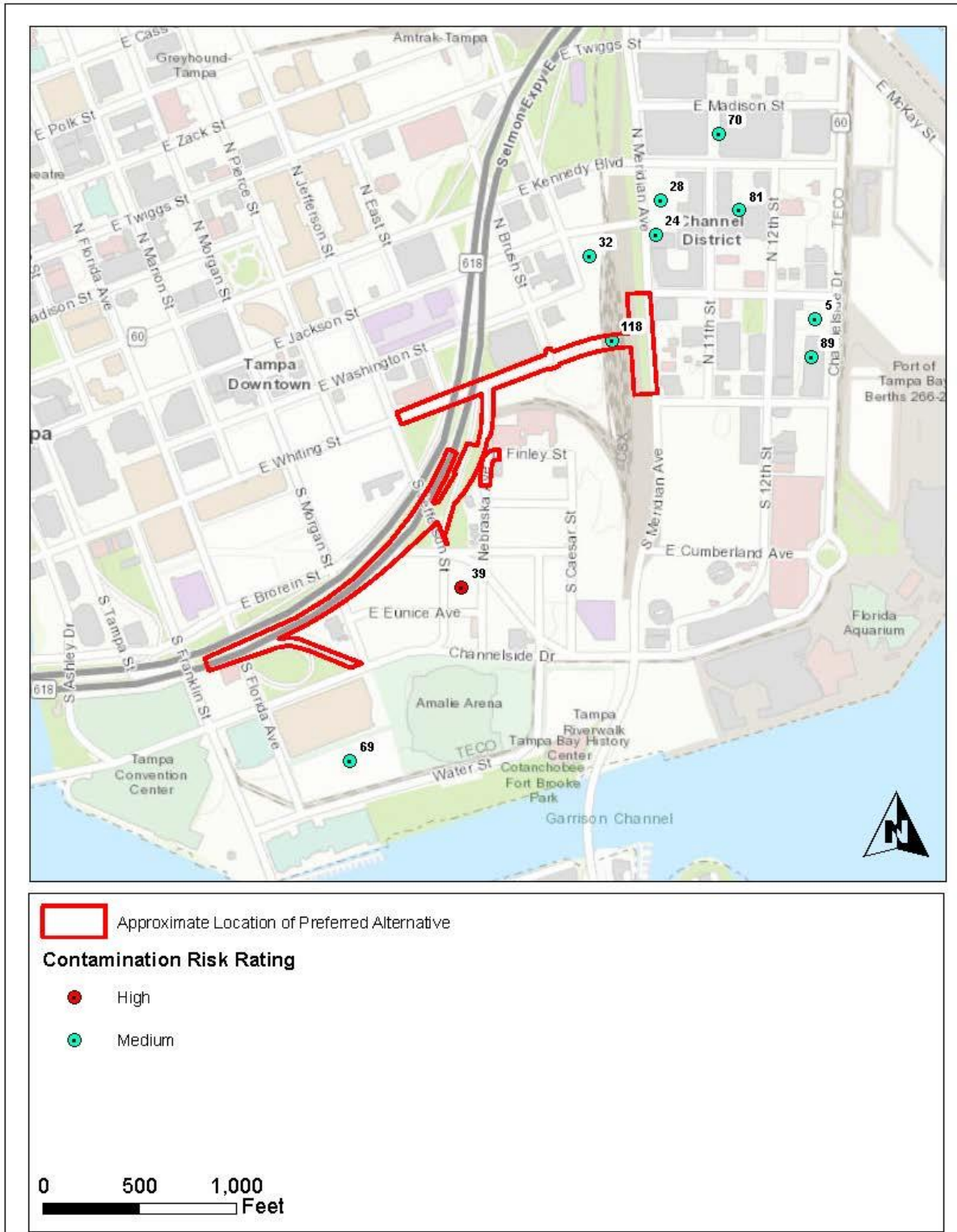


Figure 5.1: Potential Medium-and High-Risk Contamination Sites

Table 5.1: Medium- and High -Risk Potential Contaminated Sites

Site ID	Photo ID(s)	Risk Rating	Site Name(s)	Address	Databases	Description
39	1	High	Eli Witt Co.	609 Cumberland Ave.	DWM CONTAM, CLEANUP SITES, LUST, UST, FINDS, ECHO	<ul style="list-style-type: none"> Site located within 500 feet (ft) of right-of-way (ROW). Facility is reported as closed. However, its remediation status is reported as active. 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). Six gasoline underground storage tanks (USTs) were removed in 1991, and cleanup was performed in 2018. 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. On-going water sampling as of December 2023.
5	2	Medium	140 North Channelside Drive Part A-1900/934-940 Channelside Drive/Washington Street Crossing Area (BF290203000)	140 N Channelside Dr./940 Channelside Dr./E Washington St. & Channelside Dr.	SITE INV SITES, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, BROWNFIELDS	<ul style="list-style-type: none"> Site located between 501 ft and 1,000 ft of ROW, reported active from 1970 to 1997. Potential for soil and/or groundwater contamination from solvents based on historical records. Facility status is reported as closed. In 2002, site was designated a brownfield area. 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 Attention 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.
24	3	Medium	General Portland/Peak Oil Co./Bay Drum Co.	211 N Meridian Ave.	PRP	<ul style="list-style-type: none"> Site located within 500 ft of ROW. Listed as a superfund site in the National Priority List (NPL). The United States Environmental Protection Agency (EPA) conducted a hazardous waste site investigation at the Peak Oil/Bay Drum site in 1983. Peak Oil Company was established in 1950 as an oil re-refining facility. Waste sludge from refining processes was placed in a holding pond (acid sludge pond). Potential contaminants included polychlorinated biphenyls (PCB), pesticides, solvents, extractable organic compounds and metals.
28	4	Medium	Liberty Tampa Brownfield (BF291602001)/Warehouse Garage/Meridian Avenue Improvements	227 N Meridian Ave./N Meridian Ave. & E John F. Kennedy Blvd.	BROWNFIELDS, CLEANUP SITES, DWM CONTAM, RESP PARTY, ASBESTOS, FINDS, ECHO, VCP, ERIC WASTE CLEANUP	<ul style="list-style-type: none"> Site located within 500 ft of ROW. Facility is reported as closed and remediation status is reported as complete. 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. 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.
32	5	Medium	Paul's Auto & Collision/Hillsborough Expressway Authority/Tampa Expressway Authority (Former Paul's Alignment South)/Taylor R. H. Radiator Works	1205 E Jackson St./1201 E Jackson St.	EDR Hist Auto, FINDS, ECHO, RCRA-VSQG, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, HAZ WASTE/EDR Hist Auto	<ul style="list-style-type: none"> Historical gas station/filling station/service station site located within 500 ft of ROW, reported active from 1930 to 2014. This site is currently Paul's Auto & Collision and is active. 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. A discharge consisting of lead was discovered in 2004 from the use of the site as an auto service since the 1930s. 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.
69	6	Medium	Tampa Bay Times Forum West Parking Lot	Northeast Corner Florida Ave. & Old Water St.	INST CONTROL, RESP PARTY, ERIC WASTE CLEANUP	<ul style="list-style-type: none"> Site located within 500 ft of ROW, reported active from 2013 to 2020. Facility reported as open. 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. 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. In 2020, FDEP stated no further action is required. However, a permit is required when conducting dewatering in the area.
70	7	Medium	Grand Central at Kennedy Brownfield (BF290601000)/Bay Drum & Steel Inc./Five Star Tours/Lang Motor Co./Steel Toe Construction	1211 E Madison St.	BROWNFIELDS, RCRA NonGen / NLR, ECHO, FINDS, RGA LUST, EDR Hist Auto, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, LUST, UST, HAZ WASTE	<ul style="list-style-type: none"> Site located between 501 ft and 1,000 ft of ROW, reported active from 1978 to 2015. 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. 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. 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.

Site ID	Photo ID(s)	Risk Rating	Site Name(s)	Address	Databases	Description
81	8	Medium	Former Amazon Hose Property Site Brownfield (BF291501000 and BF291501001)/Bonanni Ship Supply Inc./Channelside District Property/Channelside Residences	222 N 12th St., 215 & 217 N 11th St.	BROWNFIELDS, UST, VCP, INST CONTROLS, ENG CONTROLS, NPDES, RESP PARTY, ERIC WASTE CLEANUP, ECHO, FINDS	<ul style="list-style-type: none"> • Site located between 501 ft and 1,000 ft of ROW. • Potential for soil and/or groundwater contamination from former operations of chemical, marine fuel and industrial hose supply located on site. • Site contamination consisted of arsenic, polycyclic aromatic hydrocarbons (PAHs), and petroleum hydrocarbons in soil. • 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.
89	9	Medium	Suncoast Recycling LLC. /Brulin and Company, Inc./The Place at Channelside (BF290401000 and BF290401001)	912 and 918 Channelside Dr.	INST CONTROL, RESP PARTY, VCP, ERIC WASTE CLEANUP, HAZ WASTE, SSTS, ECHO, FINDS, BROWNFIELDS	<ul style="list-style-type: none"> • Site located between 500 ft and 1,000 ft of ROW. • Potential for soil and/or groundwater contamination from chlorinated solvent constituents. There is documentation that contamination above applicable standards or criteria exists offsite. • 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. • In 2004, FDEP designated The Place at Channelside a Brownfield Area. • 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. • 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.
117	10	Medium	Former Railroad	NA	NA	<ul style="list-style-type: none"> • Proposed ROW crosses the location of where eight railroad tracks used to be. • Recent site visit on February 15, 2024, shows that all railroad tracks have been removed and final landscaping was being done at the site. • 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. • 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: <ul style="list-style-type: none"> - 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

Source: Environmental Data Resources (EDR), Inc., January 12, 2024; and Crawford, Murphy & Tilly, Inc., February 2024.

6.0 Summary and Recommendations

This CSER was prepared in accordance with the FHWA's Technical Advisory T 6640.8a (dated October 30th, 1987) and following procedures described in the FDOT's PD&E Manual, Part 2, Chapter 20 (revised July 1, 2023). A Level I CSER consists of a desktop review of current and historical records and site reconnaissance to identify past and present activities that have the potential to impact the project area and the area immediately adjacent to the project. The purpose of the Level I CSER is to determine the need for further assessment.

Consistent with FDOT's guidance and based on environmental records searches, land use surveys, field surveys and other screening methodologies cited within the PD&E Manual, 76 potential contamination sites were identified within 500 feet, 29 potential contamination sites within 501 to 1,000 feet, and 11 potential contamination sites from 1,001 feet to ½ mile of the project corridor— a total of 117 potential properties with contamination.

Of the 117 sites, 51 were identified as having a "No" contamination risk, 56 were identified as having "Low" contamination risk, 9 were identified as having a "Medium" contamination risk, and 1 site was identified as having a "High" contamination risk. Based on FDOT's guidelines, sites identified as "Medium and High" during a Level I evaluation should be further evaluated during a project's design phase (a Level II evaluation). Further evaluation of the sites ranked as "No" or "Low" is not recommended during the design phase of a project unless changes are made to the project design that change the location or alignment of the proposed improvements. This follow-up work should be undertaken during the project's design phase before ROW acquisition. In this way, the construction of the proposed roadway improvements will not worsen contamination conditions and preparations can be made to mitigate any potential impact. Coordination with a Contamination Assessment & Remediation (CAR) Contractor to perform Level-II testing of suspect areas and determine if contamination impacts exist in areas of subsurface construction should be considered for all High- and Medium-rated sites prior to the project's construction phase.

As stated in **Section 5**, permits may be required due to potential dewatering activities to mitigate soil and groundwater contamination.

Notably, no CSER can wholly eliminate the uncertainty regarding the potential for environmental contamination in connection with a property, facility or site. Therefore, this evaluation is intended to reduce, but not eliminate, the uncertainty regarding the potential for environmental contamination impacts associated with the project.

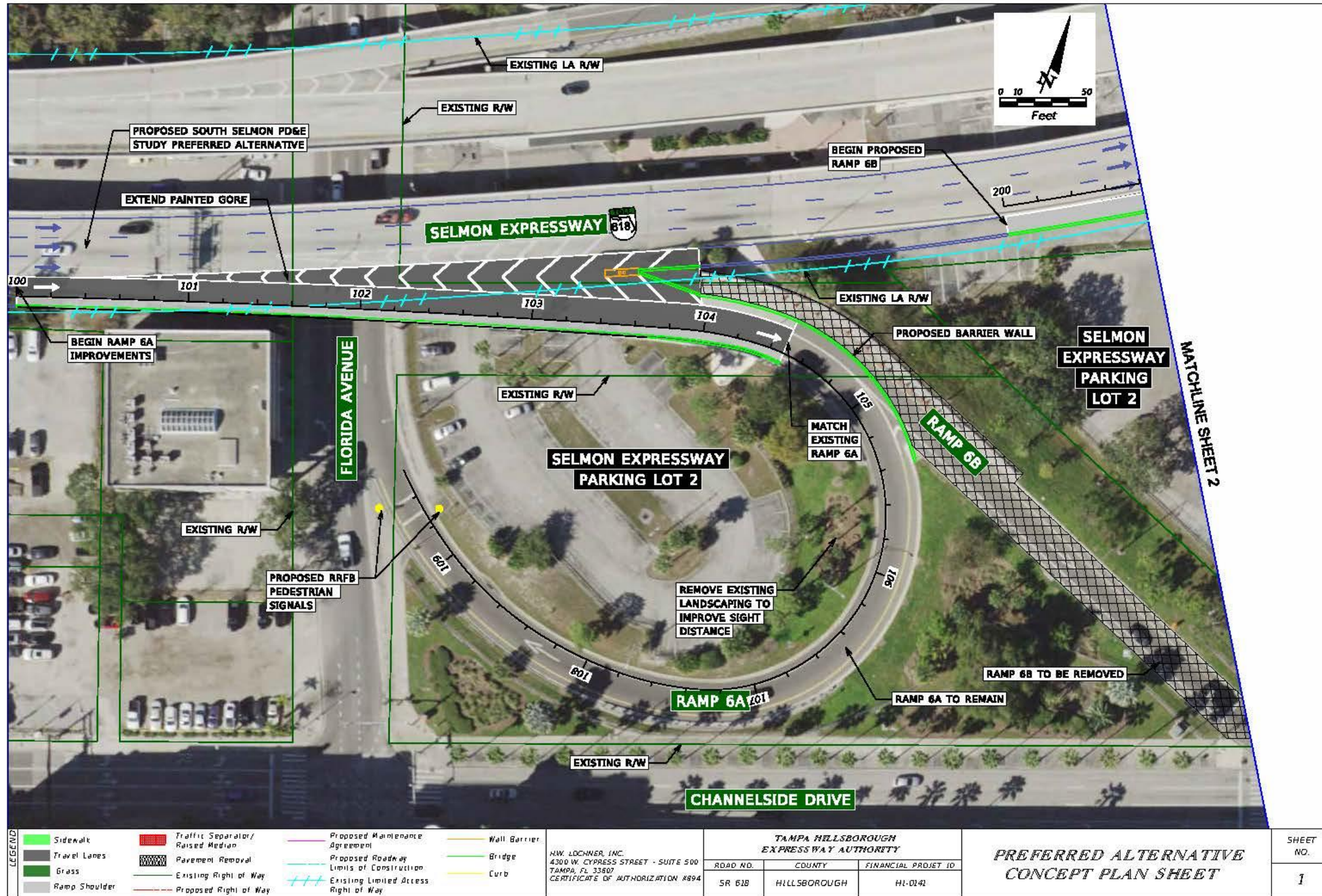
Appendices

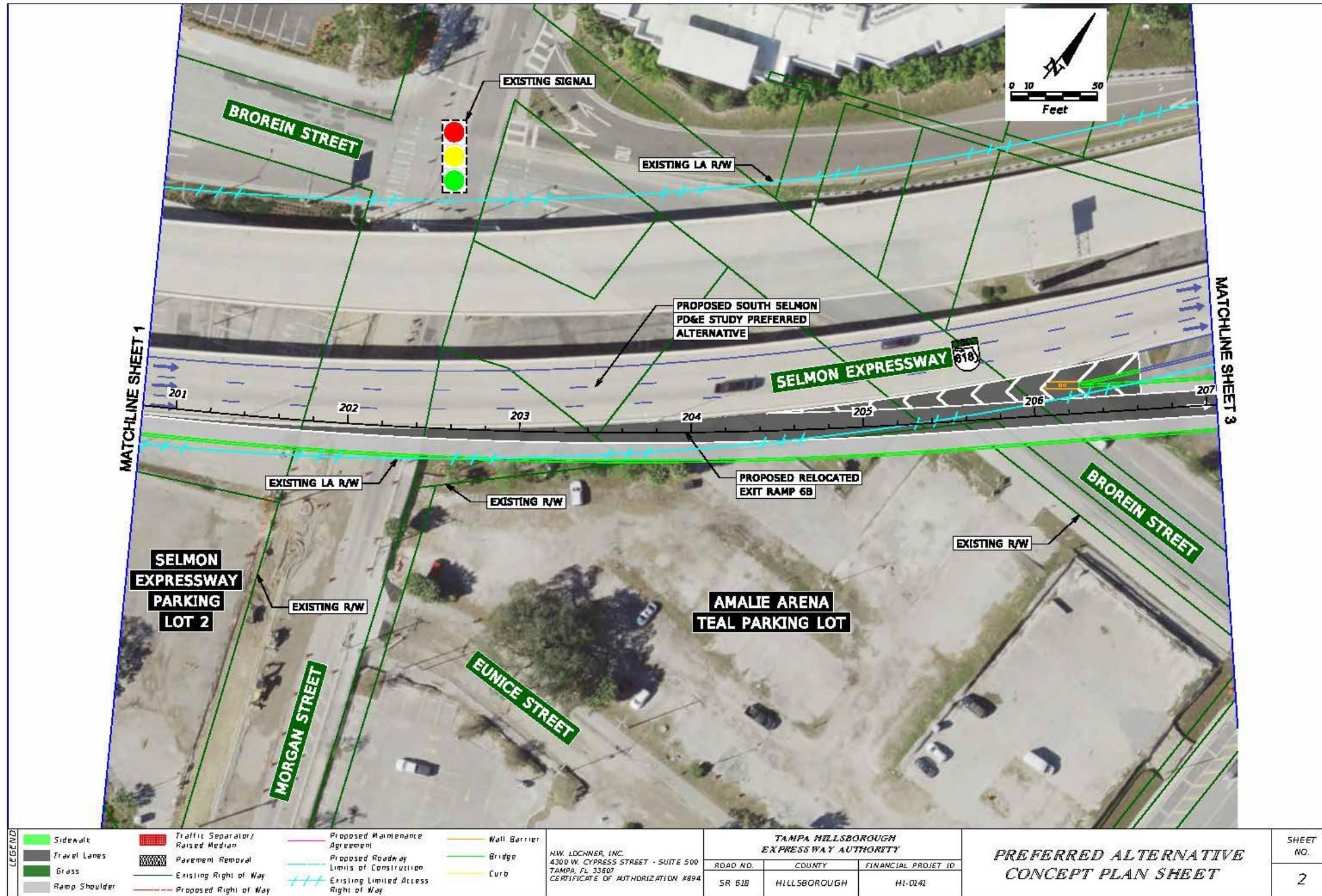


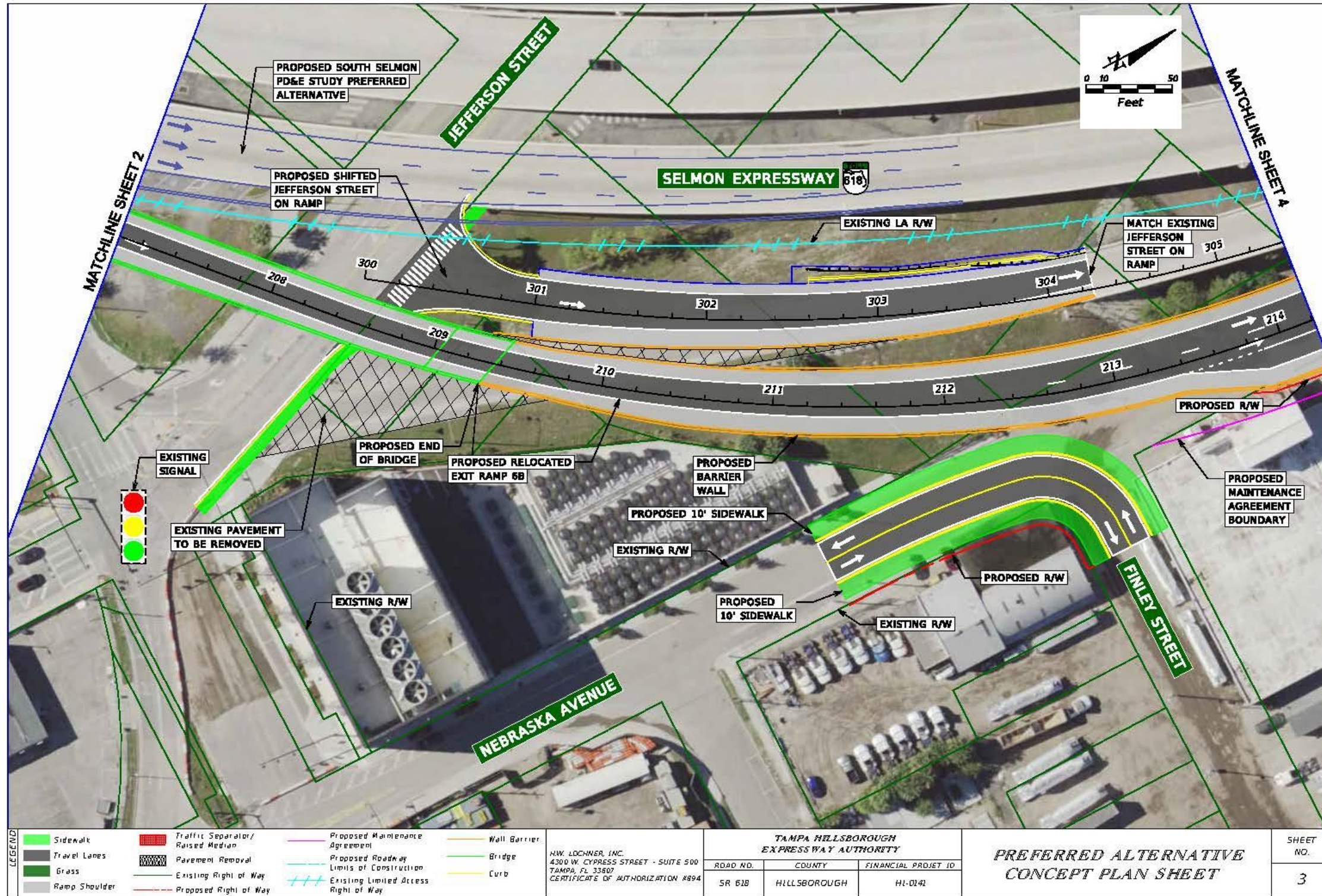
Appendix A

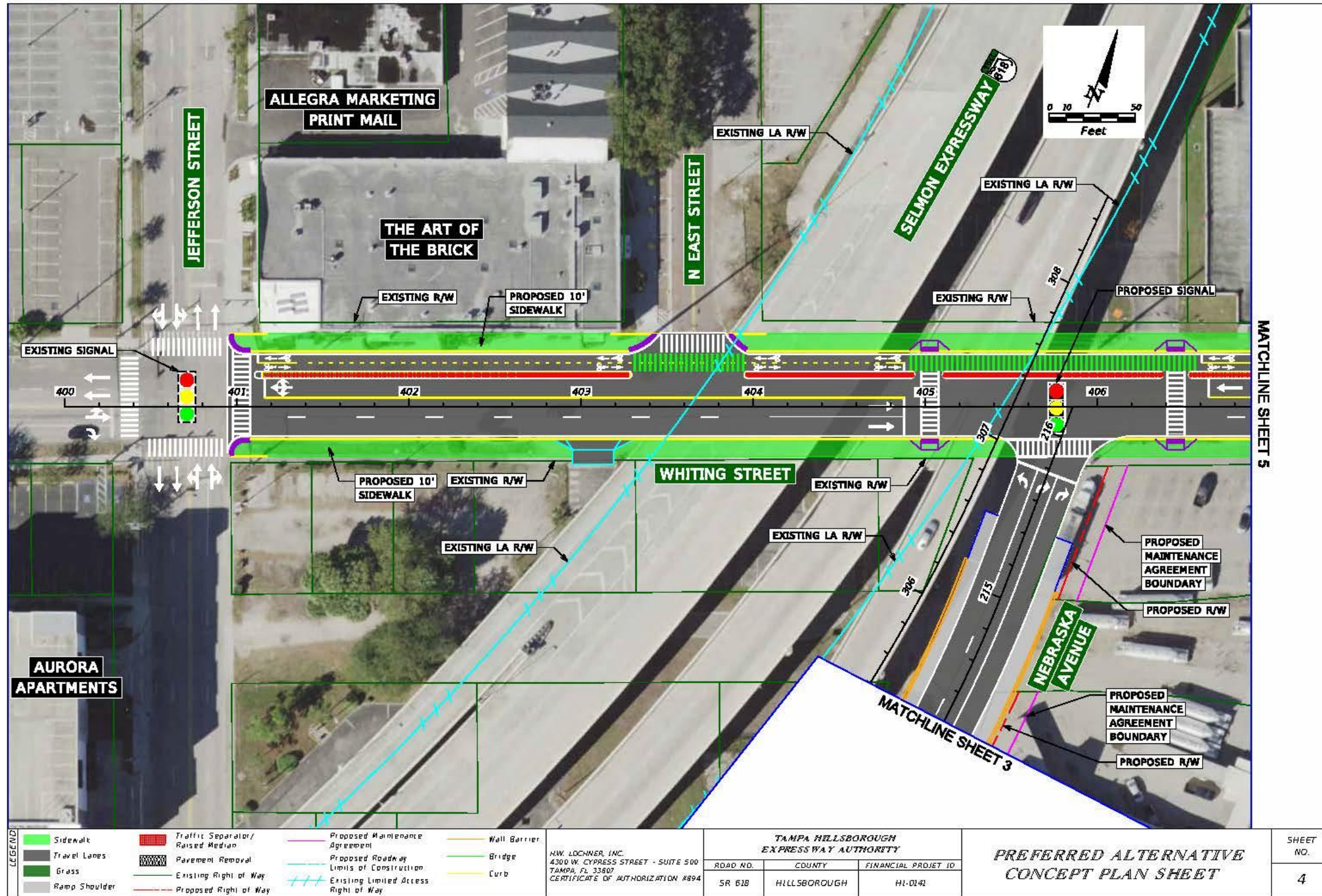
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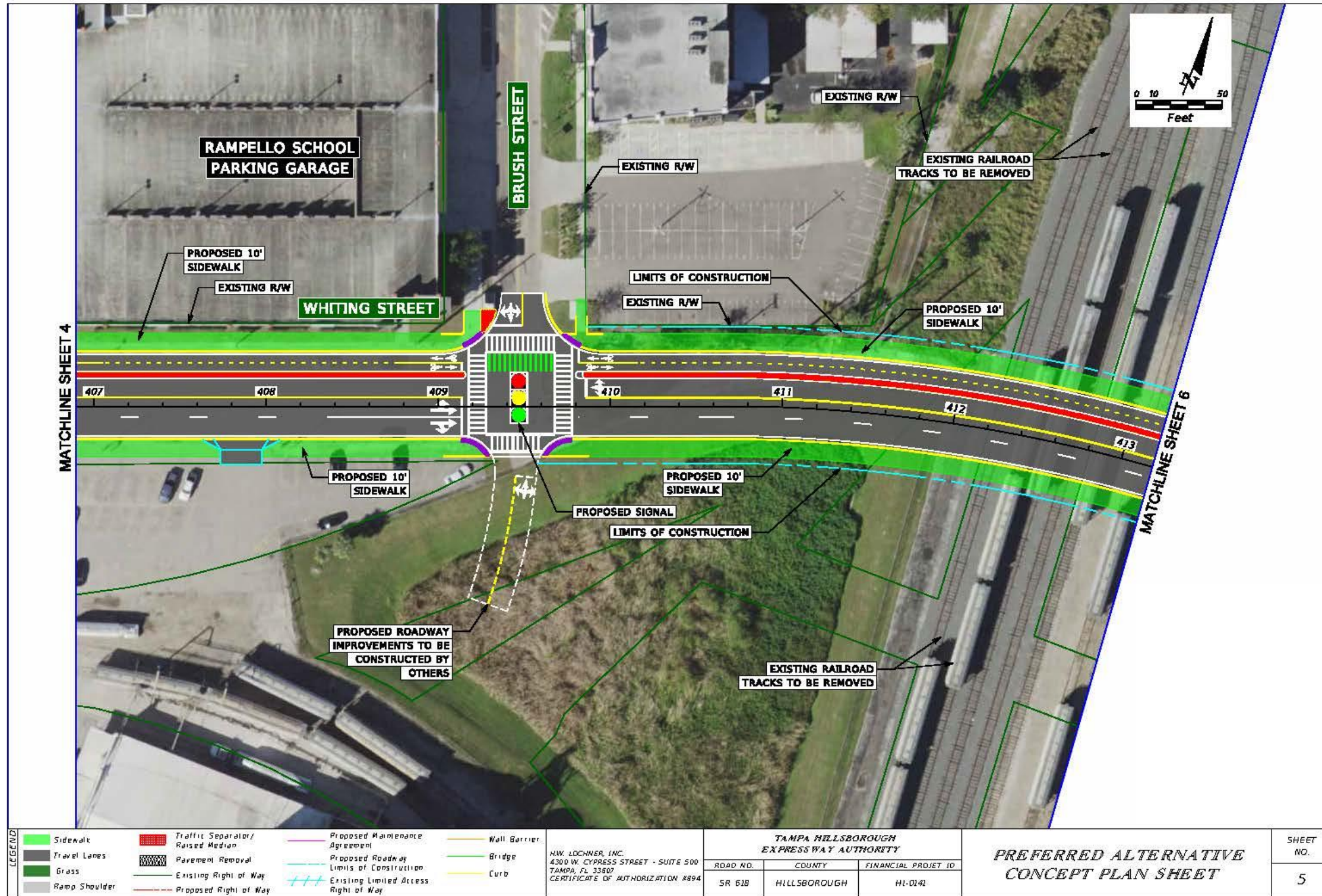


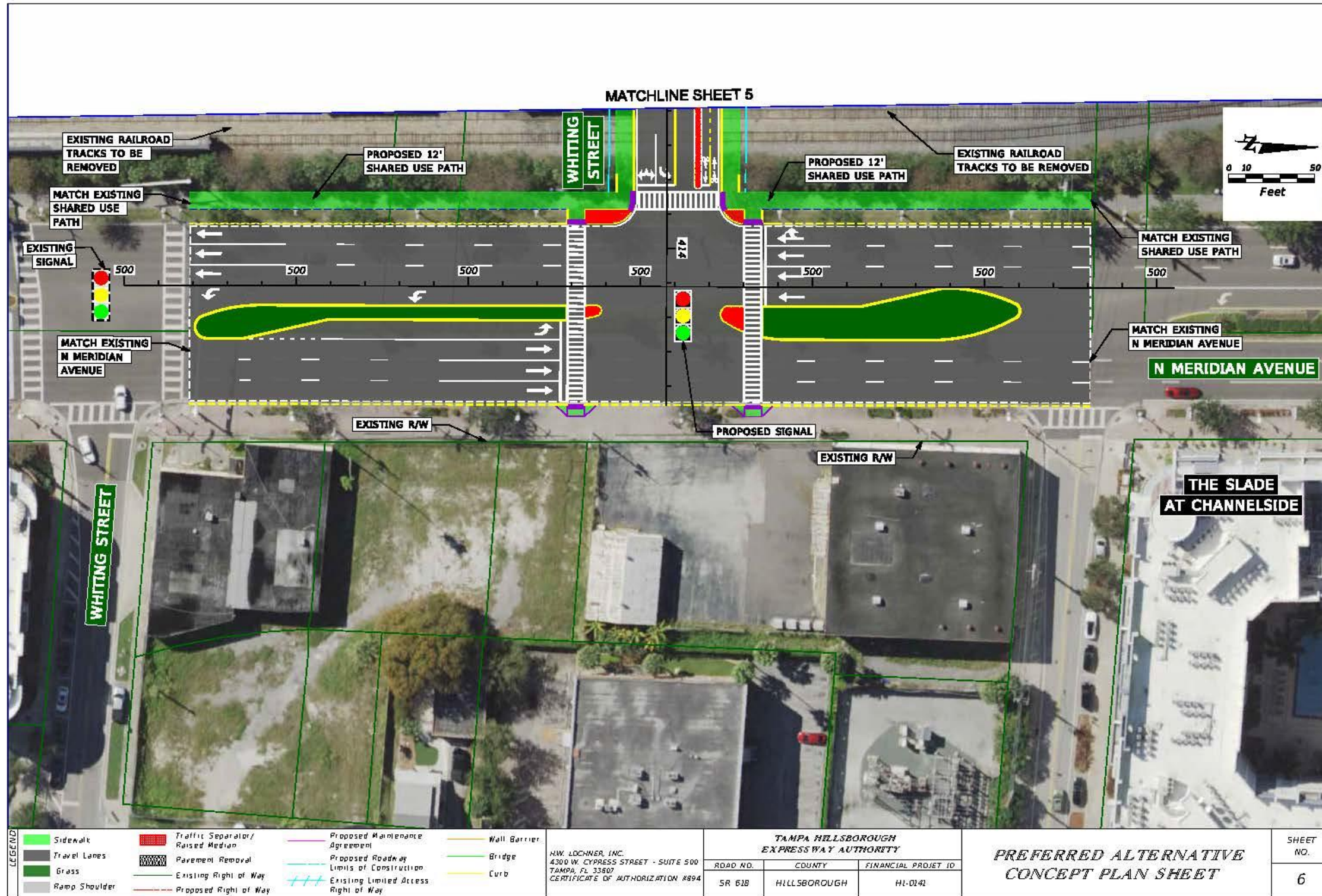












Appendix B

Environmental Data Resource (EDR), Inc.
Environmental Records Search Report



Appendix C

Historical Aerial Photographs and Topographic Maps





CMT - Whiting EDR Request

CMT - Whiting EDR Request

Tampa, FL 33602

Inquiry Number: 7539654.4

January 11, 2024

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

01/11/24

Site Name:

CMT - Whiting EDR Request
CMT - Whiting EDR Request
Tampa, FL 33602
EDR Inquiry # 7539654.4

Client Name:

Crawford, Murphy & Tilly
84 Remick Blvd
Springborough, OH 45066
Contact: Justin Godin



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2019	1"=500'	Flight Year: 2019	USDA/NAIP
2015	1"=500'	Flight Year: 2015	USDA/NAIP
2010	1"=500'	Flight Year: 2010	USDA/NAIP
2007	1"=500'	Flight Year: 2007	USDA/NAIP
1995	1"=500'	Flight Date: March 20, 1995	FDOT
1991	1"=500'	Flight Date: April 01, 1991	FDOT
1987	1"=500'	Flight Date: October 22, 1987	USGS
1980	1"=500'	Flight Date: October 13, 1980	FDOT
1976	1"=500'	Flight Date: January 09, 1976	FDOT
1973	1"=500'	Flight Date: February 17, 1973	FDOT
1969	1"=500'	Flight Date: July 06, 1969	USGS
1965	1"=500'	Flight Date: October 27, 1965	FDOT
1957	1"=500'	Flight Date: March 23, 1957	U of FL
1938	1"=500'	Flight Date: November 28, 1938	U of FL

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EDR Aerial Photo Decade Package

07/13/21

Site Name:

CMT - Whiting EDR Request
CMT - Whiting EDR Request
Tampa, FL 33602
EDR Inquiry # 6575057.8

Client Name:

Crawford, Murphy & Tilly
84 Remick Blvd
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Contact: Justin Godin



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2023



INQUIRY #: 7539654.4

YEAR: 2019

— = 500'





INQUIRY #: 6575057.8

YEAR: 2017

— = 500'





INQUIRY #: 7539654.4

YEAR: 2015

— = 500'



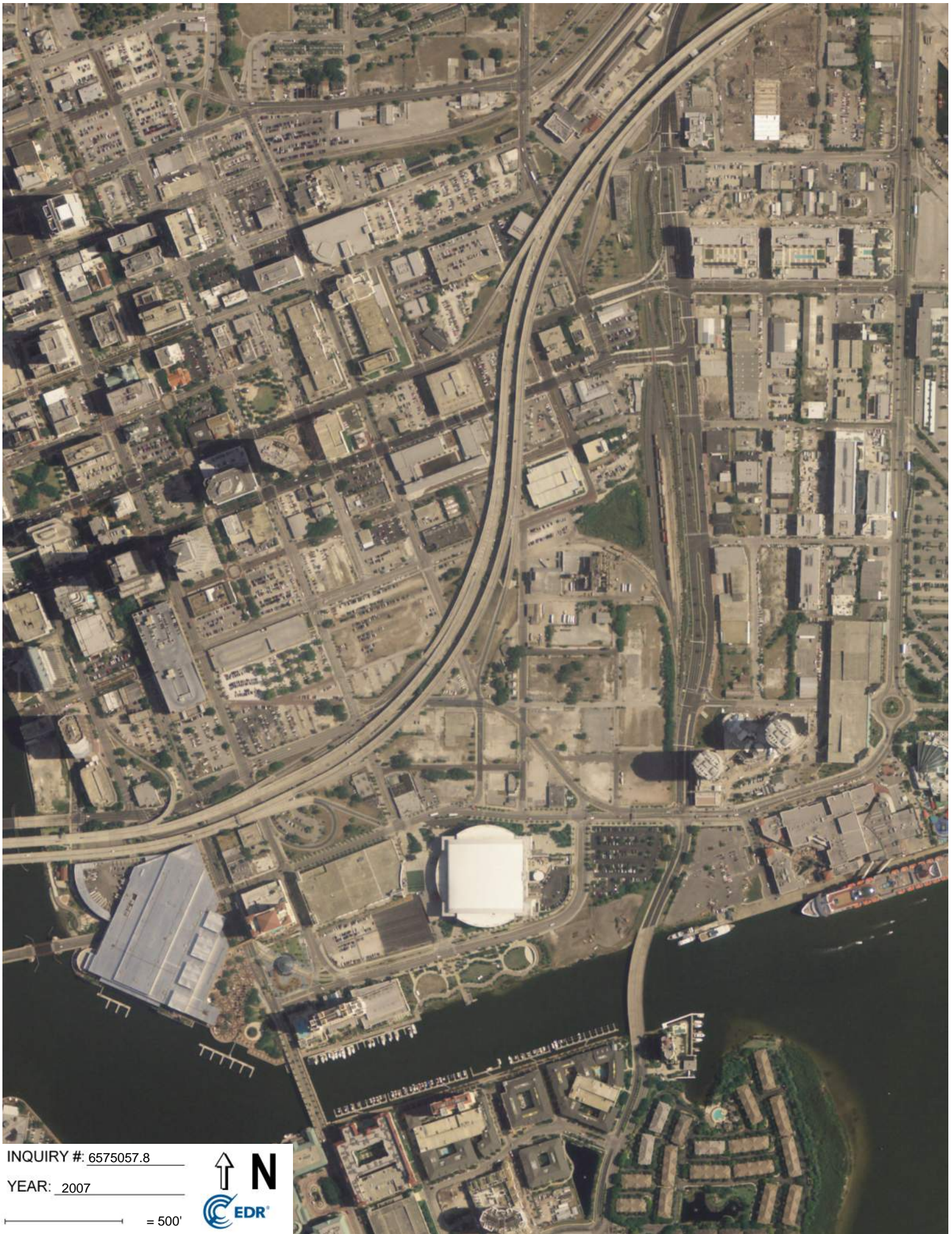


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YEAR: 2010

— = 500'





INQUIRY #: 6575057.8

YEAR: 2007

— = 500'



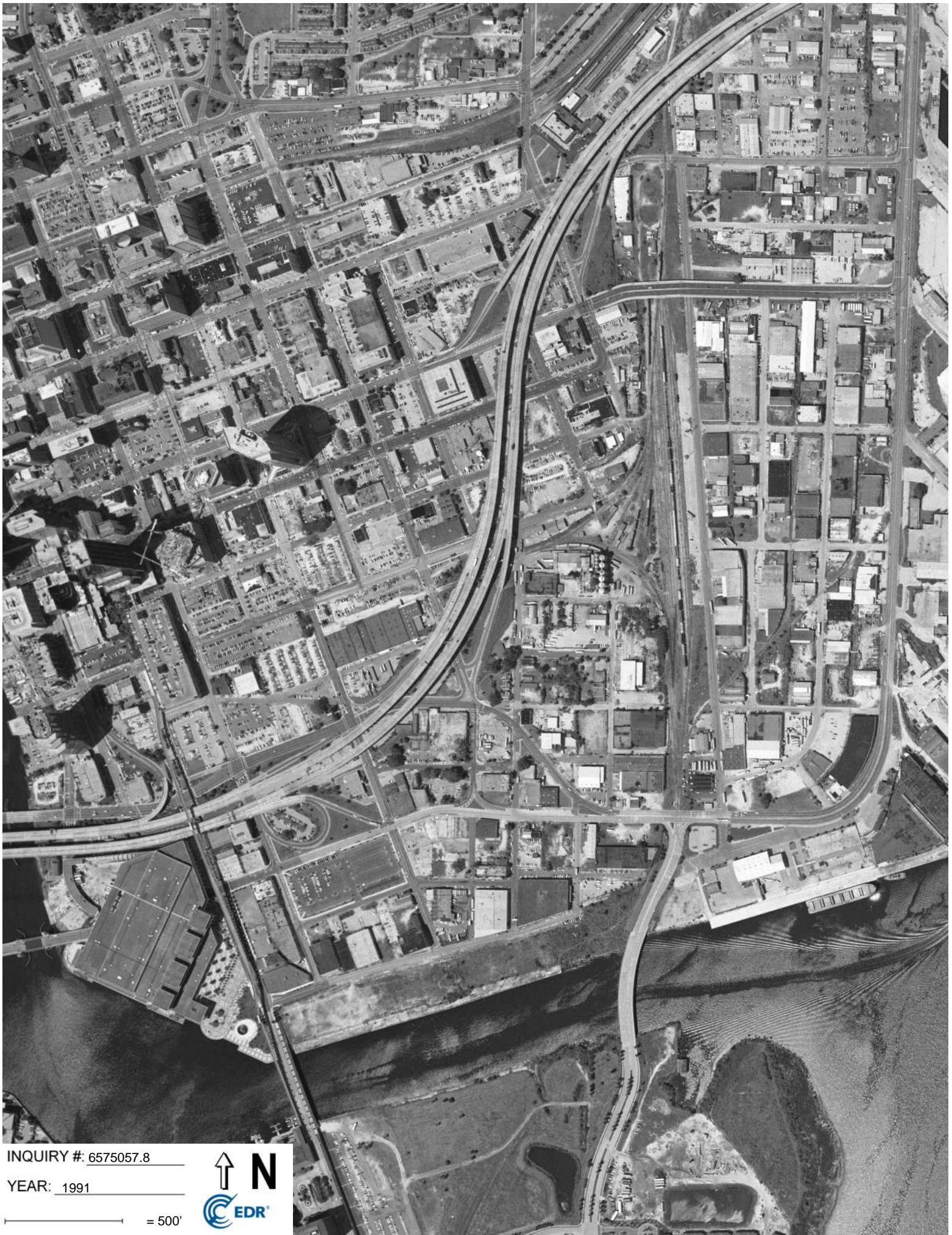


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YEAR: 1995

— = 500'





INQUIRY #: 6575057.8

YEAR: 1991

— = 500'





INQUIRY #: 6575057.8

YEAR: 1987

— = 500'





INQUIRY #: 6575057.8

YEAR: 1980

— = 500'





INQUIRY #: 6575057.8

YEAR: 1976

— = 500'





INQUIRY #: 6575057.8

YEAR: 1973

— = 500'





INQUIRY #: 6575057.8

YEAR: 1969

— = 500'





INQUIRY #: 6575057.8

YEAR: 1965

— = 500'





INQUIRY #: 6575057.8

YEAR: 1957

— = 500'





INQUIRY #: 6575057.8

YEAR: 1938

 = 500'



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Tampa, FL 33602

Inquiry Number: 7539654.5

January 11, 2024

EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
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EDR Historical Topo Map Report

01/11/24

Site Name:

CMT - Whiting EDR Request
CMT - Whiting EDR Request
Tampa, FL 33602
EDR Inquiry # 7539654.5

Client Name:

Crawford, Murphy & Tilly
84 Remick Blvd
Springborough, OH 45066
Contact: Justin Godin



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Crawford, Murphy & Tilly were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

P.O.#	NA	Latitude:	27.9456 27° 56' 44" North
Project:	Whiting PD&E Study 20915027	Longitude:	-82.452 -82° 27' 7" West
		UTM Zone:	Zone 17 North
		UTM X Meters:	357155.43
		UTM Y Meters:	3092024.57
		Elevation:	8.00' above sea level

Maps Provided:

2021	1956
2018	1947
2015	1944
2012	
1995	
1981	
1979	
1969	

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2021 Source Sheets



Tampa
2021
7.5-minute, 24000

2018 Source Sheets



Tampa
2018
7.5-minute, 24000

2015 Source Sheets



Tampa
2015
7.5-minute, 24000

2012 Source Sheets



Tampa
2012
7.5-minute, 24000

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1995 Source Sheets



Tampa
1995
7.5-minute, 24000
Aerial Photo Revised 1995

1981 Source Sheets



Tampa
1981
7.5-minute, 24000
Aerial Photo Revised 1979

1979 Source Sheets



TAMPA
1979
15-minute, 50000

1969 Source Sheets



Tampa
1969
7.5-minute, 24000
Aerial Photo Revised 1969

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1956 Source Sheets



Tampa
1956
7.5-minute, 24000
Aerial Photo Revised 1954

1947 Source Sheets

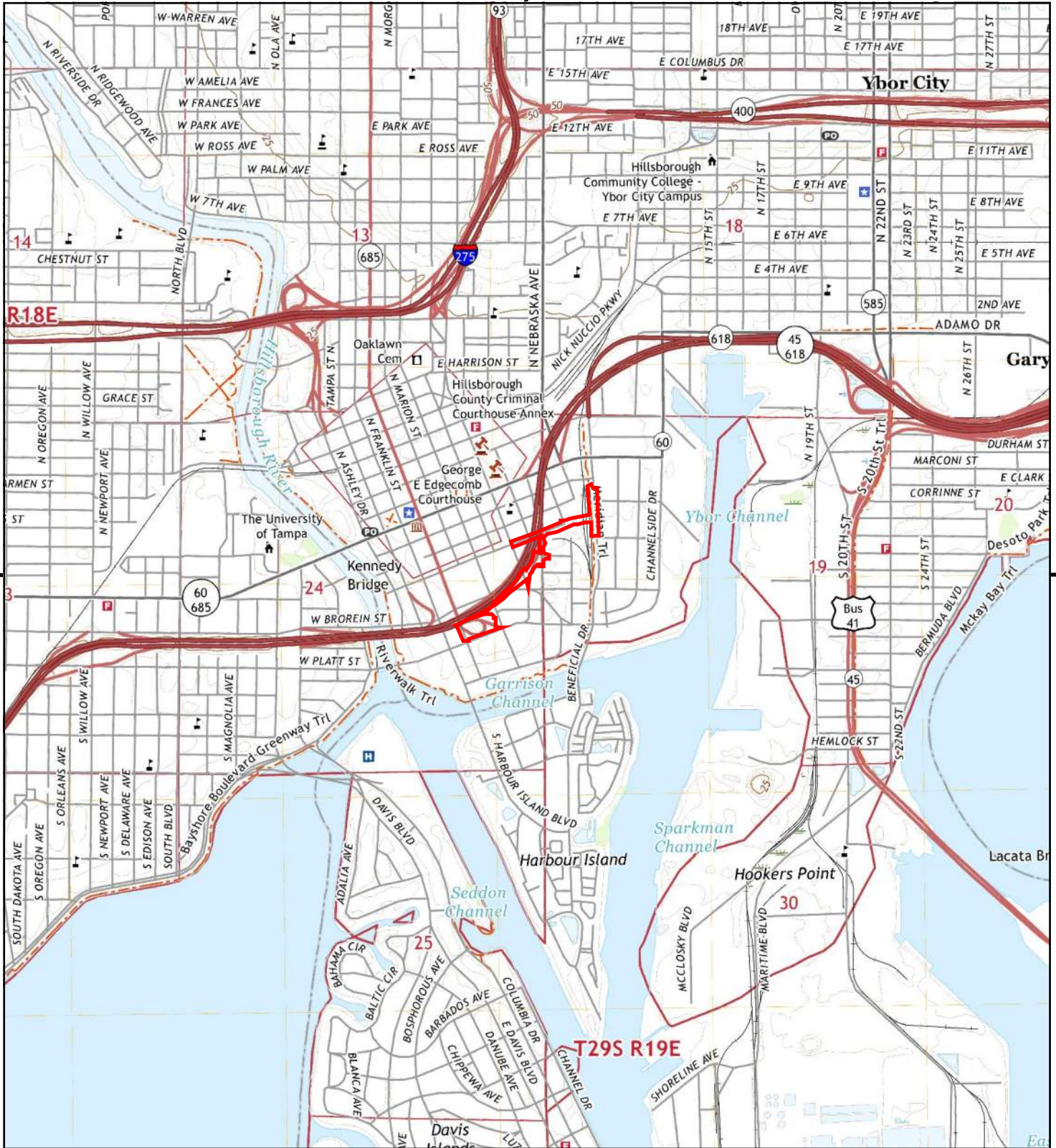


Tampa
1947
7.5-minute, 25000
Aerial Photo Revised 1942

1944 Source Sheets



Tampa
1944
7.5-minute, 31680
Aerial Photo Revised 1942



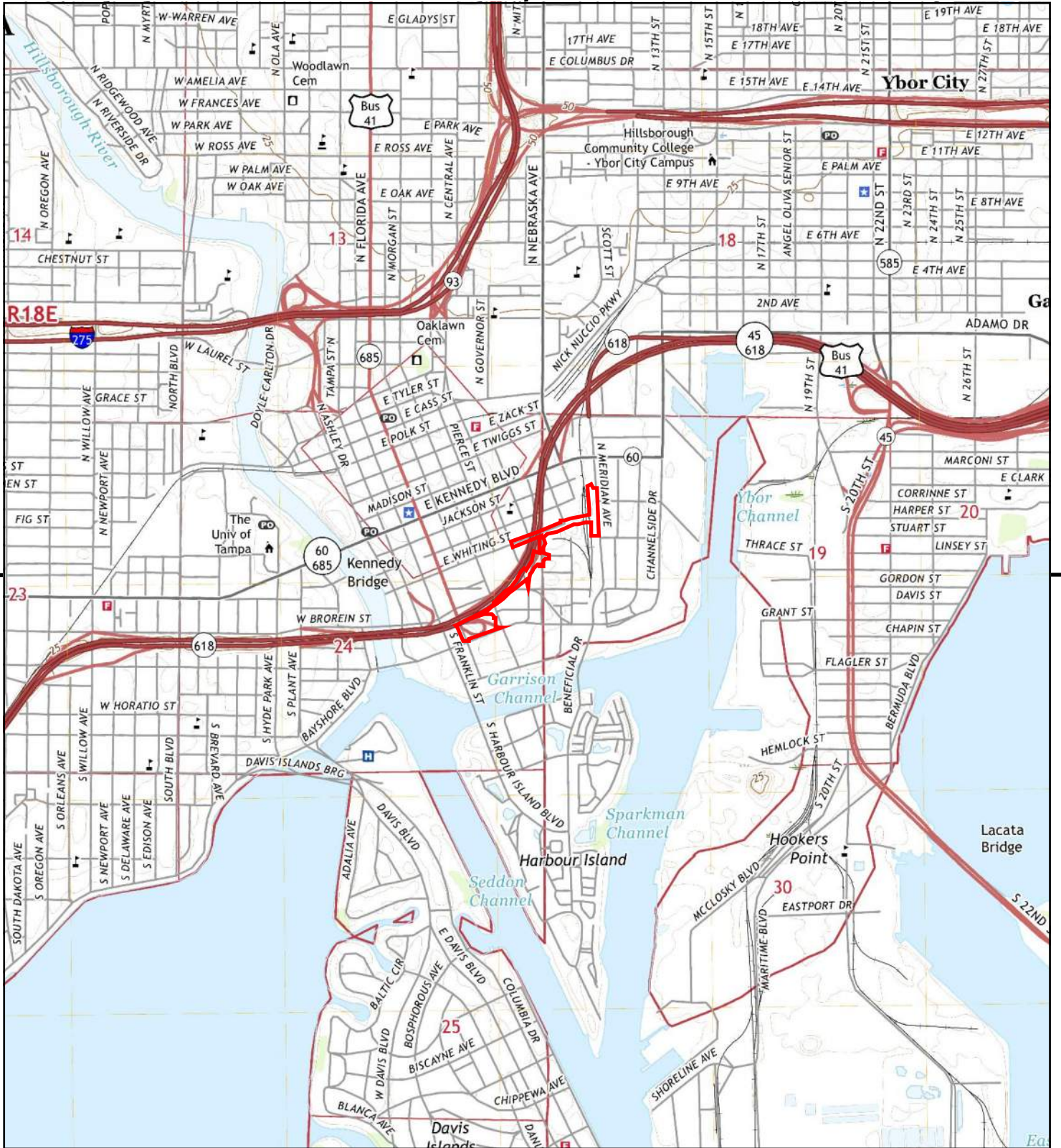
This report includes information from the following map sheet(s).



TP, Tampa, 2021, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
 ADDRESS: CMT - Whiting EDR Request
 Tampa, FL 33602
 CLIENT: Crawford, Murphy & Tilly





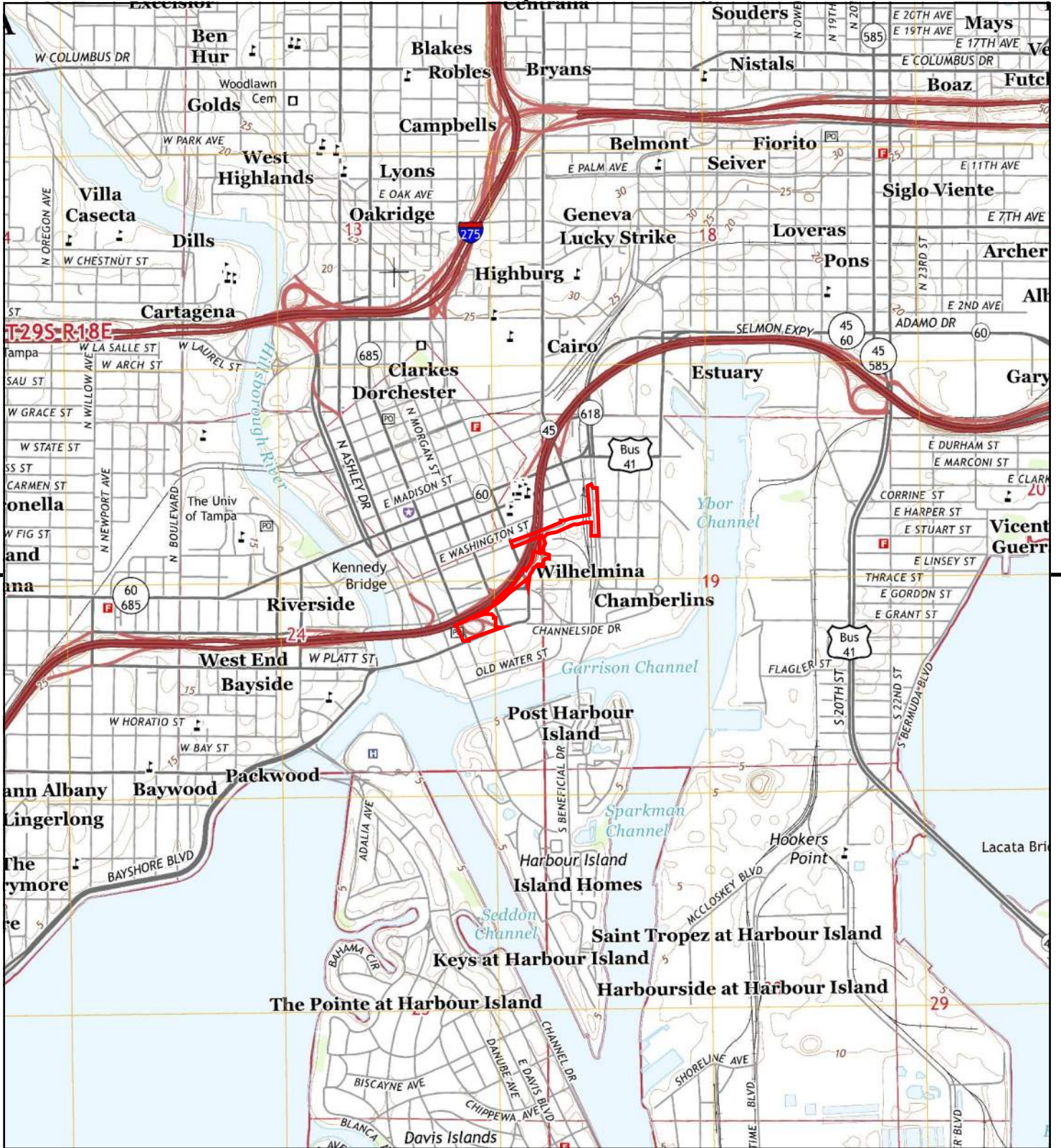
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 ADDRESS: CMT - Whiting EDR Request
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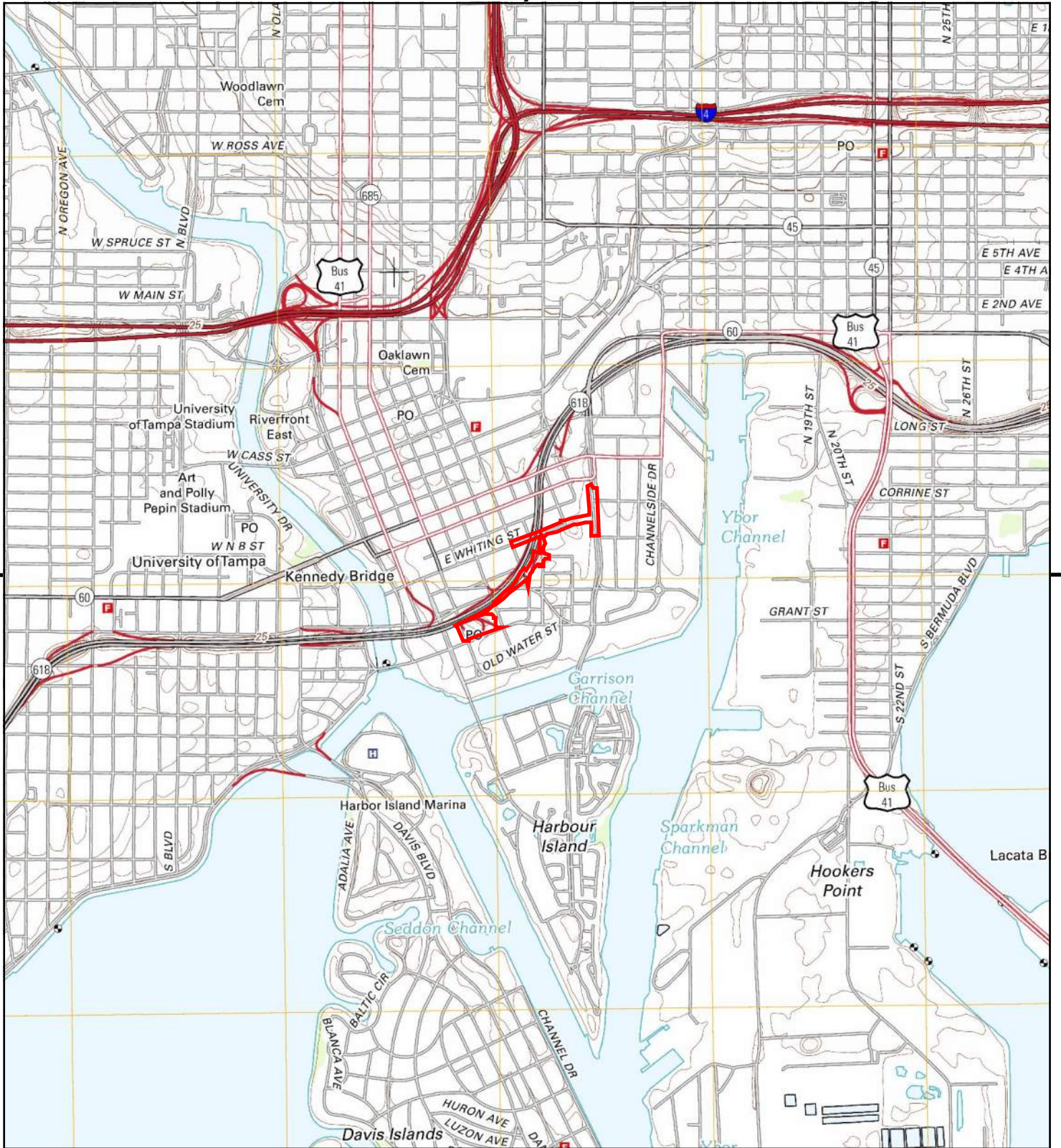
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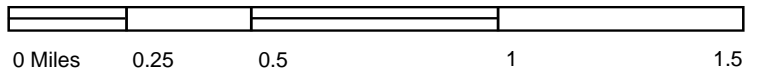
TP, Tampa, 2015, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
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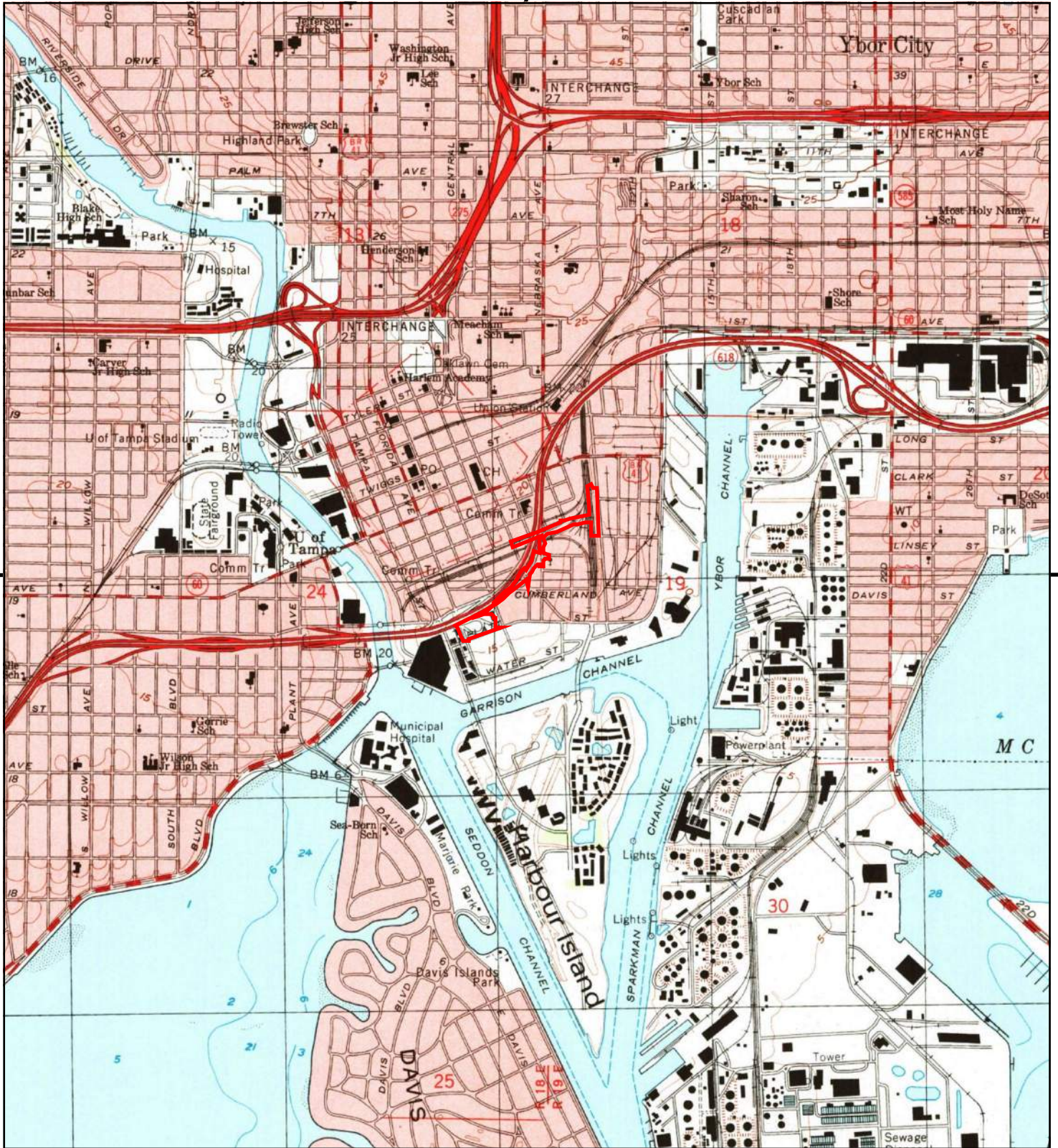
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SITE NAME: CMT - Whiting EDR Request
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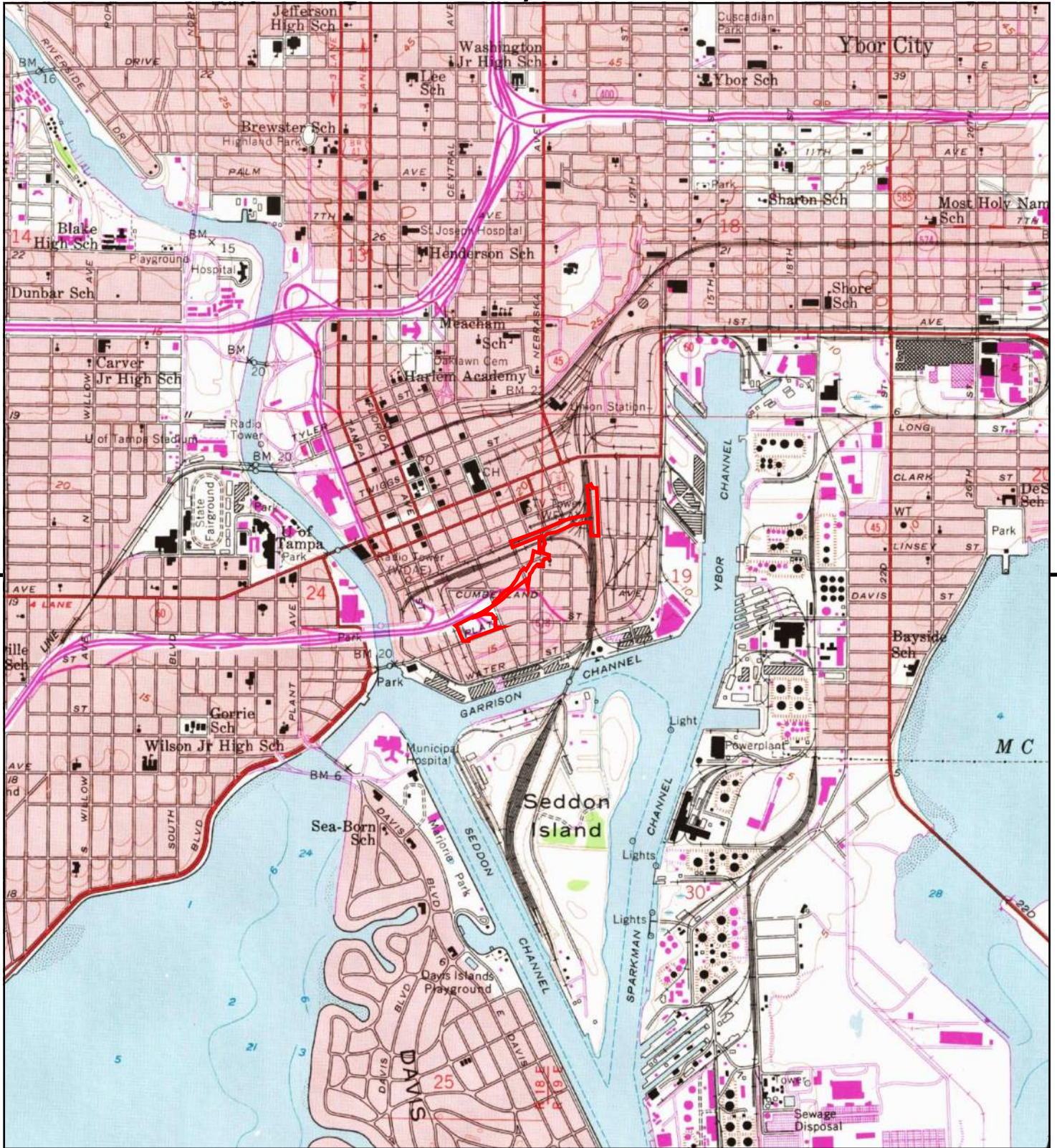
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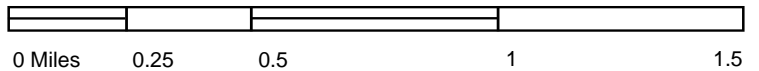
TP, Tampa, 1995, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
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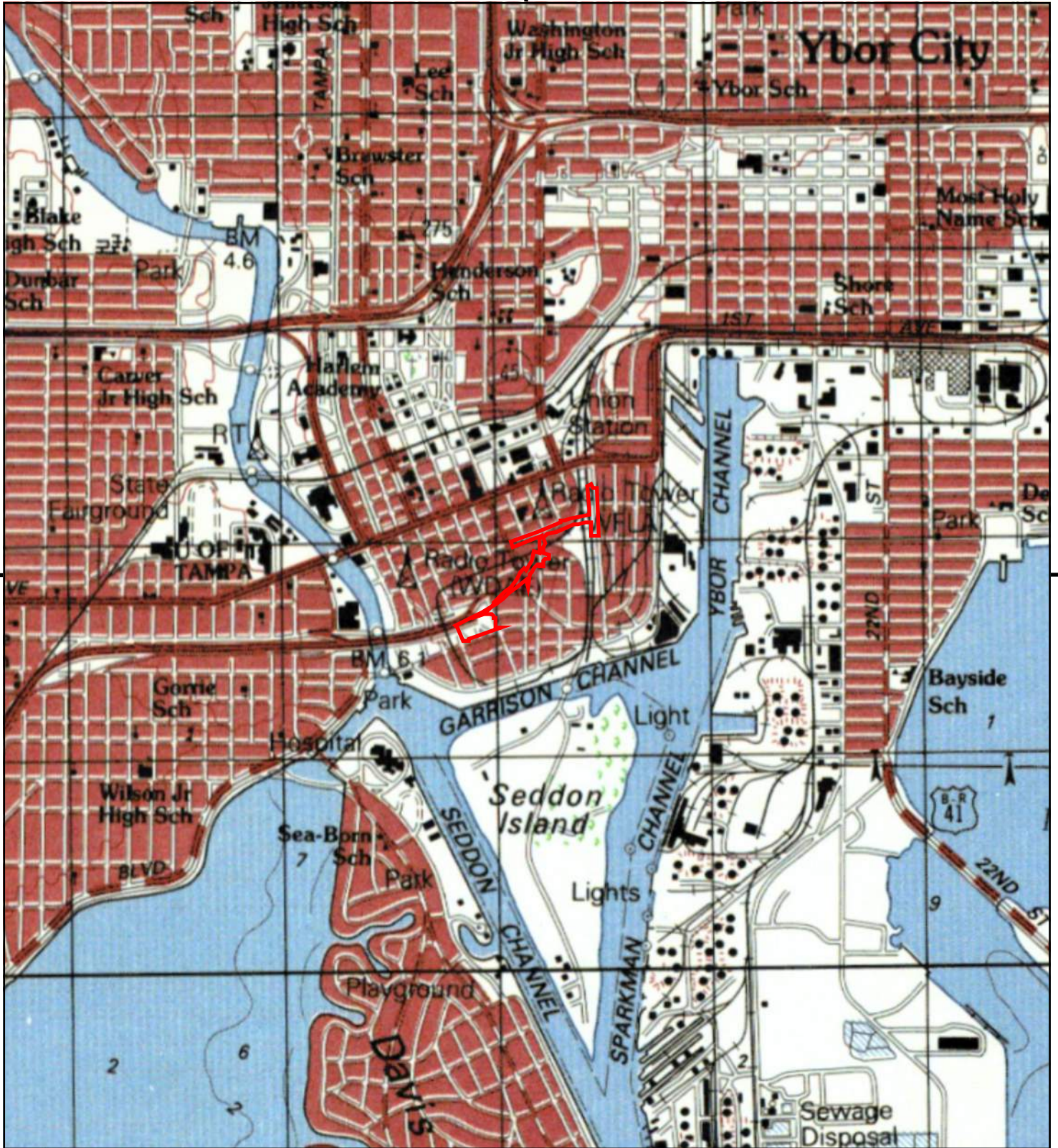
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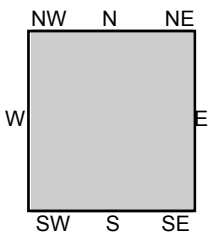
TP, Tampa, 1981, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
 ADDRESS: CMT - Whiting EDR Request
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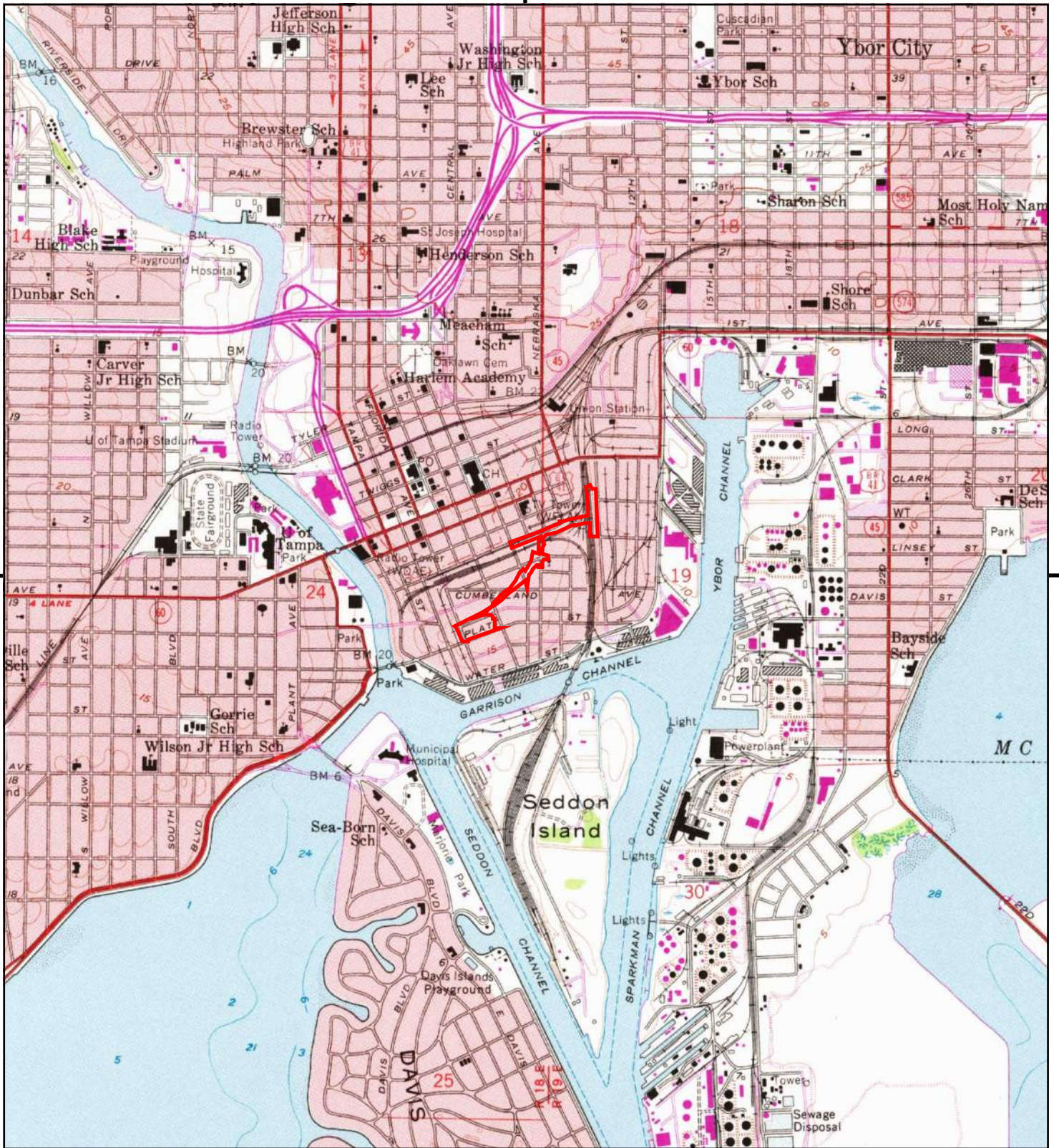
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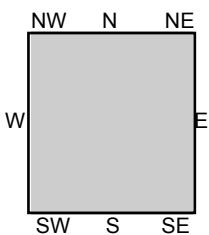
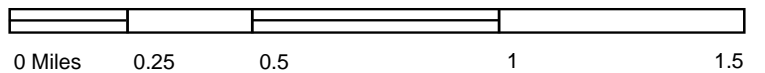
TP, TAMPA, 1979, 15-minute

SITE NAME: CMT - Whiting EDR Request
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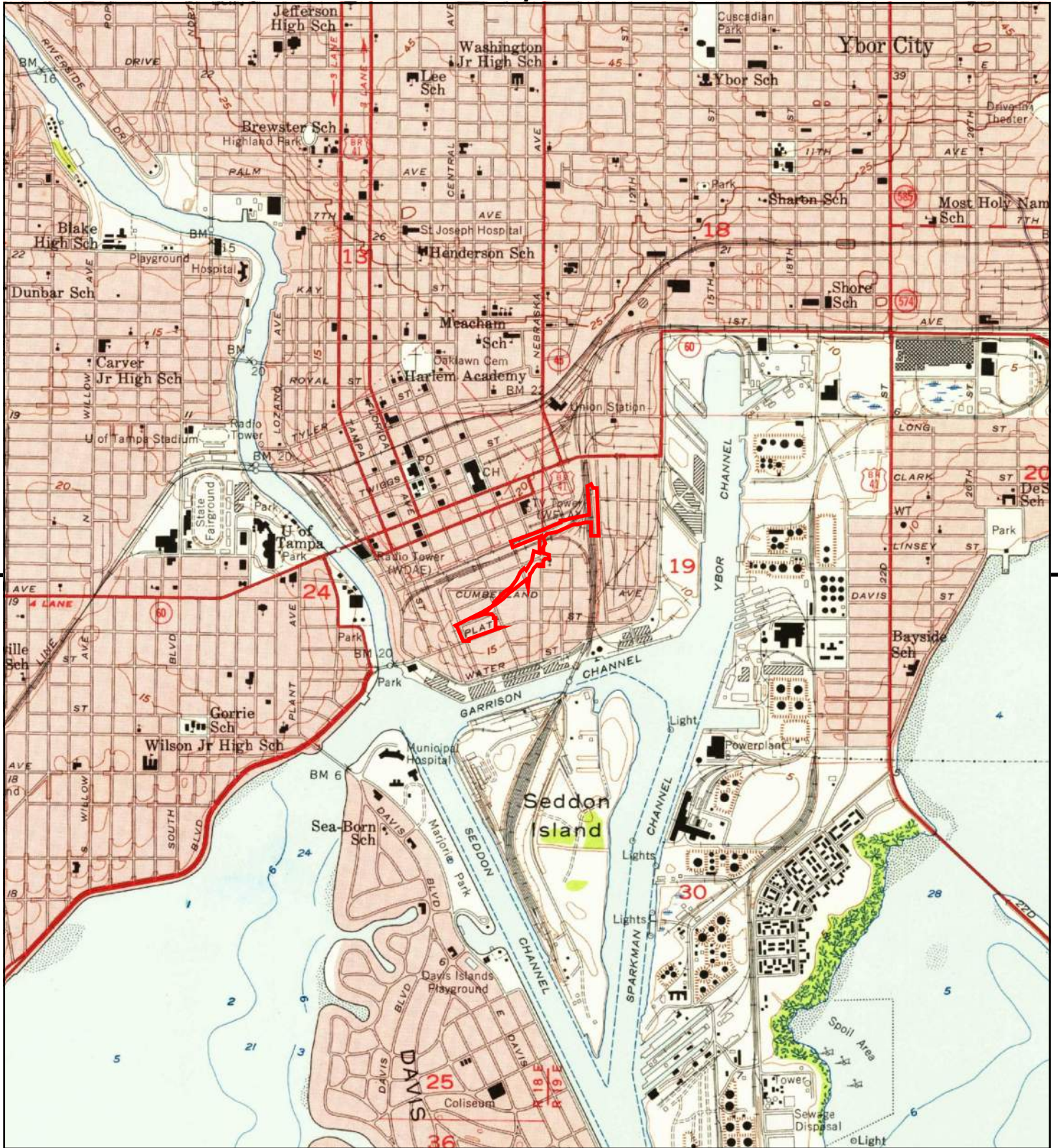
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TP, Tampa, 1969, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
 ADDRESS: CMT - Whiting EDR Request
 Tampa, FL 33602
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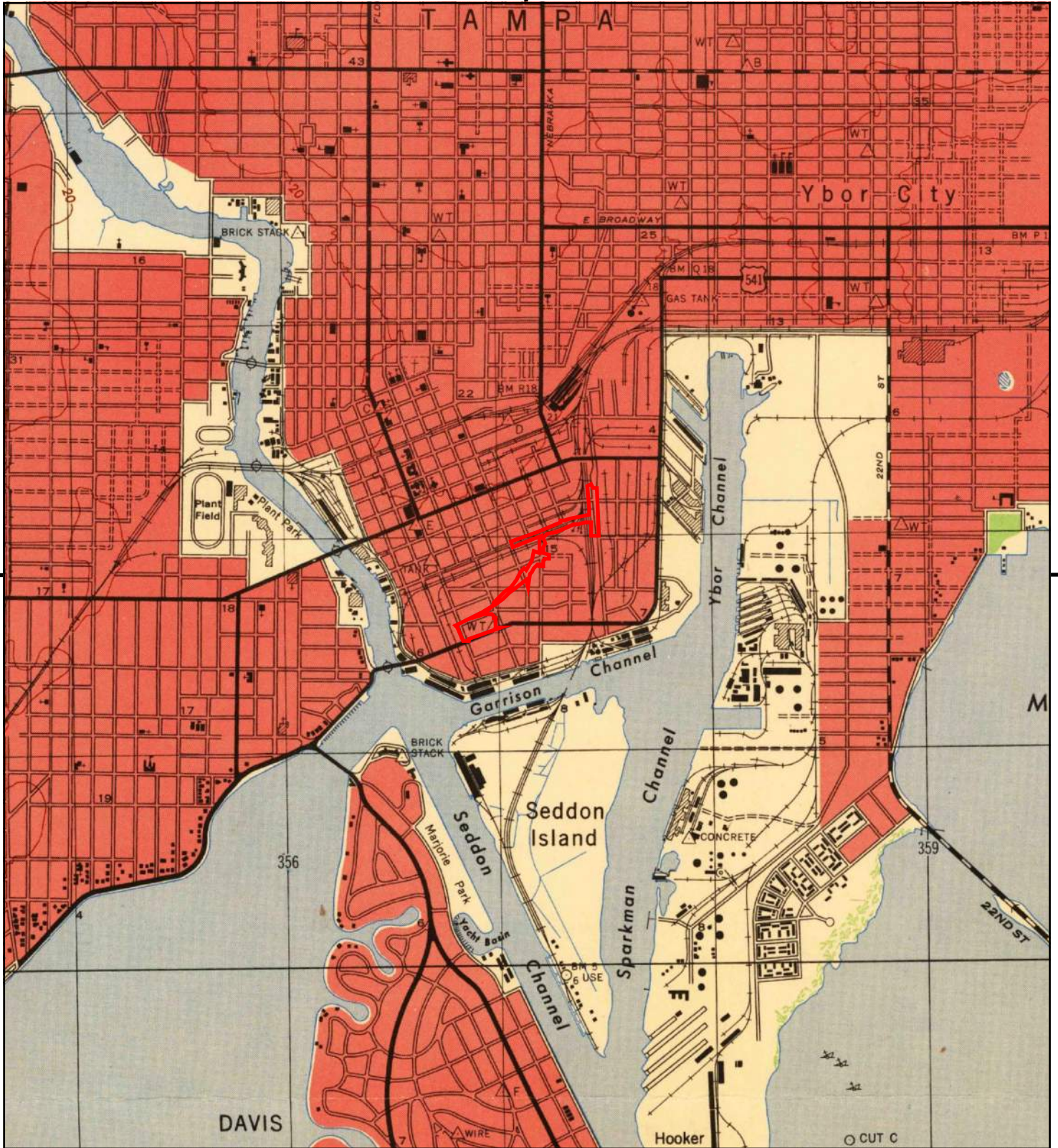
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TP, Tampa, 1956, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
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 CLIENT: Crawford, Murphy & Tilly





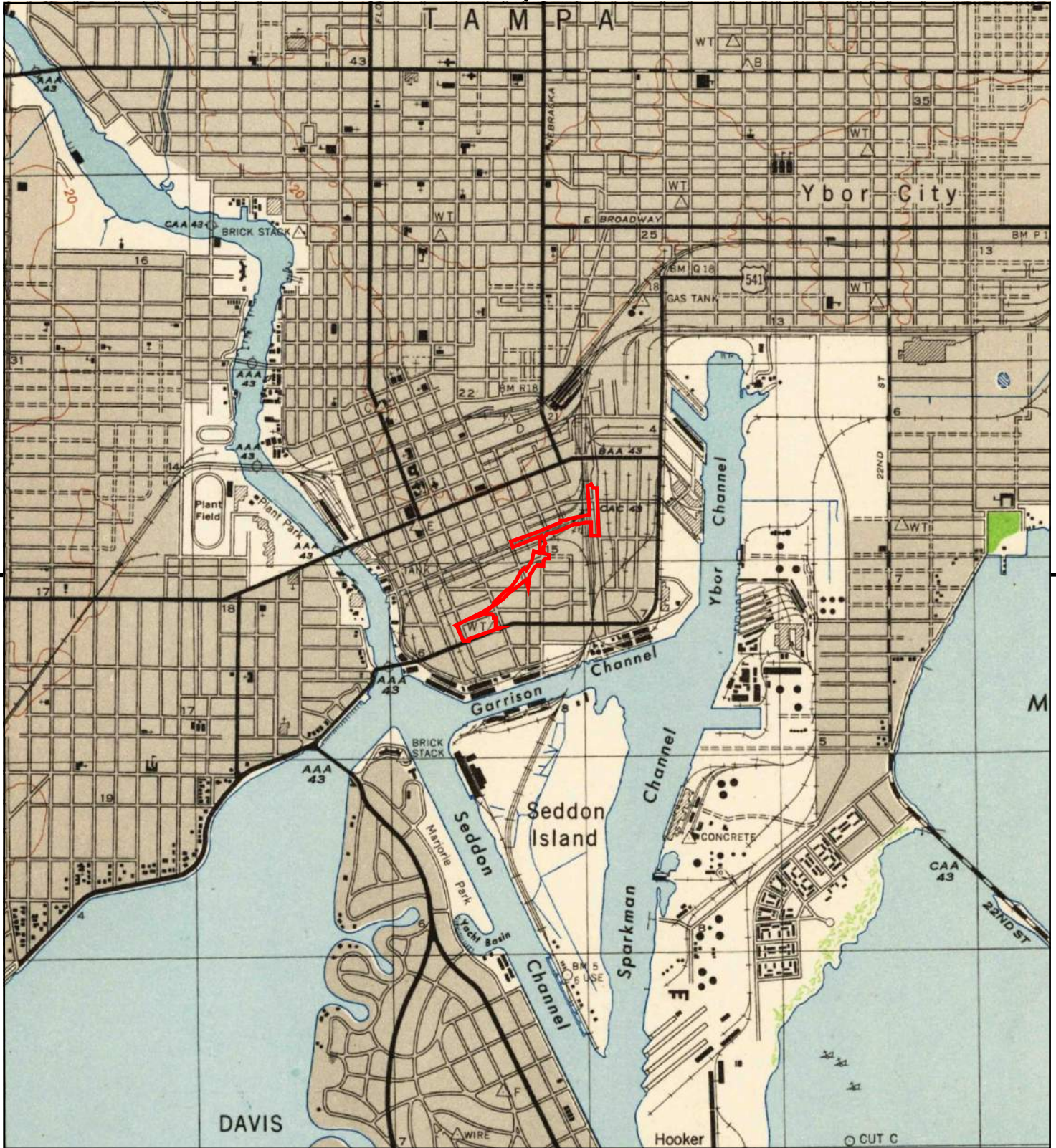
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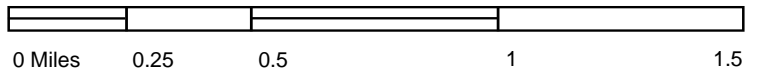
TP, Tampa, 1947, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
 ADDRESS: CMT - Whiting EDR Request
 Tampa, FL 33602
 CLIENT: Crawford, Murphy & Tilly





This report includes information from the following map sheet(s).



TP, Tampa, 1944, 7.5-minute

SITE NAME: CMT - Whiting EDR Request
 ADDRESS: CMT - Whiting EDR Request
 Tampa, FL 33602
 CLIENT: Crawford, Murphy & Tilly



Appendix D

Historical, and Existing Land Use Maps



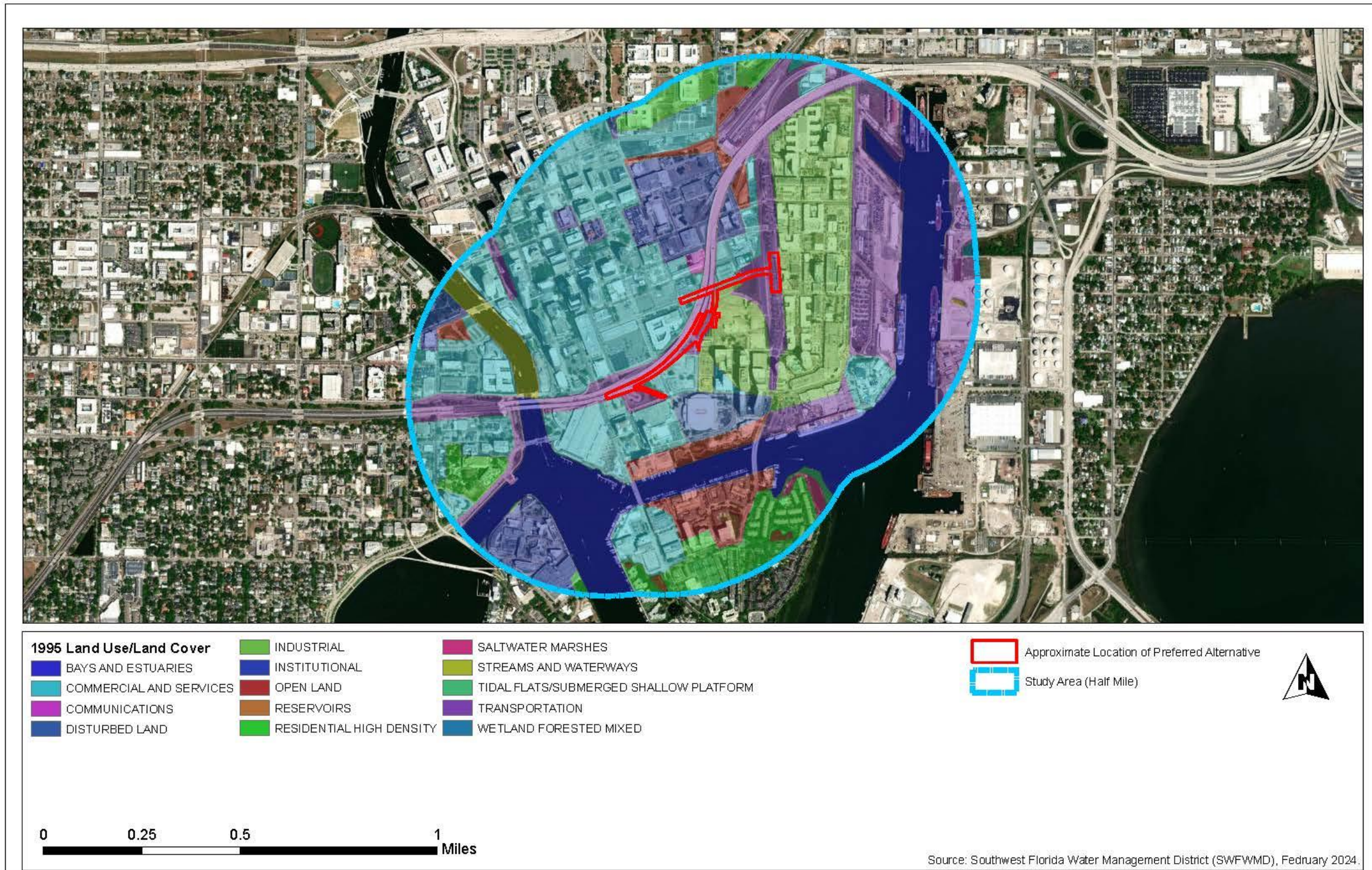


Figure D.1: Historical Land Use

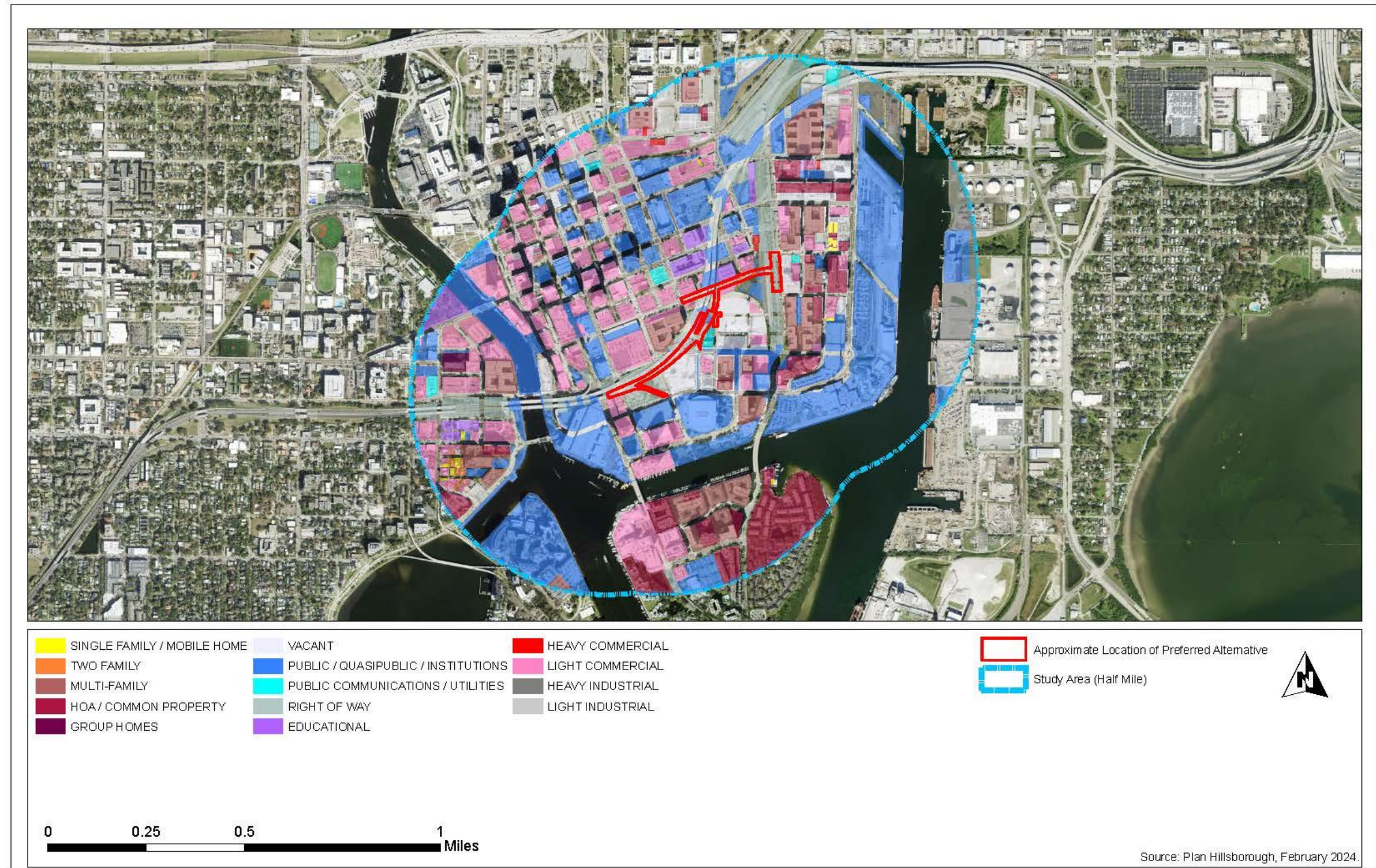


Figure D.2: Existing Land Us

Appendix E

Potential Contaminated Sites



Table E-1: Potential Contaminated Sites

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
1	Low	Mc Dowell Chas S.	113 S Nebraska Ave.	EDR Hist Auto	< 500 ft
2	Low	Ireland John H. Co.	309 S Jefferson St.	EDR Hist Auto	< 500 ft
3	Low	Lee Tire Co. Of Florida Inc.	301 S Morgan St.	EDR Hist Auto	< 500 ft
4	Low	Seaboard Cold Storage	101 N Brush St.	RGA LUST, DWM CONTAM, LUST, UST	< 500 ft
5	Medium	140 North Channelside Drive Part A-1900/934-940 Channelside Drive/Washington Street Crossing Area (BF290203000)	140 N Channelside Dr./940 Channelside Dr./E Washington St. & Channelside Dr.	SITE INV SITES, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, BROWNFIELDS	501 ft - 1,000 ft
6	Low	Lentz Anthonly J.	309 S Morgan St.	EDR Hist Auto	< 500 ft
7	No	Florida Dep SIS #291	Channelside Dr. & S Florida Ave.	FINDS, ECHO	< 500 ft
8	No	Ferg's Live	400 Channelside Dr.	ERNS, ASBESTOS	< 500 ft
9	No	101 Meridian SWPPP Management/Former Warehouse	101 N. Meridian Ave	FINDS, ECHO, ASBESTOS	< 500 ft
10	No	Whiting Street Development	705 E. Whiting St.	FINDS, ECHO, NPDES	< 500 ft
11	No	East Whiting Street & 11th Street Improvement	--	NPDES	< 500 ft
12	No	Unknown	371 Channel Side Walkway	ERNS	< 500 ft
13	Low	Lang Motor Co.	200 S Nebraska Ave.	EDR Hist Auto	< 500 ft
14	Low	KSF Carburetor S. Ignition Service	310 S Jefferson St.	EDR Hist Auto	< 500 ft
15	No	Medical Examiner's Office/City Morgue	401 S Morgan St.	FINDS, ECHO, RCRA-VSQG, ASBESTOS	< 500 ft
16	Low	Bayshore Four Seasons LTD.	102 S Jefferson St.	LUST, UST, DWM CONTAM	< 500 ft
17	Low	National Cleaners & Dyers	411 Eunice Ave.	EDR Hist Cleaner	< 500 ft
18	Low	Turnblin J. S. Co. Inc.	317 S Jefferson St.	EDR Hist Auto	< 500 ft
19	Low	Cross Creek Shell LLC/Shell Station Gas & Deli-Shell Station Plant	109 N Brush St.	EDR Hist Auto	< 500 ft
20	No	Seaboard Cold Storage Facility	117 N Brush St.	FINDS, ECHO, RCRA-VSQG	< 500 ft
21	Low	Model Laundry/Sunshine Laundry	423 Eunice Ave.	EDR Hist Cleaner	< 500 ft
22	Low	Downtown Parking Garage/Washington Square Parking Garage	1001 E Washington St./SW E	FINDS, ECHO, LUST, TANKS, DWM CONTAM	< 500 ft

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
			Washington St. & N Brush St.		
23	Low	Mc Dowell Garage	102 N Jefferson St.	EDR Hist Auto	< 500 ft
24	Medium	General Portland/Peak Oil Co./Bay Drum Co.	211 N Meridian Ave.	PRP	< 500 ft
25	Low	Seragraphic Arts/Two Attached Vacant Structures	412 S Morgan St.	UIC, ASBESTOS	< 500 ft
26	No	Selmon Greenway Pocket Parks	E Brorein St. & S Morgan St.	NPDES	< 500 ft
27	No	Unknown	211 N Meridian Ave.	ERNS	< 500 ft
28	Medium	Liberty Tampa Brownfield (BF291602001)/Warehouse Garage/Meridian Avenue Improvements	227 N Meridian Ave./N Meridian Ave. & E John F. Kennedy Blvd.	BROWNFIELDS, CLEANUP SITES, DWM CONTAM, RESP PARTY, ASBESTOS, FINDS, ECHO, VCP, ERIC WASTE CLEANUP	< 500 ft
29	No	101 Meridian SWPPP Management	101 Meridian Ave	NPDES	< 500 ft
30	Low	The Slade - Channelside/Birdwell Equipment Co.	202 N 11th St.	FINDS, RGA LUST, RGA, UST, LUST, DWM CONTAM	< 500 ft
31	No	Interbay Coatings	1202 E Washington St.	FINDS, ECHO, RCRA NonGen / NLR	< 500 ft
32	Medium	Paul S Auto Alignment & C .Undercoating/Hillsborough Expressway Authority/Tampa Expressway Authority (Formerly Paul's Alignment South)/Taylor R. H. Radiator Works	1205 E Jackson St./1201 E Jackson St.	EDR Hist Auto, FINDS, ECHO, RCRA-VSQG, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, HAZ WASTE/EDR Hist Auto	< 500 ft
33	Low	Ardent Mills Tampa - Demolition/Con. Agra. Inc./THEA Meridian Railroad Demolition/Ardent Mills, LLC/Conagra Mills	110 S Nebraska Ave.	FINDS, ICIS, ECHO, RGA LUST, NPDES, UST, TIER 2, AIRS, LUST, US AIRS, ASBESTOS, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP	< 500 ft
34	Low	Castellano Jos	710 E Whiting St.	EDR Hist Auto	< 500 ft
35	No	Embassy Suites Hotel Downtown/Florida West Coast Distributors/Florida West Coast Distributors/Tampa Embassy Suites Conven Ctr.	513 S Florida Ave.	FINDS, ECHO, RCRA-VSQG, AST, Financial Assurance, TIER 2	< 500 ft
36	Low	Brake Service	405 E Brorein St.	EDR Hist Auto	< 500 ft
37	No	Unknown	E Eunice & S Nebraska Ave.	ERNS	< 500 ft
38	Low	National Cleaners & Dyers	212 S Franklin St.	EDR Hist Cleaner	< 500 ft

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
39	High	Eli Witt Co.	609 Cumberland Ave.	DWM CONTAM, CLEANUP SITES, LUST, UST, FINDS, ECHO	< 500 ft
40	Low	Beasley S Garage	615 E Eunice Ave.	EDR Hist Auto	< 500 ft
41	Low	Yale Tire & Battery Service	217 S Franklin St.	EDR Hist Auto	< 500 ft
42	No	Unknown	S Tampa St. & S Franklin St.	SPILLS	< 500 ft
43	Low	Wheeler Clarence L.	902 E Washington St.	EDR Hist Auto	< 500 ft
44	No	Tampa City - Convention Center	209 S Franklin St.	RGA LUST	< 500 ft
45	Low	Sam S. Service Station	301 S Franklin St.	EDR Hist Auto	< 500 ft
46	Low	Lang Motor Co.	200 S Nebraska Ave.	EDR Hist Auto	< 500 ft
47	No	USF Health	211 S Florida Ave.	NPDES	< 500 ft
48	No	TECO Transmission Project (Washington St.)	708 Washington St.	ECHO, FINDS, NPDES	< 500 ft
49	Low	Packard Service	406 E Washington St.	EDR Hist Auto	< 500 ft
50	No	One Tampa City Center Service Parking	342 E Washington	NPDES	< 500 ft
51	Low	Hillsborough County-Fleet Mgmt. #5	311 N Nebraska Ave.	RGA LUST, UST, DWM CONTAM, LUST	< 500 ft
52	No	Sam Rempello Downtown Partners	802 E Washington St.	FINDS, ECHO	< 500 ft
53	Low	Alley & Alley Chartered	205 N Brush St.	RGA LUST, UST, DWM CONTAM, LUST	< 500 ft
54	Low	Collins D. C.	288 N Nebraska Ave.	EDR Hist Auto	< 500 ft
55	No	Hillsborough County Facility Management/Unknown Spill	313 N Nebraska Ave.	ERNS, FINDS, ECHO, RCRA-VSQG, SPILLS, DWM CONTAM, RESP PARTY, CLEANUP SITES, ERIC WASTE CLEANUP	501 ft - 1,000 ft
56	No	Anthony Distributors Inc.	201 S Caesar St.	RCRA-SQG, FINDS, ECHO, AST, HAZ WASTE	< 500 ft
57	Low	Sharpe & Company	205 S Franklin St.	EDR Hist Auto	< 500 ft
58	Low	White Service Station	400 S Jefferson St.	EDR Hist Auto	< 500 ft
59	Low	Ahland Chemical Co./Warehouse Building	107 N 11th St.	FINDS, ECHO, RCRA-VSQG, ASBESTOS	< 500 ft
60	Low	Caesar Street Properties	907 E Cumberland Ave.	DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP	< 500 ft
61	Low	Vento Oil Co/Vacant Building	207 N 11th St.	RGA LUST, ASBESTOS, UST, LUST, DWM CONTAM	< 500 ft
62	No	11th St. Roadway Improvements	--	FINDS	< 500 ft

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
63	Low	Sine S Garage	502 S Nebraska Ave.	EDR Hist Auto	< 500 ft
64	Low	Crestline Acquisition Group Property-Area 13	S Caesar St. & E Walton St.	RESP PARTY	< 500 ft
65	Low	Fields Service Station	516 S Nebraska Ave.	EDR Hist Auto	< 500 ft
66	No	Waterfront District Infrastructure Improvement	490 Channelside Dr.	FINDS, ECHO, NPDES	< 500 ft
67	Low	USF Medical School/Water Street Tampa LLC	200 S Caesar St.	DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, UST	< 500 ft
68	Low	Hill Harry	131 S Franklin St.	EDR Hist Auto	< 500 ft
69	Medium	Tampa Bay Times Forum West Parking Lot	Northeast Corner Florida Ave. & Old Water St.	INST CONTROL, RESP PARTY, ERIC WASTE CLEANUP	< 500 ft
70	Medium	Grand Central at Kennedy Brownfield (BF290601000)/Bay Drum & Steel Inc./Five Star Tours/Lang Motor Co./Steel Toe Construction	1211 E Madison St.	BROWNFIELDS, RCRA NonGen / NLR, ECHO, FINDS, RGA LUST, EDR Hist Auto, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, LUST, UST, HAZ WASTE	501 ft - 1,000 ft
71	Low	Kal-Mar Construction Inc.	908 E Eunice St.	INST CONTROL, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP	< 500 ft
72	Low	Tampa Bay Arena	901 E Platt St.	LUST, UST, DWM CONTAM, CLEANUP SITES	< 500 ft
73	No	USF Health	--	FINDS, ECHO	< 500 ft
74	No	JW Marriott - West Lot Hotel	613 S Morgan St.	FINDS, ECHO, NPDES	< 500 ft
75	No	JW Marriott	615 S Morgan St.	AST, Financial Assurance	< 500 ft
76	Low	Former Blueprint Company	101 S 12th St.	FINDS, ECHO, RCRA-VSQQ, RGA LUST, UST, LUST, DWM CONTAM	< 500 ft
77	No	Channelside Apartments	120 S Meridian Ave.	ECHO, FINDS, NPDES	501 ft - 1,000 ft
78	Low	Fyfe David F/Automobile Repairing	290 S Tampa	EDR Hist Auto	< 500 ft
79	No	Cone Bros. Contracting	309 Caesar St.	UIC	501 ft - 1,000 ft
80	Low	University of South Florida - Camls/USF-Downtown Research Center	102 S Franklin St.	RESP PARTY, DWM CONTAM, UST, ERIC WASTE CLEANUP	< 500 ft
81	Medium	Former Amazon Hose Property Site Brownfield (BF291501000 and BF291501001)/Bonanni Ship Supply Inc./Channelside District	222 N 12th St., 215 & 217 N 11th St.	BROWNFIELDS, UST, VCP, INST CONTROLS, ENG CONTROLS, NPDES, RESP PARTY, ERIC WASTE CLEANUP, ECHO, FINDS, GRA	501 ft - 1,000 ft

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
		Property/Channelside Residences/Case Contracting Company/215 N 11th St. Property		LUST, LUST, DWM CONTAM	
82	Low	Goins L G 4/Gas Filling Stations	402 Nebraska Ave.	EDR Hist Auto	501 ft - 1,000 ft
83	Low	Tampa Bay Sports & Entertainment LP/Cellco - St. Pete Times Forum/New Cingular Wireless PCS, LLC - 2012 RN/Verizon Wireless	401 Channelside Dr.	AST, ERNS, ICIS, ECHO, FINDS, TIER 2, Financial Assurance, ASBESTOS, DWM CONTAM, RESP PARTY, ERIC WASTE CLEANUP, HAZ WASTE	501 ft - 1,000 ft
84	No	Unknown	1105 E Kennedy Blvd.	DEDB	501 ft - 1,000 ft
85	Low	Goodyear Service	200 S Tampa	EDR Hist Auto	< 500 ft
86	No	Hillsborough County - Health Department	309 N Brush St.	UST	501 ft - 1,000 ft
87	Low	Quality Carriers	1208 E Kennedy Blvd.	PRP, Ind. Haz Waste	501 ft - 1,000 ft
88	No	Job #41706-01 Downtown Tampa	--	NPDES	501 ft - 1,000 ft
89	Medium	Suncoast Recycling LLC. /Brulin and Company, Inc./The Place at Channelside (BF290401000 and BF290401001)	912 and 918 Channelside Dr.	INST CONTROL, RESP PARTY, VCP, ERIC WASTE CLEANUP, HAZ WASTE, SSTS, ECHO, FINDS, BROWNFIELDS	501 ft - 1,000 ft
90	Low	Hillsborough County School District/Lockhart Elementary - Hillsborough County School/Rossac-Raymond O'Shelton School Administration/Executive Source Inc.	901 E Kennedy Blvd.	FTTS, HIST FTTS, TIER 2, ECHO, FINDS, RCRA-VSQQ, Financial Assurance, UST, HAZ WASTE	501 ft - 1,000 ft
91	No	SPP Tampa - Block H1	1011 E Cumberland	AST	501 ft - 1,000 ft
92	Low	Pinnacle Channelside Crestline Property	1005 E Cumberland Ave.	RESP PARTY	501 ft - 1,000 ft
93	Low	Gaspar Property	1029 E Twiggs St.	RESP PARTY, DWM CONTAM, UST, INST CONTROL, ENG CONTROLS, ERIC WASTE CLEANUP, Financial Assurance	501 ft - 1,000 ft
94	Low	Tampa Marriott Waterside Hotel & Marina	700 S Florida Ave.	ERNS, RCRA-SQG, ECHO, FINDS, TIER 2, RESP PARTY, ERIC WASTE CLEANUP, INT CONTROL, ENG CONTROLS, ASBESTOS, HW GEN, SPILLS, AIRS	501 ft - 1,000 ft
95	No	Russell Robertson The Eclectic Carpenter	1218 Kennedy	HAZ WASTE	501 ft - 1,000 ft

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
96	No	M.T. Kelly & Res.	334 S Waters St.	UIC	501 ft - 1,000 ft
97	Low	Madison Street Park Brownfield Site (BF291802000)	1224 E Madison St.	BROWNFIELDS, RESP PARTY, VCP, ERIC WASTE CLEANUP	1,001 ft - 1/2 mile
98	No	G.C. Services Company/Gulf Coast Transit Company/Larkin Contracting, Inc./Pepsi Cola Bottling Company Of Tampa, Inc./Florida National Bank	100 S Ashley Dr.	ECHO, FINDS, PRP, ERNS, RCRA-VSQG	501 ft - 1,000 ft
99	No	Haran Michael J	507 Jackson	HAZ WASTE	501 ft - 1,000 ft
100	No	Toole,W.H. & Sons	309 S Franklin St.	UIC	501 ft - 1,000 ft
101	No	One Tampa City Center/Skip Locators of Florida	1 Tampa City Ctr.	RCRA-VSQG, ECHO, FINDS, HAZ WASTE	501 ft - 1,000 ft
102	No	Pinellas County Facility Main/Hillsborough County/ Cary Smith, Robicon Corporation BA Asiobicon	601 E Kennedy Blvd.	RCRA-VSQG, ECHO, FINDS, NPDES, HAZ WASTE	501 ft - 1,000 ft
103	No	Peninsula Motor Club/Mize Building	203 Marion St.	UIC, ASBESTOS	501 ft - 1,000 ft
104	No	Jennings Stephan Roy/Sams Golden Triangle/Quality Control Solutions of Florida Inc./Intertrans Service Corp.	503 Jackson	HAZ WASTE	501 ft - 1,000 ft
105	No	TM Tampa LLC. /Petroleum Equipment Service of Tampa	1216 E Madison St.	DWM CONTAM, HAZ WASTE, TANKS, LUST	1,001 ft - 1/2 mile
106	No	Rowland WM & Harvey Inc./Gorilla Tree Service Inc.	1218 Madison St.	EDR Hist Auto, HAZ WASTE	1,001 ft - 1/2 mile
107	No	Gas Kwick, Inc.	115 E Whiting St.	PRP	501 ft - 1,000 ft
108	No	Arcos, Armando/Sir Speedy/Owen Joh Tire Co./Unlimited Printing & Copying	501 E Jackson St.	RCRA-SQG, ECHO, FINDS, EDR Hist Auto, UIC, HAZ WASTE	501 ft - 1,000 ft
109	No	Publix Super Market #1549/Seaboard Parts Distributor	1105 E Twiggs St.	RCRA-VSQG, ECHO, FINDS, AST, NPDES, Financial Assurance, HAZ WASTE	1,001 ft - 1/2 mile
110	No	Hillsborough County Public Utilities Department/HCPUD/Pebble Creek Subdivision-Pebble Creek	925 E. Twiggs St.	BIOSOLIDS, ECHO	1,001 ft - 1/2 mile
111	No	Towers of Channelside/Fogarty Van Lines	1103 E Cumberland Ave.	UIC, RGA LUST, RCRA NonGen / NLR, ECHO, FINDS, AST, DWM CONTAM, LUST, UST	1,001 ft - 1/2 mile

Site ID	Risk Rating	Site Name(s)	Address	Databases	Distance from ROW
112	Low	A & D Automotive Center, Inc./Tyr solder of Tampa Inc.	1127 E Twiggs Str.	SWF/LF, RGA LUST, LUST, UST, HAZ WASTE, DWM CONTAM	1,001 ft - 1/2 mile
113	No	The Tampa Tribune	202 S Parker St.	RGA LUST, TIER 2, INST CONTROL, ENG CONTROLS, ERIC CLEANUP, RGA LUST, ERNS, FINDS, US AIRS, AST, NPDES, Financial Assurance, ASBESTOS, DWM CONTAM, LUST, UST, RCA NonGen / NLR, AIRS	1,001 ft - 1/2 mile
114	Low	Automotive Services/Kauffman Tire Service of GA Inc./Grandoff Investments Inc.	601 N Morgan St.	ECHO, FINDS, RGA LUST, RCRA-VSQG, DWM CONTAM, LUST, SWF/LF, UST, TANKS	1,001 ft - 1/2 mile
115	Low	Dependable Auto & Tire LLC. /Henderson Property/Schulstad Rambler Co./ A 2 Z Auto/A Xtrem Steel Fabrication Inc.	1111 E Cass St.	RGA LUST, EDR Hist Auto, SPILLS 90, SWF/LF, HAZ WASTE, UST	1,001 ft - 1/2 mile
116	No	Thea - Selmon Crosstown Expressway	Entrance To Roy Selmon Crosstown Expressway (Sr 618)	ENG CONTROLS, INST CONTROL, RESP PARTY, ERIC WASTE CLEANUP	1,001 ft - 1/2 mile
117	Medium	Former Railroad	--	NA	< 500 ft

Source: Environmental Data Resources (EDR), Inc., January 12, 2024; and Crawford, Murphy & Tilly, Inc., February 2024.

Appendix F

Site Reconnaissance Photographs of Medium
and High-Risk Potential Contamination Sites



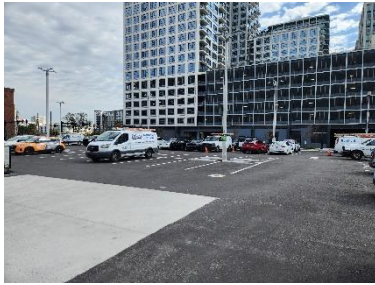


Photo ID 1 (Site 39)



Photo ID 2 (Site 5)



Photo ID 3 (Site 24)



Photo ID 4 (Site 28)



Photo ID 5 (Site 32)



Photo ID 6 (Site 69)



Photo ID 7 (Site 70)



Photo ID 8 (Site 81)



Photo ID 9 (Site 89)



Photo ID 10 (Site 117)