

**SELMON
EXPRESSWAY**

Whiting Street PD&E Study

**Determination of Effects
Case Study Report**

February 2022

1.0 Executive Summary

In August of 2021, 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 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 to be 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 Florida Division of Historical Resources (FDHR)/State Historic Preservation Officer (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 (Appendix A).

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 SHPO (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.

This *Determination of Effects Case Study Report for the THEA Whiting Street PD&E Study, Hillsborough County, Florida* was undertaken 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 *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.

Chapter 267, F.S. does not expressly outline effects criteria, and therefore, 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*. Subsequently, this report includes a description of the project and a summary description of the significant historic resources. 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.

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Appendix A: CRAS Concurrence Letter, October 22, 2021

2.0 Introduction

In August of 2021, the *CRAS for the THEA Whiting Street PD&E Study, Hillsborough County, Florida* was prepared by Janus Research in association with 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 to be 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 FDHR/SHPO evaluation 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.

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of 1966. Subsequently, this report includes a description of the project and a summary description of the significant historic resources. 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.

3.0 Project Information

3.1 Project Description

The THEA, in coordination with the City of Tampa, is conducting a PD&E Study to evaluate the needs, costs, and effects 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 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.

It is anticipated that the Florida Avenue off-ramp will be widened to two lanes, the Channelside Drive off-ramp will be removed, and the new Whiting Street off-ramp will 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 for the project location map.



Figure 1: Project Location Map

3.2 Project Purpose & Need

The purpose of this project is to provide a direct connection of the Whiting Street corridor to North 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 on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive to improve safety, traffic circulation, and access to Whiting Street and North Meridian Avenue.

THEA has committed to provide a new connection to Meridian Avenue by extending Whiting Street between Meridian Avenue and Brush Street. In order to construct the extension of Whiting Street and the proposed ponds, 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 choice and alleviating congestion.

The preferred alternative proposes improvements to existing ramp configurations and the existing street network at multiple locations in the Downtown/Channelside area. The improvements can be broken up into four distinct locations. See **Figure 2** for each location of proposed improvements.

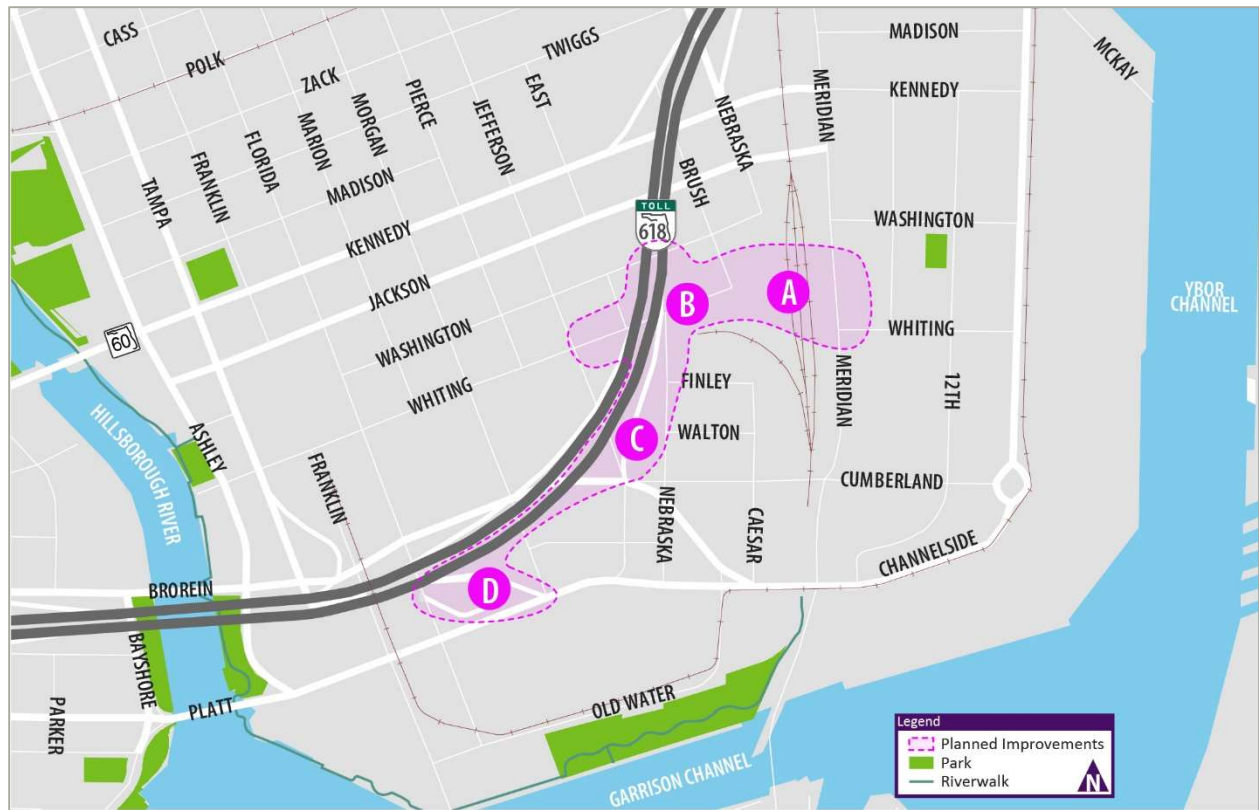


Figure 2: Preferred Alternative Map

Location A

Whiting Street currently ends at Brush Street, west of the 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 each direction, a 15-foot wide raised median, 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 two 11-foot wide dedicated left turn lanes and one 11-foot wide dedicated right turn lane. If necessary, the proposed 15-foot wide raised median can be converted to an additional dedicated left turn lane in the future. 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 southbound dedicated right turn lane and a northbound dedicated left turn lane. 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 much need of repair. The preferred alternative proposes to widen/reconstruct Whiting Street from two to four lanes with two 11-foot wide travel lanes in each direction, curb and gutter, and 10-foot wide sidewalks on both the north and south sides of the road. The preferred alternative also includes installing two new traffic signals: one at the intersection of Whiting Street and the terminus of the proposed Whiting Street off-ramp, just east of the Selmon Expressway, and the other at the intersection of Whiting Street and Brush Street. A dedicated eastbound left turn lane is proposed 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 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. The short, tight curve provides little room for vehicles to slow down and queue if there is any backup when trying to merge onto Florida Avenue. The preferred alternative proposes widening the ramp from one to two lanes as well as lengthening the ramp to provide a wider curve. The loop ramp terminates at Florida Avenue at a proposed signalized intersection. The proposed loop ramp includes two 12-foot wide ramp lanes and will remain on structure beyond the existing exit ramp 6B to provide an open area underneath for mixed use and to promote pedestrian travel. Approximately 300 feet north of Florida Avenue, the ramp widens to three lanes to provide more vehicle storage and efficient queue dispersion onto Florida Avenue. The increased ramp length as well as the additional lanes will minimize backup and potential vehicle queueing onto the Selmon Expressway. The preferred alternative includes a 10-foot wide sidewalk on the inside edge of the proposed loop ramp, crossing underneath the ramp at the location of the existing exit ramp 6B. Pedestrians will have the ability to cross the loop ramp, to access Channelside Drive, at a proposed crosswalk. No ROW is required to construct the proposed loop ramp.

4.0 Effects Evaluation

4.1 Potential Effects to Historic Resources

This effects document includes the evaluation of project improvements and the National Register–eligible historic resources found within the APE, the Perry Paint and Glass Company Building (8HI685), the Florida Central & Peninsular Railroad (8HI11987), and Ardent Mills (8HI15084). The resources and the improvements are shown in **Figure 3**. The project is currently being completed under Chapter 267, F.S., however, that does not specifically outline criteria for assessing effects. The Criteria of Adverse Effect defined in 36 CFR Part 800.5 below was therefore used during the course of this analysis:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

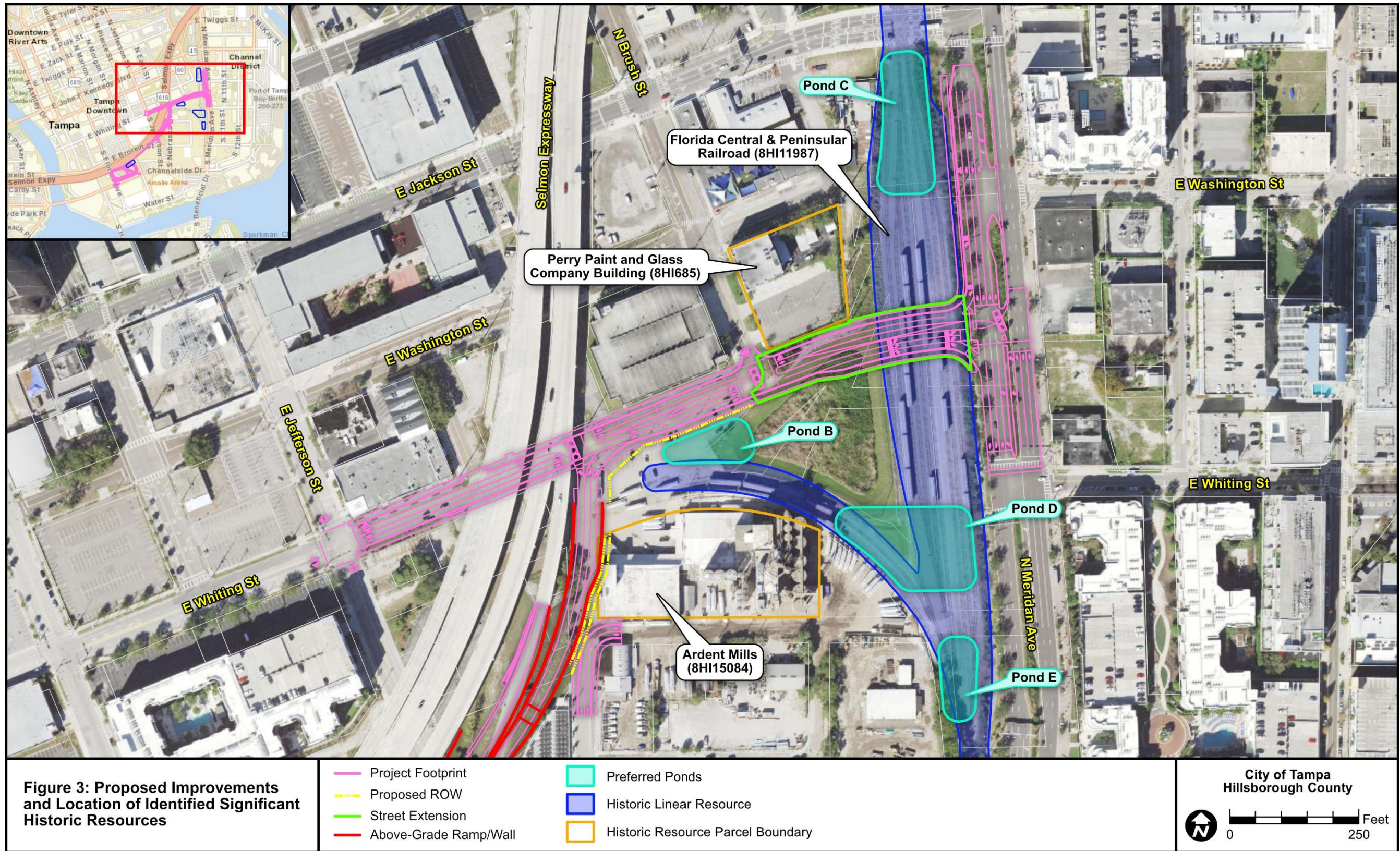


Figure 3: Proposed Improvements and Location of Identified Significant Historic Resources



Figure 4: The Perry Paint and Glass Company Building (8HI685), c. 1928, located at 109 N Brush Street, facing northeast

8HI685 Perry Paint and Glass Company Building

The Perry Paint and Glass Company Building (8HI685) is a circa 1928 Masonry Vernacular style structure located at 109 N Brush Street in Section 17 of Township 29 South, Range 19 East of the Tampa (1956 Photorevised [PR] 1981) United States Geological Survey (USGS) quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 4). The five-story building features a brick façade and a reinforced concrete structural system, which was rated as fireproof construction when built. This includes 12-inch thick brick exterior walls and a reinforced concrete frame, floors, and roof all atop a three-foot thick concrete slab foundation. The building is rectangular in plan, with five bays spanning the west façade and four bays spanning the south and north façades. These bays are set between a series of brick pilasters, which frame the large window openings on each floor. The stylized brick pilasters are topped with concrete pyramidal tops at the roofline.

The main entrance to the building is located in the center of the west façade, comprised of a double metal and glass door beneath a stucco canopy. Concrete panels and inset marble surround the entrance the building. This central bay is also defined at the roofline by a projecting parapet with a curved top, framed by a pair of concrete pyramidal tops atop short brick columns. The words "Perry Paint & Glass Company," the name of the company which constructed the building in 1928, are set in concrete panels which begin in this parapet projection at the roofline. There are four panels total with each panel containing one word of the company name, located above the roofline, between the fifth and fourth floors, between the fourth and third floors, and between the third and second floors of the building. Additional decorative details observed on the exterior of the building include inset decorative panels in the stylized brick pilasters, a thick band of concrete at the base of the building, and decorative coursing of the brick in the pilasters.

The building features several alterations, the majority of which occurred during a 1989 renovation when the building was converted to its current use as offices. These alterations include replaced windows, a replaced entry door and surrounding material, a replaced canopy above the main entry, repainted concrete panels and details on the building's exterior, and the removal of a circa 1928 two-story warehouse building on the east facade. A non-historic exterior staircase is located in the northeast corner of the structure, with metal panel doors accessing the staircase on each floor. Paved asphalt parking areas are located east and south of the building, and non-historic metal carport structures are located in the parking lot east of the building.

The Perry Paint and Glass Company, founded in 1913, was a prominent early business in Tampa that operated throughout the state until 1966. The company produced numerous products, specializing in paint, windows, storefront materials, and mirrors, and was awarded commercial contracts throughout Tampa and the state of Florida. The Perry Paint and Glass Company Building (8HI685) was constructed in 1928 to provide the necessary warehouses and production space for the company to continue its expansion and functioned as the headquarters of the company until it closed in 1966. While the surrounding area was historically largely industrial, commercial and residential redevelopment beginning in the 1980s has changed the makeup of southern and eastern portions of downtown Tampa. Today, the area is home to large scale residential, commercial and mixed-use developments and the Perry Paint and Glass Company Building (8HI685) is one of the only former industrial buildings from the 1920s remaining in downtown Tampa.

The Perry Paint and Glass Company Building (8HI685) retains its historic design and possesses a high degree of integrity despite non-historic alterations. Furthermore, the building possesses strong associations with an important historic company in Tampa, and greater Florida, the Perry Paint and Glass Company. The building is also intrinsically associated with the industrial history of the city of Tampa and is one of the few extant physical examples of the industrial core of downtown. Therefore, the Perry Paint and Glass Company Building (8HI685) is National Register-eligible under Criterion A in the areas of Industry and Local History and Criterion C in the area of Architecture. There are no proposed project improvements within the boundaries of the Perry Paint and Glass Company Building (8HI685) parcel. There are at-grade roadway improvements immediately adjacent to the parcel but within the Whiting Street ROW; these improvements are closest to the resource's parking lot rather than the actual historic building. The improvements will have no adverse effects to the historic building.



Figure 5: The Florida Central & Peninsular Railroad (8HI11987), c. 1890, seen from E Jackson Street, facing south

8HI11987 Florida Central & Peninsular Railroad

An approximately 2,585-foot segment of the Florida Central & Peninsular Railroad (8HI11987) is located in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 5). This segment consists of two smaller lengths within the historic resources APE, connected by a segment of the linear resource that is outside of the APE. The entire length of railroad was recorded during the study, as the segment outside of the APE is located in the vicinity of the overall project area. An approximately 725-foot segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE is oriented in a north to south direction located south of E Jackson Street and falls within the mainline of the historic resource. It consists of eight lines of standard gauge tracks on gravel ballast, which split from two lines north of the APE. An approximately 65-foot segment of the Florida Central & Peninsular Railroad (8HI11987) within the historic resources APE is oriented in an east to west direction located south of Whiting Street. The smaller segment consists of two standard gauge tracks on gravel ballast and was part of a historic spur from the adjacent mainline.

The approximately 2,585 foot-segment in the vicinity of the project area is the extant southern terminus of the railroad line which was constructed as the Florida Central & Peninsular Railroad (8HI11987), that is owned and operated by CSX Transportation. Beginning in the 1980s, the portion of downtown Tampa surrounding the project area was subject to rapid redevelopment and the surrounding area is no longer largely industrial. Development east and south of the linear resource is mixed-use with large scale residential complexes interspersed with commercial properties, sport arenas, civic centers, park space, and office buildings. As a result, many of these spur rail lines are no longer extant and the portions of the Florida Central & Peninsular Railroad (8HI11987) south of the APE were removed aside from a few hundred feet

south of the project area. The extant Florida Central & Peninsular Railroad (8HI11987) within the APE operates primarily as a CSX railyard and is the southern terminus of the CSX Railroad in downtown Tampa.

The linear resource has been altered including the removal of associated spur lines and tracks south and west of the historic resources APE beginning in the 1960s. Additional alterations include the routine replacement and maintenance of track material such as ballast, crossties, rails or tie plates for continued operation, and the addition of four non-historic lines of track. Despite these alterations, the historic railroad maintains its historic route and overall function and is representative of the Disston Era of Expansion and Consolidation, 1881-1903, as established in "Florida's Historic Railroad Resources Multiple Property Submission (MPS)" (Johnston and Mattick 2001). Furthermore, the Florida Central & Peninsular Railroad (8HI11987) was the second railroad line constructed in Tampa and has continued to operate as an active railroad since 1890, despite various mergers and name changes.

As defined in the MPS, National Register eligibility for Railroad Structures property type is restricted to structures "associated with important local historical events." Therefore, this segment of the Florida Central & Peninsular Railroad (8HI11987) was determined eligible for listing in the National Register under Criterion A in the areas of Community Planning & Development, Industry, and Transportation. The proposed project improvements include the removal of a portion of the railroad tracks to allow for the extension of Whiting Street and to construct the proposed ponds. The removal of the historic railroad tracks will result in an adverse effect to the significant linear resource.

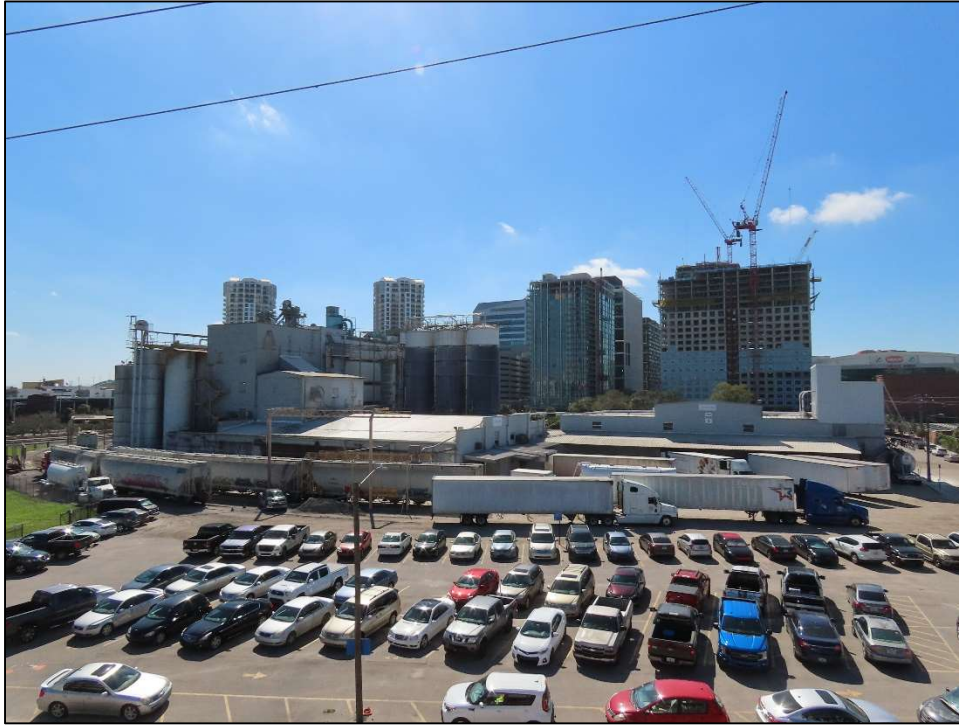


Figure 6: Ardent Mills (8HI15084), c. 1946, located at 110 S Nebraska Avenue, facing south

8HI15084 Ardent Mills

Ardent Mills is located at 110 S Nebraska Avenue in Section 19 of Township 29 South, Range 19 East of the Tampa (1956 PR 1981) USGS quadrangle map in the city of Tampa, Hillsborough County, Florida (Figure 6). The circa 1946 Industrial Vernacular style structure is an operating grain mill is comprised of two components: a western two-story rectangular building, or main building, and an eastern building with an irregular plan ranging from two to five stories. The western two-story building is a concrete block structure with a flat roof, featuring a loading dock on the north façade with metal garage rolling doors beneath a metal shed roof. A rectangular roof projection at the west end of the building house machinery for loading trucks as well as a weigh station and a stepped parapet along the north façade features a signboard.

The eastern building is also a concrete block structure and includes a two-story section with loading docks on its west façade which are accessed via metal garage rolling doors. This is attached to a five-story section which houses grain elevators and machinery associated with the mill operations. Rows of silos and storage tanks are located west and south of the building, the majority of which were added circa 1970. The eastern building features multiple roof types including metal gable, metal shed, and flat roofs of built up material. A stepped parapet with a signboard is located on the west façade above the loading docks. Observed windows throughout the mill property include metal single-hung-sash one-over-one and metal sliding one-light, many of which appear to have been replaced circa 1990. A mill has operated at this address since circa 1939 although the previous building was destroyed by a fire in 1945. The building now operated as Ardent Mills was constructed on site in 1946.

Although it has undergone alterations that have occurred over the life of the building and features non-historic alterations including replaced exterior material and windows, the building retains its historic design and possesses historic integrity as a mill has been operated at this location since 1939. Furthermore, the

building possesses associations with a historic industrial company in Tampa, and greater Florida. The building is also associated with the industrial history of Tampa and is one of the few extant physical examples of the former industrial core of downtown. Development of the nearby Selmon Expressway to the west and mixed-use developments to the east have resulted in the removal of many industrial and warehouse buildings. Therefore, Ardent Mills (8HI15084) was determined National Register-eligible under Criterion A in the areas of Industry and Local History. The proposed project improvements include the removal of the historic, main, western building for the extension of Whiting Street and construction of a new Selmon Expressway off-ramp. The removal of this building and introduction of the ramp into the parcel will result in an adverse effect to the significant resource.

5.0 Conclusions

This *Evaluation and Determination of Effects Case Study Report for the THEA Whiting Street PD&E Study, Hillsborough County, Florida* documents the effects to the Perry Paint and Glass Company Building (8HI685), the Florida Central & Peninsular Railroad (8HI11987), and Ardent Mills (8HI15084). Although Chapter 267, F.S. applies to this project, the Section 106 Criteria of Effect as defined in 36 CFR Part 800.5 was used during the course of this analysis.

The Florida Central & Peninsular Railroad (8HI11987) will be adversely affected because the project proposes the removal of a portion of the railroad tracks. Ardent Mills (8HI15084) will be adversely affected because the project proposes the construction of an off-ramp through the parcel which will require the removal of the historic, main, western building. There will not be adverse effects to the Perry Paint and Glass Company Building (8HI685) as the nearby at-grade improvements are contained within the ROW closest to the resource's surface parking lot 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 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.

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6.0 References Cited

Janus Research

2021 Cultural Resource Assessment Survey (CRAS) for the Tampa Hillsborough Expressway Authority (THEA) Whiting Street Project Development & Environment Study (PD&E) Study, Hillsborough County, Florida. Manuscript on file, Florida Division of Historical Resources, Tallahassee.

Johnston, Sidney and Barbara Mattick

2001 Florida's Historic Railroad Resources. NRHP Multiple Property Submission. On file, Florida Division of Historical Resources, Tallahassee, Florida.

Appendix A

CRAS Concurrence Letter, October 22, 2021



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 20th 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 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

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.

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</u> .	
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 <small>Digitally signed by Alissa Lotane DN: cn=Alissa Lotane, o=Florida Division of Historical Resources, ou=Deputy SHPO, email=alissa.lotane@fdhr.com, c=US Date: 2021.10.22 11:00:04-0400</small>	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