

**UNION TERMINAL COMPANY WAREHOUSE
700 EAST UNION STREET
JACKSONVILLE, FLORIDA
LM-21-01
LANDMARK DESIGNATION**



February 24, 2021

Application Prepared By:

Ward Architecture + Preservation

Savannah, Georgia

Property Owner:

East Union Holdings, LLC

Atlanta, Georgia

I.

**PLANNING AND DEVELOPMENT
DEPARTMENT - FINDINGS,
CONCLUSIONS AND RECOMMENDATIONS**

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**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT
APPLICATION FOR DESIGNATION
AS A CITY OF JACKSONVILLE LANDMARK**

LM-21-01

**Union Terminal Company Warehouse
700 East Union Street**

GENERAL LOCATION: The Union Terminal Company Warehouse is located just north of Hogans Creek and the Arlington Expressway in the 700 block of East Union Street. Located in the Oakland neighborhood northeast of Downtown, the warehouse is also diagonally across East Union Street from the Old City Cemetery which fronts the 600 block of the street.

Prepared in accordance with the JACKSONVILLE ORDINANCE CODE, SECTION 307.104, the Jacksonville Planning and Development Department hereby forwards to the Jacksonville Historic Preservation Commission, its "Findings, Conclusions and Recommendations" on the Landmark Designation, LM-21-01, sponsored by: **East Union Holding, LLC**
1454 LaFrance Street, Suite 200
Atlanta, Georgia, 30307

FINDINGS AND CONCLUSIONS

- (A) Consistent with the JACKSONVILLE ORDINANCE CODE, SECTION 307.104, the Jacksonville Planning and Development Department began preparing a designation application for the property located at 700 East Union Street.
- (B) The Planning and Development Department determined that the application for designation of the property at 700 East Union Street as a Landmark was complete. As required, the Planning and Development Department had signs posted in front of the property being considered for designation, as well as sent notices by U.S. Mail to each owner of real property within three hundred and fifty (350) feet of the proposed site. Notice of the public hearing on the designation of the property at 700 West Union Street as a Landmark was published in the *Financial News and Daily Report*. Proof of publication is attached to this report.
- (C) Once designated, any activity affecting the exterior of the buildings and site of the proposed landmark at 700 East Union Street will require a Certificate of Appropriateness (COA). All proposed work will be reviewed for consistency with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The review of most routine work scopes including repairs, maintenance, alterations of previously altered features, small additions and size-limited new

construction that would not impact significant historic elements or would not be readily street visible can be processed by the Historic Preservation Section (HPS) of the Planning and Development Department, but certain activities like alterations, additions, new construction, relocation and demolition that would be visible from the public right-of way, as well as any work the HPS determines to be potentially in conflict with the Secretary of the Interior Standards, will require review by the Jacksonville Historic Preservation Commission.

The purpose of the historic designation of this site is to provide protection to the Union Terminal Warehouse Building, not to discourage or prohibit the future development of the site. The review of work through the COA process is to preserve the historic character, architectural features and materials of this significant structure, as well as, to ensure any future development of the site is compatible with and sensitive to this primary historic resource.

- (D) Utilizing the application submitted by the applicant, the Planning and Development Department has found the application to meet five of the criteria. The five criteria include the following;

A Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.

Commerce:

The Union Terminal Company Warehouse is significant for its contribution to commerce in Jacksonville, Florida as a successful wholesale/grocery/merchandise storage facility from its completion in 1913 through 1934 when it was sold. The warehouse was designed and constructed to serve as a hub for wholesale grocers to store and distribute their goods and share resources after a devastating fire had destroyed much of downtown Jacksonville. The new building was fireproofed in every way to eliminate the risk of fire damage. This soon attracted other businesses who manufactured paper, paint, and flammable materials. Through the Union Terminal Company, who operated and managed the warehouse, occupants were able to share rail and freight transportation, reduce insurance costs, and leverage financing during a major period of growth known as the Jacksonville Renaissance. By the late 1920s, the Union Terminal Warehouse "was heralded by a Southern magazine as being a top warehouse which housed 28 nationally known companies and over 100 other businesses" (Moore 1978: 13). At the time of its construction, the Union Terminal Warehouse Company was advertised as the largest commercial building to be constructed in Jacksonville all for the purpose of providing safe and secure storage for goods and products along major transportation routes.

Architecture:

The Union Terminal Company Warehouse is significant architecturally as a rare and intact example of one of the largest reinforced concrete industrial loft buildings of its time in Jacksonville, Florida. Built by Turner Construction Company between 1912-1913, the Union Terminal Company Warehouse is an excellent example of a reinforced concrete industrial loft erected by the most prominent reinforced concrete design and construction firm in the country

during a period of redevelopment and modernization known as the Jacksonville Renaissance. The Jacksonville Renaissance, which spanned from 1901 through 1919, followed a great fire which destroyed much of the downtown creating an opportunity for new modern construction to reshape the city. City Council adopted a new ordinance requiring that all new buildings be made of fireproof construction. As a result, architectural design and construction focused on new technology and methods that used fireproofing. Skyscrapers and large commercial buildings using new steel frame and reinforced concrete structural systems started marking the Jacksonville landscape between 1908 and 1914 (NRHP #64500102, E:3). These systems relied on the interior structure for support using non-load bearing curtain walls on the exterior, allowing for large openings and expansive use of glass and daylighting.

Completed in 1913, the Union Terminal Company Warehouse maintained 55 units and at 333,000 square feet, was advertised as the largest reinforced concrete industrial loft building ever erected. Confidence in its ability to provide for the safety of the goods, products, and equipment that it housed was a requirement. This was achieved by using the leading reinforced concrete design and construction firm in the country, Turner Construction Company, combined with the leading fireproof material and technologies at the time. The building stands today as a testament to its durability and strength having undergone very few changes overtime.

B Its location is the site of a significant local, state or national event.

It is the determination of the Planning and Development Department that the subject property at 700 East Union Street, the Union Terminal Company Warehouse, does not meet this landmark criterion.

C It is identified with a person or persons who significantly contributed to the development of the City, state or nation.

It is the determination of the Planning and Development Department that the subject property at 700 East Union Street, the Union Terminal Company Warehouse, does not meet this landmark criterion.

D It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.

Built by Turner Construction Company between 1912-1913, the Union Terminal Company Warehouse is an excellent example of a reinforced concrete industrial loft erected by the most prominent reinforced concrete design and construction firms in the country.

Turner Construction Company

During the 19th century, architects had a limited role in the design and development of industrial buildings. Industrial works at the time, although specifically designed for their function and site, were comprised of only three main building types: production sheds, lofts, and the powerhouse. This continued through the beginning of the 20th century when the paradigm eventually shifted, and architects began to lead the industrial design movement in major emerging manufacturing cities like Pittsburg, New York, Chicago, Detroit and Boston. (Bradley 24-25). By this time, the

Turner Construction Company had an established reputation throughout the country for the design and construction of large reinforced concrete structures, buildings, and complexes that were proven to provide a more energy efficient, cost effective material, that was durable and flame resistant with an overall increase in square footage. The Union Terminal Company Warehouse was designed by the engineers at Turner Construction Company as an industrial loft building type with flat slab construction. This allowed for maximum capacity of storage, good distribution of light, ease of sprinkler system installation and was proven more resistant to vibration (Bradley 158-159). "Industrial lofts and production sheds were among the first buildings erected of reinforced concrete when the material was introduced at the turn of the twentieth century" (Bradley 155).

Turner Construction Company was established almost a decade earlier in 1902 by Henry Chandlee Turner (Kuflik 9; Davis 4). At the time of their selection, they were credited with building some of the largest reinforced concrete buildings in the United States and were a natural choice when planning what would be the largest industrial loft warehouse building to be constructed at its time. Turner was a trained civil engineer at Swarthmore College in Pennsylvania. Turner went to work for Ernest Ransome shortly after graduation. Turner's focus in the emerging field of reinforced concrete structures and buildings led to the company's leadership in the industry. They specialized in reinforced concrete construction and new technologies, as licensed agents of the Ransome System. (Kuflik 1 and 3; Bradley 22).

Early projects included the Thrift Bank for A.C. Bedford, who would become the president of Standard Oil Company, and the staircases for the subway system being installed in New York City. Originally designed out of steel, Turner provided a competitive cost analysis to illustrate the value of a reinforced concrete design and obtained work for approximately 50 of the subway staircases. Following this, Turner Construction Company was selected by Scottish industrialist Robert Gair to construct the new facility for his extremely successful box manufacturing business. In working with paper products, fire was a constant risk and designing a fireproof building was important to the longevity of the company. (Kuflik 9-10 and 16; Slaton). Completed in 1904, the Gair Manufacturing Building was the largest reinforced concrete building ever erected (Kuflik 10). At eight-stories tall over a partially submerged basement, it contained 180,000 square feet in the developed area of Brooklyn, New York. This led to a new project for Irving T. Bush, an executive at Standard Oil, to develop an industrial complex of 21 buildings in Brooklyn, along the waterfront and near rail lines, which would become known as Bush Terminal. (Kuflik 9-10 and 16). This property currently serves as mix of commercial and residential uses and was documented in the Historic American Engineering Record. Turner Construction Company was also responsible for constructing the U.S. Navy Fleet Supply Base adjacent to Bush Terminal. Portions of this complex were listed in the NRHP in 2014 (NRHP #13000026). The use of reinforced concrete through these highly visible and publicly used buildings and structures propelled the material to the forefront of modern construction techniques. With their experience in these projects, Turner Construction Company led the industry and began to establish national standards for the material and designs (Kuflik 9-10 and 16; Slaton). They are credited with design and construction of the largest reinforced concrete buildings and facilities of the early 1900s and were the leaders in the field of this emerging industrial design method. Turner went on to be a founder of the American Concrete Institute and was influential in the field throughout his life. He retired in 1946 and his sons remained in leadership positions with the Turner Construction Company (Kuflik 1 and 3; Bradley 22).

E Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.

It is the opinion of the Planning and Development Department that the proposed landmark meets this criterion for architectural significance as incorporated in the response to Criterion F below.

F It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.

The Union Terminal Company Warehouse is a rare and intact example of one of the largest reinforced concrete industrial loft buildings of its time in Jacksonville, Florida. It exemplifies a period of new technological advancement using reinforced concrete structural systems for large commercial fireproof buildings developed and refined by the Turner Construction Company. Its size, massing, geometric form, low-pitched gable roof, grid-like façade, repetitive fenestration, open interior supported by columns, and overall materiality of exposed concrete throughout make this warehouse an excellent example of early advances in reinforced concrete construction in Jacksonville if not the southeast. The Ransome System used by the Turner Construction Company allowed for on-site mass production of cast concrete architectural members that were then assembled into the structure. These construction efficiencies and the ability of the reinforced concrete to carry large interior loads allowed for reductions in construction expenses that could be used to erect a much a larger building than a traditional masonry block (stone and brick) building resulting in an industrial loft that was approximately 333,000 square feet and touted as the largest reinforced concrete building ever constructed at the time of its completion. The reinforced concrete and terra cotta materials provided the most safeguards against the threat of fire which was integral to the development of the grocery storage facility. Its sprinkler system, along with fire shutter steel doors, and concrete stair wells and elevator shafts, provided added reinforcement for fireproofing and was fed from a 50,000-gallon water tank which sits on the roof. The Union Terminal Company Warehouse is notable as one of few remaining in-tact large reinforced concrete warehouses in Jacksonville.

Reinforced Concrete Buildings

Architects and builders came to Jacksonville following the 1901 fire to take advantage of the opportunity to build a new modern city. Reinforced concrete building skeletons allowed for very tall buildings with wide open interior spaces. Non-structural exterior walls created opportunities for large exterior openings filled with glass, allowing ample day light into the open interiors well suited for industrial buildings. Ample supply of the material led to efficiencies in cost. As use of the material moved from specialized arches or cast items into large structural members, cement manufacturers increased the supply to meet the oncoming demand. Production of Portland cement was exponentially increased from 300,000 barrels in 1890 to 46 million barrels in 1906 and manufacturing facilities increased along-side. Efforts to market and distribute the materials were widely received and competition with European manufacturers led to superior quality concrete, enhanced mixing methods, and reduced costs for the consumer. (Slaton 18).

Reinforced concrete structural systems were a fairly new technology being used for large buildings in the mid-west and north-east and introduced on a large scale at the World's Fair Exposition of 1893 in Chicago. Thaddeus Hyatt is credited with developing the correct balance of ingredients for tension and compression needed to control the material for use in structural components of architecture in the 1870s. Ernest Ransome is credited with developing the construction techniques and methods for use in designing and erecting buildings out of reinforced concrete which came out of a desire to provide resistance to earthquakes in California during the same decade. Ransome patented the lightweight inexpensive twisted rod to be used to reinforce the material in 1884 and in the decades that followed, he would refine designs to eliminate the need for metal beams or columns and embrace the simplified aesthetic of concrete where

previously it was cast to appear as stone or block. This material and slab construction would allow for large panels of windows and daylighting well suited for industrial buildings which required ample ventilation and lighting. Ransome worked as a consultant influencing an innovative period in construction using reinforced concrete which led to the creation of a number of engineering firms who focused on mass production and use of the building material. (Slaton 16-17).

By 1903, advancements in precast concrete allowed builders to construct and install architectural elements without having to cast them in-place. They could be cast on-site or off-site in a workshop and assembled as part of the building. This was initially done with smaller elements and referred to as "monolithic unit construction" (Slaton 144). The Ransome Unit System, developed by Ernest Ransome, specialized in this method which is described in Amy Slaton's book Reinforced Concrete and the Modernization of American Building, 1900-1930.

In the Ransome Unit System, columns, beams, and girders were cast in an empty lot next to the building under construction and hoisted into place. For this work Ransome employed "gang molds," in which several like pieces could be poured simultaneously. By 1911 he could claim that his system was "10 per cent lower in cost than monolithic" and that it was "easier, quicker, requires less skilled labor and is more exact and cleaner." It also permitted concrete construction to continue through the winter months because precast elements could be prepared in advance or inside heated sheds (Slaton 144).

These systems and methods provided greater predictability and lead to increased efficiencies in estimating and construction for the builders. Many systems and units that became standards in the industry were initially specialized techniques when first developed and were licensed to ensure consistent quality and measure in the industry. Turner Construction Company was a "licensed agent of the Ransome System" (Slaton 145).

Efficiencies in construction with reinforced concrete allowed for larger industrial buildings in which bays could be standardized and repeated continuously until they reached the desired height or span of the land capacity. Materiality and size were the primary focus of the design. While resulting buildings were significant pieces of architecture, style and aesthetics were secondary or often absent. This is most apparent in reinforced concrete buildings from the early 20th century, 1900 through 1930. The functionality of the building was the most important feature and additional embellishment was intentionally omitted from the design. The "uniformity" of reinforced concrete buildings throughout the period created a "sciencelike" atmosphere that underscored ideas of standardizing practices occurring inside these buildings (Slaton 168). This became a new modern aesthetic desired by owners. "As functionalist concrete buildings began to dominate industrial landscapes after 1910 or so, their credibility as cultural forms expanded" (Slaton 169). Commercial and office buildings soon sought to incorporate steel and reinforced concrete into their designs seeking a modern appearance. (Slaton 169).

Turner Construction Company's experience in designing and constructing reinforced concrete warehouses led to new standards for the industry. Warehouses which stored large items, specifically grocery warehouses and food processing operations, required significant load capacity for floors to be able to carry the weight of such heavy items on a regular basis. Reinforced concrete became the preferred material for such uses throughout the country. Prior standards, based on more historic traditional materials of wood and masonry, required a load capacity of 300 pounds per square foot. The Turner Construction Company recommended

reducing the standard to 250 pounds when using reinforced concrete allowing for a \$10,000 decrease in costs to the owner (Bradley 111).

Most industrial buildings and warehouses in particular required strong buildings that could support the interior loads with large open interior spaces to contain equipment and goods that could be easily moved. In large one-story buildings, roof trusses could create wide open interior spaces that spanned long distances. For multi-story buildings, however, interior columns were needed to support loads above. Expenses also rose when ceiling heights were increased to accommodate the equipment and storage capacities. As a result, the largest equipment would often be installed on the ground floor allowing for lower floor heights and load capacity on the floors above. The use of reinforced concrete in the industrial loft allowed for maximum flexibility of interior spaces within multi-story warehouses along with the strength to carry the weight of heavy equipment and goods.

Fire Suppression Systems

Fire was a constant threat to industrial sites due to the nature of their function. The most common sources of fire were typically intertwined with the operation of industrial buildings and combined with combustible goods like flour and sugar, often present in grocery warehouses, posed a very high threat. (Bradley 113). The Union Terminal Company Warehouse fully recognized the need to provide a comprehensive fire-resistant building for the grocery wholesale business. The building included designs, materials and systems that would provide the best fire proofing measures. Concrete walls, floors and ceilings provided a fire-resistant building envelope and structure. Along with terra cotta block walls, the concrete walls also provided fire separation between interior spaces which were compartmentalized as much as possible, especially service spaces for vertical movement (stairwells and elevators) and bathrooms. The terra cotta block, which was a less expensive fire-resistant substitute for wood, and concrete were incorporated into the individual fire stairs and elevator shafts. All were accessed or separated by steel-plate clad fire doors. All stair wells provided access to the roof and all units maintained access to this area.

Units could be combined to create larger interior spaces through openings in partition walls. These openings were covered with steel-plate clad sliding fire doors that were on a sloping hardware mechanism that caused them to close automatically after being opened (Bradley 118). A sprinkler system was installed throughout the building and was fed through its own 50,000-gallon water tank located on the roof. Numerous operable windows and sliding doors (at the ground floor) provided for ventilation and access to the exterior. Due to the designs which fully embraced every fire safety measure available, the Union Terminal Company who owned and leased the building to suppliers and operators was able to fully bond and insure their contents.

G Its suitability for preservation or restoration.

The Union Terminal Company Warehouse is a monumental industrial loft building constructed entirely of reinforced concrete. It has operated continuously since its opening in 1913 with a small period of vacancy in the late 1970s where it fell into poor condition. The reinforced concrete walls, floors, ceilings, and columns are integral to the original design and characterize both the exterior appearance and interior spaces of the building. Unique features to the building include the water tower, steel cage elevators and steel riveted doors. It is largely intact retaining all structural and wall materials, loading platforms, basement driveways, openings, steel and wood doors, elevators, stairwells, interior columns, and original sprinkler system and water tower.

The setting around the building has remained largely industrial; however, improvements to surrounding properties, residential development to the north, and the installation of the Arlington Expressway to the south have occurred. The expressway is closely aligned with Hogan's Creek waterway to the south and is in near proximity to the building. It's installation in the 1950s, is a continuation of various transportation systems historically present in the area. The building's intentional proximity to multiple transportation access points (water, rail, and road) allows this non-historic feature, though large and close to the warehouse, to blend in with the industrial context. The height of the expressway in this location, rising near the top of the building, and open support design allows visibility of the large landmark warehouse from the ground and waterway beyond (**Photo 38**). Adjacent to the building on the east and west sides, the rail tracks were largely removed overtime. Only a remnant of the spur rail remains to the west (**Photo 2**).

The most significant alteration to the building is the replacement of the windows in 1978 with single-light fixed windows above a corrugated metal panel all within a wood frame. The replacement windows were made to fit within the original industrial size openings which are visible from the exterior and interior (**Photo 37**). These openings are part of the original concrete walls and thus have not been altered or modified. Only the windows themselves were replaced, retaining the original fenestration pattern and bay rhythm on the exterior. These openings provide all of the natural light within the interior. Because of the internal arrangement of the units, only units on the north and south ends feature windows on north and south walls allowing for additional light in these spaces.

Although the original windows were removed in 1978, the original openings remain intact. The replacement windows were installed within the original openings without modification them allowing the windows to be restored in the future. The replacement windows, made of wood frame panels containing glass and corrugated sheet metal, can easily be removed, thus preserving the original form, solid to void ratio, and fenestration pattern.

The concrete materiality of the building and unique features of the warehouse combined with the landmark size and unadorned reinforced concrete construction allow the building to convey its historic integrity despite the loss of the original windows. The property retains historic integrity of location, design, setting, materials, workmanship, feeling and association and continues to convey its historical significance.

RECOMMENDATION

Based on the findings of this report, the Jacksonville Planning and Development Department recommends that the Jacksonville Historic Preservation Commission **APPROVE** the designation of the Union Terminal Company Warehouse, 700 East Union Street, (**LM-21-01**) as a City of Jacksonville Landmark.

II.

DESIGNATION APPLICATION

REQUEST FOR DESIGNATION OF LANDMARK OR LANDMARK SITE

1. Name of Proposed Landmark: Union Terminal Company Warehouse

2. Address or General Location: 700 East Union Street
of Proposed Landmark Jacksonville, FL 32206

3. Name and Address of Owner East Union Holdings, LLC
1454 La France Street, Suite 200
Atlanta, GA 30307

4. Type of Property:
- Residential Building
 - Commercial Building
 - Public Building
 - Institutional Building
 - Industrial/Warehouse Building
 - Archaeological Site
 - Cemetery
 - Other (Describe below)

5. Date of Construction if Building: 1913
Date of Additions: _____
Significant Historic Associations: Turner Construction Company: Designer/Builder
Architecture: reinforced concrete industrial loft
Commerce

6. Original Use: Warehouse – industrial, storage, commerce, trade
Present Use: Warehouse – industrial, storage, commerce, trade, manufacturing, artists studios

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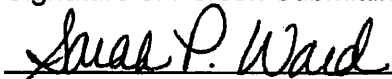
7. Physical Description (Basic design, construction and condition):
Please use a continuation sheet if necessary – SEE ATTACHED

8. What is the Historical, Architectural, or Archaeological Significance:
Please use a continuation sheet if necessary. – SEE ATTACHED

9. Name and Address of Person Submitting Application Sarah Ward, AICP
Ward Architecture + Preservation
625 East 44th Street
Savannah, Georgia 31405

10. Phone Number: (912) 596-4240
E-mail Address: sward@wardarch.com

Signature of Person Submitting Application:



Date: February 3, 2021

Please clearly Print Name of Person submitting Application:

Sarah P. Ward

Signature of Owner of Proposed Landmark:



Date: 2-3-2021

Please clearly Print Name of Owner of Proposed Landmark

Dillon Baynes for East Union Holdings, LLC

PLEASE ATTACH CONTINUATION SHEETS AND OTHER INFORMATION ON THE PROPOSED LANDMARK'S HISTORY AND SIGNIFICANCE., AS WELL AS AT LEAST THREE PHOTOGRAPHS OF THE SITE OR BUILDING.

7. PHYSICAL DESCRIPTION: UNION TERMINAL COMPANY WAREHOUSE

Setting: The Union Terminal Company Warehouse lies north of Hogan's Creek and the Arlington Expressway (State Road 115) overpass (**Photo 1**). It is surrounded by industrial and commercial properties along East Union Street and a mixed-use neighborhood containing commercial, residential and ecclesiastical buildings to the north. The Old City Cemetery is also across Union Street to the north.

The building was originally bound on either side by railroad tracks for the Seaboard Air Line Railway and the Georgia Southern and Florida Railway (**Photo 2**). Its shape is a direct result of the space created between these tracks. The building's function as a grocery warehouse was initially dependent upon lighterage and rail service for transportation of goods to and from the site. The building's shape and proximity to the rail allowed for ease of loading and unloading goods and equipment before trucking was introduced as a major transporter of goods. This resulted in a mostly rectangular building shape for the full height of the building, approximately 41 feet, with an outward funnel at the north end along East Union Street.

Summary – Physical Description: Union Terminal Company Warehouse, 700 East Union Street

The Union Terminal Company Warehouse was constructed in 1913 as a four-story, reinforced concrete industrial loft. It is an extremely large building, spanning almost 600 feet in length, from Union Street to the bank of Hogan's Creek, and 111 feet in width. The primary four-stories sit atop a fully finished basement over a partial sub-basement foundation. The building's structural and material qualities define its appearance, establishing a regular rhythm of bays based on the continuous intervals of concrete columns. Because of its large building mass of reinforced concrete, approximately 333,000 square feet, the industrial loft building dominates the surrounding environment. The resulting warehouse maintains a strong horizontal character due to its length. A water tower and stairwells break the roofline to provide verticality to the architectural composition. The interior contains 55 warehouse units which can be combined to create larger spaces. Each maintains an individual entrance and access point through a stairwell and elevator. Few alterations have occurred over time resulting in a high level of historic integrity. The most significant alteration was the replacement of the original windows in 1978. Because the walls are solid concrete, the original fenestration pattern was retained and only the windows themselves were replaced with single light fixed sashes over corrugated metal panels within the existing openings. In spite of this change, the large reinforced concrete industrial loft retains its historic integrity.

Description: Exterior

The four-story, reinforced concrete industrial loft is an extremely large building, spanning almost 600 feet in length and 111 feet in width. The main four floors are situated above a full finished basement and partial subterranean basement at the south end (**Photos 3-9**). The east and west facades are the long sides of the building and provide vehicular and pedestrian access into the building through driveways, loading platforms and loading doors along the basement and first floor (**Photos 1, 4, and 8**). Concrete walls with large window openings define the facades above the loading platforms with stair wells that rise above the roof line. The east and west facades are similar in design with the west façade serving as the primary elevation containing access to the office at the northwest corner of the building along Union Street. The north and south facades are the short sides of the building and similarly contain concrete walls with large window openings (**Photos 3 and 7**).

On both the east and west facades, the basement is visually and physically separated from the floors above by a continuous concrete deck which serves as a loading platform along the first floor (**Photos 10-13**). Rough finish concrete floors slope slightly toward the parking area. Some areas feature newer concrete to mitigate the slope and provide a level surface. The platform is covered by a steel I-beam canopy covered in metal and suspended by tension rods from above. The platform and canopy span the entire length of the first floor on the east and west facades (**Photo 10**). Parking areas are adjacent to the platform to allow for easy loading and unloading on to the concrete space and into the interior. Concrete stairs with a heavy gauge pipe rail provide access from the parking to the platform.

The concrete platforms provide cover for submerged driveways below. Like the loading platforms above, these driveways span the full length of the basement level along the east and west facades and are enclosed with a concrete retaining wall which has openings for light adjacent to the parking areas (**Photos 11-12**). Drive aisles ramp downward to the basement from the north (**Photo 13**). The driveways extend all the way to the south end of the building and are lined with brick pavers.

Exterior walls on all sides are comprised entirely of reinforced concrete with a painted finish. The facades are defined by a regularly spaced and symmetrical bay rhythm. The north and south facades are the shorter sides of the building and feature eight bays equally divided by the center of the gable peak on the north facade and six bays on the south facade. The longer east and west facades feature 36 equally divided bays (34 on the west facade due to the angle shape at the north end). The continuous bay rhythm of large rectangular openings for windows defines the overall architectural character with no additional architectural adornment or ornamentation. The main office, spur rail track and large parking are located on the west façade which serves as the primary elevation of the building.

The fenestration is a result of the concrete building form and interior lay out. Window openings dominate all facades providing a high ratio of voids to solids along the exterior. Windows above the basement level were replaced in 1978 with single-light fixed panes above corrugated metal panels all within a wood frame. The frames are sized to fit within the original openings which remain intact and unmodified. The basement is partially submerged resulting in shorter window openings. They contain six-light fixed wood frame windows some with exterior metal bars and fire glass.

Original loading doors and 1940s era pedestrian doors are present throughout the first floor. Loading doors are comprised of large wood sliding doors with cross bracing and bead-board backing (**Photos 14-15**). Replacement doors provide access into stairwells and restrooms off of the loading platform (**Photo 16**). Door openings are predominately topped with four-light awning windows or transoms in a ribbon of three. Some feature an independent transom or a paired transom where openings are smaller in width. Some openings are enclosed with terracotta, concrete block, or plywood.

The building features a low-pitched gable roof running north-south. A shallow coping tops the building where the exterior of the roof is flat and covered with a built-up roof which is covered with a white membrane on the north end, and pea gravel on the south half. A metal water tower, elevator towers, and stairwells top the roof, adding variation to the otherwise horizontal character of the building form (**Photo 17**). The water tower is no longer functional but originally provided water through a gravity fed fire suppression system throughout the interior. The

fourth floor of Unit A, at the north end, also features a skylight allowing for the most amount of light in this space **(Photo 18)**.

Description: Interior

The interior contains approximately 330,000 square feet of warehouse space with minimal common areas which are limited to stairwells, elevators, and restrooms off of the loading dock. The interior units span the width of the building and are adjacent to one another with no interior corridor. The exterior platforms serve as a corridor with multiple entrances along the east and west facades providing access to the interior. The primary west façade contains single-stall bathrooms along the platform for common use. There are 11 interior units on each floor including the basement. They are identified as Unit A through Unit K, starting with Unit A on the north and ending with Unit K on the south at each level of the building. The main office has continuously been located within Unit A on Level 1, at the northwest corner of the building and is accessed from the west façade indicating its prominence on the site. Due to the nature of its use as an office space, the unit has been continuously modified overtime and currently features ca. 1975 interior wood paneling, drop ceilings and carpet **(Photo 19)**. Other than the office, all others serve as warehouse units with little interior finishes or adornment. Each unit spans the full depth of the building, from west to east, and is separated by the floors and ceilings **(Photos 20-22)**. While the units at the north end are larger due to the funnel shape of the building, generally each unit is eight architectural bays deep and three architectural bays wide. Units A and B are within the widest part of the building and thus, are approximately four architectural bays wide. Each unit has two individual entrances through an elevator shaft and a stairwell **(Photos 23-24)**. These entrances alternate facades on the east and west. Thus, the elevator and stairwell entry for Unit A, floors from the basement to the roof, are located on the east facade. The elevator and stair well entry for Unit B are on the west.

Comprised completely out of reinforced concrete poured into wooden forms, large slabs provide solid floors and ceilings which are supported by concrete beams and columns. Interior spaces within each floor, from the basement to the fourth floor, are largely open with regularly spaced concrete columns on a grid supporting the structure above **(Photos 20-22)**. Columns are largest in the basement and get narrower with each floor above. Columns are solid cast concrete and square in shape with chamfered edges and formed concrete molding at the capitol **(Photo 25)**. Floors and walls are smooth concrete and ceilings feature concrete beams spanning east to west. Terracotta block walls, running east-west, divide the interior into regularly spaced compartments. Most of these walls are completely solid with an opening to allow for the connection of units if desired **(Photos 26-27)**. The result is large open spaces with light coming from the east and west.

Interior doors are mostly original with few replacements. Large swing doors provide access into each unit from the elevator entry. These are large Coburn fire shutters for use in corridors, partitions, stairs, and elevator openings. Doors are clad in rectangular steel plates riveted together. Many retain a natural silver metal finish, but some have been painted **(Photos 23-24 and 28)**. Pedestrian doors provide access into each unit from the stair well. They are swing doors with the same steel strips riveted together **(Photos 29-30)**. Many units are, or can be, adjoined through an opening in the interior walls dividing the bays. While some openings feature newer doors or no door at all, most have the original fire shutter, sliding steel riveted doors similar to the elevator doors and stair well doors **(Photo 31)**. They feature sloped or angled tops and hardware which used gravity to automatically close the doors after they were opened for additional fire safety.

The building features 11 freight elevators and six stairwells on the exterior east and west walls. There is one elevator and a shared stairwell for each unit letter. Meaning all of the "A" Units share a single elevator and stairwell; "B" Units use a separate elevator and shared stairwell. Elevator shafts are lined with terra cotta block and contain an open steel cage lift mechanism (**Photos 32-34**). Elevator cars are steel with wood slat doors and wood floors (some floors have been replaced with newer materials). They are mostly capable of holding 5,000 to 6,000 pounds; however, Elevator I has a 10,000 pound capacity for larger loads and has narrower floor boards.

Stairwells feature a poured concrete tower with concrete masonry units at the top above the principal roof line. The portion above the roof that provides access to the top of the building is made of concrete masonry units and is topped by a very low shed, almost flat, roof. The stairs are poured concrete switch back stairs with landings (**Photos 28 and 35**). Iron pipe railing is present for the balustrade, consistent with other rails present at exterior stairs. Openings provide light and ventilation into these towers. Similar to the other windows, these windows were replaced in 1978 with smaller frame windows with a metal panel below.

Description: Sprinkler System and Water Tower

The building is noted as the most fire rated building of its time. While central heat and air are not present, a full sprinkler system is in place along with fire rated stair wells, steel elevator cages, steel doors and a concrete building structure. The 50,000-gallon water tower on the roof supplied the sprinkler system until recently; it is no longer active. The water tower is approximately 30-feet tall and consists of a large cylindrical steel riveted tank surrounded by a narrow walkway and railing topped by a cone shaped roof on an open steel frame (**Photos 6, 17, and 36**). The legs of the frame are situated on top of a I-shaped poured concrete foundation. Through a series of pipes, it serviced a gravity fed fire suppression system throughout the interior. This system included exposed sprinkler piping and heads along the concrete ceiling beams within each floor (**Photos 21-22**). While the water tower and sprinkler pipes are no longer connected, they continue to convey the importance of integrated fire safety measures to the functionality of the warehouse.

8. HISTORICAL, ARCHITECTURAL, OR ARCHAEOLOGICAL SIGNIFICANCE

SUMMARY: The Union Terminal Company Warehouse

The Union Terminal Company Warehouse is significant for its role in regional commerce and architecture during the period from 1913 through 1934. It is a well-preserved and rare example of an early twentieth century reinforced concrete industrial loft warehouse designed and constructed by the Turner Construction Company in Jacksonville, Florida. At 333,000 square feet, it is an extremely large building with a significant presence in the built environment of the surrounding area just east of downtown Jacksonville. It was completed in 1913 by Turner Construction Company who, at the time, was the industry leader in reinforced concrete design-build projects in the United States. The four-story industrial loft was advertised as the largest reinforced concrete building ever erected at the time of its construction. Its fireproof components and monumental size were meant to fulfill the aspirations of grocery trade within Jacksonville. It was advertised as the first wholesale bonded warehouse in Jacksonville providing economic security for items transported to and from the facility via rail, water, and automobile and thus fueling a rise in the local grocery supply industry from the time of its completion in 1913 through the first sale of the property in 1934 when its influence as an industry leader began to decline (**Figure 1**).

HISTORIC CONTEXT

Jacksonville Renaissance

At the beginning of the 20th century, Jacksonville was the fastest growing and largest city in Florida. Located on the Atlantic Coast and connected to nearby states through an expansive rail system, it was the main entry into Florida by ship and rail. Local industries thrived off of this system. They included "lumber, naval stores, tourism, cigar manufacturing, and citrus production" [National Register of Historic Places (NRHP) #64500102, E:1-2]. While the urban core was fully developed in 1900, the building stock represented traditional wood and brick frame construction. The largest building was a four-story brick hotel. In May 1901, a devastating fire destroyed most of downtown Jacksonville and areas immediately north and south including the marshes along Hogan's Creek where it meets the St. Johns River (NRHP #64500102, E:2).

While the fire devastated Jacksonville, it also provided desirable land in the urban core upon which to rebuild a new modern city and construction began immediately. The rush to develop is described in the Historic Buildings of Jacksonville National Register Nomination, "Sensing opportunity, architects and builders from the North flocked to Jacksonville, bringing plans for new buildings made with steel or reinforced concrete structural systems. They also brought their stylistic prejudices, which led to the construction of traditional Colonial, Classical, and Gothic revivals interspersed among the bold new designs of the Prairie and Chicago schools. The idea of developing a 'Jacksonville Skyline' with distinctive high-rise buildings began to take shape" (NRHP #64500102). The period of development that followed is referred to as the Jacksonville Renaissance which spanned from 1901 through 1919.

Establishment of the Union Terminal Company

C.B. Gay of Jacksonville, who would become the founder of the Union Terminal Company, saw an opportunity to reinvent his business in the aftermath of the fire. He was president of the C.B. Gay Company, a syrup manufacturing business whose plant was destroyed in the 1901 disaster. With his experience in manufacturing syrup, he decided

to organize a new business which would serve the 32 wholesale grocery companies in Jacksonville with whom he had previously worked. Gay, along with Harry B. Hoyt and Ames Realty Company, established the Union Terminal Company and developed a concept for a new fireproof loft building that would provide efficiencies in insurance, drayage bills, and shared transportation for tenants moving goods to and from the facility. The C.B. Gay Company would occupy a corner of the building to rebuild its syrup manufacturing business. Initial officers of the newly formed Union Terminal Company included C.B. Gay president, Harry Hoyt vice-president, B.A. Shepherd second vice-president, W.B. Gay treasurer, and T.G. Hutchinson secretary (Florida Times Union 13; Davis 2-4).

During the Jacksonville Renaissance, the available land downtown was in such high demand that it was quickly built-out. Developers continued to seek new opportunities and sought sites outside of the main urban core and close to the rail line where the threat of fire was low and access to transportation networks was high. The Union Terminal Company selected a seven-acre site on Hogan's Creek, northeast of downtown for the new facility. In addition to its location along the waterway, the site contained two rail lines: The Seaboard Air Line Railway on the east and Georgia Southern & Florida Railway on the west. Turner Construction Company in New York was selected to erect a new 333,000 square foot reinforced concrete warehouse on the site. (Florida Times Union 13; NRHP #64500102).

Union Terminal Company Warehouse

The plans developed by Turner Construction Company for the Union Terminal Company Warehouse resulted in about 333,000 square feet of interior space over a finished basement, over twice the size of the Gair Manufacturing Building. The proposed designs were described in an August 1912 article in the Florida Times Union,

The structure will be five stories in height and constructed of reinforced concrete and steel. It will be supplied with two subways as well as having railway tracks on two sides. It will be one of the most modern and up-to-date structures of its kind in the country, having the latest sprinkler system, high power elevators and interior phone system. There will also be over 3,000 feet of railway siding around the building and other accessories in this respect. The detail plans of the structure shows [sic] that it will be divided into units of fifty feet each and in this connection, it is said that one-third of these units have already been rented. A feature of the terminals will be a lunch counter and restaurant for the convenience of the men employed by the various concerns occupying the same (Florida Times Union 13).

The building permit to construct a four-story (above a full basement) reinforced concrete warehouse was issued on December 30, 1912 to Union Terminal Company with Turner Construction Company as the designer and builder. The estimated value of the project was \$300,000, however earlier that year, newspaper articles had claimed it would be a \$1,000,000 project (Florida Times Union 13; City of Jacksonville). Union Terminal Company Warehouse was completed in 1913. The building was designed to fit between the two rail tracks on the property and align with their existing path which was generally parallel but formed an outward funnel shape at the north end of the property (Figure 2). It contained 55 units that were leased to individual business for storage of goods. Some units were combined to create larger interior spaces depending on the need and agreement with the tenant.

Businesses used the rail and the waterway to transport goods to and from the property. A two-story storage building was installed immediately adjacent to a canal extending from Hogan's Creek through the south end of the property

toward the new warehouse (Sanborn 1913: 168). Operations were described in a 1912 article as, a lighterage system on Hogan's Creek "to carry freight to and from the St. Johns River terminals of the Merchants and Miners Transportation Company, the Clyde line [aka the Clyde Steamship Company], as well as other riverfront warehouses" (Florida Times Union 13). For most of its existence, the warehouse contained a restaurant for the tenants, the Union Terminal Lunch Room, and U.S. Post Office Station G. Early tenants included AM Grocery Company, Ballard & Ballard (later purchased by Pillsbury), Loose-Wiles Biscuit Company, Whiddon's Cash Stores (introduced cash-and-carry concept to Florida at this time), and Libby, McNeill & Libby (eventually bought by Nestle; Polk 1920; Davis 6). The surrounding area at the time of completion consisted mostly of one-story wood frame dwellings with a few masonry commercial buildings. Most notably a modest 1910 two-story warehouse existed to the immediate west at 648 East Union Street. Originally built for the Groover Stewart Drug Company, the spur rail lines between this building and the new Union Terminal Company Warehouse were installed for this earlier building. (Ennis 12; Sanborn 1913: 168; **Figure 2**).

Role in Commerce and Occupancy

The Union Terminal Company Warehouse proved to be a successful solution for wholesalers. It was described as "one of the most valuable municipal assets enjoyed by any city in the entire South" and "would mark a new era in the business development and commercial welfare of Jacksonville" (Moore 31). In 1914, the president of the Wholesale Grocers Association referred to the development as the "finest and most practical form of Christmas present any city could receive" (Foley 2W). Efficiencies envisioned by Gay were soon recognized and the terminal warehouse was given the lowest insurance rates available, 12 cents per \$100. The Union Terminal Company was Customs Bonded and through that effort, provided additional security for the storage of bonded imports. Businesses could benefit from "negotiable receipts" from the Union Terminal Company that they could use to secure loans based on the amount of goods they held in the facility. It was advertised as the largest warehouse in Florida with 55 units containing 5,500 square feet each which could be expanded in size if needed (Union Terminal Warehouse Co.; Davis 8).

While the original idea for the Union Terminal Company was for wholesale groceries, the concept soon expanded to include all types of products, especially those vulnerable to fire, including fireworks (Foley 2W). Tenants included the Florida School Book Depository, Virginia Paper Company, Westinghouse Electric & Manufacturing Company, and Knight Brothers Paper Company (Davis 8). The Union Terminal Company maintained a fleet of trucks available to the businesses to transport goods locally directly from the facility (Union Terminal Warehouse Co.). As automobiles and trucks began to dominate the transportation industry in the 1920s, reliance on imports from Hogan's Creek declined. The former storage building along the canal was demolished and a one- and two-story wood frame storage building was erected closer to the warehouse. Additionally, a one-story iron clad, wood frame ancillary building was installed west of the warehouse to provide cover for 20 automobiles along with a one-story brick building for materials storage. (**Figure 3**; Sanborn 1928: 168).

Officers within the company changed hands and by 1920, Harry B. Hoyt was the president and Horace C. Avery the general manager. J.R. Fox served as the treasurer of the Union Terminal Company (Polk 1920). Businesses who maintained leases with the Union Terminal Warehouse Company in 1923 included: Firestone Tire & Rubber Co., Kelly-Springfield Tire Co., and Aksel K. Bodholdt (Union Terminal Warehouse Company 1923 and 1924). Other tenants included Frigidaire Sales Corp., Edison Lamp Works, General Electric Co., and Sears Roebuck &

Co. alongside previously noted tenants, like Knight Paper Company and the Florida School Book Depository who were there long term (Polk 1923). The success of the Union Terminal Company Warehouse sparked similar uses in the area which began to change the physical landscape closer to Hogan's Creek from one-story dwellings to more industrial complexes using large amounts of open land (Figure 3). The Groover Stewart Drug Company at 648 W. Union Street changed to a wholesale grocery warehouse by 1928 (Sanborn 1928:168). Though much smaller in size and not built to similar fire safety standards, the demand for wholesale storage and the location along the rail spur and Union Street, both outside of the city center and easily accessible, were ideal for importing and exporting goods via truck.

Continued diversity in storage needs and tenants outside of wholesale groceries and related goods became apparent following the stock market crash in 1929 and the Great Depression that followed. The Union Terminal Company sought to sell the property to provide capital to maintain the operation of the warehouse. In 1934, the Dixie Improvement Company purchased the property. The Union Terminal Company continued to manage the warehouse with an office in the building. Although Hoyt continued to serve as president of the Union Terminal Company through the following year, 1935, by 1940, Horace C. Avery was the president and general manager (McCall 379-381; Polk 1935 and 1940). As the original concept of the Union Terminal Company changed from wholesale grocery storage to store products from a few large companies, its role and influence in the wholesale grocery industry and regional commerce declined. Decline in the wholesale grocery supply was further evidenced by the change in use for the neighboring building at 648 E. Union Street. By 1948, an office was added to this building and the warehouse was used for wholesale glass supplies (Figure 3; Sanborn 1928:168).

Joseph and Annie Mae Watts purchased the Union Terminal Company Warehouse property in 1944 and it eventually transferred to Ulysses Poole in 1962. A photograph of the property from 1949 illustrates the building as it fronted onto Union Street looking at the east and north elevations (Figure 4). The rail is still an active part of the import and export logistical effort. Horace Avery served as the president of Union Terminal Company through 1955. George P. Stephens, who had long served as the secretary, became the president and general manager by 1960. Tenants during this period included Knight Paper Co., which occupied a large space within the warehouse, General Electric supply, Starkist Foods, and cigarette suppliers (Dixie Improvement Company; Watts 587; Polk; Moore 31).

During this time, changes were occurring throughout the city and country as World War II ended and population increases along with federal economic stimulus led to development booms throughout the country. Transportation improvements led by the Federal Highway Administration changed the American landscape, resulting in new roads and expressways typically along or parallel to historic transportation routes but also through untouched rural landscapes and urban areas. Although these thoroughfares were meant to connect cities and towns, they often cut through many urban neighborhoods and city centers. The Arlington Expressway, an extension of Florida State Road 155, was started in 1951 to connect growing suburbs to Jacksonville and cities beyond. By 1961, a portion of this expressway in the form of a large overpass was erected over the southern portion of the warehouse property where the canal connecting it to Hogan's Creek had been. The surrounding area was more industrial during this time and many surrounding wood frame dwellings were no longer present. Two ancillary buildings on the property, previously used for automobiles and storage, were also demolished (Figure 5; Sanborn 1961:34a). The Union Terminal Company continued to manage the warehouse which was mostly used for storage space of flammable goods for a few major suppliers and including Maxwell House, the largest single tenant.

Decline of the Warehouse in the 1970s

The building was maintained and largely occupied until around 1973, when vandals started breaking in and stealing goods. Lack of security, the open nature of the facility, and part-time employees not invested in the operation, combined to allow an increase in break-ins. Cigarettes were being stolen by the truckload and eventually enough coffee was stolen that Maxwell House, which had taken over Knight Paper Company's space, had to relocate. The Union Terminal Company was still located in the warehouse with R.V. Jones serving as the executive vice-president and general manager, however, other tenants were leaving (Moore 31; Polk 1965-1975).

By the mid-1970s, the building was scarcely occupied and fell into poor condition. Windows were broken, paint was peeling, the site was overgrown, and the building sat empty (Moore 31). The last remaining ancillary building, a one-story brick warehouse on the west side of the property, was demolished. The owner closed the building in 1975 and listed it for sale. Unable to find a buyer, the property went into foreclosure and was held by the Florida National Bank from 1976-1977. Union 700 Inc. purchased the building for \$90,000 in 1977 with the hope of restoring the industrial loft building. William Blount was the president of Union 700 Inc. and began work to replace the electricity which had been removed by vandals and the broken windows which many saw as a blight to the area (Moore 31).

The estate of Ulysses Poole transferred the property to Horace W. Poole in 2004. The following year, the property was transferred to Union 700, Incorporated who had been running the facility since 1977. Union Station East LLC maintained ownership for a short period between 2007 and 2009 before it transferred back to Union 700, Inc. (Poole 02264 and 02107; Moore 31 and 13; Union 700 00410; Union Station East 00122). The building has been slowly transformed back into an occupied and active site. Used by individual tenants for an artist cooperative, guitar workshop, carpentry workshop, furniture storage, engineering storage, a boxing studio and many others, the building now hosts a variety of activities and storage uses.

SIGNIFICANCE OF PROPOSED LANDMARK AS RELATED TO DESIGNATION CRITERIA:

- A** *Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.*

Commerce:

The Union Terminal Company Warehouse is significant for its contribution to commerce in Jacksonville, Florida as a successful wholesale/grocery/merchandise storage facility from its completion in 1913 through 1934 when it was sold. The warehouse was designed and constructed to serve as a hub for wholesale grocers to store and distribute their goods and share resources after a devastating fire had destroyed much of downtown Jacksonville. The new building was fireproofed in every way to eliminate the risk of fire damage. This soon attracted other businesses who manufactured paper, paint, and flammable materials. Through the Union Terminal Company, who operated and managed the warehouse, occupants were able to share rail and freight transportation, reduce insurance costs, and leverage financing during a major period of growth known as the Jacksonville Renaissance. By the late 1920s, the Union Terminal Warehouse "was heralded by a Southern magazine as being a top warehouse which housed 28 nationally known companies

and over 100 other businesses" (Moore 1978: 13). At the time of its construction, the Union Terminal Warehouse Company was advertised as the largest commercial building to be constructed in Jacksonville all for the purpose of providing safe and secure storage for goods and products along major transportation routes.

Architecture:

The Union Terminal Company Warehouse is significant architecturally as a rare and intact example of one of the largest reinforced concrete industrial loft buildings of its time in Jacksonville, Florida. Built by Turner Construction Company between 1912-1913, the Union Terminal Company Warehouse is an excellent example of a reinforced concrete industrial loft erected by the most prominent reinforced concrete design and construction firm in the country during a period of redevelopment and modernization known as the Jacksonville Renaissance. The Jacksonville Renaissance, which spanned from 1901 through 1919, followed a great fire which destroyed much of the downtown creating an opportunity for new modern construction to reshape the city. City Council adopted a new ordinance requiring that all new buildings be made of fireproof construction. As a result, architectural design and construction focused on new technology and methods that used fireproofing. Skyscrapers and large commercial buildings using new steel frame and reinforced concrete structural systems started marking the Jacksonville landscape between 1908 and 1914 (NRHP #64500102, E:3). These systems relied on the interior structure for support using non-load bearing curtain walls on the exterior, allowing for large openings and expansive use of glass and daylighting.

Completed in 1913, the Union Terminal Company Warehouse maintained 55 units and at 333,000 square feet, was advertised as the largest reinforced concrete industrial loft building ever erected. Confidence in its ability to provide for the safety of the goods, products, and equipment that it housed was a requirement. This was achieved by using the leading reinforced concrete design and construction firm in the country, Turner Construction Company, combined with the leading fireproof material and technologies at the time. The building stands today as a testament to its durability and strength having undergone very few changes overtime.

B Its location is the site of a significant local, state or national event.

No

C It is identified with a person or persons who significantly contributed to the development of the City, state or nation.

No

D It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.

Built by Turner Construction Company between 1912-1913, the Union Terminal Company Warehouse is an excellent example of a reinforced concrete industrial loft erected by the most prominent reinforced concrete design and construction firms in the country.

Turner Construction Company

During the 19th century, architects had a limited role in the design and development of industrial buildings. Industrial works at the time, although specifically designed for their function and site, were comprised of only three main building types: production sheds, lofts, and the powerhouse. This continued through the beginning of the 20th century when the paradigm eventually shifted, and architects began to lead the industrial design movement in major emerging manufacturing cities like Pittsburg, New York, Chicago, Detroit and Boston. (Bradley 24-25). By this time, the Turner Construction Company had an established reputation throughout the country for the design and construction of large reinforced concrete structures, buildings, and complexes that were proven to provide a more energy efficient, cost effective material, that was durable and flame resistant with an overall increase in square footage. The Union Terminal Company Warehouse was designed by the engineers at Turner Construction Company as an industrial loft building type with flat slab construction. This allowed for maximum capacity of storage, good distribution of light, ease of sprinkler system installation and was proven more resistant to vibration (Bradley 158-159). "Industrial lofts and production sheds were among the first buildings erected of reinforced concrete when the material was introduced at the turn of the twentieth century" (Bradley 155).

Turner Construction Company was established almost a decade earlier in 1902 by Henry Chandlee Turner (Kuflik 9; Davis 4). At the time of their selection, they were credited with building some of the largest reinforced concrete buildings in the United States and were a natural choice when planning what would be the largest industrial loft warehouse building to be constructed at its time. Turner was a trained civil engineer at Swarthmore College in Pennsylvania. Turner went to work for Ernest Ransome shortly after graduation. Turner's focus in the emerging field of reinforced concrete structures and buildings led to the company's leadership in the industry. They specialized in reinforced concrete construction and new technologies, as licensed agents of the Ransome System. (Kuflik 1 and 3; Bradley 22).

Early projects included the Thrift Bank for A.C. Bedford, who would become the president of Standard Oil Company, and the staircases for the subway system being installed in New York City. Originally designed out of steel, Turner provided a competitive cost analysis to illustrate the value of a reinforced concrete design and obtained work for approximately 50 of the subway staircases. Following this, Turner Construction Company was selected by Scottish industrialist Robert Gair to construct the new facility for his extremely successful box manufacturing business. In working with paper products, fire was a constant risk and designing a fireproof building was important to the longevity of the company. (Kuflik 9-10 and 16; Slaton). Completed in 1904, the Gair Manufacturing Building was the largest reinforced concrete building ever erected (Kuflik 10). At eight-stories tall over a partially submerged basement, it contained 180,000 square feet in the developed area of Brooklyn, New York. This led to a new project for Irving T. Bush, an executive at Standard Oil, to develop an industrial complex of 21 buildings in Brooklyn, along the waterfront and near rail lines, which would become known as Bush Terminal. (Kuflik 9-10 and 16). This property currently serves as mix of commercial and residential uses and was documented in the Historic American Engineering Record. Turner Construction Company was also responsible for constructing the U.S. Navy Fleet Supply Base adjacent to Bush Terminal. Portions of this complex were listed in the NRHP in 2014 (NRHP #13000026). The use of reinforced concrete through these highly visible and publicly used buildings and structures propelled the material to the forefront of modern construction techniques. With

their experience in these projects, Turner Construction Company led the industry and began to establish national standards for the material and designs (Kuflik 9-10 and 16; Slaton). They are credited with design and construction of the largest reinforced concrete buildings and facilities of the early 1900s and were the leaders in the field of this emerging industrial design method. Turner went on to be a founder of the American Concrete Institute and was influential in the field throughout his life. He retired in 1946 and his sons remained in leadership positions with the Turner Construction Company (Kuflik 1 and 3; Bradley 22).

E Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.

May meet this criterion for architectural significance; see response to Criterion F below.

F It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.

The Union Terminal Company Warehouse is a rare and intact example of one of the largest reinforced concrete industrial loft buildings of its time in Jacksonville, Florida. It exemplifies a period of new technological advancement using reinforced concrete structural systems for large commercial fireproof buildings developed and refined by the Turner Construction Company. Its size, massing, geometric form, low-pitched gable roof, grid-like façade, repetitive fenestration, open interior supported by columns, and overall materiality of exposed concrete throughout make this warehouse an excellent example of early advances in reinforced concrete construction in Jacksonville if not the southeast. The Ransome System used by the Turner Construction Company allowed for on-site mass production of cast concrete architectural members that were then assembled into the structure. These construction efficiencies and the ability of the reinforced concrete to carry large interior loads allowed for reductions in construction expenses that could be used to erect a much a larger building than a traditional masonry block (stone and brick) building resulting in an industrial loft that was approximately 333,000 square feet and touted as the largest reinforced concrete building ever constructed at the time of its completion. The reinforced concrete and terra cotta materials provided the most safeguards against the threat of fire which was integral to the development of the grocery storage facility. Its sprinkler system, along with fire shutter steel doors, and concrete stair wells and elevator shafts, provided added reinforcement for fireproofing and was fed from a 50,000-gallon water tank which sits on the roof. The Union Terminal Company Warehouse is notable as one of few remaining in-tact large reinforced concrete warehouses in Jacksonville.

Reinforced Concrete Buildings

Architects and builders came to Jacksonville following the 1901 fire to take advantage of the opportunity to build a new modern city. Reinforced concrete building skeletons allowed for very tall buildings with wide open interior spaces. Non-structural exterior walls created opportunities for large exterior openings filled with glass, allowing ample day light into the open interiors well suited for industrial buildings. Ample supply of the material led to efficiencies in cost. As use of the material moved from specialized arches or cast items into large structural members, cement manufacturers increased the supply to meet the oncoming demand. Production of Portland cement was exponentially increased from 300,000 barrels in 1890 to 46 million barrels in 1906 and manufacturing facilities increased along-side. Efforts to market and distribute

the materials were widely received and competition with European manufacturers led to superior quality concrete, enhanced mixing methods, and reduced costs for the consumer. (Slaton 18).

Reinforced concrete structural systems were a fairly new technology being used for large buildings in the mid-west and north-east and introduced on a large scale at the World's Fair Exposition of 1893 in Chicago. Thaddeus Hyatt is credited with developing the correct balance of ingredients for tension and compression needed to control the material for use in structural components of architecture in the 1870s. Ernest Ransome is credited with developing the construction techniques and methods for use in designing and erecting buildings out of reinforced concrete which came out of a desire to provide resistance to earthquakes in California during the same decade. Ransome patented the lightweight inexpensive twisted rod to be used to reinforce the material in 1884 and in the decades that followed, he would refine designs to eliminate the need for metal beams or columns and embrace the simplified aesthetic of concrete where previously it was cast to appear as stone or block. This material and slab construction would allow for large panels of windows and daylighting well suited for industrial buildings which required ample ventilation and lighting. Ransome worked as a consultant influencing an innovative period in construction using reinforced concrete which led to the creation of a number of engineering firms who focused on mass production and use of the building material. (Slaton 16-17).

By 1903, advancements in precast concrete allowed builders to construct and install architectural elements without having to cast them in-place. They could be cast on-site or off-site in a workshop and assembled as part of the building. This was initially done with smaller elements and referred to as "monolithic unit construction" (Slaton 144). The Ransome Unit System, developed by Ernest Ransome, specialized in this method which is described in Amy Slaton's book Reinforced Concrete and the Modernization of American Building, 1900-1930.

In the Ransome Unit System, columns, beams, and girders were cast in an empty lot next to the building under construction and hoisted into place. For this work Ransome employed "gang molds," in which several like pieces could be poured simultaneously. By 1911 he could claim that his system was "10 per cent lower in cost than monolithic" and that it was "easier, quicker, requires less skilled labor and is more exact and cleaner." It also permitted concrete construction to continue through the winter months because precast elements could be prepared in advance or inside heated sheds (Slaton 144).

These systems and methods provided greater predictability and lead to increased efficiencies in estimating and construction for the builders. Many systems and units that became standards in the industry were initially specialized techniques when first developed and were licensed to ensure consistent quality and measure in the industry. Turner Construction Company was a "licensed agent of the Ransome System" (Slaton 145).

Efficiencies in construction with reinforced concrete allowed for larger industrial buildings in which bays could be standardized and repeated continuously until they reached the desired height or span of the land capacity. Materiality and size were the primary focus of the design. While resulting buildings were significant pieces of architecture, style and aesthetics were secondary or often absent. This is most apparent

in reinforced concrete buildings from the early 20th century, 1900 through 1930. The functionality of the building was the most important feature and additional embellishment was intentionally omitted from the design. The "uniformity" of reinforced concrete buildings throughout the period created a "sciencelike" atmosphere that underscored ideas of standardizing practices occurring inside these buildings (Slaton 168). This became a new modern aesthetic desired by owners. "As functionalist concrete buildings began to dominate industrial landscapes after 1910 or so, their credibility as cultural forms expanded" (Slaton 169). Commercial and office buildings soon sought to incorporate steel and reinforced concrete into their designs seeking a modern appearance. (Slaton 169).

Turner Construction Company's experience in designing and constructing reinforced concrete warehouses led to new standards for the industry. Warehouses which stored large items, specifically grocery warehouses and food processing operations, required significant load capacity for floors to be able to carry the weight of such heavy items on a regular basis. Reinforced concrete became the preferred material for such uses throughout the country. Prior standards, based on more historic traditional materials of wood and masonry, required a load capacity of 300 pounds per square foot. The Turner Construction Company recommended reducing the standard to 250 pounds when using reinforced concrete allowing for a \$10,000 decrease in costs to the owner (Bradley 111).

Most industrial buildings and warehouses in particular required strong buildings that could support the interior loads with large open interior spaces to contain equipment and goods that could be easily moved. In large one-story buildings, roof trusses could create wide open interior spaces that spanned long distances. For multi-story buildings, however, interior columns were needed to support loads above. Expenses also rose when ceiling heights were increased to accommodate the equipment and storage capacities. As a result, the largest equipment would often be installed on the ground floor allowing for lower floor heights and load capacity on the floors above. The use of reinforced concrete in the industrial loft allowed for maximum flexibility of interior spaces within multi-story warehouses along with the strength to carry the weight of heavy equipment and goods.

Fire Suppression Systems

Fire was a constant threat to industrial sites due to the nature of their function. The most common sources of fire were typically intertwined with the operation of industrial buildings and combined with combustible goods like flour and sugar, often present in grocery warehouses, posed a very high threat. (Bradley 113). The Union Terminal Company Warehouse fully recognized the need to provide a comprehensive fire-resistant building for the grocery wholesale business. The building included designs, materials and systems that would provide the best fire proofing measures. Concrete walls, floors and ceilings provided a fire-resistant building envelope and structure. Along with terra cotta block walls, the concrete walls also provided fire separation between interior spaces which were compartmentalized as much as possible, especially service spaces for vertical movement (stairwells and elevators) and bathrooms. The terra cotta block, which was a less expensive fire-resistant substitute for wood, and concrete were incorporated into the individual fire stairs and elevator shafts. All were accessed or separated by steel-plate clad fire doors. All stair wells provided access to the roof and all units maintained access to this area.

Units could be combined to create larger interior spaces through openings in partition walls. These openings were covered with steel-plate clad sliding fire doors that were on a sloping hardware mechanism that caused them to close automatically after being opened (Bradley 118). A sprinkler system was installed throughout the building and was fed through its own 50,000-gallon water tank located on the roof. Numerous operable windows and sliding doors (at the ground floor) provided for ventilation and access to the exterior. Due to the designs which fully embraced every fire safety measure available, the Union Terminal Company who owned and leased the building to suppliers and operators was able to fully bond and insure their contents.

G *Its suitability for preservation or restoration.*

The Union Terminal Company Warehouse is a monumental industrial loft building constructed entirely of reinforced concrete. It has operated continuously since its opening in 1913 with a small period of vacancy in the late 1970s where it fell into poor condition. The reinforced concrete walls, floors, ceilings, and columns are integral to the original design and characterize both the exterior appearance and interior spaces of the building. Unique features to the building include the water tower, steel cage elevators and steel riveted doors. It is largely intact retaining all structural and wall materials, loading platforms, basement driveways, openings, steel and wood doors, elevators, stairwells, interior columns, and original sprinkler system and water tower.

The setting around the building has remained largely industrial; however, improvements to surrounding properties, residential development to the north, and the installation of the Arlington Expressway to the south have occurred. The expressway is closely aligned with Hogan's Creek waterway to the south and is in near proximity to the building. Its installation in the 1950s, is a continuation of various transportation systems historically present in the area. The building's intentional proximity to multiple transportation access points (water, rail, and road) allows this non-historic feature, though large and close to the warehouse, to blend in with the industrial context. The height of the expressway in this location, rising near the top of the building, and open support design allows visibility of the large landmark warehouse from the ground and waterway beyond (**Photo 38**). Adjacent to the building on the east and west sides, the rail tracks were largely removed overtime. Only a remnant of the spur rail remains to the west (**Photo 2**).

The most significant alteration to the building is the replacement of the windows in 1978 with single-light fixed windows above a corrugated metal panel all within a wood frame. The replacement windows were made to fit within the original industrial size openings which are visible from the exterior and interior (**Photo 37**). These openings are part of the original concrete walls and thus have not been altered or modified. Only the windows themselves were replaced, retaining the original fenestration pattern and bay rhythm on the exterior. These openings provide all of the natural light within the interior. Because of the internal arrangement of the units, only units on the north and south ends feature windows on north and south walls allowing for additional light in these spaces.

Although the original windows were removed in 1978, the original openings remain intact. The replacement windows were installed within the original openings without modification them allowing the windows to be restored in the future. The replacement windows, made of wood frame panels containing

glass and corrugated sheet metal, can easily be removed, thus preserving the original form, solid to void ratio, and fenestration pattern.

The concrete materiality of the building and unique features of the warehouse combined with the landmark size and unadorned reinforced concrete construction allow the building to convey its historic integrity despite the loss of the original windows. The property retains historic integrity of location, design, setting, materials, workmanship, feeling and association and continues to convey its historical significance.

ADDITIONAL DOCUMENTATION (Figures, plans, historic photos)

UNION TERMINAL WAREHOUSE CO.
700 EAST UNION STREET
JACKSONVILLE, FLORIDA
ESTABLISHED 1911



FLORIDA'S LARGEST WAREHOUSE
55 Rental Compartments 333,685 Sq. Ft. Floor Space

The Union Terminal Warehouse is one of the South's largest and most complete warehouses.

Construction: Re-reinforced concrete with modern sprinkler system and A.D.T. Supervisory service, four stories and basement, divided into eleven sections of five compartments each; total 55 compartments, each section served by freight elevators 5,000 pounds capacity. Each compartment has floor space of 2,510 square feet to 2,162 square feet. Has 16-foot paved driveway and loading platforms.

Truckage: Seaboard Air Line Ry. and Southern Ry. capacity 12 cars.

Coastwise Steamship Companies absorb switching on car loads to Union Terminal Warehouse.

Insurance Rate: Contents 1% per \$100.00 per annum.

Postoffice: Sub-Postoffice located in the building.

Location: 700 East Union, Corner Inara Street, one of City's main cross roads thoroughfares, convenient to the lobby and retail center.

U. S. Custom Bonded: For the benefit of the large Importers through this Port, we have provided ample facilities for the storage of Imported Merchandise in bond.

Storage and Distribution: We receive, store and ship all kinds of general merchandise. Now representing many of the country's largest southern manufacturers. We handle car lots or part car lots. We distribute in any quantity making out bills of lading, marking shipments, advising shippers daily of all transactions in and out.

We promptly freight when necessary; in other words, the shipper's freight are handled with the same promptness and efficiency as when shipped from his own warehouse or factory.

Negotiable Receipts: Union Terminal Warehouse Company's Negotiable Receipts are recognized by Florida banks and are therefore regarded as good collateral and can be used for loan purposes. This is particularly desirable on reasonable products.

Carriage: Our fleet of trucks is ample for all ordinary requirements in making local deliveries to all parts of the city.

Rates: We endeavor to make our rates reasonably consistent with good business judgment, believing our patrons want service first and are willing to pay what it is worth to them. We are usually able to convince manufacturers that we can handle their storage and distribution at less cost than they can maintain their own warehouse and organization.

Organization: We have an efficient organization equipped to give first class service in every particular.

References:
Florida National Bank of Jacksonville
American Warehousemen's Assn., Chicago, Ill.

Represented by:
American Chain of Warehouse, Inc.
213 Park Ave., New York City
55 West Jackson Blvd., Chicago, Ill.

Figure 1. Advertisement for the Union Terminal Warehouse Company showing the building as it appeared from Union Street looking southeast in the early 1900s. *Courtesy of prior owner file at property.*

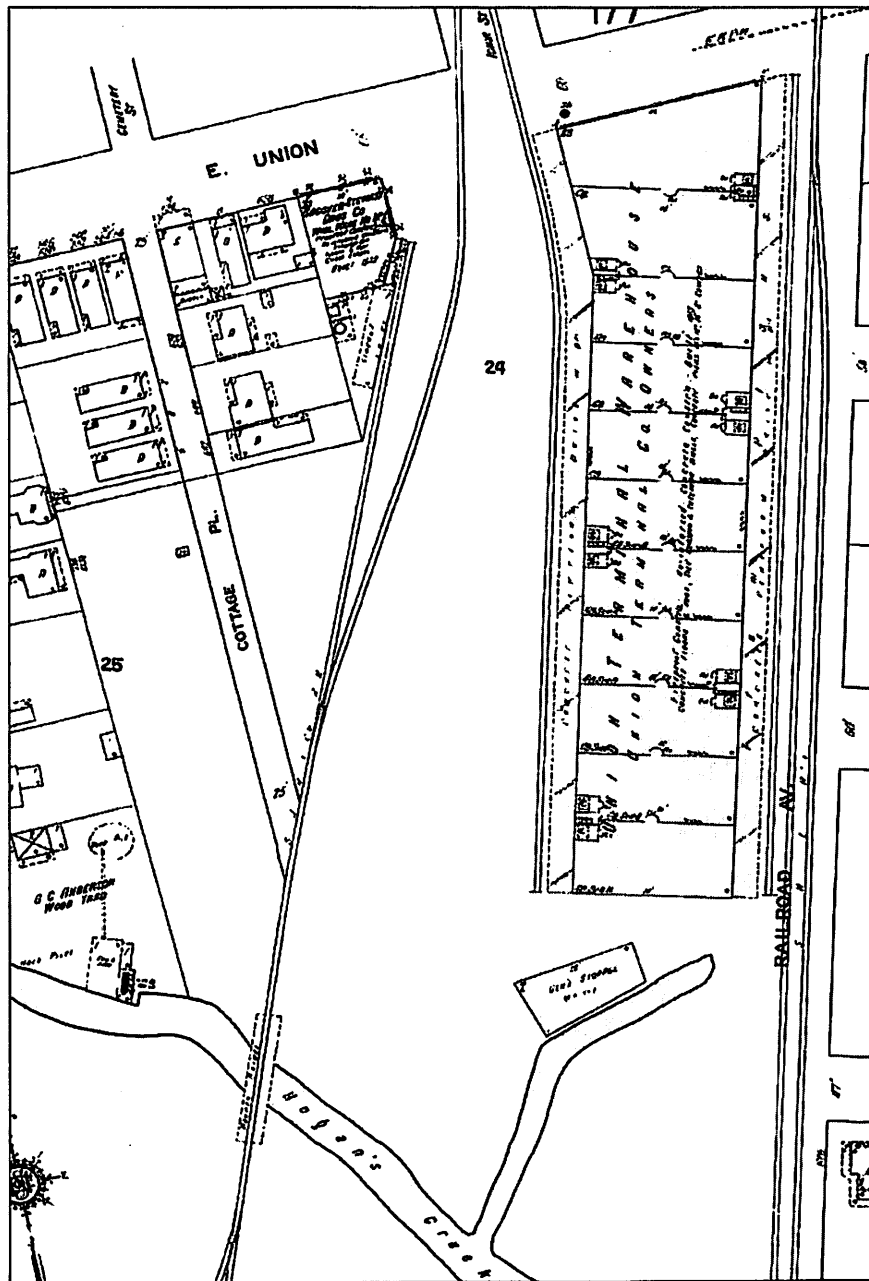


Figure 2. The 1913 Sanborn Fire Insurance Map illustrates the property along East Union Street containing the Union Terminal Company Warehouse. It is identified as a fireproof constructed reinforced concrete warehouse built in 1913 divided into 11 bays labelled A through K. *Sanborn Fire Insurance Map from the Duval County Public Library, Special Collections, Volume 2, page 168.*

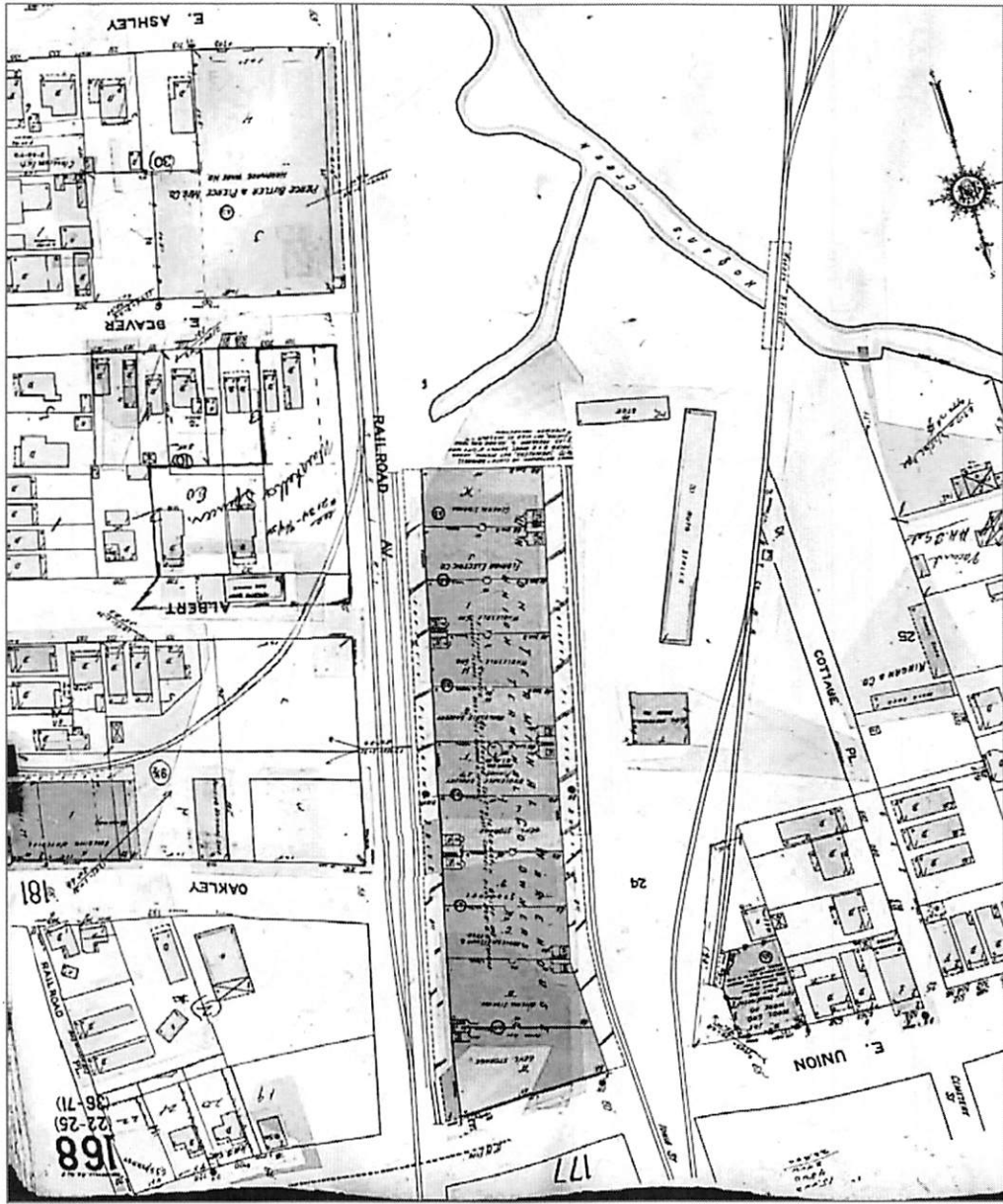


Figure 3. The 1928 revision to the 1913 Sanborn Fire Insurance Map illustrates Union Terminal Company Warehouse and the surrounding area. Revisions show the surrounding area changing from one-story wood frame dwellings to larger lots with industrial uses similar to the Union Terminal Co. Warehouse. Sanborn Fire Insurance Map from the Duval County Public Library, Special Collections, Volume 2, page 168.



Figure 4. Photograph of the Union Terminal Company Warehouse from 1949, looking south from Union Street showing the rail line and the East façade.

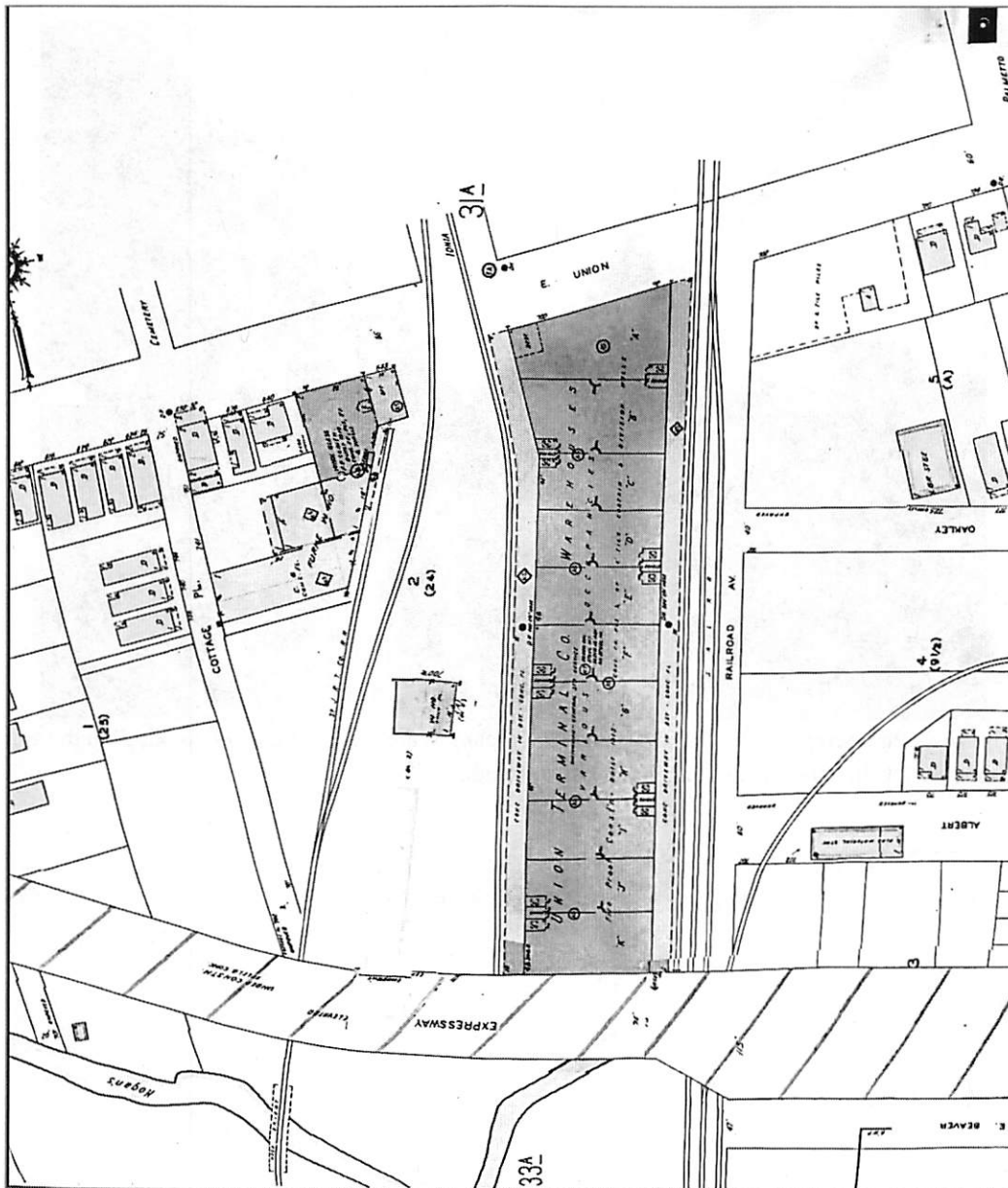


Figure 5. The 1961 revision to the 1949 Sanborn Fire Insurance Map illustrates Union Terminal Company Warehouse and the surrounding area. Revisions show the surrounding area changing with many vacant lots and an area marked off for the Arlington Expressway noted as under construction at the south end of the property. *Sanborn Fire Insurance Map from the Duval County Public Library, Special Collections, Volume 1a, page 34a.*

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_____. Sanborn Fire Insurance Map. Jacksonville, Florida, 1949, revised through 1961, Volume 1a, sheet 34a. Maps available in the Special Collections Section of the Duval County Public Library, Jacksonville, Florida.

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Union 700, Inc. Warranty Deed to Union Station East, LLC for \$4,211,000. Duval County Clerk of Courts, Deed Book 13830, page 00410, February 15, 2007.

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_____. Union Terminal Warehouse Company to Kelly-Springfield Tire Co. Lease of 3rd & 4th Floors, Section 6. Duval County Clerk of Courts, Deed Book 241, page 108, 1923.

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Request for Designation of Landmark or Landmark Site
CONTINUATION SHEETS
Page 25

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page 587, November 19, 1962.

PHOTOGRAPHS



Photo 1 - Exterior, north and west (front) facades, looking southeast.



Photo 2 - Exterior, rail bed west of warehouse, looking northwest.



Photo 3 - Exterior, north façade along Union Street, looking southeast.



Photo 4 - Exterior, west façade (front), north end, looking east.

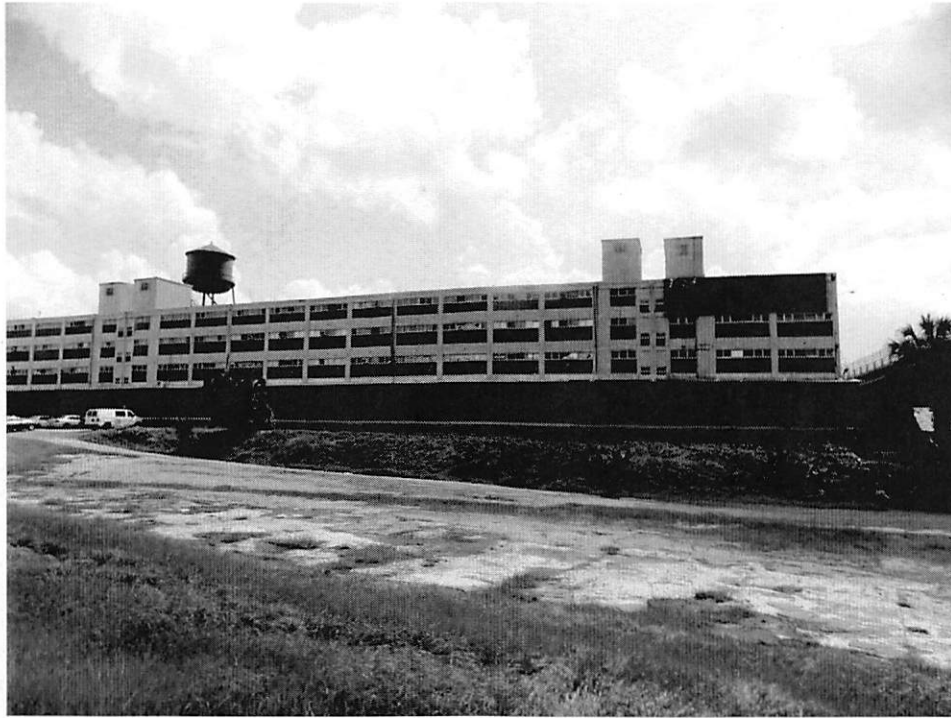


Photo 5 - Exterior, west façade (front), south end, looking east.



Photo 6 - Exterior, west façade (front), water tower and stair tower detail, looking east.

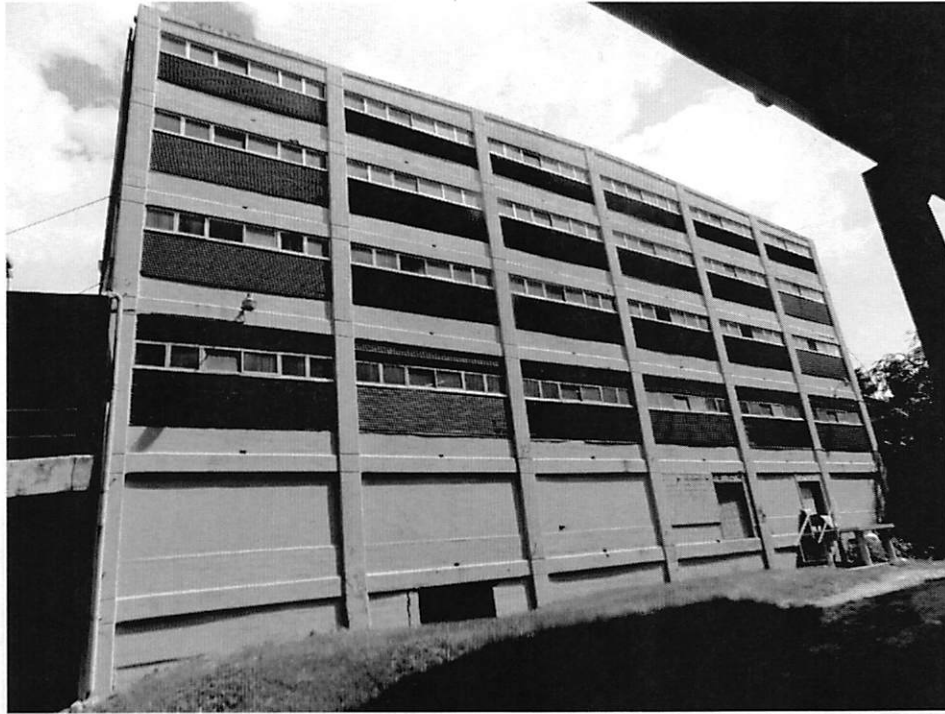


Photo 7 - Exterior, south façade, looking northeast.

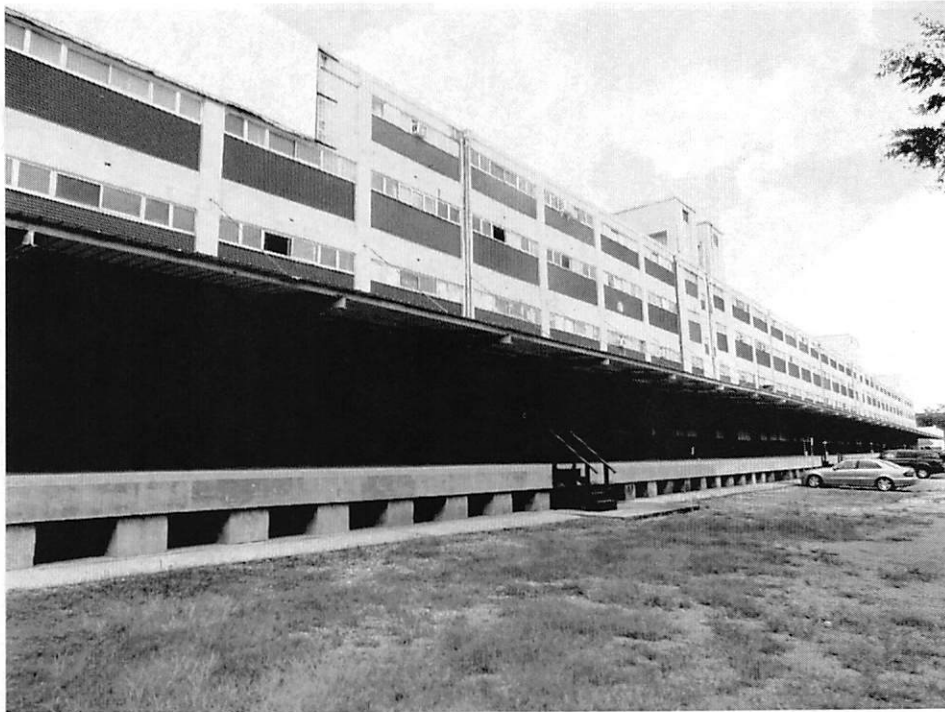


Photo 8 - Exterior, east façade, looking northwest.



Photo 9 - Exterior, east façade, looking southeast.



Photo 10 - Exterior, west façade (front), loading dock, looking north.

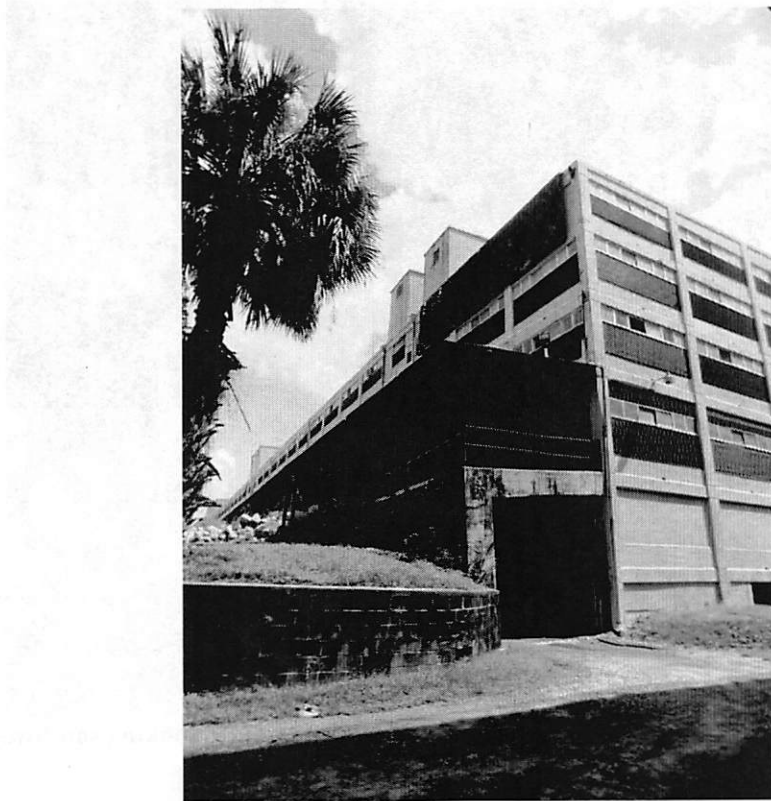


Photo 11 - Exterior, south façade, lower driveway and loading dock, looking northeast.



Photo 12 - Lower driveway on west façade (front), looking north.

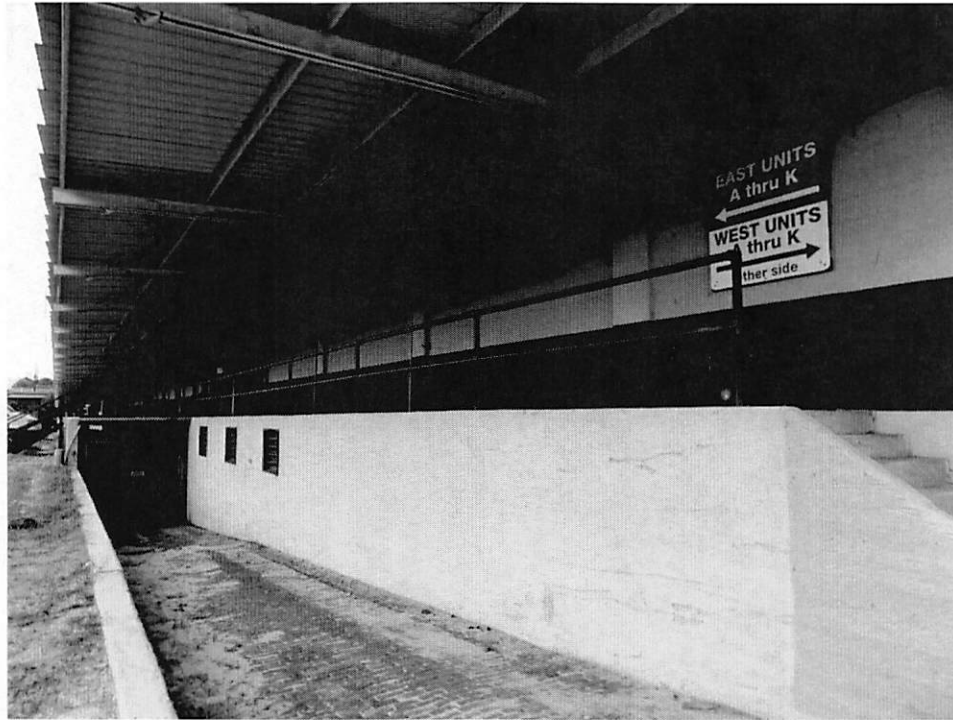


Photo 13 - Exterior, east façade, lower driveway and loading dock, looking southwest.



Photo 14 - Exterior, west façade (front), loading door and elevator on first floor, Unit B, looking east.



Photo 15 - Interior, first floor unit D, loading doors, looking southwest.



Photo 16 - Exterior, west façade (front), door into stairwell for Unit B, looking east.



Photo 17 - Exterior, roof, looking south.



Photo 18 - Exterior, roof skylight, looking northwest.



Photo 19 - Interior, first floor Unit A, ca. 1978 office, looking east.



Photo 20 - Interior, basement Unit A, looking northwest.



Photo 21 - Interior, first floor Unit D, looking east.



Photo 22 - Interior, fourth floor Unit E, looking southwest.



Photo 23 - Interior, fourth floor Unit E, elevator and fire shutter doors, looking northeast.

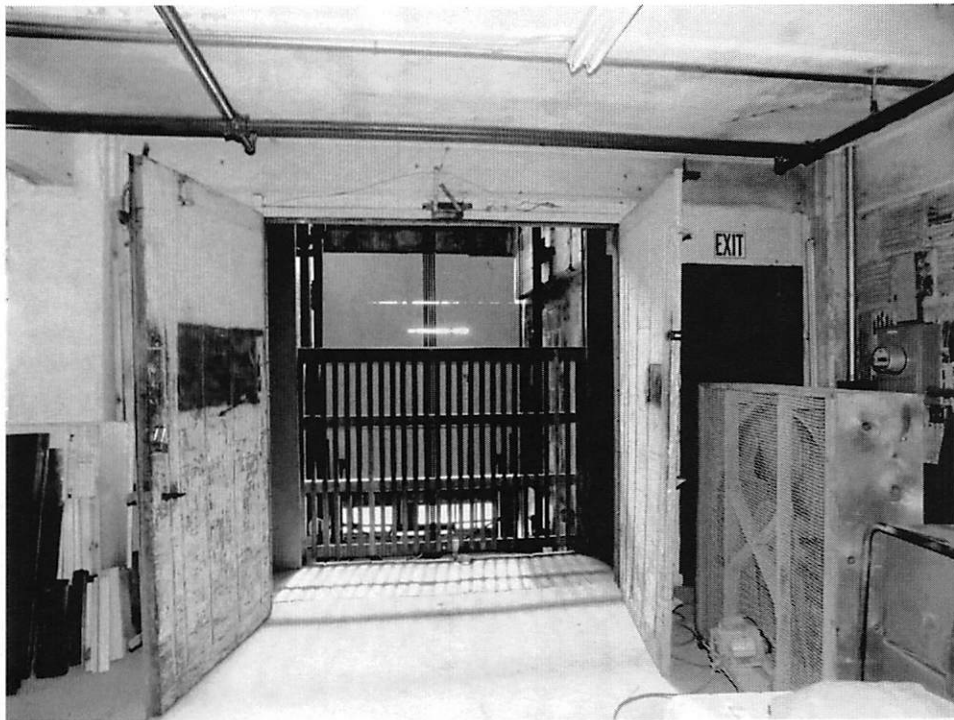


Photo 24 - Interior, fourth floor Unit A, elevator and fire shutter doors, looking east.

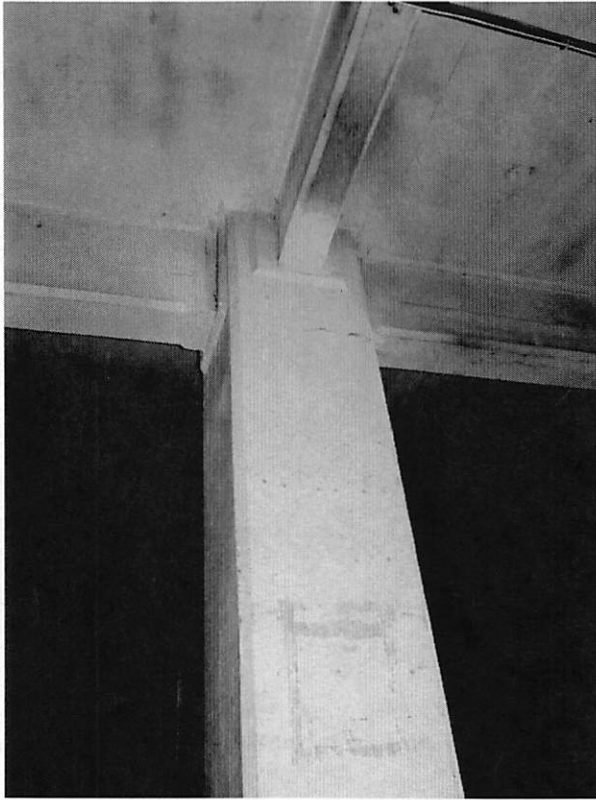


Photo 25 - Interior, first floor Unit D, column detail.

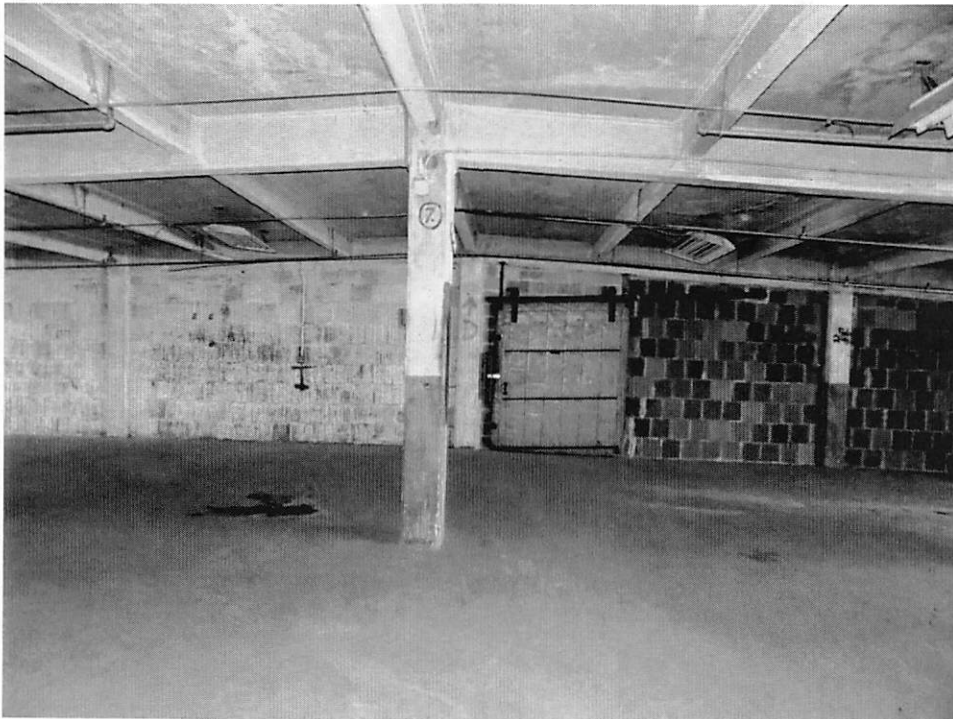


Photo 26 - Interior, fourth floor Unit E, terra cotta wall and automatic fire door, looking north.



Photo 27 - Interior, fourth floor Unit A, terra cotta wall and automatic fire door, looking west.



Photo 28 - Interior, basement Unit E, elevator fire shutter door, looking east.



Photo 29 - Interior, second floor Units D and E, stairwell, looking west.



Photo 30 - Interior, fourth floor Unit K, fire shutter door from stairwell, looking east.

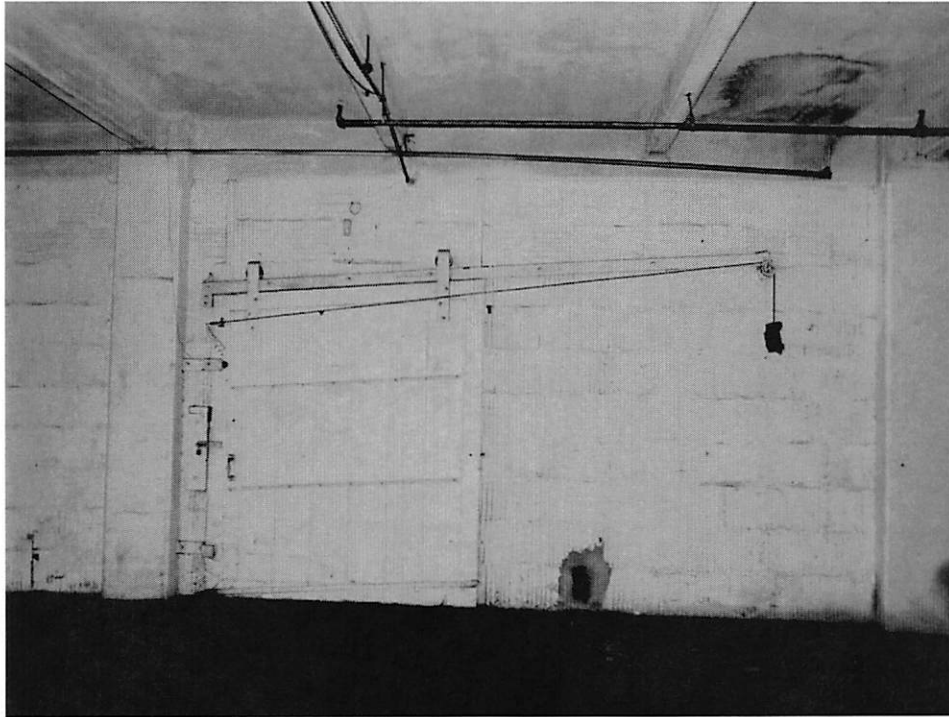


Photo 31 - Interior, first floor Unit D, interior automatic fire door, looking north.

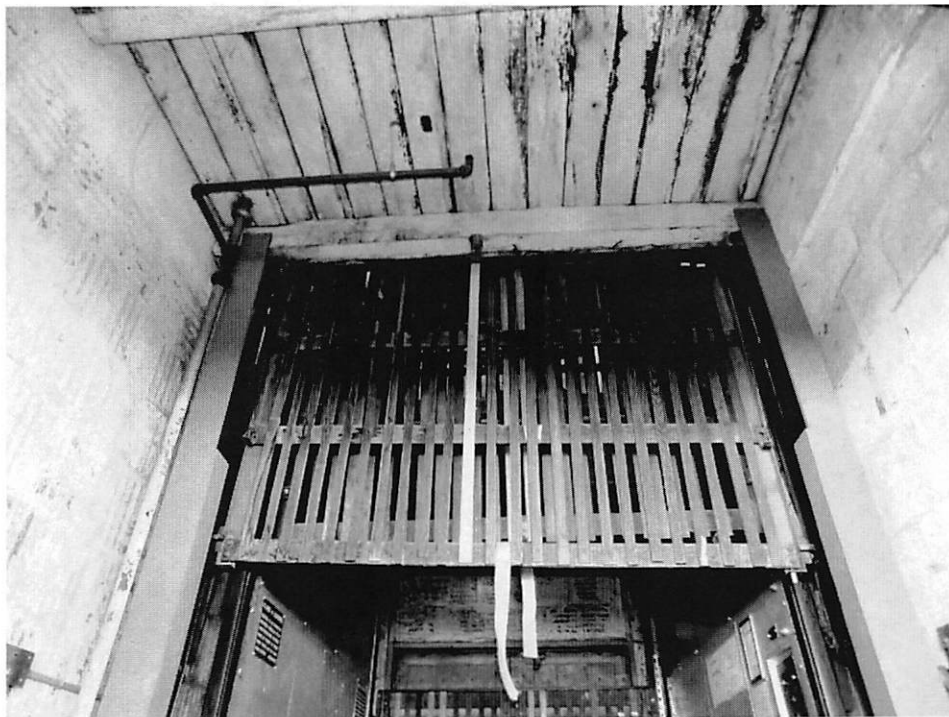


Photo 32 - Interior, first floor Unit B, elevator, looking east.

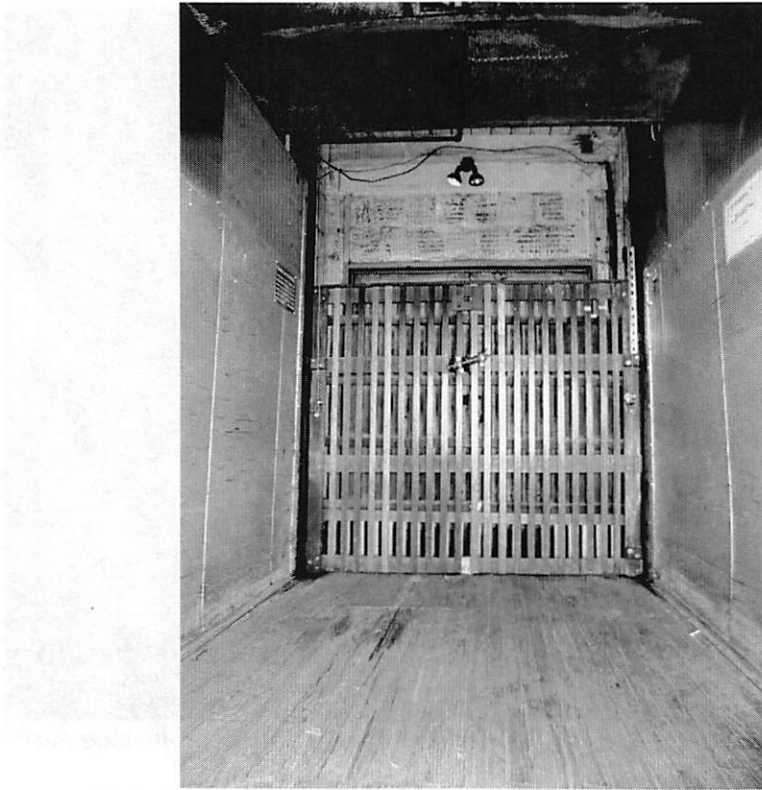


Photo 33 - Interior, first floor Unit B, elevator cab, looking west.

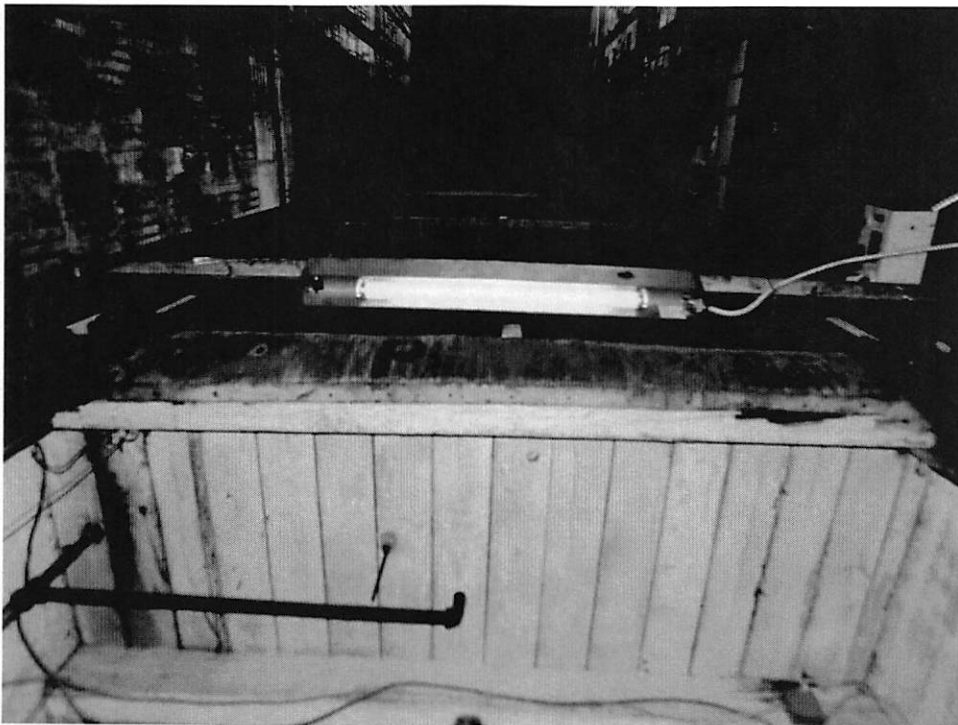


Photo 34 - Interior, first floor Unit B, Elevator shaft.



Photo 35 - Interior, third floor Units F and G, stairwell, looking west.

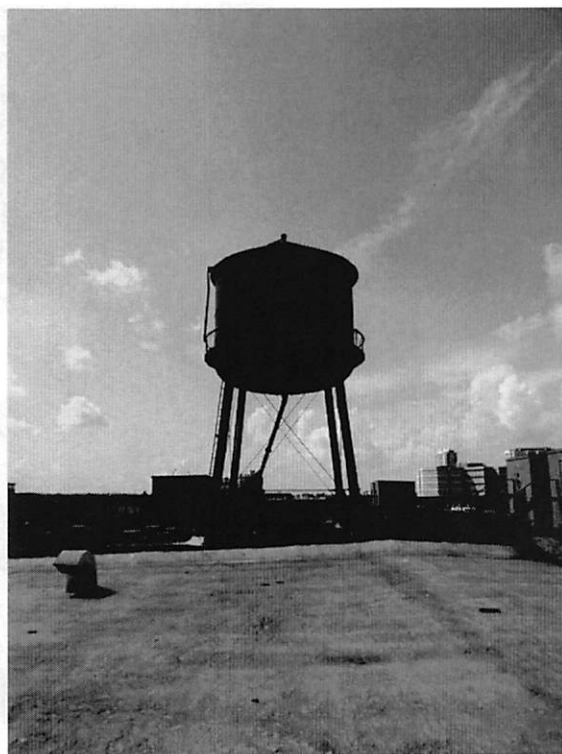


Photo 36 - Exterior, water tower, looking south.

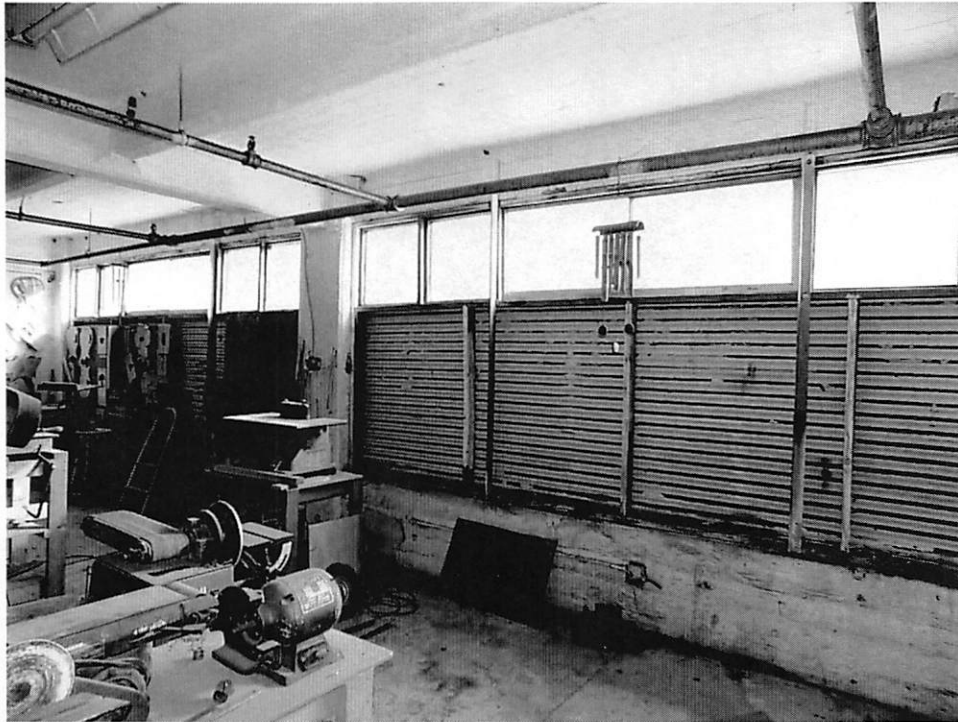


Photo 37 - Interior, third floor Unit J, typical window detail showing ca. 1978 wood frame inset into original concrete opening.



Photo 38 - Exterior, view of Arlington Expressway looking southeast from southwest corner of building.

III.

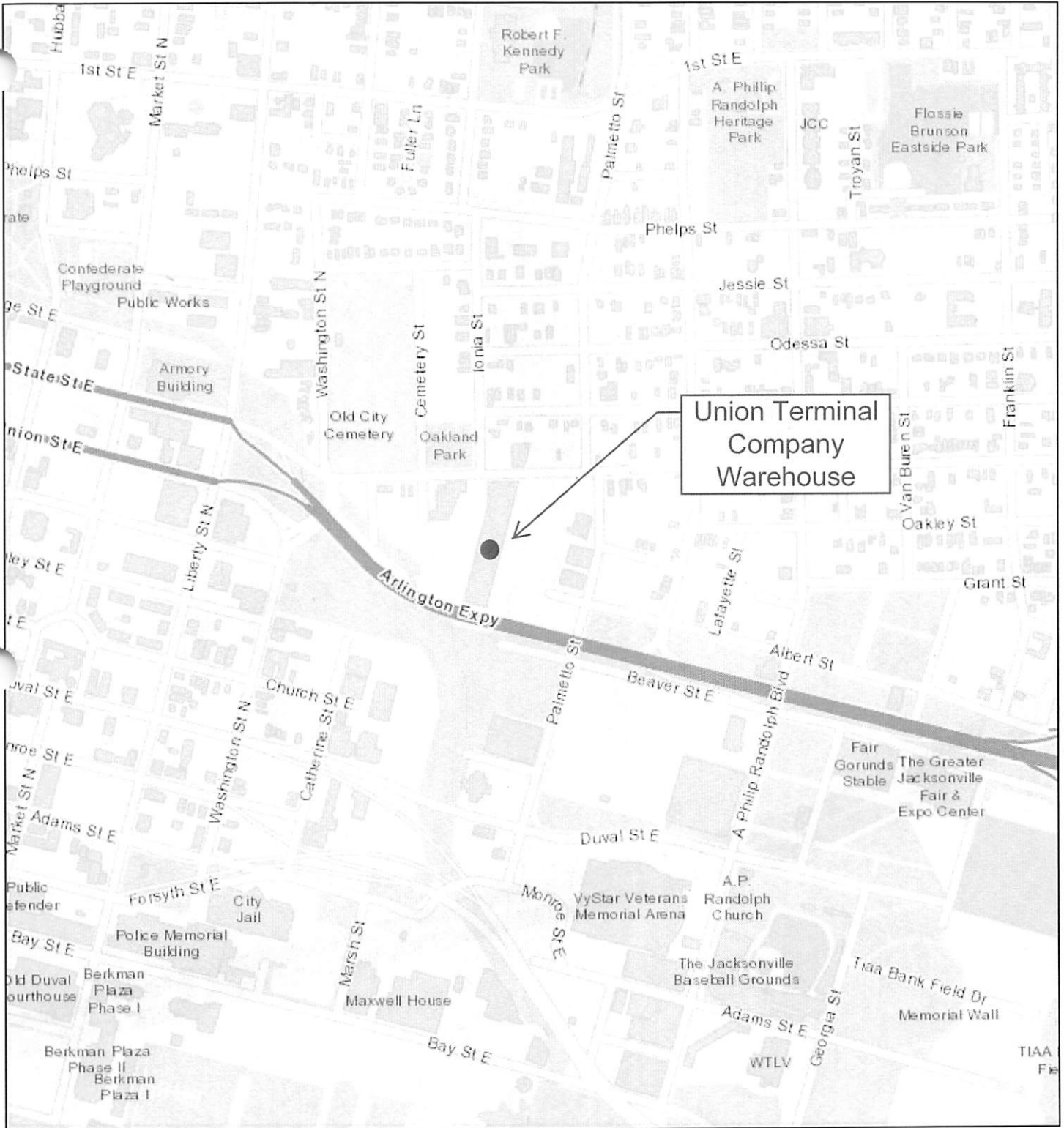
LEGAL DESCRIPTION AND MAP

PART OF LOTS 13, 14, 15, 16, 17 AND 18, BLOCK 2, OAKLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN DEED BOOK "Q", PAGE 443 AND LOTS 10 AND 11, COLE'S REPLAT OF LOTS 10, 11 AND 12, BLOCK 2, OAKLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN DEED BOOK "Y", PAGE 430, ALL OF THE FORMER PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF LOT 10, COLE'S REPLAT OF LOTS 10, 11 AND 12, BLOCK 2, OAKLAND; THENCE SOUTH $88^{\circ}01'21''$ EAST, 105.21 FEET, ALONG THE NORTH LINE OF SAID LOT 10, TO THE WEST LINE OF SAID LOT 13, BLOCK 2, OAKLAND; THENCE NORTH $00^{\circ}50'12''$ WEST, 21.00 FEET, ALONG THE WEST LINE OF SAID LOT 13; THENCE NORTH $89^{\circ}28'42''$ EAST, 71.00 FEET; THENCE NORTH $00^{\circ}50'12''$ WEST, 84.57 FEET, TO THE SOUTH LINE OF UNION STREET (A VARIABLE WIDTH RIGHT-OF-WAY, AS NOW ESTABLISHED); THENCE NORTH $89^{\circ}00'53''$ EAST, 66.59 FEET, ALONG THE SOUTH LINE OF SAID UNION STREET; THENCE SOUTH $38^{\circ}25'30''$ WEST, 8.38 FEET; THENCE SOUTH $00^{\circ}59'07''$ EAST, 113.75 FEET; THENCE SOUTH $88^{\circ}59'37''$ WEST, 13.37 FEET; THENCE SOUTH $01^{\circ}02'52''$ EAST, 64.88 FEET; THENCE NORTH $88^{\circ}59'41''$ EAST, 115.62 FEET; THENCE NORTH $23^{\circ}39'36''$ EAST, 100.68 FEET; THENCE NORTH $22^{\circ}34'40''$ EAST, 41.92 FEET; THENCE NORTH $89^{\circ}27'37''$ EAST, 22.70 FEET; THENCE NORTH $00^{\circ}55'42''$ WEST, 55.38 FEET, TO THE AFORESAID SOUTH LINE OF UNION STREET; THENCE NORTH $85^{\circ}25'57''$ EAST, 78.94 FEET, ALONG LAST SAID LINE; THENCE NORTH $89^{\circ}00'53''$ EAST, 233.50 FEET, CONTINUING ALONG LAST SAID LINE; THENCE SOUTH $14^{\circ}51'03''$ WEST, 617.50 FEET, TO THE NORTHERLY LINE OF THE JACKSONVILLE EXPRESSWAY (AS SHOWN ON STATE ROAD DEPARTMENT RIGHT OF WAY MAP 7204-276, PROJ U-503, DATED FEBRUARY 8, 1951); THENCE NORTH $75^{\circ}08'57''$ WEST, 60.00 FEET, ALONG SAID LINE, TO A POINT; THENCE SOUTH $14^{\circ}51'03''$ WEST, 12.76 FEET, TO A POINT IN THE FORMER CENTER OF SPRING BRANCH; THENCE SOUTH $63^{\circ}45'03''$ WEST, 166.24 FEET, ALONG SAID CENTER LINE, TO A POINT; THENCE SOUTH $14^{\circ}55'20''$ WEST, 14 FEET, MORE OR LESS, TO THE CENTER LINE OF SPRING BRANCH, AS NOW ESTABLISHED; THENCE SOUTHERLY, WESTERLY SOUTHEASTERLY AND SOUTHERLY, 196 FEET, MORE OR LESS, ALONG THE CENTER LINE OF SAID SPRING BRANCH, TO THE CENTER LINE OF HOGANS CREEK; THENCE NORTHWESTERLY, 263 FEET, MORE OR LESS, ALONG THE CENTER LINE OF SAID HOGANS CREEK, TO ITS INTERSECTION WITH THE WEST LINE OF SAID LOT 13, BLOCK 2, OAKLAND; THENCE NORTH $00^{\circ}50'12''$ WEST, 414 FEET, MORE OR LESS, ALONG THE WEST LINE OF SAID LOT 13, TO THE SOUTHEAST CORNER OF LOT 11, COLE'S REPLAT; THENCE NORTH $88^{\circ}01'21''$ WEST, 104.86 FEET, ALONG THE SOUTH LINE OF SAID LOT 11, TO THE EAST LINE OF CATHERINE STREET LANE (A 20.0 FOOT RIGHT-OF-WAY); THENCE NORTH $01^{\circ}01'32''$ WEST, 105.00 FEET, ALONG THE EAST LINE OF SAID CATHERINE STREET LANE, TO THE POINT OF BEGINNING.

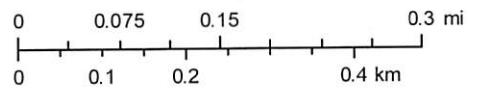
CONTAINING 7.6 ACRES, MORE OR LESS.

Duval Map



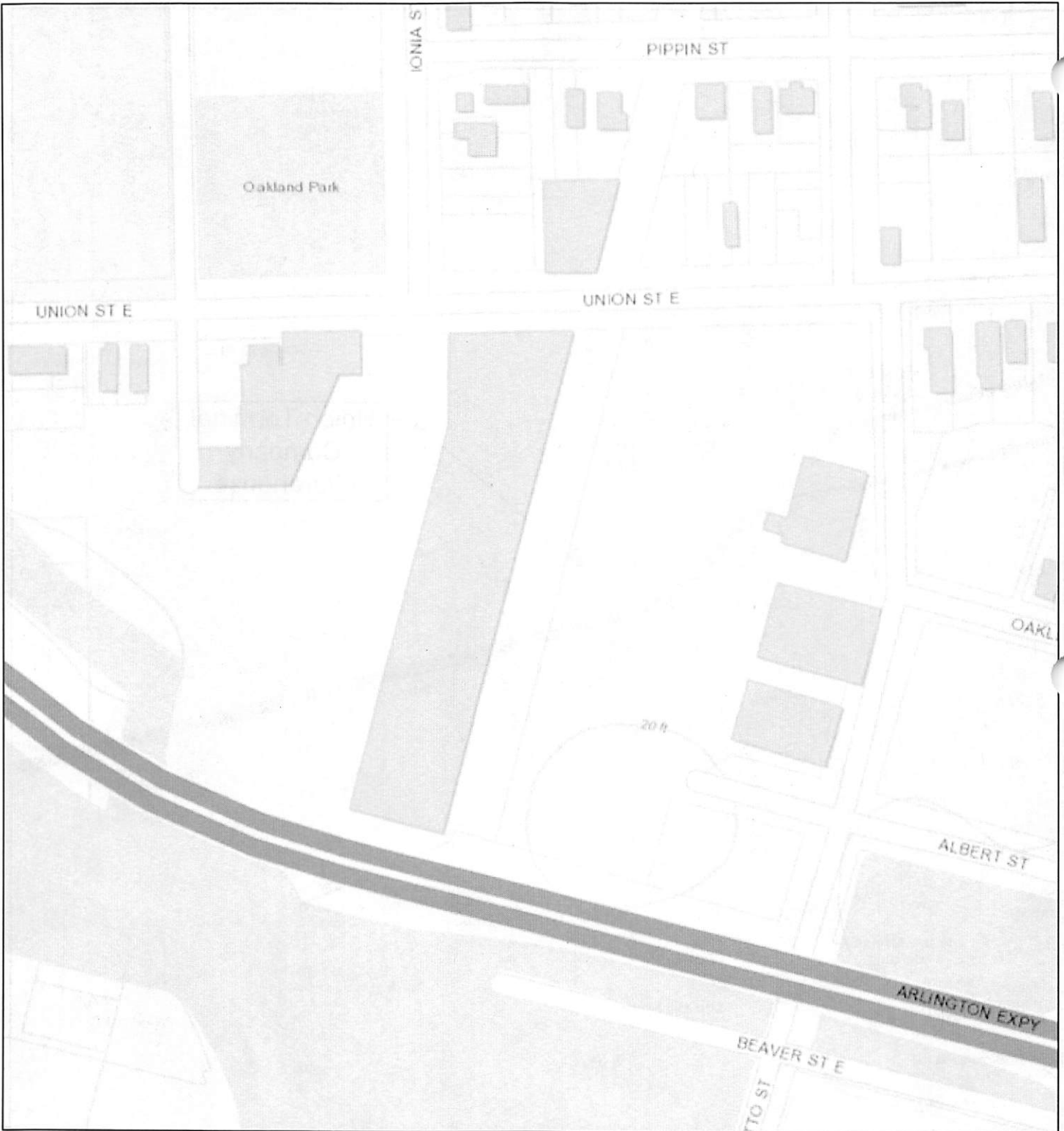
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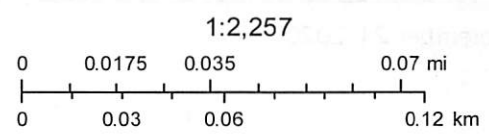


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Duval Map

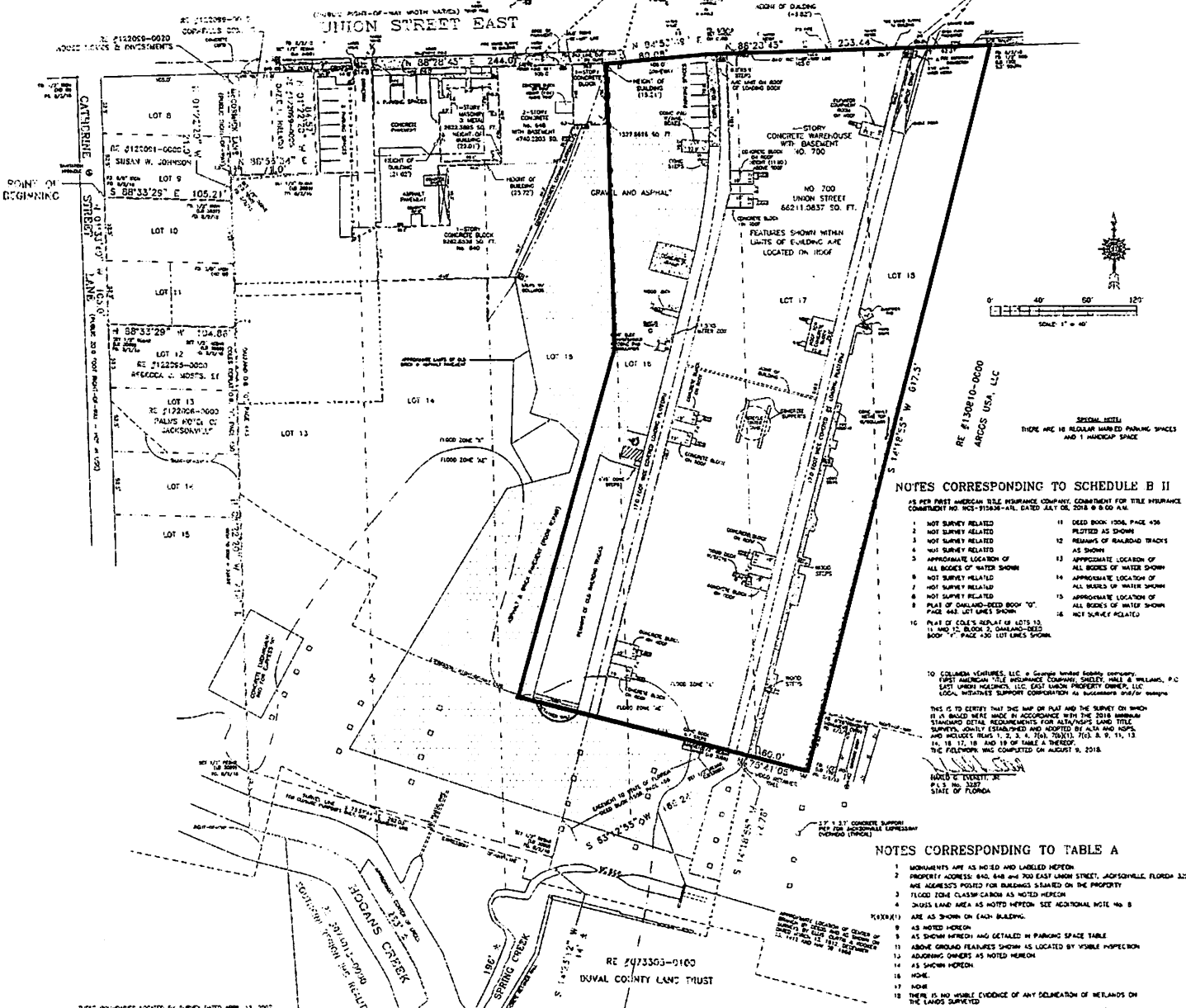


September 24, 2020



Sources: Esri, HERE, Gamin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

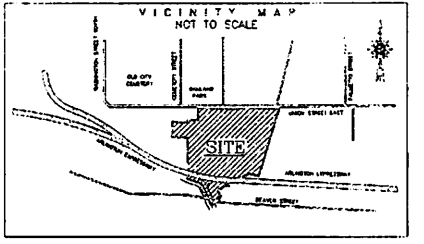
UNION STREET EAST



PART OF LOTS 13, 14, 15, 16, 17 AND 18, BLOCK 2, OAKLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN DEED BOOK 707, PAGE 443 AND LOTS 10 AND 11, COLLE'S REPLAT OF LOTS 10, 11 AND 12, BLOCK 2, OAKLAND, ACCORDING TO THE PLAT THEREOF RECORDED IN DEED BOOK 717, PAGE 430, ALL OF THE FOREMAN PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF LOT 10, COLLE'S REPLAT OF LOTS 10, 11 AND 12, BLOCK 2, OAKLAND; THENCE SOUTH 88°33'29" EAST, 405.21 FEET, ALONG THE NORTH LINE OF SAID LOT 10, TO THE WEST LINE OF SAID LOT 13, BLOCK 2, OAKLAND; THENCE NORTH 01°22'20" WEST, 210 FEET, ALONG THE WEST LINE OF SAID LOT 13; THENCE NORTH 88°33'29" EAST, 244.0 FEET, THENCE NORTH 01°22'20" WEST, 84.27 FEET, TO THE SOUTH LINE OF UNION STREET (A 62.0 FOOT RIGHT-OF-WAY); THENCE NORTH 88°28'45" EAST, 244.0 FEET, ALONG THE SOUTH LINE OF SAID UNION STREET; THENCE NORTH 88°03'47" EAST, 80.0 FEET, ALONG A TRANSITION BY THE SOUTH LINE OF SAID UNION STREET, TO A 60.0 FOOT RIGHT-OF-WAY; THENCE NORTH 88°28'45" EAST, 233.44 FEET, ALONG THE WEST LINE OF UNION STREET (A 60.0 FOOT RIGHT-OF-WAY); THENCE SOUTH 14°18'10" WEST, 817.9 FEET, TO THE NORTHERLY LINE OF THE JACKSONVILLE EXPRESSWAY (AS SHOWN ON STATE ROAD DEPARTMENT RIGHT OF WAY MAP 7204-278, PROJ. U-503, DATED FEBRUARY 8, 1951); THENCE NORTH 75°44'05" WEST, 60.0 FEET, ALONG SAID LINE, TO A POINT; THENCE SOUTH 14°18'10" WEST, 127.76 FEET, TO A POINT IN THE FORMER CENTER OF SPRING BRANCH; THENCE SOUTH 63°42'55" WEST, 166.24 FEET, ALONG SAID CENTER LINE, TO A POINT; THENCE SOUTH 14°23'12" WEST, 14 FEET, MORE OR LESS, TO THE CENTER LINE OF SPRING BRANCH, AS NOW ESTABLISHED; THENCE SOUTHERLY, WESTERLY, SOUTHEASTERLY AND SOUTHERLY, 190 FEET, MORE OR LESS, ALONG THE CENTER LINE OF SAID SPRING BRANCH, TO THE CENTER LINE OF HOGANS CREEK; THENCE NORTHWESTERLY, 263 FEET, MORE OR LESS, ALONG THE CENTER LINE OF SAID HOGANS CREEK, TO ITS INTERSECTION WITH THE WEST LINE OF SAID LOT 13, BLOCK 2, OAKLAND; THENCE NORTH 01°22'20" WEST, 414 FEET, MORE OR LESS, ALONG THE WEST LINE OF SAID LOT 13, TO THE SOUTHWEST CORNER OF LOT 11, COLLE'S REPLAT; THENCE NORTH 88°33'29" WEST, 104.86 FEET, ALONG THE SOUTH LINE OF SAID LOT 11, TO THE EAST LINE OF CATSKINE STREET (A 20.0 FOOT RIGHT-OF-WAY); THENCE NORTH 01°33'42" WEST, 105.0 FEET, ALONG THE EAST LINE OF SAID CATSKINE STREET LANE, TO THE POINT OF BEGINNING.

CERTIFIED TO: COLUMBIA VENTURES, LLC
 FIRST AMERICAN TITLE INSURANCE COMPANY
 SHELLEY, HALL & WILLIAMS, P.C.
 EAST UNION HOLDINGS
 EAST UNION PROPERTY OWNER, LLC
 LOCAL INITIATIVES SUPPORT CORPORATION (LISD)



NOTES CORRESPONDING TO SCHEDULE B II

- AS PER FIRST AMERICAN TITLE INSURANCE COMPANY, COVENANT FOR TITLE INSURANCE COMMITMENT NO. NCS-57438-ALL, DATED 04.28.2018 @ 8:00 A.M.
- | | |
|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 1. NOT SURVEY RELATED | 12. DEED BOOK 1006, PAGE 406 |
| 2. NOT SURVEY RELATED | 13. PLATTED AS SHOWN |
| 3. NOT SURVEY RELATED | 14. REMAINS OF RAILROAD TRACKS |
| 4. NOT SURVEY RELATED | 15. NOT SURVEY RELATED |
| 5. APPROXIMATE LOCATION OF ALL BODIES OF WATER SHOWN | 16. APPROXIMATE LOCATION OF ALL BODIES OF WATER SHOWN |
| 6. NOT SURVEY RELATED | 17. APPROXIMATE LOCATION OF ALL BODIES OF WATER SHOWN |
| 7. NOT SURVEY RELATED | 18. APPROXIMATE LOCATION OF ALL BODIES OF WATER SHOWN |
| 8. NOT SURVEY RELATED | 19. APPROXIMATE LOCATION OF ALL BODIES OF WATER SHOWN |
| 9. NOT SURVEY RELATED | 20. APPROXIMATE LOCATION OF ALL BODIES OF WATER SHOWN |
| 10. PLAN OF COLLE'S REPLAT OF LOTS 10, 11 AND 12, BLOCK 2, OAKLAND, RECORDED IN DEED BOOK 717, PAGE 430, TITLE LINES SHOWN. | 21. NOT SURVEY RELATED |
10. COLUMBIA VENTURES, LLC a Columbia Venture Security Company, FIRST AMERICAN TITLE INSURANCE COMPANY, SHELLEY, HALL & WILLIAMS, P.C. EAST UNION HOLDINGS, LLC EAST UNION PROPERTY OWNER, LLC LOCAL INITIATIVES SUPPORT CORPORATION an Indemnified Party/Party
- THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2018 INTERIM STANDARD BEST PRACTICES REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, QUALITY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 AND 19 OF TABLE A THEREOF. THE FOLLOWING WAS COMPLETED ON AUGUST 9, 2018.

NOTES CORRESPONDING TO TABLE A

1. MONUMENTS ARE AS NOTED AND UNLASED HEREON.
2. PROPERTY ADDRESS 840, 848 AND 700 EAST UNION STREET, JACKSONVILLE, FLORIDA 32205 ARE ADDRESSES POSTED FOR BUILDINGS SITED ON THE PROPERTY.
3. FLOOD ZONE CLASSIFICATION AS NOTED HEREON.
4. CHASE LAND AREA AS NOTED HEREON. SEE ADDITIONAL NOTE NO. 8.
5. AREAS AS SHOWN ON EACH BUILDING.
6. AS NOTED HEREON.
7. AS SHOWN HEREON AND DETAILED IN PARKING SPACE TABLE.
8. ABOVE GROUND FEATURES SHOWN AS LOCATED BY VISUAL INSPECTION.
9. ADJOINING OWNERS AS NOTED HEREON.
10. AS SHOWN HEREON.
11. NONE.
12. NONE.
13. THERE IS NO VISIBLE DIVIDENCE OF ANY DELINEATION OF WETLANDS ON THE LANDS SURVEYED.
14. THERE ARE NO OFFICE ENCUMBRANCES OR SERVICES KNOWN TO THE UNDERGROUND, AFFECTING THE SUBJECT PROPERTY.

- ADDITIONAL GENERAL NOTES:
- 1) DESCRIPTION PREPARED BY THE UNDERGROUND.
 - 2) JURISDICTIONAL AND/OR ENVIRONMENTALLY SENSITIVE AREAS, IF ANY, NOT DETERMINED.
 - 3) THIS IS A SURFACE SURVEY ONLY. THE EXTENT OF FOOTINGS AND UNDERGROUND UTILITIES ARE NOT DETERMINED.
 - 4) LOTS SURVEYED CONTAIN 308,518 SQUARE FEET AND/OR 8.2 ACRES, MORE OR LESS.
 - 5) SOUTH-TO-NORTH LINE OF UNION STREET DETERMINED BY HOLDING APPROPRIATION SURVEY OF THE CITY OF JACKSONVILLE TOPOGRAPHICAL SURVEY SHEET NO. H-2333 DATED MARCH 11, 1915.
 - 6) FOR REFERENCE SEE BEST AVAILABLE TOPOGRAPHICAL COMPARISON WITH TITLE SURVEY, COMMITMENT NO. NCS-57438-ALL, DATED 04.28.2018 @ 8:00 A.M.
 - 7) FOR REFERENCE SEE THE FOLLOWING SURVEYS BY ELLIS, CURTIS & ASSOCIATES:

NO. NUMBER - DATED MARCH 13, 1912	NO. 42301 - DATED FEBRUARY 27, 1954
NO. 517 - DATED DECEMBER 24, 1912	NO. 6819 - DATED FEBRUARY 11, 1925
NO. 6819 - DATED FEBRUARY 11, 1925	NO. 6819 - DATED OCTOBER 3, 1941
NO. 14581 - DATED APRIL 28, 1933	NO. 69722 - DATED MAY 20, 1948
NO. 19621 - DATED JULY 20, 1936	NO. 72718 - DATED DECEMBER 10, 1974
NO. 22127 - DATED DECEMBER 4, 1941	NO. 72718 - DATED MARCH 10, 1925
NO. 31788 - DATED SEPTEMBER 2, 1942	NO. 80240 - DATED AUGUST 26, 1943
NO. 33532 - DATED SEPTEMBER 8, 1943	
 - 8) CITY OF JACKSONVILLE TOPOGRAPHICAL SURVEY SHEET NO. H-2333 - DATED MARCH 11, 1915 AND SHEET NO. H-2738 - DATED MARCH 6, 1924.
 - 9) STATE OF FLORIDA STATE ROAD DEPARTMENT RIGHT OF WAY MAP 7204-278 & PROJ. U-504 (ORIGINALLY JOB 7204-177) - DATED FEBRUARY 8, 1951.
 - 10) ITEM 11 OF SCHEDULE B FROM THE ABOVE REFERENCED TITLE COMMITMENT COVERS ONLY THE LANDS MARKED THEREON OR DOCUMENTATION OR DEEDS OF RECORD REFERENCED TO INDICATE ALL OF THE LANDS MARKED AS EXISTING AND SHOWN ON FRONT OF MAP FROM THE JACKSONVILLE EXPRESSWAY SYSTEM.

RECORD INFO:
 POSSIBLE FENCE ENCROACHMENT ALONG THE EAST BOUNDARY.

NOTES:
 THE PROPERTY SURVEYED HAS DIRECT ACCESS TO UNION STREET EAST A PUBLIC, DEDICATED RIGHT-OF-WAY.

ADDITIONAL LEGEND:
 CA = EDGE OF ASPHALT
 CP = EDGE OF PAVEMENT
 PL = PROPERTY LINE
 U = UTILITY
 CU = OVERHEAD UTILITIES

RECORDED DECEMBER 12, 2018 - ATTEST COUNTY CLERK
 JACKSONVILLE, FLORIDA
 DEED BOOK 1218 - PAGE 100

LEGEND	
01	CONCRETE FOUNDATION
02	WOOD FRAME WALL
03	WOOD FRAME WALL
04	WOOD FRAME WALL
05	CONCRETE IN PLACE
06	ASBESTOS

AS NOTED HEREON
 DATE: 12/12/18
 TIME: 10:00 AM
 DRAWN BY: M.C.E.
 CHECKED BY: M.C.E.
 PROJECT NO.: 18-032

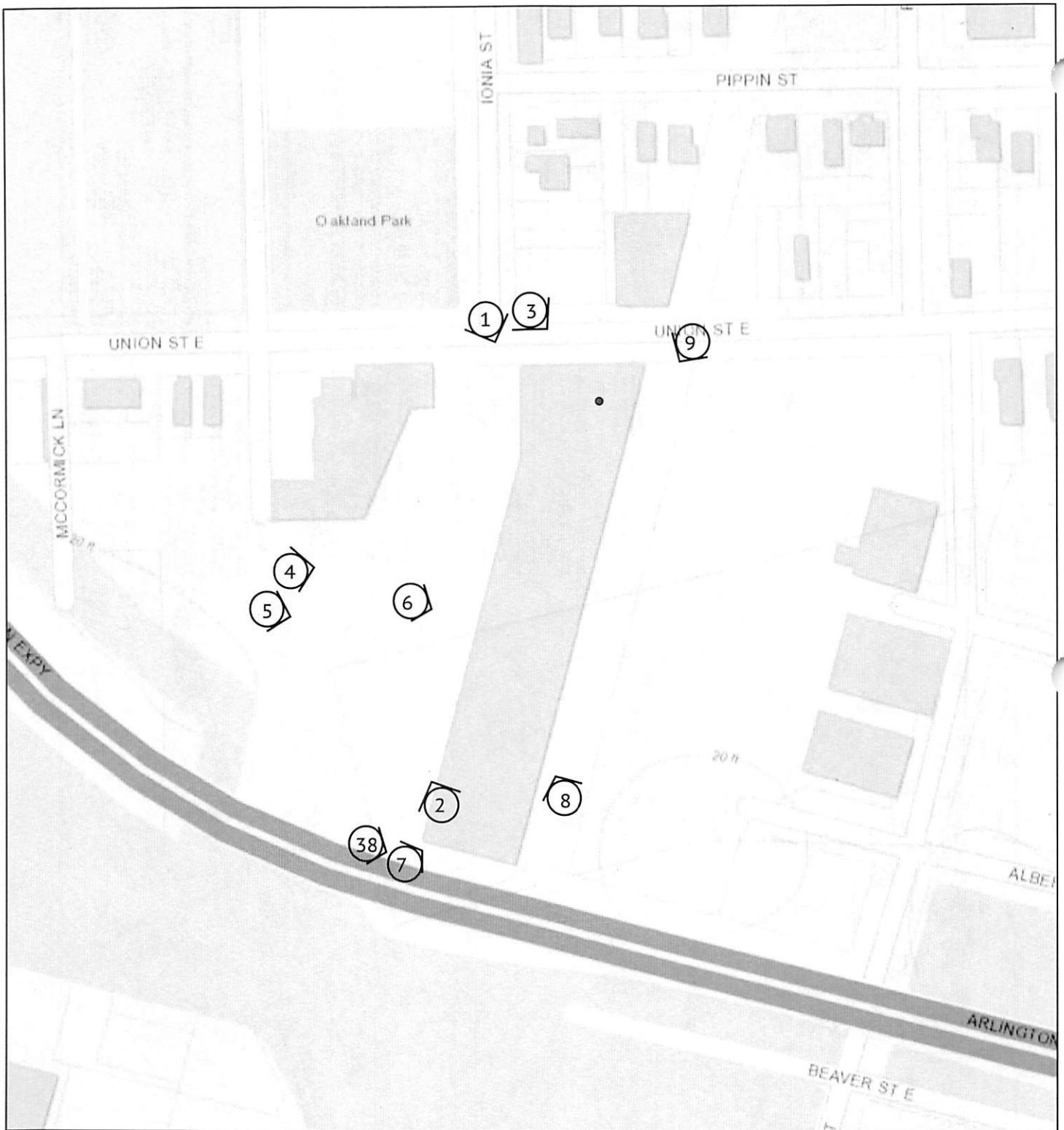
GENERAL NOTES:
 1. This is a boundary survey.
 2. All lines are shown as shown.
 3. All lines are shown as shown.
 4. All lines are shown as shown.
 5. All lines are shown as shown.

SCALE: 1"=40'
 DATE: 8/9/18
 PROJ. BOOK: 1218, PAGE: 100
 DRAFTER: M.C.E.
 CHECKER: 18-032 - D

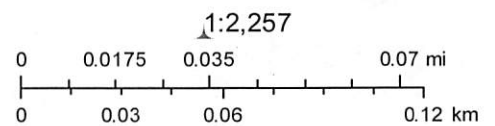
DRAWER NO. 16

ALTA/NSPS LAND TITLE SURVEY

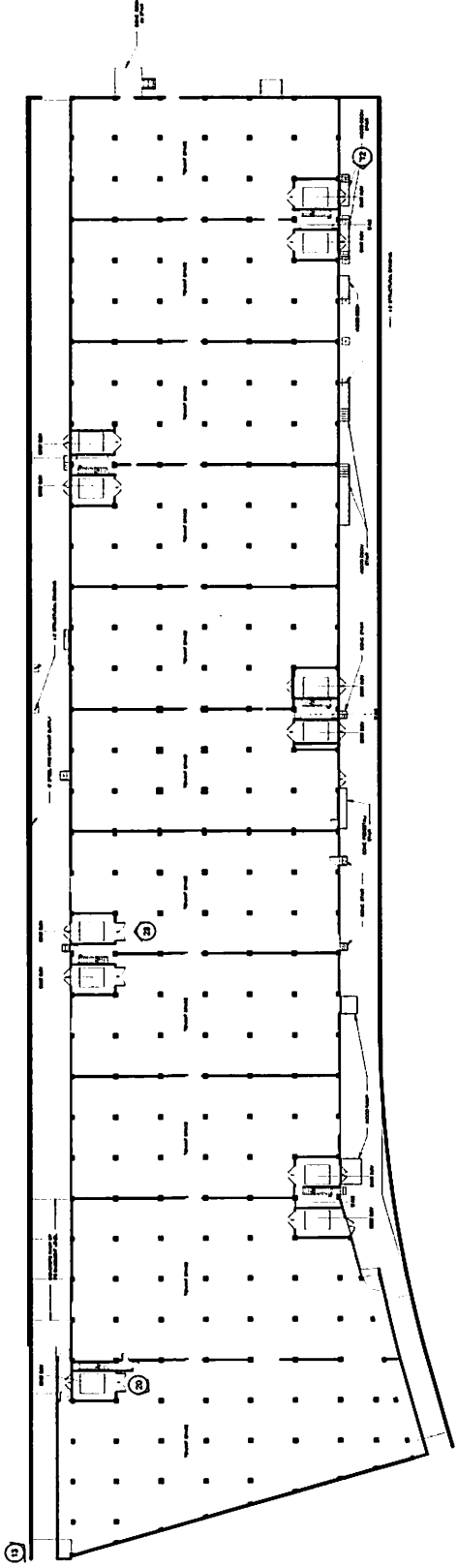
Duval Map



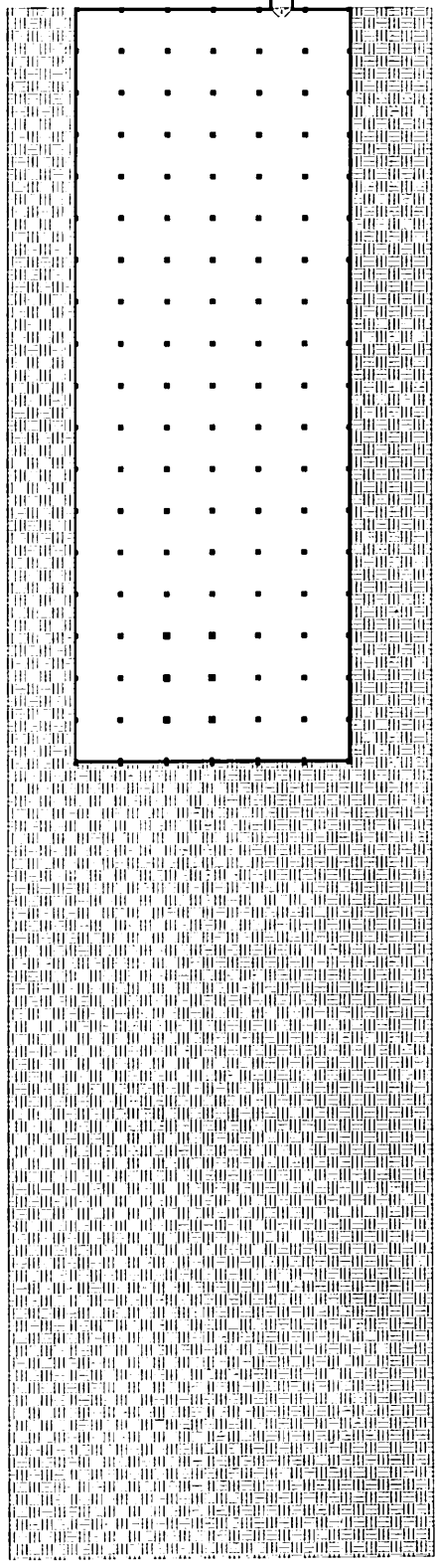
February 20, 2019



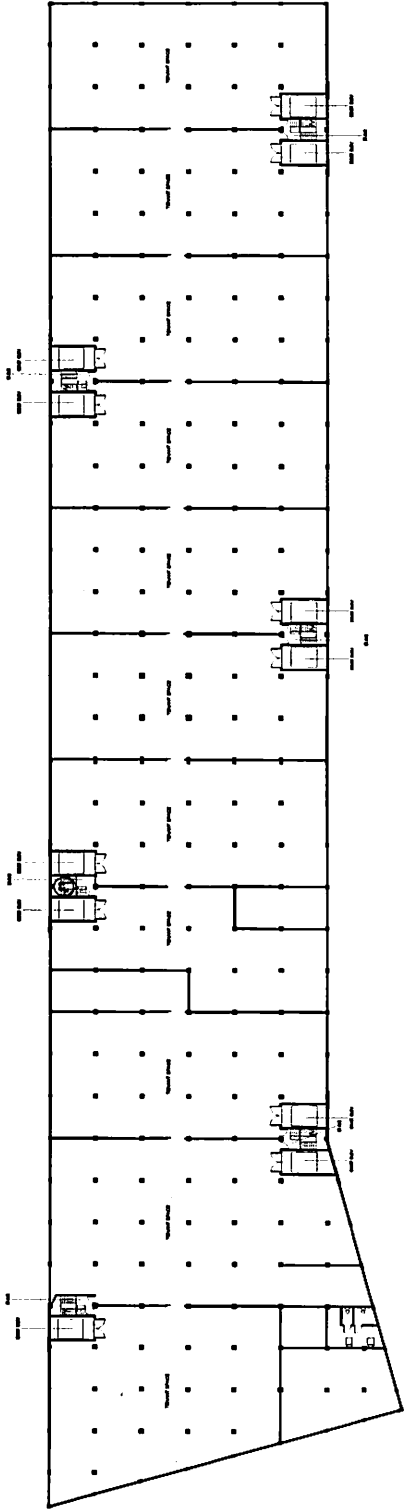
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community



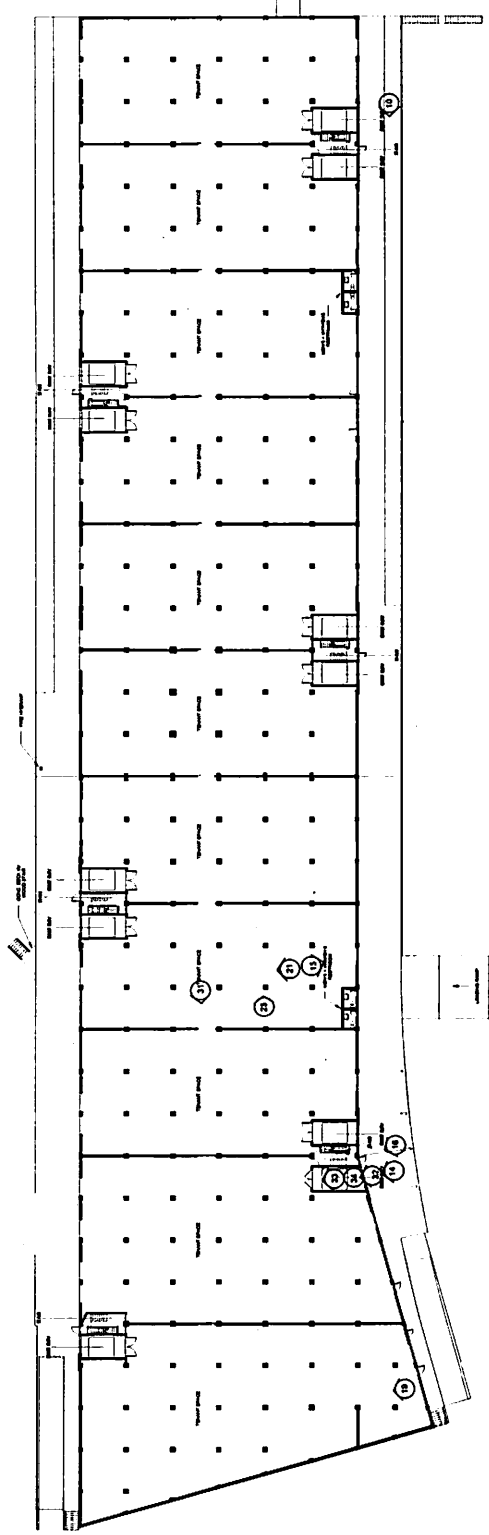
2 EXISTING - BASEMENT FLOOR PLAN
 11.20.27



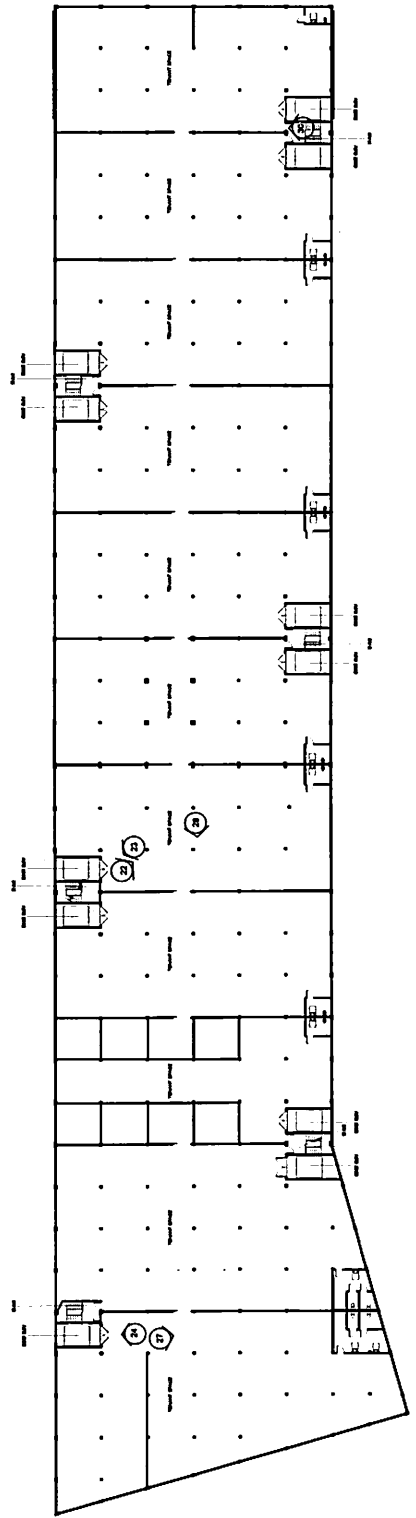
1 EXISTING - SUB-BASEMENT PLAN
 11.20.27



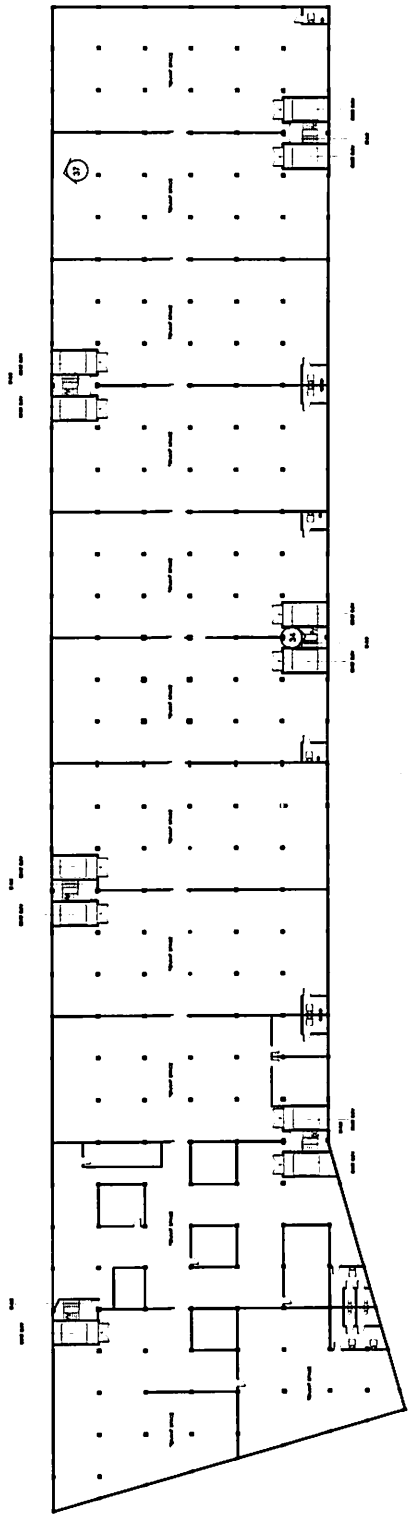
② EXISTING - LEVEL 2 FLOOR PLAN
7-22-20



① EXISTING - LEVEL 1 FLOOR PLAN
7-22-20



② EXISTING - LEVEL 4 FLOOR PLAN
 11-247



① EXISTING - LEVEL 3 FLOOR PLAN
 11-247



DASHER KURST
ASSOCIATES, INC.
 ARCHITECTURAL
 ENGINEERING
 INTERIOR DESIGN
 LANDSCAPE ARCHITECTURE
 PROJECT MANAGEMENT
 1125 UNIVERSITY AVENUE, SUITE 1200
 JACKSONVILLE, FLORIDA 32208
 PHONE: 904-776-3000
 FAX: 904-776-3001
 WWW.DASHERKURST.COM
 P. 00000000
 09/25/2008
 09/23/2008
 09/23/2008

EAST UNION HOLDINGS, LLC

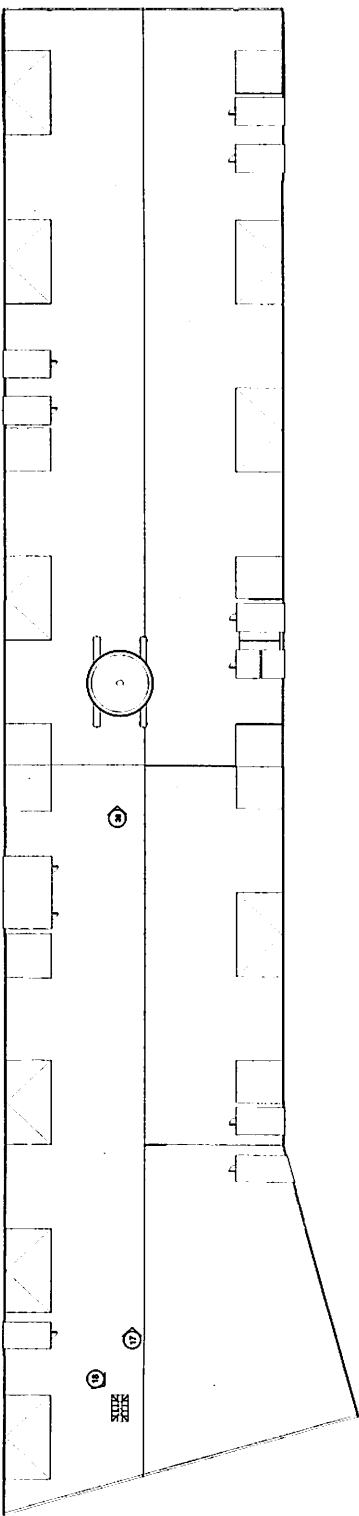
ADAPTIVE REUSE + HISTORIC TAX CREDIT CONVERSION OF
UNION TERMINAL WAREHOUSE
 700 EAST UNION STREET
 JACKSONVILLE, FL 32206

NO.	DATE	DESCRIPTION



DATE: 09/23/2008
 EXISTING
 ROOF PLAN

PROJECT NO.: 19112
AE103
 FOR CONSTRUCTION SET



① EXISTING - ROOF PLAN
 12/2007

IV.

PROOF OF PUBLICATION OF PUBLIC NOTICE

JACKSONVILLE
Daily Record

PROOF OF PUBLICATION

(Published daily except Saturday, Sunday and legal holidays)
Jacksonville, Duval County, Florida

STATE OF FLORIDA,

S.S.

COUNTY OF DUVAL,

Before the undersigned authority personally appeared Angela Campbell, who on oath says that she is the Publisher's Representative of JACKSONVILLE DAILY RECORD, a daily (except Saturday, Sunday and legal holidays) newspaper published at Jacksonville, in Duval County, Florida, that the attached copy of advertisement, being a Notice of Public Hearing on Application to Designate a City of Jacksonville Historic Landmark

in the matter of J.M-21-01 Union Terminal Company Warehouse

in the Court of Duval County, Florida, was published in said newspaper in the issue of FEBRU

Affiant further says that the said JACKSONVILLE DAILY RECORD is a newspaper at Jacksonville, in said Duval County, Florida, and that the said newspaper has heretofore been continuously published in said Duval County, Florida, each day (except Saturday, Sunday and legal holidays) and has been entered as periodic matter at the post office in Jacksonville, in said Duval County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any pecuniary, firm or corporation any discount, rebate, commission or refusal for the purpose of securing this advertisement for publication in said newspaper.

*This notice was placed on the newspaper's website and jacksonville.com on the same day the notice appeared in the newspaper.

Angela Campbell

Angela Campbell

Sworn to and subscribed before me this 10th day of February, 2021 A.D. by Angela Campbell who is personally known to me

Notary Public, State of Florida
My Comm. Expires 07/2023
Commission No. 153333

Janet Mohr

NOTICE OF PUBLIC HEARING ON APPLICATION TO DESIGNATE UNION TERMINAL COMPANY WAREHOUSE 700 EAST UNION STREET 131-20-01 AS A CITY OF JACKSONVILLE HISTORIC LANDMARK

NOTICE IS HEREBY GIVEN that on the 10th day of February, 2021 A.D. at 11:00 P.M. the Jacksonville Historic Preservation Commission of the City of Jacksonville will hold a PUBLIC HEARING AND HEARING FOR THE ESTABLISHMENT OF THE UNION TERMINAL COMPANY WAREHOUSE as a City of Jacksonville Historic Landmark pursuant to Jacksonville Ordinance Code 227.001. For information on the Virtual Zoom meeting, please see:

<https://www.cityofjacksonville.com/planning-and-development/committees-planning-and-development/planning-and-development>

Please note: At this time all calls to the Planning and Development Department are by appointment only. To make an appointment, please contact the Historic Preservation Section at historicpreservation@cityofjacksonville.com or by phone at (904) 255-7834.

Exhibit A

Legal Description

Y-810 21-05-001 0.211
QUARTER 1/4 SECTION 10, T. 7N
R. 1E, S. 12E, 1/4 SECTION 10, T. 7N
R. 1E, S. 12E, 1/4 SECTION 10, T. 7N
R. 1E, S. 12E, 1/4 SECTION 10, T. 7N
R. 1E, S. 12E, 1/4 SECTION 10, T. 7N
R. 1E, S. 12E, 1/4 SECTION 10, T. 7N
R. 1E, S. 12E, 1/4 SECTION 10, T. 7N

This application (131-21-01) is being processed by the HISTORIC PRESERVATION COMMISSION. A copy of the application may be reviewed in the Office of the Planning and Development Department, 2nd Floor, 601 East Building, 700 North Hogan Street, Jacksonville, Florida 32202-2557. All interested parties are notified to be present and will be heard at the Public Hearing.

HEARD the 10th day of February, 2021 A.D.

Jack C. Drumhew III
Chairman

Jacksonville Historic Preservation Commission
City of Jacksonville

Feb. 10 10:21 AM '21

JACKSONVILLE HISTORIC PRESERVATION COMMISSION

NOTICE OF PUBLIC HEARING

LM-21-01

The Jacksonville Historic Preservation Commission will hold a Public Hearing, pursuant to Section 307.104, City of Jacksonville Ordinance Code on Application No.: LM-21-01 regarding the proposed designation of the Union Terminal Company Warehouse, 700 East Union Street, as a City of Jacksonville Landmark as noted below:

Date: February 24, 2021
Time: 3:00 p.m.
Meeting Location: 214 N. Hogan Street
Jacksonville, FL 32202
Room 1002

Information concerning the proposed designation is on file with the Jacksonville Historic Preservation Commission and available for inspection from 8:00 A. M. until 5:00 P. M. Monday through Friday at the Offices of the Planning and Development Department, Suite 300, 214 North Hogan Street, Jacksonville, Florida, (904) 255-7859.

PLEASE NOTE: You have received this notice as owner of real property located within 350 feet of the proposed landmark per Section 307.104(f). Only the property associated with the proposed landmark as identified above is impacted by the historic designation.

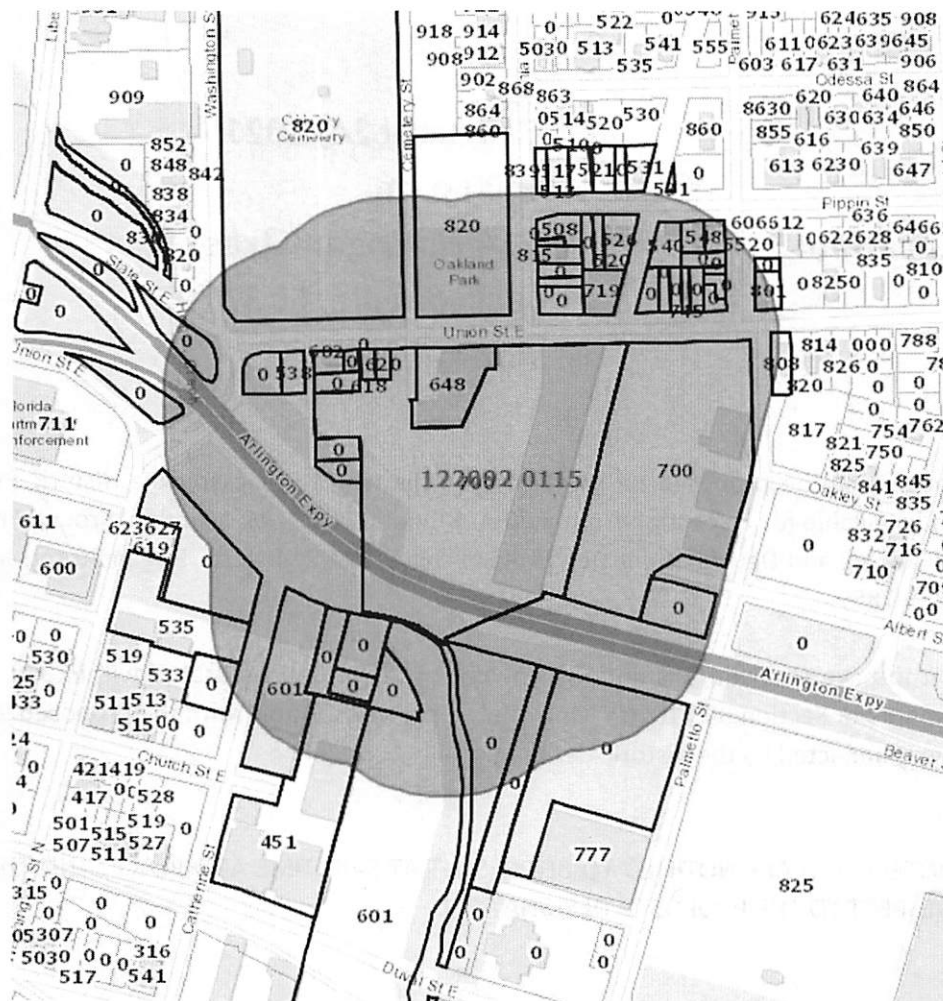
ALL PERSONS INTERESTED ARE NOTIFIED TO BE PRESENT AT SAID TIME AND PLACE, AND THEY MAY BE HEARD WITH RESPECT TO THE PROPOSED DESIGNATION.

The Commission will make a recommendation as to whether the referenced property should or should not be designated as a Local Landmark. The recommendation will be forwarded to the Jacksonville City

Council for final action. If a person decides to appeal a decision of the Jacksonville Historic Preservation Commission with respect to any matter considered at such meeting, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. § 286.0106, Florida Statutes

Legal Description:

Y-430 13-2S-26E 7.23, COLES R/P LOTS 10, 11, 12 BLK 2 OAKLAND; LOTS 10 & 11, BLK 2, Q-443 OAKLAND, PT LOTS 13 TO 18 RECD O/R 18632-1740 (EX PT RECD O/R 19385-2497), BLK 2.



V.

**LIST OF PROPERTY OWNERS LOCATED
WITHIN THREE HUNDRED AND FIFTY FEET
OF THE PROPOSED LANDMARK SITE**
