Comments and Coordination Report Final

TAMPA INTERSTATE STUDY

WPI No. 7140004, State Project No. 99007-1402, FAP No. IR-9999(43)

The project consists of approximately 24.1 km (15 miles) of multi-lane improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County.

Prepared For

FLORIDA DEPARTMENT OF TRANSPORTATION

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In Association With

KNIGHT APPRAISAL SERVICES, INC. JANUS RESEARCH

JULY 1996

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COMMENTS AND COORDINATION

1.0 INTRODUCTION

In 1987, the Florida Department of Transportation (FDOT) began the development of a Master Plan (Phase I) for the Tampa interstate system. The purpose of Phase I of the Tampa Interstate Study (TIS) was to identify possible improvements which would enable approximately 58.9 km (36.6 mi.) of I-275, I-75, and I-4 to safely accommodate anticipated travel demand in the year 2010. The overall objective of the Master Plan was to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. The results of the TIS Phase I are documented in the TIS Master Plan Report (August 1989), published separately.

Phase II of the TIS, the Project Development and Environment (PD&E) phase, began in April 1989 and involved the preparation of the environmental documentation necessary for state and federal approvals and funding for those concepts approved in Phase I of the TIS.

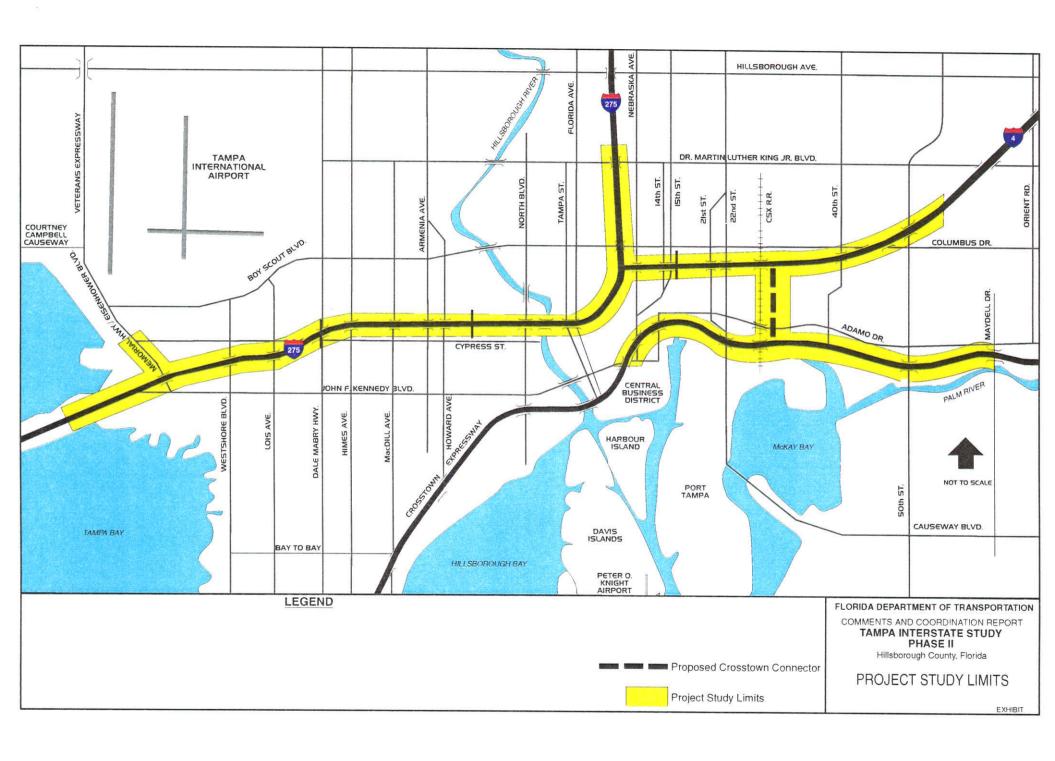
Originally, the environmental documentation of Phase II of the TIS included the preparation of an Environmental Assessment (EA) for improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps east to the Dale Mabry Highway interchange, and an Environmental Impact Statement (EIS) for improvements to I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard, to I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41), to the proposed Crosstown Connector on new alignment from I-4 southward to the existing Tampa South Crosstown Expressway, and to the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive. A Finding of No Significant Impact (FONSI) for the EA section was approved by the Federal Highway Administration (FHWA) on August 16, 1993. That segment of the TIS project is currently in the design and right-of-way acquisition phases.

The entire TIS corridor traverses the urban area of Tampa. The proposed improvements consist of a four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes) throughout the study area. In order to ensure a meaningful evaluation of alternatives, the FHWA decided to combine the EA and EIS project segments into one study in order to address the logical termini and environmental matters on a broad scope and prepare a single EIS. As a result, the information contained in the previously approved EA has been incorporated into the EIS, documenting impacts to the Tampa urban area in a single environmental document. A map of the EIS project area is shown on Exhibit 1.

This document details the FDOT's program to fully identify, address, and resolve all project-related issues identified through the Public Involvement Program. A Public Involvement Program was developed and carried out as an integral part of the TIS - Phase I (Master Plan) and Phase II (Environmental Documentation) projects. The goal of the program was to ensure that local residents, organizations, government agencies, and elected officials interested in the project and its potential impacts were aware of the project and to provide such interested parties the opportunity to participate in the development of alternatives, review of the Preferred Alternative, and development of appropriate mitigation measures. In addition, to provide a substantial issue identification and problem-solving effort, the FDOT carried out the scoping process as required by the Council on Environmental Quality (CEQ) guidelines.

2.0 ADVANCE NOTIFICATION

To initiate early communication and coordination with government agencies and the general public, the FDOT provided an early notification package to federal and state agencies and other interested parties defining the project. On December 6, 1990, the FDOT forwarded two separate Advance Notification (A-95) Packages to federal, state, and local agencies having permitting, environmental, or other interest in the TIS - Phase II. One of the Advance Notifications (AN) addressed I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/ Dale Mabry Highway interchange on the east and just north of Cypress Street on the north. The other AN addressed I-275



from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

Because the EA and EIS studies were combined into a single environmental document, and because the original Advance Notification Packages were more than four years old, a second notification package was sent to federal and state agencies and other interested parties. On May 5, 1995, the FDOT forwarded a new Advance Notification (A-95) Package to federal, state, and local agencies having permitting, environmental, or other interest in the TIS - Phase II. This Advance Notification addressed I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41); and a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive.

The May 1995 Advance Notification Package, as well as the two original 1990 Advance Notification Packages are included in Appendix A.

A list of agencies that received the Advance Notification Packages is provided in Table 1. Agencies that responded to the Advance Notification(s) are indicated by a numerical designation after the agency name. Copies of each letter received in response to the Advance Notification Packages are included in Appendix A, following their respective package.

In addition, letters from the Office of the Governor and the Florida Department of State - Division of Historical Resources were received for the Advance Notification Package that addressed I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.

The narrative that follows summarizes the significant comments received in response to the Advance Notification Packages. Responses to specific comments are also provided where appropriate.

AGENCIES RECEIVING ADVANCE NOTIFICATION PACKAGES

Tampa Interstate Study - Phase II Comments and Coordination Report

Phase II Advance Notification Mailing List		
Federal		
- Federal Highway Administration, Division Administrator		
- U.S. Department of Agriculture - Southern Region, Regional Forester		
- U.S. Department of the Interior - U.S. Geological Survey, Chief		
- U.S. Department of the Interior - Bureau of Land Management, Eastern States Office		
- U.S. Department of Housing and Urban Development, Regional Environmental Officer		
- U.S. Environmental Protection Agency - Region IV, Regional Administrator		
- U.S. Department of the Interior - U.S. Fish and Wildlife Service, Field Supervisor		
- U.S. Department of Commerce - National Marine Fisheries Service, Habitat Conservation Division		
- U.S. Army Corps of Engineers - Regulatory Branch, District Engineer		
- U.S. Department of the Interior - National Park Service - Southeast Regional Office		
- Federal Emergency Management Agency - Natural Hazards Branch, Chief		
- U.S. Department of Commerce - National Oceanic and Atmospheric Administration		
- Federal Aviation Administration - Airports District Office		
- U.S. Department of Health and Human Services - Centers for Environmental Health and Injury Control		
- U.S. Coast Guard, Seventh District		
- U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities		
- Federal Railroad Administration - Office of Economic Analysis, Director		
State		
- Florida Department of Natural Resources - State Land Management ^{2,3}		
- Florida Game and Fresh Water Fish Commission - Office of Environmental Services		
Federal-Aid Program Coordinator		
- Chief Office of Environment		
 Florida Department of Environmental Protection - District Office (formerly Department of Environmental Regulation)¹ 		
Regional/Local		
- Tampa Bay Regional Planning Council ¹		
- Southwest Florida Water Management District ^{2,3}		

- Responses received for Advance Notification Package addressing I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.
- Response received for Advance Notification Package addressing 1-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/ Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.
- Responses received for Advance Notification Package addressing I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

Summary of Agency Comments for the Advance Notification (sent out May 5, 1995) addressing the combined EA/EIS environmental documents.

U. S. Department of Commerce - National Oceanic and Atmospheric Administration

Comment: Wetland impacts should be avoided wherever practicable. It is often preferable to consolidate mitigation activities into larger units, when appropriate, rather than have many small fragmented mitigation areas. Contact the SWFWMD-SWIM department in Tampa regarding mitigation opportunities in McKay Bay. Please send a copy of the Wetlands Evaluation Report to our office.

Response: Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project. A copy of the Wetlands Evaluation Report will be forwarded to Mr. Dale, as requested.

Department of Community Affairs

Comment: The Florida State Clearinghouse is awaiting additional comments. Comments will be forwarded as soon as possible.

Response: No response required.

Tampa Bay Regional Planning Council

Comment: Make every effort to protect endangered and threatened species/habitat, avoid impacts to wetlands, and use native vegetation on gradual slopes.

Response: Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project. A list of native vegetation recommended for use in the project is included in the TIS <u>Urban Design Guidelines</u>.

Summary of Agency Comments for the Advance Notification addressing I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.

Office of the Governor

Comment: The project is consistent with the State's Coastal Zone Management Program advanced notification stage.

Response: No response required.

Florida Department of Environmental Protection

Comment: Activities associated with this project potentially impact estuarine intertidal wetlands associated with Fish Creek and open waters of Tampa Bay. Wetland resource permits will be required for any structures, filling or dredging within these waters. Minimize encroachment by any methods necessary to offset any adverse impacts.

Response: The identification and evaluation of alternatives included impacts relative to wetlands. Wetlands impacts have been determined to be minimal. All permitting and determination of any mitigation required will be conducted during the design phase of the project.

Florida Department of State - Division of Historical Resources

Comment: Conditioned upon the Department undertaking a cultural resource survey, and appropriately avoiding or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on any sites listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of national, state, regional, or local significance, and will be consistent with the historic preservation aspects of Florida's coastal zone program.

Response: A cultural resource survey was conducted and no relevant resources were identified within this portion of the project.

Department of Natural Resources

Comment: The subject project may affect uplands where title is vested in the Board of Trustees of the Internal Improvement Trust Fund. Should use of these lands be confirmed, or additional lands be identified, during the more specific permitting process, an easement will be required pursuant to Chapter 18-2, Florida Administrative Code.

Response: All permitting and determination of easement requirements will be conducted during the design phase of the project.

Southwest Florida Water Management District

Comment: The following general comments should be considered during project development:

- Aspects of surface water quality and quantity;
- Conditions for issuance of a surface water management permit include reasonable assurance that the proposed activity "will not cause adverse environmental impacts or adverse impacts to wetlands, fish and wildlife, or other natural resources".

Response: The identification and evaluation of alternatives included impacts relative to water quality, wetlands, threatened and endangered species, floodplain, and natural resources. Water

quality protection will be provided through the use of Best Management Practices and stormwater treatment ponds. Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project.

Summary of Agency Comments for the Advance Notification (sent December 6, 1990) addressing I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) east to 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.

Department of Natural Resources

Comment: The subject project may affect uplands where title is vested in the Board of Trustees of the Internal Improvement Trust Fund. Should use of these lands be confirmed, or additional lands be identified, during the more specific permitting process, an easement will be required pursuant to Chapter 18-2, Florida Administrative Code.

Response: All permitting and determination of easement requirements will be conducted during the design phase of the project.

Southwest Florida Water Management District

Comment: The following general comments should be considered during project development:

- Aspects of surface water quality and quantity;
- Conditions for issuance of a surface water management permit include reasonable assurance that the proposed activity "will not cause adverse environmental impacts or adverse impacts to wetlands, fish and wildlife, or other natural resources".

Response: The identification and evaluation of alternatives included impacts relative to water quality, wetlands, threatened and endangered species, floodplain, and natural resources. Water quality protection will be provided through the use of Best Management Practices and stormwater treatment ponds. Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project.

3.0 PUBLIC AND INTERAGENCY COORDINATION

Coordination and consultation with the general public and agencies was accomplished through a variety of techniques over the course of the study in order to ensure all appropriate parties were apprised of the study status and had the opportunity to provide input.

3.1 <u>Scoping Process</u>

Scoping is a formal information exchange for projects requiring an EIS. Scoping is required by and described in 40 CFR Section 1501.7 (CEQ Regulations). 23 CFR 771 directs scoping to begin early and continue throughout the project development process. The process is used to identify the range of alternatives and impacts and the significant issues to be addressed in the environmental document. Scoping is usually limited to affected governmental agencies and interested groups or organizations with specific knowledge about a project study area. A formal scoping meeting, which is optional, may be held early in the development process, but after the Advance Notification process is complete. Although a formal scoping meeting was not held for TIS, the activities during the development of the Master Plan concept served as the scoping process.

The initiation of TIS involved the development of a Master Plan concept, which is documented in the Master Plan Report. The TIS Master Plan concept was developed by completing a tier evaluation analysis, as documented in TIS Task F.6.a(6) - Tiers 1-3 Analysis reports, published separately. The tier evaluation process included public and agency input at each stage of the evaluation, prior to proceeding to the next level of analysis. The tier evaluation analysis resulted in the development of the Preferred Alternative, discussed in detail in the Environmental Impact Statement Section 4(f) Evaluation, published separately.

The TIS <u>Master Plan Report</u> documented the coordination with affected agencies, development of the Preferred Alternative, and potential environmental and historical issues. In addition, the <u>Master Plan Report</u> provided plans for one of the most intensive public involvement programs associated with such a study. Features of the TIS public involvement program included a specific project office and public information phone service, a speakers bureau, a Citizens Advisory Committee, an Agency Task Force, a city/county/regional officials presentation plan, a comprehensive print/radio/media plan, numerous meetings with special interest groups and local agencies, and three major public information workshops in conjunction with the tier evaluation process. These workshops are summarized later in this report. Copies of pertinent federal, state, and local agency coordination are contained in Appendix B.

3.2 Utility Coordination

Utilities coordination was accomplished through a series of letters requesting information regarding the location of existing utilities and estimates for utility relocations associated with the Preferred Alternative. Representatives of the following utilities were contacted: the Tampa Electric Company, General Telephone Company, Peoples Gas System and Jones Intercable Company. Follow-up meetings specific to individual properties were held with some of the utility companies. The City of Tampa was contacted for location and cost estimates of water and sewer utilities.

3.3 Multi-Modal Coordination

To coordinate the TIS and the Rail Transit Study (RTS) with the Hillsborough County MPO <u>2010</u> Long Range Transportation Plan and <u>2015 Long Range Transportation Plan</u>, a Multi-Modal Consensus Committee was created by the FDOT. The following participants were involved in this committee:

- Florida Department of Transportation,
- Hillsborough County Metropolitan Planning Organization,
- Hillsborough Area Regional Transit Authority,
- Tampa Interstate Study consultants, and
- Rail Transit Study consultants.

The Multi-Modal Consensus Committee met regularly to ensure the Tampa Interstate and Rail Transit study teams included the latest developments of each study in their respective transportation plans. In this way, compatibility in the transportation program development of the two studies was achieved. This committee also met regularly with the Rail Transit Study Management Team (SMT) and the TIS consultant to discuss coordination issues. In addition, the RTS consultant and the MPO are members of the Agency Task Force (ATF) Committee of the TIS.

In summary, both study teams agreed upon the basic assumptions which underline planning and engineering considerations for the development of traffic and transit ridership forecasts for these two projects. As a result of this cooperation, compatible and consistent data and results were utilized to

process used to reach this consensus is contained in an MPO technical memorandum, <u>Multi-Modal</u>

<u>Consensus - Travel Demand Forecasting Coordination Effort.</u>

3.4 <u>Project Office</u>

A special project office was established for the TIS. The project office included areas for study displays and graphics as well as a conference room for group meetings and presentations. Key staff members were available each day during working hours to provide visitors information and explanations about the study.

A toll-free telephone line to the project office was established and its use was promoted by team members for residents of Hillsborough, Pinellas, and Pasco counties. Forms were devised to account and track incoming calls to ensure proper follow-up and dissemination of information.

3.5 Public Notification

A computerized mailing list of agencies, public officials, community service organizations, special interest groups, interested residents, and property owners within 300 feet of the proposed project's right-of-way was prepared prior to the study's initiation. Requests to be added to the mailing list were received by phone, by mail, from office visits, and at public meetings. The mailing list was used to distribute all newsletters and notification of public meetings and hearings.

Since the project's inception, the study team produced eight issues of the Tampa Interstate Newsletter. These newsletters contained text, maps, and graphics describing the study process. Each issue announced the next public workshop, meeting, or hearing; included a study map; and described how to contact the study team. Special topics about the project such as traffic demand, design amenities, historic resources, and roadway types were also provided in each issue. Copies of each newsletter are contained in Appendix C.

It should be noted that after the development of the Area of Potential Effect (APE), the public notification mailing list was expanded to include all property owners within this area. This expansion included an additional 4,000 mailings for the Second Historic Resources Public Workshop.

3.6 Speakers Bureau

Project study team members were available throughout the study to make presentations to community, civic, and special interest groups. The meetings normally consisted of a 20- to 30-minute presentation followed by 20 to 30 minutes of questions or comments. The study team members displayed project graphics and provided informational brochures.

During Phase I of the TIS, presentations were made to approximately 42 groups with approximately 15 to 20 people attending an average Speakers Bureau presentation. Extensive coordination continued during Phase II of the TIS as presentations and informational meetings continued to be held throughout the Phase II process. Table 2 lists the meetings held through January 1996 along with the dates the meetings occurred.

3.7 Phase I Public Meetings

During Phase I of the TIS process, three public workshops were held with over 3,000 people in attendance. All three workshops took place in the Gasparilla Room of the Curtis Hixon Convention Center, formerly located in downtown Tampa.

The workshops were held on July 13, 1988; November 7, 1988; and January 26, 1989. They were all informal opportunities for the public to examine displays and conceptual alternatives drawn on aerial photographs, and to obtain information about the study from team members and FDOT staff.

The Phase I workshops were organized as informal informational meetings. Attendees entered the hall to a display of general concepts including design amenity components and potential noise

PRESENTATIONS AND INFORMATION MEETINGS - PHASE II Tampa Interstate Study - Phase II Comments and Coordination Report

Presentations and Informational Meetings	Date
Coordination Meeting with Historic Tampa/Hillsborough County Preservation Board (HT/HCPB)	August 3, 1990
Community Redevelopment Agency Meeting	November 29, 1990
Speaker's Bureau Meeting with Tampa Heights Civic Association	April 25, 1991
Coordination Meeting with Executive Director of the Presbyterian Village	May 20, 1991
Coordination Meeting with the Trust for Public Land concerning proposed right-of-way for Tampa Heights Linear Park	May 28, 1991
Coordination Meeting regarding the Tampa Heights Linear Park held at FDOT's District VII Office with representatives of the Trust for Public Land	August 7, 1991
Project Status meeting held for MPO, Hillsborough County and City of Tampa officials	August 27, 1991
Coordination Meeting with Historic Tampa/Hillsborough County Preservation Board regarding the proposed Tampa Heights Linear Park	October 15, 1991
Coordination Meeting with the City of Tampa Parks and Recreation Department regarding Perry Harvey Park	October 28, 1991
Coordination Meeting regarding the Tampa Heights Linear Park held at FDOT's District VII Office with representatives of the Trust for Public Lands and HT/HCPB	November 8, 1991
Informational Meeting with ITE Students at CUTR	March 4, 1992
Presentation given to the City of Tampa Leadership Forum	April 28, 1992
Presentation given to USF Transportation Engineering Class .	May 20, 1992
Meeting with representative of City of Tampa Parks Department	June 22, 1992
Meeting with Historic Tampa/Hillsborough County Preservation Board	November 18, 1992
Meeting with West Kennedy Council	November 20, 1992
Meeting with Ybor City Development Corporation	November 20, 1992
Meeting with Historic Tampa/Hillsborough County Preservation Board	December 3, 1992
Meeting with Architectural Review Board	December 10, 1992
Coordination Meeting with Hillsborough Community College	February 15, 1993
City of Tampa Parks and Recreation Department Meeting	September 16, 1993
Coordination Meeting with City of Tampa Public Art Director	September 16, 1993
City of Tampa Parks and Recreation Department Meeting	October 13, 1993
TIS Presentation to MPO-TAC	November 15, 1993
Coordination Meeting with City of Tampa (Salmon/Betancourt)	November 22, 1993

PRESENTATIONS AND INFORMATION MEETINGS - PHASE II

Tampa Interstate Study - Phase II Comments and Coordination Report (Continued)

Presentations and Informational Meetings	Date
Coordination Meeting with Stephanie Ferrell of the Historic Tampa/Hillsborough County Preservation Board	December 10, 1993
Coordination Meeting with Tampa Housing Authority	December 10, 1993
TIS Preliminary Park Plan presentation to Perry Harvey, Jr. and community representatives	December 14, 1993
Coordination Meeting with Tampa Housing Authority	January 4, 1994
Presentation to MPO	January 11, 1994
Presentation to Bicycle Advisory Committee	January 12, 1994
Coordination Meeting with Hillsborough Area Regional Transit (HARTline)	January 13, 1994
MPO Presentation on <u>Urban Design Guidelines</u>	January 18, 1994
Coordination Meeting with Presbyterian Village	January 19, 1994
Coordination Meeting with City on drainage	January 20, 1994
Coordination Meeting with Director of Tampa Planning	January 25, 1994
Coordination Meeting with Ybor Development, Inc.	January 26, 1994
Coordination Meeting with City on Perry Harvey Park and Scott Street	February 1, 1994
Windshield review of housing stock and in-fill areas with City and non-profit organizations	February 2, 1994
Meeting to update Livable Roadways on TIS <u>Urban Design Guidelines</u>	February 16, 1994
Coordination Meeting with City Real Estate Department to discuss early acquisition of Recreation Department building	February 18, 1994
Coordination Meeting with City Community Redevelopment to discuss relocation of historic structures	February 21, 1994
Presentation of Tampa Heights Greenway to HT/HCPB	February 25, 1994
Perry Harvey Park Follow-up Meeting with the community	February 28, 1994
Coordination Meeting with City of Tampa Fire Department concerning relocation of 911 Dispatch Communications Center	March 28, 1994
Coordination Meeting with West Tampa Boys and Girls Club	April 13, 1994
Coordination Meeting with the Westshore Alliance to discuss relocation schedule	April 29, 1994
Coordination Meeting with Art in Public Places Committee	May 9, 1994
Presentation to Sunset Park Community	May 10, 1994

PRESENTATIONS AND INFORMATION MEETINGS - PHASE II

Tampa Interstate Study - Phase II Comments and Coordination Report (Continued)

Presentations and Informational Meetings	Date
Coordination Meeting with Sunset Park Homeowner's Association	May 20, 1994
Coordination Meeting with HARTline	May 20, 1994
Coordination Meeting with City of Tampa Fire Department concerning relocation of 911 Dispatch Communications Center	June 3, 1994
Coordination Meeting with City Community Redevelopment to discuss relocation of historic structures	June 16, 1994
Coordination Meeting with City of Tampa Art in Public Places Committee	June 17, 1994
Presentation to the Ybor Coalition, Interstate Subcommittee	July 13, 1994
Coordination Meeting with City Staff	August 9, 1994
Coordination Meeting with FDOT and City of Tampa to discuss avoidance alternative for Perry Harvey Park	November 22, 1994
Presentation of UDG to Citizens Advisory Committee	March 22, 1995
Design Review Committee Kick-off Meeting	March 28, 1995
Presentation of UDG at Agency Liaison Meeting	April 5, 1995
Meeting with FDOT, MPO and HART to discuss the MIS requirements	May 17, 1995
Coordination meeting with HART to discuss interstate access issues (40th Street)	May 17, 1995
Follow-up meeting with HART to discuss interstate access issues (40th Street)	June 15, 1995
Meeting with FHWA, FTA, HART, MPO and FDOT in Tallahassee to discuss MIS related issues	July 28, 1995
Presentation to the MPO supporting the Master Plan as meeting the MIS	August 21, 1995
Presentation to the MPO Livable Roadways Committee on the UDG	September 28, 1995
Presentation to the MPO on the UDG	November 14, 1995
Public Hearing - EIS	January 16, 1996

barriers. They were then encouraged to view the 12-minute slide show to receive a study overview and geographic orientation. Slide shows were run continuously throughout the workshops.

Attendees were assisted in determining which study segment or segments were of interest to them and directed to specific locations around the hall. Study team members and FDOT staff were stationed near aerial photographs to explain the concepts and answer questions. If residents had questions regarding relocation or the property acquisition process, the FDOT right-of-way staff was available to provide information and answer their questions. At least one Spanish-speaking translator attended each workshop.

Attendees were encouraged to comment on the study and concepts presented at each meeting, either on comment sheets provided or through the court reporters available to receive their oral comments. After each public workshop, the comments received at the workshop and comments received within 45 days following the workshop were summarized in the following reports appended by reference: Public Meeting No. 1 Comments Summary Working Paper (September 1988), Public Meeting No. 2 Comments Summary Working Paper (January 1989), and Public Meeting No. 3 Comments Summary Working Paper (March 1989). The comments received were used to review and refine each level of analysis in the alternatives selection process.

3.8 Phase II Public Meetings

During Phase II of TIS, eight public forums were provided to receive comments on various topics concerning the project: an alternatives public meeting (addressing the entire project area), a formal hearing (addressing a portion of the project), two historic resources public meetings and four community workshops. The historic resources public meetings and community workshops were held to receive input regarding secondary effects of the proposed improvements, mitigation of the adverse effects, and measures for providing visual unity to the project, as outlined in the TIS <u>Urban Design Guidelines</u>, published separately. These meetings are summarized in the following sections.

3.8.1 Alternatives Public Meeting - EA

(The alternatives public meeting involved proposed improvements to Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street and I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.)

An alternatives public meeting was held regarding the Preferred Alternative concept for the EA portion of the project on April 30, 1991 at the Tampa Convention Center from 4:00 p.m. to 8:00 p.m. Representatives of the FDOT and key project study team members were available to answer questions and discuss the project with the meeting attendees. The meeting had an informal format where the attendees viewed aerial photography, a video presentation, and board exhibits of the proposed improvements. The attendees had the opportunity to contribute written comments concerning the project or give oral comments to court reporters that were present.

Of the approximately 230 people who attended the meeting, 13 written comments and seven oral comments were received. The written and oral comments received at the meeting and within ten days following the meeting are summarized in a report entitled, Task A.1.e.17 - Comments Summary Working Paper (May 1991), appended by reference. The most commonly expressed concerns included support for noise barriers, aesthetically pleasing retaining walls, and development of linear parks. The second most commonly expressed concerns involved the relocation of retention ponds to areas with minimum impact to existing residential and commercial development. The remaining comments submitted covered such issues as construction dates for the project, environmental impacts, and impacts to existing property.

3.8.2 Public Hearing - EA

(The public hearing was held for proposed improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.)

A public hearing for the EA portion of the project was held at the Holiday Inn Lake Forest Ballroom at 4500 West Cypress Street, Tampa, Florida on March 22, 1993 from 5:00 p.m. to 8:00 p.m. Beginning at 6:00 p.m., a formal presentation was given by the Department followed by time allowed for public comment. The purpose of this hearing was to provide the public with an opportunity to formally comment on the potential impact on community resources as a result of the proposed improvements to the Tampa interstate system.

Prior to and after the formal presentation, the public viewed a video presentation and aerial displays of the alternative concepts. The video presentation was shown every 15 minutes and described the PD&E process, the identification and evaluation of alternatives, and the Preferred Alternative. Copies of the following documents were available for public inspection:

- Location Hydraulic Report
- Air Quality Report
- Noise Report
- Traffic Report
- Engineering Report
- Hazardous Waste Site Inventory Report
- Permit Coordination Report
- Typical Sections

Representatives of the FDOT and key project study team members were available to discuss the project and answer questions.

The hearing offered four options for public comments: by formal oral presentation of views, through a court reporter, by written comment forms provided to all attendees and by submission of supplemental comments after the meeting. Additional comments were received by mail, telephone and from concerned citizens at the project office by the study team. Property owners within 91.4m (300 feet) either side of the roadway centerline were notified of the public hearing by letter. Official letters notifying interested parties, local governments, local elected officials and the media were also mailed prior to the meeting. A meeting notice was published on February 27, 1993 and March 15, 1993 in the *Tampa Tribune* inviting interested parties to attend. In addition, newsletters were mailed

to parties on the computerized mailing list, property owners of record and interested parties in the study area as well as elected and appointed state and local officials.

The sign-in sheets registered 333 persons and it is estimated 350 were in attendance. Twelve formal oral comments were given during the hearing, 21 written comments were received during the hearing, 10 oral comments were given to the court reporter, 15 oral comments/inquiries were received at the project office and an additional 10 written comments were received during the 10-day comment period following the public hearing.

While many people at the public hearing viewed the project favorably, many local residents expressed concern over several issues. The issues most frequently mentioned were potential noise impacts associated with the highway, increased pollution, and increased traffic on local roads traversing residential neighborhoods. Pedestrian traffic, loss of property values, and concerns over adequate replacement housing were also mentioned. Those in favor of the project anticipate increased mass transit opportunities, reduced traffic congestion, and a positive impact on local businesses. A total of 53 people submitted comments to the FDOT either at the public hearing or during the subsequent comment period. The following tabulates the number of comments which were made regarding specific issues:

•	Noise impacts	13
•	Increased traffic on local roads (primarily Trask Street)	9
•	Requests for specific published information	9
•	House will be left too close to I-275/ wants their property condemned	7
•	Pollution impacts	4
•	Replacement housing/fair compensation	3
•	Pedestrian safety	2
•	Loss of property value	2
•	Visual impacts - requesting vegetation	2
•	Wants a different alignment	2
•	Waste of tax dollars	1
•	Wetland/wildlife impacts	1
•	Construction noise	1
•	Positive impact on community	6

A copy of the official public hearing transcript, the hearing handout, sign-in sheets, newspaper advertisement, oral and written comments received both at the hearing and during the comment period, and a summary of responses to those comments are contained in the EA <u>Public Hearing</u> <u>Comments Summary Working Paper</u> (May 1993), appended by reference.

The outcome of the public hearing did not result in any revisions to the Preferred Alternative. Measures the FDOT is prepared to take to resolve the major issues concerning the project are included in the Commitments and Recommendations section contained in the Summary section of the Environmental Impact Statement and Section 4(f) Evaluation, published separately. A summary of all pertinent coordination conducted for the EA study, as well as copies of comments and correspondence are contained in the Comments and Coordination Report (June 1993), appended by reference.

3.8.3 Historic Resources Public Meetings

(The historic resources public meetings involved improvements to I-275 from the Dale Mabry Highway interchange to north of Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street, the proposed Crosstown Connector from I-4 to the Crosstown Expressway, and the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive.

Two historic resources public meetings were held to provide the public with opportunities to review and comment on changes to the Preferred Alternative as a result of efforts to minimize direct and indirect effects upon historic resources and to inform the public of impacts to historic resources as a result of the proposed project.

Prior to each meeting, TIS newsletters and official letters notifying property owners of record, interested parties, local governments and elected officials, and the media were mailed. Meeting notices were also published in the *Tampa Tribune* inviting all interested parties to attend.

The meetings offered three options for public comments: through a court reporter, by written comment forms provided to all attendees, and by submission of supplemental comments after the meeting.

The first historic resources public meeting took place on November 12, 1992 and was held at the Hillsborough County Community College in Ybor City from 4:00 p.m. to 7:00 p.m. Approximately 125 persons attended this public meeting. A separately published report, TIS <u>Historic Resources Public Meeting Comments Summary Working Paper</u> (March 1993), appended by reference, provides a summary of public comments, copies of all comments received as a result of the meeting, the court reporter's transcript, sign-in sheets, and all public meeting notices.

The following lists some of the primary comments received as a result of the meeting:

- Several property owners were opposed to saving their house because it is a historic structure, thereby potentially being negatively impacted by noise.
- Support for saving the Greater Bethel Baptist Church; it is an important resource for black history in the downtown area.
- Support for linear park along the west side of the interstate was expressed by several residents.
- Many residents expressed concern about potential noise and visual impacts, and were anxious to proceed with the acquisition process.
- The Ybor City Development Corporation expressed support of the planned overall interstate improvements but requested additional time to provide specific comments about the recommended realignment.
- The National Trust for Historic Preservation commented on the importance of appropriate mitigation measures to reduce adverse effects to historic resources, including the relocation of historic buildings to appropriate settings.

The second historic resources public meeting was held on October 25, 1993. The meeting was held at the Holiday Inn - Ashley Plaza in Downtown Tampa at 111 W. Fortune Street in the Crown Ballroom from 4:00 p.m. to 7:00 p.m. The purpose of this meeting was to provide the public with

an opportunity to review and comment on potential impacts to and possible mitigation for historic resources potentially affected by the proposed interstate improvements. Representative photographs of potential visual impacts were displayed on video screens with computer-simulated retaining walls and noise barriers superimposed. The representative photographs were taken from the Area of Potential Effect (APE), which is the area adjacent to the proposed improvements which may be affected by factors such as noise or visual impacts.

The sign-in sheets registered 175 persons and it is estimated 200 people were in attendance. A separately published report, TIS <u>Historic Resources Public Workshop II Comments Summary Working Paper</u> (February 1994), appended by reference, provides a summary of public comments, copies of all comments received as a result of the meeting, the court reporter's transcript, sign-in sheets, and all public meeting notices.

The following lists some of the primary comments received as a result of the meeting:

- Several property owners were concerned about potential increases in noise levels.
- Several property owners were in favor of the preservation of historic resources.
- Several property owners expressed concerns about potential visual impacts and lighting along the interstate.
- Several residents expressed concern about potential crime and vandalism and suggested that the acquisition process move as quickly as possible.
- The City of Tampa expressed the desire to participate in the relocation of homes, including historic homes, from the path of the I-275 expansion.

3.8.4 Community Workshops

(The community workshops involved improvements to Memorial Highway (S.R. 60) from I-275 to just north of Cypress Street and I-275 from the Howard Frankland Bridge/ Kennedy Boulevard ramps north to Dr. Martin Luther King, Jr. Boulevard, I-4 from I-275 (including interchange) to east of 50th Street, the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, and the proposed Crosstown Connector from I-4 to the Crosstown Expressway.)

Four community workshops were held to provide community members the opportunity to discuss and provide input on desirable design treatments for the proposed interstate expansion project. The suggestions solicited at these workshops were incorporated into the TIS <u>Urban Design Guidelines</u> document. This document identifies a palette of materials, textures, colors, landscape elements, and building techniques to be used throughout the interstate system that will provide visual unity to the project and mitigate adverse visual effects. Each workshop was held in a different location to allow individual neighborhoods to address design treatments specific to their community. Ideas generated during these workshops were also considered in developing the mitigation plan as part of the Section 106 process.

The agenda for each workshop included an introduction that provided an update on the status of the Tampa Interstate Study and a staff presentation on the <u>Urban Design Guidelines</u> document. The presentation also included a discussion on urban design amenities such as lighting, landscaping, and noise barrier treatments which could potentially be included as part of the interstate design. At each workshop, the attendees broke into small groups of five to seven persons and discussed amenities unique to their community based on a standard questionnaire handed out by the staff. The same questionnaire was used for each workshop and is included in Appendix D.

The first workshop was held for the Westshore area on February 28, 1994 from 4:00 p.m. to 6:30 p.m. in the Burdines Community Room in the Westshore Plaza. Approximately 12 persons attended this workshop. The second workshop was held for the Tampa Heights/Central Business District area on March 3, 1994 from 4:00 p.m. to 7:00 p.m. in the Community Room of the Tyer Temple United Methodist Church in Tampa Heights. Twenty-one persons attended this workshop. The third workshop was held for the Ybor City community on March 7, 1994 from 4:00 p.m. to 7:30 p.m. in the Community Room of the Allen Temple A.M.E. Church. Seventeen persons attended the workshop. The fourth workshop was held for the West Tampa area on March 9, 1994 from 4:00 p.m. to 7:30 p.m. in the Community Room of the Martin Luther King, Jr. Recreation Complex. Eighteen persons attended this workshop. The minutes and responses from each workshop are included in Appendix D.

3.9 Coordination Meetings with Public Officials and Agencies

Coordination meetings were held with several public officials and agencies to update and distribute information, as well as receive input concerning the Preferred Alternative. The meetings included a presentation of the Preferred Alternative as well as a review and discussion of the Preferred Alternative. Below is a list of elected public officials and agencies that received at least one presentation:

- Hillsborough County Metropolitan Planning Organization
- Hillsborough County City/County Planning Commission
- Hillsborough County Board of County Commissioners
- City of Tampa City Council
- City of Tampa Mayor and key staff
- Senator Mr. James T. Hargrett, Jr. (formerly State Representative)
- State Representative Mr. Jim Davis III
- Hillsborough County Expressway Authority
- Southwest Florida Water Management District
- Florida Department of Environmental Protection
- Florida Department of Natural Resources
- Hillsborough County Environmental Protection Commission
- Pasco County Engineering

3.10 Organized Community/Agency Task Force Groups

3.10.1 Citizens Advisory Committee

The Citizens Advisory Committee (CAC) was created to stimulate interaction between study team members and corridor users, land owners, businesses, and residents. The CAC functioned as a conduit of information to major organizations and resident groups working and living along the interstate corridor. During Phase I of the study, the CAC met on a monthly basis for an 18-month period to review and discuss all alternative concepts prior to a public presentation. The CAC also attended the public workshops to hear citizen comments.

The CAC continued to function as an integral part of the TIS Phase II efforts and assisted the study team in building community consensus by identifying the important issues, recommending solutions, and by meeting with community members. During Phase II, the CAC met two times.

The 13-member CAC was made up of professors, state representatives, utilities administrators, realtors, and professionals from the following organizations:

- University of South Florida
- Tampa Parkway Association
- Florida State Legislature
- Hillsborough County Board of County Commissioners
- Ybor City Chamber of Commerce
- Holland & Knight
- Westshore Alliance
- City of Tampa
- University of Tampa
- Tampa Downtown Partnership
- Hillsborough County Metropolitan Planning Organization
- Grubb & Ellis
- Tampa Tribune

3.10.2 Agency Task Force

The Agency Task Force (ATF) was composed of local, state, and federal agencies. The ATF's participation fluctuated with a specific agency's staff attending when an area of specific concern was discussed. The ATF functioned as a liaison between study team members and the agencies represented on the task force. Below is a list of the representatives or agencies that composed the ATF:

- Southwest Florida Water Management District (SWFWMD)
- Harland Bartholomew & Associates
- Tampa Bay Regional Planning Council
- SWFWMD Field Services Supervisor Tampa Permitting Department
- County Administrator Pasco County
- Florida Department of Environmental Protection
- Pasco County Department of Police
- Hillsborough Area Regional Transit (HART)

- Hillsborough County Sheriff's Department
- Florida Department of Natural Resources
- Hillsborough County City-County Planning Commission
- Bechtel Civil Engineers
- Hillsborough County School Board
- Hillsborough County Department of Public Works
- Hillsborough County Aviation Authority
- State of Florida Department of Highway Safety and Motor Vehicles
- Pinellas County MPO
- Deputy Superintendent for Administration and Operations Hillsborough County Schools
- Tampa Port Authority
- Federal Highway Administration (FHWA)
- Hillsborough County Expressway Authority
- Florida Department of Transportation
- Hillsborough County MPO
- City of Tampa, Department of Public Works

It is important to note that the Hillsborough County Aviation Authority (HCAA) was an active participant in the identification of alternatives and development of the Preferred Alternative concept of the TIS Master Plan and the Northwest Hillsborough Expressway Master Plan (currently known as Veterans Expressway) that provides access to Tampa International Airport (TIA). Representatives of HCAA and TIA served on the TIS Agency Task Force and participated in numerous technical and policy meetings during the 1987-1989 Master Plan activities, which established the access plan for TIA as provided in the Veterans Expressway's interchange with both TIA and I-275.

During Phase II of the TIS, dozens of agency coordination meetings were conducted. A partial list of the meeting dates is provided on the next page. Minutes of each referenced meeting are contained in Appendix E.

Agency Coordination Meetings

April 8, 1991 September 30, 1991 January 30, 1992 February 20, 1992 February 25, 1992 June 22, 1992 November 9, 1992 November 23, 1992 December 10, 1992 February 17, 1993 April 29, 1993 May 4, 1993 July 28, 1993 September 16, 1993 October 13, 1993 October 26, 1993

November 17, 1993 December 10, 1993 December 14, 1993 January 26, 1994 March 28, 1994 April 13, 1994 April 27, 1994 April 29, 1994 May 20, 1994 June 3, 1994 June 17, 1994 July 13, 1994 August 9, 1994 September 13, 1994 September 20, 1994 May 17, 1994

3.10.3 Relocation Task Force

The Relocation Task Force (RTF) was developed during Phase II of the TIS and was made up of local agencies, community leaders, elected officials and area residents. The goal of the RTF was to deal with specific issues as they related to property acquisition and relocation in order to assure smooth implementation once financing for property acquisition became available. Agencies and organizations represented on the RTF were:

- City of Tampa Mayor's Office Representative
- Tampa Habitat for Humanity
- Tampa Downtown Partnership
- Hillsborough County City-County Planning Commission
- Tampa Housing Authority
- Historic Tampa/Hillsborough County Preservation Board
- Senator Mr. James T. Hargrett, Jr. (formerly State Representative)
- City of Tampa Housing and Community Development
- Architectural Review Board
- Hillsborough County School Board
- Ybor Square
- Westshore Alliance
- Tampa Preservation, Inc.

The RTF began meeting in October 1990. The following issues were identified by the RTF as goals of the TIS project:

- To provide replacement housing to relocatees in the same neighborhood;
- To provide incentives to encourage existing commercial development to relocate in the same neighborhood;
- To maintain access to existing commercial nodes;
- To keep property owners informed of the anticipated schedule for right-of-way acquisition and their rights; and
- Efforts should be made to salvage historic houses, or at least portions of the structures that could be used to rehabilitate other historic structures.

Potentially controversial issues identified as needing special attention included impacts to Hillsborough County School Board properties, whether or not "impact fees" would be required for the relocated structures, and the appropriateness of moving historic structures. The RTF met seven times: October 4, 1990; November 14, 1990; February 6, 1991; March 7, 1991; November 16, 1993; January 11, 1994; and March 7, 1994. RTF meeting minutes are contained in Appendix F.

3.10.4 Cultural Resources Committee

The Cultural Resources Committee (CRC) was formed to coordinate federal, state and local interests in historic and archaeologic resources potentially affected by the interstate improvements. The following is a list of the organizations and agencies:

- Federal Highway Administration Tallahassee, Florida
- Florida Department of Transportation District VII
- Florida Department of Transportation Central Office
- Historic Tampa/Hillsborough County Preservation Board
- State Historic Preservation Officer (SHPO)

The CRC functioned as a consensus-building committee to facilitate coordination among the federal, state, and project team members responsible for completing the requirements of Section 4(f) and Section 106. The goal of the CRC was to develop a Memorandum of Agreement (MOA) to avoid, reduce, or mitigate all identified adverse effects on historic properties or to accept each effect in the public interest. Due to the level of involvement with historic resources, early coordination regarding adverse effects was necessary in order to develop an MOA that would be acceptable to the Advisory Council on Historic Preservation (ACHP) and other signatures to the MOA. A copy of the MOA is contained in Appendix G.

The CRC began meeting in September 1990. The following is a list of dates when the CRC met, including agency coordination meetings to discuss cultural resources and the historic resources public meetings. Minutes and/or transcripts of the following meetings are provided in Appendix H.

Date	Type of Meeting	Comments
September 11, 1990	CRC meeting	
October 22, 1990	CRC meeting	
January 18, 1991	CRC meeting	
August 8, 1991	agency coordination meeting	
September 30, 1991	agency coordination meeting	
January 30, 1992	agency coordination meeting	
February 20, 1992	agency coordination meeting	
March 19 - 20, 1992	CRC meeting	Attended by (ACHP)
May 27 1992	field review	
May 28, 1992	CRC meeting	
July 31, 1992	CRC meeting	
September 17, 1992	CRC meeting	•
November 9, 1992	agency coordination meeting	
November 12, 1992	Historic Resources Public Meeting #1	Attended by ACHP
May 4, 1993	agency coordination meeting	
May 4, 1993	CRC meeting	
July 27, 1993	CRC meeting	
July 28, 1993	agency coordination meeting	Attended by ACHP
October 25, 1993	Historic Resources Public Meeting #2.	
October 26, 1993	agency coordination meeting	Attended by Regional FHWA
March 15, 1994	CRC meeting	
April 18, 1994	CRC meeting	Attended by City of Tampa
April 27, 1994	agency coordination meeting	Attended by Regional FHWA
June 23, 1994	CRC meeting	
September 13, 1994	agency coordination meeting	

3.10.5 Urban Design Agency Liaison Group

The Urban Design Agency Liaison Group was formed during Phase I of the TIS and was composed of design-oriented members from the City of Tampa staff and others. The group's members included representatives from the following organizations:

- Historic Tampa/Hillsborough County Preservation Board
- Historic Preservationist (local expert)
- City of Tampa Parks Department
- City of Tampa Public Works
- City of Tampa Planning Department
- City of Tampa Parks, Recreation, and Cultural Service
- Arts Council of Tampa/Hillsborough County
- Barrio Latino Commission

The purpose of the group was to function as a liaison between the TIS study team and local design, recreation, and historic preservation staff to assure compatibility with future plans, urban design focus, and local ordinances. The group was asked to review and comment on the Phase I Amenities Package and Phase II <u>Urban Design Guidelines</u> developed by the study team. The Amenities Package identified a palette of materials, textures, colors, landscape elements, and building techniques to be used throughout the interstate system to provide visual unity to the project and mitigate adverse visual effects. The TIS <u>Urban Design Guidelines</u> integrated the concepts identified in the Amenities Package into a set of guidelines to ensure a consistent, aesthetically pleasing interstate design and mitigate adverse effects in the project area. An objective of the guidelines was to provide the designer with specific aesthetic requirements relative to the EIS/Section 4(f) Evaluation and Section 106 commitments and requirements.

The Urban Design Agency Liaison Group met at least six times during the Master Plan and PD&E phases: March 8, 1988; April 13, 1988; September 15, 1988; August 10, 1993; November 18, 1993; and April 5, 1995. Meeting minutes are contained in Appendix I.

4.0 PUBLIC HEARING - EIS

The TIS - Phase II Public Hearing took place on January 16, 1996. The hearing was held at the Holiday Inn Ashley Plaza Convention Center in the Crown and Windsor ballrooms at 111 West Fortune Street, Tampa, Florida from 4:30 p.m. to 7:30 p.m. A formal presentation was given by the Department, beginning at 6:00 p.m., followed by a public comment period. The purpose of the hearing was to provide the public with an opportunity to formally comment on the potential impact to the environment as a result of the proposed improvements to the Tampa interstate system and other non-interstate improvements.

The TIS project consists of multi-lane improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) east and north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and the Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive in Hillsborough County. Non-interstate improvements include the Sherrill Street extension north from Memorial Highway (S.R. 60) under I-275 to Cypress Street, Westshore Boulevard from Gray Street to Laurel Street, Trask Street from Gray Street to Cypress Street, Cypress Street from I-275 to Lois Avenue, the new Lemon Street Connector to Westshore Boulevard from Occident Street, Dale Mabry Highway (S.R. 600, U.S. 92) from Cypress Street to Spruce Street, North Boulevard from Laurel Street to Union Street, Laurel Place from the Hillsborough River to North Boulevard, Dr. Martin Luther King Jr. Boulevard from Nebraska Avenue to Florida Avenue and 50th Street (U.S. 41) from 14th Avenue to 47th Street.

The proposed I-275/I-4 downtown interchange operational improvement project was also displayed at the Public Hearing. The purpose of this project is to enhance the safety and operational conditions of the existing I-275/I-4 downtown interchange, which is an important link in the Tampa interstate system.

People attending the hearing were able to offer statements to become part of the official public hearing transcript in any of four ways: (1) make an oral statement during the formal portion of the hearing; (2) make an oral statement to the court reporter; (3) write statement on a comment form to be submitted at the hearing to the court reporter or dropped in the comment box; or (4) submit statements and exhibits to the following address: Mr. William H. McDaniel, Jr., P.E., District Secretary, Attention: Mr. Michael J. Coleman, P.E., District Project Development and Environment Engineer, Florida Department of Transportation, MS 7-500, 11201 North Malcolm McKinley Drive, Tampa, Florida 33612-6403.

Property owners within 91.4m (300 feet) either side of the roadway centerline were notified by letter of the public hearing. Official letters notifying interested parties, local governments, local elected officials, the media and property owners were mailed prior to the hearing. In addition to formal hearing letters, a newsletter was sent to all interested parties, local governments, local elected officials, and all property owners located within the Area of Potential Effect (APE). The APE is the geographic area within which an undertaking could cause changes in the character or use of a cultural resource. A hearing notice was published on December 26, 1995 and January 12, 1996 in the *Tampa Tribune* and January 12, 1996 in the *LaGaceta*, the weekly Hispanic community newspaper, inviting interested parties to attend.

The sign-in sheets registered 495 persons and it is estimated 550 people were in attendance. Four formal oral comments were given during the hearing, 27 written comments were received during the hearing, 17 oral comments were given to the court reporter, and 21 written comments were received during the 10-day comment period following the public hearing. All comments received were considered by the Department throughout the analysis process.

The TIS <u>Public Hearing Comments Summary Working Paper</u> (April 1996), appended by reference, contains: the comments received during the public hearing and comments received during the 10-day comment period following the hearing; a transcript of the formal presentation; the written comments received at the hearing and during the 10-day comment period after the hearing; a transcript of oral comments received during the hearing; the hearing sign-in sheets; and a copy of

the public notices, the newsletter and the handout provided at the hearing. The January 16, 1996, Public Hearing was the final public meeting for the EIS portion of the PD&E phase of the interstate reconstruction project.

5.0 DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS

The Draft Environmental Impact Statement (DEIS) for this project was sent to the federal, state and local agencies identified on Table 3. Comments received regarding the DEIS as well as responses to these comments are summarized in this section. Copies of the letters detailing these comments are contained in Appendix B.

5.1 <u>Comments Received from Federal Agencies</u>

Eight letters were received from federal agencies regarding the DEIS. Several of these letters contained multiple comments. A summary of these comments by date of each letter follows:

U.S. Department of Housing and Urban Development, Supervisory Environmental Officer (January 12, 1996)

Comment:

The interstate project does not appear to impact any HUD projects; however, more detailed study of the project area will be undertaken by our Jacksonville office.

Response:

Comment noted.

U.S. Department of Interior, Office of the Secretary, Office of Environmental Policy and Compliance, Natural Resources Management (January 25, 1996)

Comment:

Request for an extension of time in which to comment on the DEIS.

Response:

Comment noted.

<u>Department of Health and Human Service, Public Health Services, Centers for Disease Control</u> and Prevention, Atlanta (February 5, 1996)

Comment:

We concur that noise abatement commitments be reevaluated prior to "Plans, Specifications, and Estimates approval" to ensure that all practical and

TABLE 3

LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE STATEMENT ARE SENT

Tampa Interstate Study - Phase II Comments and Coordination Report

Federal Agencies

Advisory Council on Historic Preservation - Office of Cultural Resources Preservation

- U.S. Department of Health and Human Services Center for Environmental Health and Injury Control
- U.S. Department of Health and Human Services Office of Management Analysis and Systems
- U.S. Department of Agriculture Southern Region, Regional Forester
- U.S. Department of Agriculture Natural Resources Conservation Service, State Conservationist
- U.S. Department of Housing and Urban Development, Regional Environmental Officer

Federal Aviation Administration - Airports District Office

Federal Aviation Administration - Regional Director

Federal Emergency Management Agency - Natural Hazards Branch, Chief

Federal Emergency Management Agency - Assoc. General Counsel for Insurance and Mitigation

Federal Railroad Administration - Office of Economic Analysis, Director

- U.S. Army Corps of Engineers Regulatory Branch, District Engineer
- U.S. Department of Interior Bureau of Land Management Eastern States Office
- U.S. Department of the Interior Office of Environmental Policy and Compliance, Director
- U.S. Department of the Interior Fish and Wildlife Service, Field Supervisor
- U.S. Department of the Interior National Park Service Southeast Regional Office
- U.S. Department of the Interior U.S. Geological Survey Chief
- U.S. Department of the Interior Bureau of Indian Affairs Office of Trust Responsibilities

TABLE 3 (Continued)

LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE STATEMENT ARE SENT

Tampa Interstate Study - Phase II Comments and Coordination Report

- U.S. Environmental Protection Agency Region IV, Regional Administrator
- U.S. Environmental Protection Agency Washington, D.C.
- U.S. Department of State Office of Environment, Health and Natural Resources
- U.S. Department of Commerce National Marine Fisheries Services Habitat Conservation Division
- U.S. Department of Commerce National Oceanic and Atmospheric Administration
- U.S. Coast Guard Commander (oan) Seventh District

State Agencies

Office of Governor, Office of Planning and Budgeting

Florida Department of Environmental Protection

Florida Department of Community Affairs

Florida Department of Commerce

Florida Game and Fresh Water Fish Commission

Florida Department of Health and Rehabilitative Services

Florida Department of State - Division of Historical Resources

Local Agencies

Tampa Bay Regional Planning Council

Southwest Florida Water Management District

Hillsborough County/City-County Planning Commission

Hillsborough County Metropolitan Planning Organization

Historic Tampa/Hillsborough County Preservation Board

TABLE 3 (Continued)

LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE STATEMENT ARE SENT

Tampa Interstate Study - Phase II Comments and Coordination Report

Tampa Police Department		
Hillsborough County Sheriff's Department	t	
Local Public Libraries	 A section of the sectio	
Hillsborough County School Board	 A service of the property of the service of the servi	
City of Tampa Chamber of Commerce	they be an acceptable to	
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feasible mitigative measures are taken to minimize adverse noise impacts. Also, we concur that potential future noise impacts be mitigated through local land ordinance involving zoning, building setbacks, and use of appropriate building materials.

Response:

Agency concurrence with the recommended action subsequent to the noise impact evaluation is noted.

Comment:

Section 4.5.3, Contamination, identifies sites which will require "Level II contamination investigations," and it is stated that at sites where contamination is detected, further field investigations should be conducted to determine the extent of the contamination, identify the source, and estimate the cost of remediation. While we agree with this process, we were unable to determine the next step...the plans to mitigate the contamination and potential threat of exposure, and who would be responsible for any necessary clean-up of individual sites prior to project construction.

Response:

As stated, "Level II investigations are recommended at all Medium and High sites." The Department may accept these recommendations on a site-by-site basis. Many sites may be excluded from Level II sub-surface testing following the initial update review of FDEP and EPC files. Those sites which are slated for acquisition and are noted as having potential impacts should be assessed for Department liability and property appraisal. The Level II scope of work can be performed by the Department or released to the public for bid. Once Level II has been completed, appropriate mitigation, potential threat to exposure, and the responsible clean-up party can be determined.

U.S. Environmental Protection Agency, Region 4, Atlanta, Georgia, Environmental Policy Section, Federal Activities Branch (February 6, 1996)

Comment:

Estimates of the number of people/residents affected by the increased noise levels should be provided in order to adequately evaluate the severity of this impact on the people living and working along the corridor.

When the final alternative is selected, the total number of affected residences and affected people should be tabulated and presented in the final EIS along with noise sensitive sites such as schools, hospitals, churches, and parks.

Response:

A detailed discussion of impacted residences and other noise sensitive sites is provided in Section 4.2.1.1.

Comment:

A land use map showing projected noise level contours in the travel corridor also should be included. This would allow residents in the project area to be aware of future noise impacts and be better able to decide during final designphase discussions which abatement measures would be appropriate for their neighborhoods.

Response:

Because of constantly-changing parameters including (1) shielding, (2) propagation paths, (3) noise contributions from crossing arterials, and (4) variations in interstate geometrics, the distance between the interstate and a particular noise level contour continuously changes along the project length. It was therefore determined that a generalized noise contour would be misleading. For this reason, the noise component of the public involvement process was greatly enhanced to educate the residents about noise impacts and abatement measures. Text has been added to Page 4-48 of the EIS stating that impacted residences are generally within what would be the first- and second-row structures after right-of-way acquisition.

Comment:

Any commitments to abatement measures that are made prior to completion of the final EIS should be included in that document.

Response:

The statement concerning commitments to abatement measures is on Page 4-62 of the EIS.

Comment:

The final EIS should contain a reasonably detailed discussion of steps that will be taken to offset any unavoidable wetland losses resulting from construction of the preferred alternative. Creation of water quality/flood volume attenuation ponds as suggested in the document appears to be an acceptable approach. Detailed plans should be prepared and presented in the final EIS.

Response:

As shown in Table 4.9 of the DEIS, mitigation for Wetland Site 1 is proposed to occur within the West of the Hillsborough River Pond. Approximately 0.1 ha (0.3 acres) of this 1.0 ha (2.5 acres) pond will be planted with natural, non-exotic or nuisance, herbaceous plant species to compensate for impacts to the 0.1 ha (0.3 acres) of unconsolidated mud bottom within Wetland Site 1. Species proposed for use may include bulrush (*Scirpus* spp.), pickerelweed (*Pontederia cordata*), arrowhead (*Sagittaria* spp.), softrush (*Juncus effusus*), sand cordgrass (*Spartina bakeri*), and water-lilies (*Nymphaea odorata*).

Mitigation for Wetland Sites 3 and 5 will occur in the 1.0 ha (2.6 acres) 45th Street Pond. Within this pond, approximately 0.2 ha (0.6 acres) of shallow littoral shelf will be planted with herbaceous plant species similar to those discussed above. In addition, 0.04 ha (0.1 acres) will be planted with forested plant species such as red maple (*Acer rubrum*) and laurel oak (*Quercus laurifolia*).

To mitigate functions and values lost as a result of impacts to Wetland Sites 10, 11, and 13, approximately 0.48 ha (1.5 acres) of the CSX and Toll Plaza 1 Ponds will be planted with herbaceous and scrub/shrub wetlands species. Within the CSX Pond, approximately 0.08 ha (0.2 acres) will be planted with herbaceous plant species similar to those discussed above, while an additional 0.15 ha (0.45 acres)

will be planted with such shrub species as button bush (*Cephalanthus occidentalis*) and St. John's Wort (*Hypericum* spp.). The planting of these areas will be used to replace 0.08 ha (0.2 acres) of impacts to unconsolidated bottom within Wetland Site 10 and 0.15 ha (0.45 acres) of impacts to scrub/shrub wetlands within Wetland Site 11. In addition, 0.1 ha (0.4 acres) of the Toll Plaza 1 Pond will be planted with herbaceous plant species and 0.15 ha (0.45 acres) with scrub species to compensate for impacts to 0.1 ha (0.4 acres) of unconsolidated bottom within Wetland Site 13 and 0.15 ha (0.45 acres) of scrub/shrub wetlands within Wetland Site 11.

The Adamo Drive Pond will be used to compensate for impacts to 0.1 ha (0.3 acres) of scrub/shrub wetlands located within Wetland Site 14 and 0.01 ha (0.04 acres) of unconsolidated bottom located within Wetland Site 15. Within this pond, 0.1 ha (0.3 acres) will be planted with shrub species and an additional 0.01 ha (0.04 acres) will be planted with herbaceous species.

Overall, 0.93 ha (2.8 acres) of shallow littoral shelf, located within five proposed storm water ponds, will be planted with herbaceous (0.49 ha/1.54 acres), scrub (0.40 ha/1.20 acres), and forested 0.04 ha/0.1 acres) wetland plant species. The creation of these littoral zones will be done to compensate for values and functions lost as a result of impacts to an equal amount (i.e., 1:1 ratio) of existing wetlands located with the proposed roadway alignment. Specific areas of creation are based on the type of wetlands being impacted (i.e., type by type) and in an attempt to replace impacted wetlands with wetlands of equal or better quality and which replace the values and functions provided by the impacted wetlands.

U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Southeast Regional Office (February 6, 1996)

Comment:

The area identified as 2EA in the DEIS was excluded from the cooperative habitat restoration project area that was constructed jointly by the Southwest Florida Water Management District and the Florida Department of Transportation. This area was not restored because it was likely to be impacted by the proposed improvement of the Kennedy Boulevard off-ramp but, as described in the DEIS, this area apparently will not be impacted.

Response:

Because there are no expected impacts, if NOAA and/or SWFWMD are interested in utilizing the area identified as 2EA for an enhancement of a restoration area (cooperative habitat restoration project), they should contact the Department and proceed through the previously established channels.

<u>U.S. Department of Commerce, Office of the Under Secretary for Oceans and Atmosphere, Ecology and Conservation Service (February 15, 1996)</u>

Comment:

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area are on the attached diskettes.

This information should be reviewed for identifying the location and destination of any geodetic control monuments that may be affected by the proposed project. If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project include the cost of any relocation(s) required.

Response:

Comment noted.

U.S. Department of Interior, Office of the Secretary, Director of Office of Environmental Policy and Compliance (April 4, 1996)

Comment:

The EIS adequately addresses other matters of concern to this Department, such as fish and wildlife resources. The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation, providing that the mitigation measures to Perry Harvey Park and historic resources are adequately documented in the Final Section 4(f) Evaluation.

Response:

Comment noted.

Advisory Council on Historic Preservation, Eastern Office of Review (April 22, 1996), Commenting on the Draft Memorandum of Agreement (MOA)

Comment:

The second "Whereas" paragraph should be recast to clarify that FHWA has consulted with the SHPO and the Council pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and pursuant to Section 110(f) of the same Act (16 U.S.C. 470h-2(f)). Please note that the Council's regulations (36 CFR Part 800) do not implement Section 110 of the Act.

Response:

The second "Whereas" paragraph has been revised as noted.

Comment:

Omit repetitious citations, such as "Effects Analysis," dated November 1995. Once a report has been cited, it is not necessary to repeat the date.

Response:

Repetitious citations have been eliminated as noted.

Comment:

Stipulation I-C: Modify to read: FDOT will notify the FHWA, who in turn will notify the SHPO and the Council of any substantive alteration in the project design that could result in adverse affects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to stipulation VII.L.

Response: Stipulation I-C has been modified as noted.

Comment: Stipulation I-D: Check the reference to Appendix 3; it appears the reference

here should be to Appendix 1.

Response: The reference should be to Appendix 1. This reference has been corrected.

Comment: Stipulation II, first paragraph (A?): Define "TIS." Leave in examples of

elements for which designs will be developed consistent with the Urban Design Guidelines, i.e., retaining walls, noise barriers, bridges, and other design

amenities in order to minimize or avoid adverse effects to historic resources.

Response: TIS has been defined. Stipulation II, first paragraph, has been expanded to include

examples of elements included in the Urban Design Guidelines, and text has been

revised to reflect minimizing adverse effects to historic resources.

Comment: Stipulation II, second paragraph (B?): Delete the first sentence as the purpose

of the guidelines has been described above. Define what is meant by "document" these guidelines; it appears that you mean document adherence to the guidelines. In addition, some means for consultation with the SHPO

should be provided in the event that the guidelines cannot be met.

Response: Stipulation II, second paragraph, first sentence, has been deleted as requested.

Stipulation VII E, F and G currently provide for SHPO consultation if the

guidelines are not met. This verbiage has been added to Stipulation II.

Comment: Stipulation V-A: Make clear that HABS documentation must be submitted

and accepted by the National Park Service prior to disturbance of the

structures.

Response: Text has been added to clarify that NPS must accept HABS documentation prior

to disturbance of the structures.

Comment: Stipulation V-A-6: Re-number sections under headings "a" and "b" with

small Roman numerals (i, ii, iii, etc.) in order to distinguish these as

subsections of previously-numbered divisions.

Response: Stipulation V.A.6 has been renumbered as requested.

Comment: Signature block: Remove "Accepted by:" over the Council's signature line.

The Council is a fully participating party to this agreement. The agreement

will be executed by Cathryn B. Slater, Chairman.

Response: The signature block has been changed to reflect the approval area for Cathryn B.

Slater, Chairman of the ACHP.

5.2 <u>Comments Received from State Agencies</u>

Two letters were received from state agencies regarding the DEIS. A summary of these comments by date of each letter follows:

Florida Department of State, Division of Historical Resources, State Historic Preservation Officer (January 30, 1996)

Comment:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, Florida Statutes, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced Draft Environmental Impact Statement sections regarding historic and archaeological resource impacts and find that they adequately address this agency's recommendations concerning cultural resources. Conditioned upon the involved agency's fulfilling the proposed avoidance, minimization, and mitigation measures, the proposed project will be consistent with the historic preservation aspects of the Florida Coastal Zone Management program.

Response:

Comment noted.

State of Florida Department of Community Affairs, Florida Coastal Management Program (January 31, 1996)

Comment:

An additional fifteen days is requested for completion of the review. Therefore, the clearance letter due date for this project will be extended from February 5, 1996 to February 20, 1996. If all comments are received prior to the extended date, every effort will be made to forward the clearance letter to you at an earlier date.

Response:

Comment noted.

5.3 <u>Comments Received from Local Agencies</u>

Three letters were received from local agencies regarding the DEIS. Several of these letters contained multiple comments. A summary of these comments by date of each letter follows:

Department of Environmental Protection, Southwest District, Tampa Office (January 19, 1996)

Comment: The documents provided do not provide specific design details or construction

methodology necessary to identify specific potential environmental impacts.

Response: The documents are intended for planning purposes only. This information will be

determined during the design phase of the project.

Hillsborough Area Regional Transit (HART) (February 6, 1996)

Comment:

High Occupancy Vehicle Lanes (HOV). The draft report is unclear with respect to the sequencing for implementing HOV lanes in the proposed project. Section 1.6.1.2 states that detailed discussion of how the HOV/Transit facilities are incorporated into the plan is provided in Section 2.3.2; however, the one sentence in this section fails to do what it promised to do. Appendix F, page 16, includes a statement that provision of HOV Transit facilities will be considered within the alignment, but does not mention how or when. Since the Tampa Interstate Study elements are to be built in stages, HART is going on record that its preference is for HOV lanes to be built early on rather than at later stages. We also want to be on record requesting that transit in the corridor between Downtown and Westshore be implemented in the project and further that the implementation of transit in this section of I-275 not preclude continued HOV application. In other words, we request both transit and HOV early on implementation in the phased construction plans.

Response:

Comment noted. It has been the intention of the Tampa Interstate Study (TIS), since the Master Plan Concept was adopted by the MPO in 1989, to make provisions for and provide HOV transit facilities as a primary feature of the redesigned interstate system. The provisions go beyond designated HOV lanes to include HOV priority ramps, park and ride lots, a multi-modal terminal/HOV parking structure downtown, and the provision for the future accommodation of a rail facility within the roadway right-of-way. The multi-modal terminal/HOV parking structure is intended to provide automobile commuters with convenient access to existing and future mass transit options. Within the design segments proposed for staged construction, safety and design improvements would be constructed first. Additional general-purpose lanes would not be added initially, except within design segments 3A and 3B. The provision of HOV lanes in Segments 3A and 3B is not included until after the six lanes of general purpose lanes are constructed as defined in the July 1992 letter from the District VII Secretary discussing the FDOT Interstate Policy of November 14, 1991. As currently planned, HOV lanes consistent with the Master Plan concept would be constructed as soon as the additional funding becomes available.

The reference to Section 2.3.2 has been revised to reference Section 2.4, the Preferred Alternative. Appendix F is a reprint of the Tier Analysis Reports prepared as part of the Master Plan process.

Comment 2:

Access to HART's Bus Operations & Maintenance Facility. The report is silent about the negative impact to HART's 21st Street bus operation and maintenance facility. HART's primary access to the rest of the urban area is via the interchange on I-4 at 40th Street which is being proposed for elimination in this project. Because the HART operations and maintenance facility is not immediately adjacent to I-4 and therefore there would be no taking of property for I-4 enhancements, the environmental impact study does not acknowledge the negative impact on HART. An important factor in the citing of the HART facility in the 1980's was that it had easy access to the freeway system allowing distribution of bus trips to and from the facility in an efficient and cost effective manner. Discussion and resolution of the negative economic and operational impact on HART need to occur. This discussion should address mitigation solutions during construction periods and afterward. HART, FDOT staff and FDOT consultants have had discussions about how to lessen the impact of the elimination of the I-4 access at 40th Street. We have made some progress in resolution of this issue; however, there seems to be an assumption by FDOT that the burden of financing the mitigation measure would be HART's. HART believes FDOT has an implied obligation because this is an intermodal project to correct and mitigate negative impacts on the transit mode.

Response:

Comment noted. The change in access to the facility has been addressed in the Final EIS and alternatives has been discussed for potential solutions. An analysis conducted specifically for HART determined it would not be cost effective to provide HART exclusive access at 40th Street. It is the opinion of the study team, as well as that of the numerous trucking firms in the same vicinity, that the inconvenience caused by the closure of the 40th Street interchange will be more than compensated for by the improved conditions and operating efficiency on the interstate.

A potential solution would be acquiring an adjoining property which could provide HART with direct access to Columbus Drive and closer access to 50th Street. One such property is currently for sale. The cost of this property has been added to the right-of-way cost estimates for design segments 3A and 3B. The FDOT will explore the potential availability of funds which could be used for the acquisition of the site. In addition, the FDOT will investigate the potential need for a traffic signal along Columbus Drive at the new access drive once the property is acquired. The possibility of developing the access drive as a shared-use facility with the neighboring trucking firm will also be investigated at that time.

Comment 3:

Transportation Management Systems. Statements in Section 4.7 of the draft report indicate that strategies to mitigate traffic congestion will occur during the project construction. This document states that transportation management techniques are to be considered and evaluated by FDOT as part of its design and construction activities. It does not address integration of TMS strategies into the project. It is getting late in the process to allow serious integration of alternatives. A thorough discussion of transportation systems management strategies should be added in the final report including how the recommended alternatives in the construction phasing of elements will focus on alternatives that promote the greatest efficiency, i.e. high vehicle occupancy and discouraging "one person in one vehicle" travel.

Response:

Comment noted. As outlined in Section 2.4.3, numerous Transportation Systems Management (TSM) strategies have been considered and employed in the development of the Preferred Alternative, and not just reserved for use during construction. Consistent with the Congestion Management System (CMS) to be operational throughout Hillsborough County by October 1997, the TSM strategies considered during development of the Preferred Alternative include: Transportation Demand Management (TDM); traffic operational improvements; HOV facilities; public transit capital improvements; public transit operational improvements; non-traditional transportation modes; congestion pricing; growth management and activity centers; access management; incident management; intelligent vehicle highway systems and advanced public transportation systems; and general purpose lanes. Each of these strategies is discussed in Section 2.4.3.

Comment 4:

HART Northern Terminal. Appendix F, page 16 of the draft report includes a statement that provision of major storm water management facilities will be under the interstate to reduce land acquisition for storm water management in the central business district. This appears to shift the responsibility to others for mitigation of impacts. This is of particular interest to HART whose Northern Transit Terminal is currently located under the interstate interchange at the northern end of Downtown. An implementation plan that allows for congestion mitigation through early relocation of the Northern Transit Terminal, prior to any construction on the I-275 / I-4 interchange is necessary to assure that transit can effectively continue operation while 1-4 / 1-275 is under construction and after the construction is completed. The report needs to address how the project will respond to the need to relocate HART's facility, what parcels will be set aside for bus operations. and a detail description of how construction of a replacement facility by the project will be coordinated to ensure continued transit operations.

Response:

Comment noted. It is unclear as to how the mention of storm water mitigation in Appendix F, the Tier Analysis Reports developed for the Master Plan process, appears to shift the burden of responsibility to others for the mitigation of impacts. By locating storm water treatment facilities beneath the interstate, the FDOT is

simply utilizing existing right-of-way it already owns for mitigation purposes, rather than acquiring additional right-of-way for that purpose.

The HART Northern Transit Terminal is referenced throughout the document; however, it is referred to as the HART downtown transfer facility. The name will be changed in the document to read Northern Transit Terminal.

As mentioned previously, the TIS Preferred Alternative provides for the construction of a downtown multi-modal terminal/HOV parking structure, transit connected, to accommodate buses and cars and provide commuters with convenient access to existing and future mass transit options. Based on the changing status of commuter rail plans in Tampa, the multi-modal terminal/HOV parking structure concept and location will be revisited to take into consideration the incorporation of the future development of high-speed rail, electric streetcars, and people mover connections.

The FDOT will not select a final location for the proposed multi-modal terminal/HOV parking structure until the separate Mobility MIS, High-Speed Rail, and Electric Streetcar studies currently underway have been completed. The FDOT supports the ongoing studies but feels the three concepts must be integrated with one another in order to optimize their location and encourage ridership. The FDOT will coordinate a study with the appropriate agencies to achieve this purpose once these studies have been completed.

Given the current priority placed on the I-275/I-4 Downtown Interchange Operational Improvements project, the relocation of the existing HART Northern Transit Terminal will be addressed as part of that project. At no point during development or construction of the Operational Improvements will current HART operations be compromised. With assistance from HART, options for the temporary or permanent new home of the Northern Transit Terminal will be identified and provided for use prior to use of the existing site for the Operational Improvements project.

Comment 5:

HART Southern Access into the Downtown. The draft report (Section 2.4.1.3), page 2-18) contains a statement that the analysis does not address the proposed Crosstown Connector. This is a serious deficiency. The omission of discussion about the connection between I-4 and the Crosstown Connector in the study raises serious concerns about efficient access to the Downtown area, particularly less access into and out of Downtown and the fact that buses may need to be re-routed. Of note is the document's failure to describe how the HOV treatment on I-4 and the Crosstown Connector will be met so as to not diminish the effectiveness of this TSM strategy. All in all, there seems to be a less than serious treatment of the HOV transit issues throughout the document.

Response:

Comment noted. The statement in Section 2.4.1.3 (now 2.3.1.3), to which the comment refers, is a discussion about the tier analysis conducted as part of the TIS Master Plan. The Master Plan, which was completed in 1989, did not include the Crosstown Connector. The statement is correct. Further in the paragraph, the text refers the reader to Section 2.3.2, where the Crosstown Connector is discussed. The Crosstown Connector was added to the study in 1991. The alternatives analysis conducted for the Crosstown Connector is discussed in detail in Section 2.3.2.

References to HOV transit and its incorporation into the TIS project are contained in several locations throughout the document. The most detailed discussions of HOV transit considerations is contained in Section 2.5, the incorporation of HOV transit in the Preferred Alternative.

Comment 6:

<u>Emergency Management Services</u>. Impact on the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center does not appear to have been fully evaluated; and possible solutions toward relocation of the facility are not presented herein.

Response:

Comment noted. Information about the proposed impact to the Tampa Fire and Rescue - 911 Dispatch Center communication building is contained in Section 4.1.3.2. Two coordination meetings have been held with the Tampa Fire Department specifically to discuss the facility and its potential relocation. The City is presently considering several options.

Comment 7:

Economic Impact. The draft report asserts that the increased employment associated with construction will be a positive impact on the economy (Section 4.1.2, page 4-6) and the document implies that more highway capacity automatically helps commerce. HART generally agrees with this; however, the document downplays the importance that businesses will be closed, commerce patterns changed and the loss of commercial and residential properties from the tax roll will have a negative spin-off impact on local governments' tax base. We are concerned that businesses may be damaged or lost to intercity neighborhoods, and replacement in these neighborhoods (when left to market forces alone) may not occur. We are concerned that there will be further erosion of property and sales tax, in particular for the City of Tampa and the report has not addressed that fact. Finally, it appears that there will be impacts to future land use due to access and capacity changes, yet there is a failure to address possible mitigation solutions or ways to contribute to an enhanced quality of life with the project.

Response:

Comment noted. The backbone of surface transportation through Tampa, the Tampa interstate system is carrying more than twice as many vehicles as it was originally designed to carry. Extensive congestion, long traffic delays, and safety deficiencies exist now and will only get worse. The proposed interstate

improvements are planned to alleviate those problems and accommodate future growth and technologies. The TIS project has been planned to require the least amount of right-of-way possible and still provide the necessary capacity, HOV accommodations, opportunities for future rail, merge/diverge/weaving movements, sight distance requirements, mitigation requirements, aesthetic treatments, and modern design and safety features lacking on the current facility.

It is anticipated that commerce patterns will not change significantly as a result of improving the existing interstate alignment. A new alignment would result in substantial new right-of-way acquisition, much more significant impacts of all kinds, and a dramatic change in commerce patterns. The conversion of commercial and residential properties to public transportation land will result in decreased property tax income for the City. However, the local tax base will not be significantly eroded. As part of the relocation strategy developed for this project, many displaced historic structures will be physically moved to in-fill vacant parcels owned by the City, which will help replenish the tax base.

The document does not downplay the significance of residential and business relocations. In fact, relocations are the most significant impact associated with the project. A Relocation Task Force (RTF), established in July 1990, has met seven times to date to address relocation issues and provide guidance to the study team. The RTF consists of local agency representatives, community leaders, elected officials, and area residents. The RTF established several goals for the TIS project including: attempt to provide replacement housing for relocatees in the same neighborhoods, if they so desire; provide incentives to displaced commercial businesses to relocate in the same neighborhoods; and maintain access to existing commercial nodes. Details about the RTF and it's membership are discussed in Section 8.3.10.3.

It is anticipated that the proposed interstate improvements and mitigation plans associated with the Preferred Alternative will have a positive effect on community revitalization and renewal, neighborhood identity, and quality of life. Improved traffic flow will result in air quality improvements. The installation of noise barrier walls and aesthetic treatments will mitigate the effects of the nearby roadway improvements. Many non-decent, safe, and sanitary (non-DSS) dwelling units will be displaced by the project. Because it is anticipated that last resort housing will be necessary, many of the displaced residents will be relocated to DSS housing within their own neighborhoods. The inclusion of park-n-ride lots and HOV lanes should benefit the transit-dependent, elderly, and non-driving individuals by providing better access to the interstate system. Improved neighborhood and community access combined with the urban design amenities are intended to increase property values and improve the quality of life for area residents. Urban design amenities developed specifically for this project place a major emphasis on neighborhood and historic district identification through the use of portals and gateways at certain major interchanges. The combination of design amenities,

improved access, and reduced noise levels should result in better living, recreation, and business conditions adjacent to the corridor.

Tampa Bay Regional Planning Council, Intergovernmental Coordination and Review (February 26, 1996)

Comment:

The Draft Environmental Impact Statement is consistent with the goals and policies of the Tampa Bay Regional Planning Council as adopted in the Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region.

Response: Comment noted.

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APPENDIX A

ADVANCE NOTIFICATION PACKAGES AND RESPONSES

DEPARTMENT OF TRANSPORTATIO

LAWTON CHILES
GOVERNOR

IEN G. WATTS SECRETARY

PD&E Department - MS 7-500 11201 N. McKinley Drive Tampa, FL 33612-6403 May 5, 1995

Ms. Janice Alcott, Director Florida State Clearinghouse Executive Office of the Governor Office of Planning and Budgeting The Capitol Tallahassee, FL 32399-0001

RE: WPI No. 7140004 State Project No. 99007-1402 FAP No. IR-9999(43) Advanced Notification Package Tampa Interstate Study - I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (SR 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (US 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive. Hillsborough County

Dear Ms. Alcott:

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 93-194. Distribution to local and Federal agencies is being made as noted.

This project has already been subject to a previous Advanced Notification process, SAI #: FL9012260779C. However, because the project termini have been changed at the request of the Federal Highway Administration (FHWA), a new package must be submitted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with any general comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation and the FHWA concur with this project's environmental determination of an Environmental Impact Statement. All RECYCLED PAPER

supporting environmental documentation has been completed and approved by FHWA and appropriate review agencies. Please provide another consistency review for this project in accordance with the State's Coastal Zone Management Program. In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving any additional comments on the project within forty-five (45) days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial forty-five (45) day comment period.

Your comments should be addressed to:

Mr. Michael J. Coleman, P.E. District VII PD&E Engineer Florida Department of Transportation, MS 7-500 11201 N. Malcolm McKinley Drive Tampa, FL 33612-6403

With copy to:

Mr. Leroy Irwin
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, FL 32399-0450

Your expeditious handling of this notice will be appreciated.

Sincerely,

Michael J. Coleman, P.E. District VII PD&E Engineer

7140004.18

cc:

Federal Highway Administration, Division Administrator Federal Emergency Management Agency - Natural Hazards Branch, Chief Federal Railroad Administration - Office of Economic Analysis, Director

- U.S. Department of Interior Bureau of Land Management, Eastern States Office
- U.S. Department of Housing and Urban Development, Regional Environmental Officer
- U.S. Department of Interior U.S. Geological Survey Chief
- U.S. Environmental Protection Agency Region IV, Regional Administrator
- U.S. Department of Interior Fish and Wildlife Service, Field Supervisor
- U.S. Army Corps of Engineers Regulatory Branch, District Engineer
- U.S. Department of Commerce National Marine Fisheries Service Habitat Conservation Division
- U.S. Department of Agriculture Southern Region, Regional Forester
- U.S. Department of Interior National Park Service Southeast Regional Office
- U.S. Department of Commerce National Oceanic and Atmospheric Administration
- Federal Aviation Administration Airports District Office
- U.S. Department of Health and Human Services Center for Environmental Health ad Injury Control
- U.S. Department of Inerior Bureau of Indian Affairs Office of Trust Responsibilities
- U.S. Coast Guard Commander (obr) Eighth District
- U.S. Coast Guard Commander (oan) Seventh District
- Florida Game and Fresh Water Fish Commission Office of Environmental Services

Regional Planning Council

Water Management Coordinator

Federal - Aid Program Coordinator

Manager, Environmental Management Office

Local Government Officials

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ADVANCE NOTIFICATION FACT SHEET

1.	Need for Project: See attached text.	
2.	Description of the Project: See attached text.	
3.	Environmental Information: See attached text. a. Land Use: See attached text.	
	b. Wetlands: See attached text.	
	c. Floodplains: See attached text.	
	d. Wildlife and Habitat: See attached text.	
	e. Outstanding Florida Waters: See attached text.	
	f. Aquatic Preserves: See attached text:	
-	g. Coastal Zone Consistency Determination Required?	_X_YesNo
	h. Cultural Resources: See attached text.	
	i. Coastal Barrier Resources: See attached text.	
	j. Hazardous Materials: See attached text.	
	k. Other Comments: See attached text.	
4.	Navigable Waterway Crossing? _X_YesNo	
5.	List Permits Required: See attached text.	

- Need for project: This project is consistent with, and a component of the Hillsborough County Metropolitan Planning Organization (MPO) Long Range Transportation Plan, the MPO's Transportation Improvement Program (TIP) and the Implementation Plan (SIP). Traffic congestion is a continuing and outstanding problem in the City of Tampa and the Tampa Bay Area. Recent national surveys have shown traffic congestion to be the most limiting factor to the quality of life of Tampa Bay residents. Travel is expected to increase nearly 70% in the next 20 years. Estimates of the year 2010 traffic demands are as high as 120,000 vehicles per day on I-275 east of the Howard Frankland Bridge, 240,000 vehicles per day on I-275 north of the I-4 interchange, and 190,000 vehicles per day on I-4 between I-275 and 21st Street. This issue must be resolved and this project is considered to be the most practical methodology for addressing this issue.
- 2. Description of the project: The study limits include approximately 24.7 km (15 miles) of improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County. A map showing the study limits is attached.

The study has developed numerous alternatives, and made a recommendation as to the preferred type and location of multilane improvements, potential high occupancy vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. The study has also included consideration of transportation needs, social impacts, economic factors, and environmental impacts. A public involvement plan has been a key element of the study to ensure that all interested citizens are fully informed of the study's progress. The study is expected to be completed within 12 months.

3. Environmental Information

a. Land Use: The project area from the Kennedy Boulevard ramps eastward and northward to Dr. Martin Luther King, Jr. Boulevard is highly urbanized with both commercial and residential elements. Land use in the area of the I-275/Memorial Highway Interchange to Cypress Street is urbanized commercial and industrial development. Land use along I-4 from its junction with I-275 eastward to the 50th Street interchange is urbanized with both commercial and residential elements.

Land use in the area of the proposed Crosstown Connector in the vicinity of 30th Street from I-4 southward to the Crosstown Expressway is urbanized commercial and industrial development.

The proposed project is not expected to alter any of the those existing land use patterns.

b. Wetlands: One cross drain bridge is located within the study area. This location is described in question 4.

The Fish Creek area just north of Cypress Street is an estuarine system dominated by mangrove and other salt-tolerant species. Impacts are expected to occur to a limited amount of existing wetlands.

The Hillsborough River crossing is in a highly developed area with little, if any, vegetated wetland areas. Vertical face concrete revetments, rubble rip-rap or non-vegetated disturbed soil shorelines predominate in this area. A portion of the proposed Crosstown Connector involves wetlands in the Upper McKay Bay area.

A total of thirty-one (31) wetland sites have been identified within the project limits. Exact locations, classifications, and acreages are documented in the Wetlands Evaluation Report.

eastward and northward to Dr. Martin Luther King, Jr. Boulevard lies within the Old Tampa Bay and Hillsborough River floodplains. I-275 from the Kennedy Boulevard ramps north to Cypress Street lies within the Old Tampa Bay floodplain. There are several locations where the project crosses or is tangent to the 100-year flood zone. There are no designated, regulated floodways in the project area.

The eastern extension of the study area from the I-4/I-275 interchange to the 50th Street interchange lies within the Hillsborough River and the historic Palm River floodplains. The project crosses the 100-year flood zone in a number of locations as shown on the Hillsborough County FEMA maps. The project also includes Upper McKay Bay floodplains in the vicinity of the proposed Crosstown Connector.

d. Wildlife and Habitat: There are a variety of vegetative communities located within the study area. The potential for occurrence of endangered and threatened species is based on habitats known to exist in these areas. Using the Official List of Endangered Fauna and Flora in Florida, 1994, and Endangered and Threatened Wildlife and Plants, 1993, a list of federal and state endangered and

- e. Outstanding Florida Waters: Outstanding Florida Waters, as defined by Section 403.061, Florida Statutes, are not found in the project study area.
- f. Aquatic Preserves: Aquatic Preserves, as defined by Chapter 258, Florida Statutes, are not found within the project study area.
- g. Coastal Zone Consistence: Yes, this project is subject to a Coastal Zone Consistency review as required by 15 CFR 930. The consistency determination will be accomplished through the Florida Department of Environmental Protection permit review process.
- h. Cultural Resources: A historical and archaeological site survey has been performed. All existing known historic districts, sites and locations have been identified and mapped in the <u>Cultural Resource Assessment Survey</u>.

In applying the Criteria of Effect (36 CFR 800.5 and 36 CFR 800.9), the Federal Highway Administration (FHWA) has initiated consultation with the State Historic Preservation Officer (SHPO) regarding the "Determination of Effect". The effects of this project on one National Register historic district (West Tampa) and one National Historic Landmark district (Ybor City), one proposed National Register historic district (Tampa Heights), and numerous individual properties either listed on or eligible for the National Register, are documented in the Effects Analysis Report.

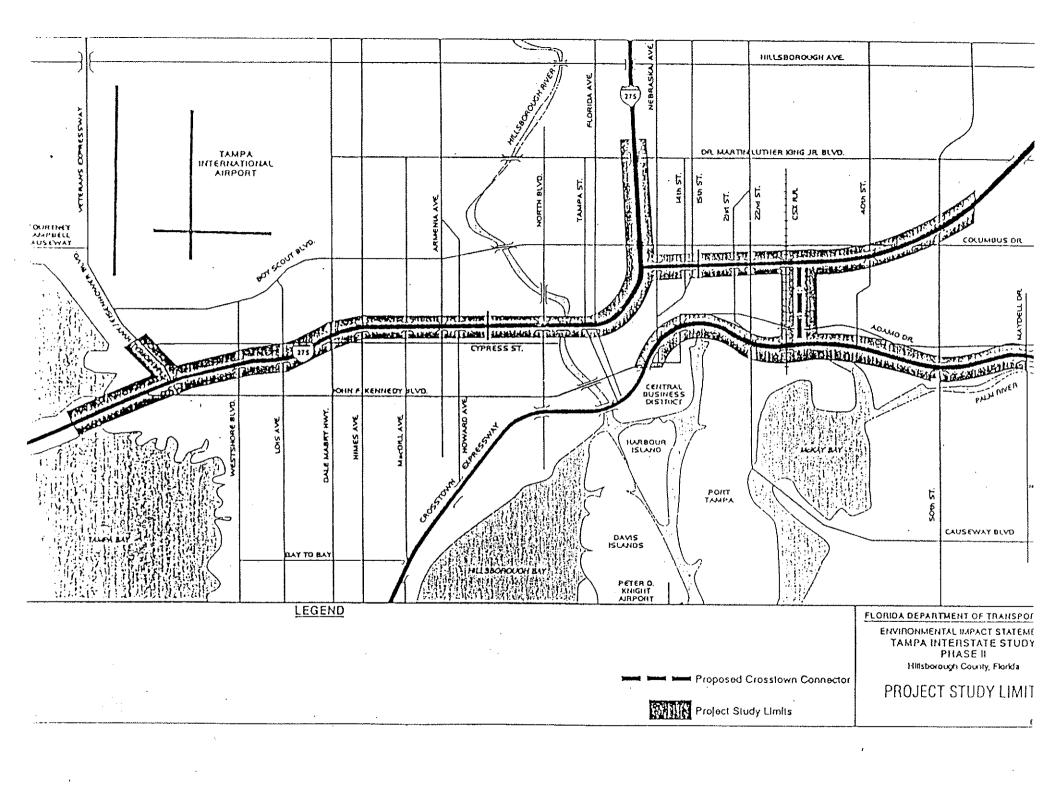
- i. Coastal Barrier Resources: No portion of the proposed project will involve any coastal barrier resources jurisdictional to Governor's Executive Order 81-105.
- j. Hazardous Materials: Hazardous and potentially hazardous sites within the study area, and the methodology used for identification, are documented in the <u>Contamination Screening Evaluation Report</u>.
- k. Other Comments: None.
- 4. Navigable Waterway Crossing? Yes, the proposed project will require modification/reconstruction of one structure spanning navigable and/or tidal waters. This structure is located at the I-275 crossing of the Hillsborough River west of the I-275/I-4 junction.

This structure is under the jurisdiction of the U.S. Coast Guard and will require Coast Guard permit approvals prior to any proposed modifications or reconstruction. A Coast Guard Bridge Project Questionnaire has been completed and is attached.

A determination will be made later in the project study under 23 CFR 650, Subpart H, Section 650.805, regarding whether or not a U.S. Coast Guard permit is required.

- 5. List of Permits Required: Actions resulting from the proposed project may require permits from the following agencies:
 - 1) Federal
 - U.S. Army Corps of Engineers

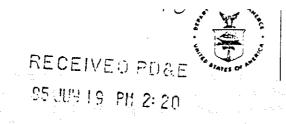
- U.S. Coast Guard
- U.S. Environmental Protection Agency
- 2) State
 Florida Department of Environmental Protection
- 3) Regional Southwest Florida Water Management District
- Tampa Port Authority
 Hillsborough County
 City of Tampa



ALL DICKTOR TOR		DATE SUBMITTED	,			
FEDERAL ASSISTANCE		5/2/95		7140004		
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Application	* Preapplice	tion				
Construction	: Com	truction	DITE BECEIVED I	BY FEDERAL AGENCY	Faderal identifier	
☐ Non-Construction	on Don-	Construction	, DATE RECEIVED			
5. APPLICANT INFOR	AVITAN					
Legal Name:		_		Organizational Unit: Office of Design		
<u>Florida Depar</u>	tment of	<u> ransport</u>	ation	Name and leiephone number of the person to be contacted on matters		
Address (give city, cou	with erese? which are			Involving this application (give area code) Mr. Michael J. Coleman, P.E.		
605 Suwanee	Street					
Tallahassee			Leon County	(813) 975-60		ala la Mare in Anna 1
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TID E				Work Program	Item Number	: 7140004
TIME:Highway	Planning	and Cons	truction	, <u>)</u>		
12 AREAS AFFECTED BY PROJECT (cities, counties, states, etc.		states, etc.):				
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THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					<u> </u>	
Lyped Name of Authorized Representative					c. Telephone Number	
<u>Michael J.</u>			Ιυ	istrict PD&E F	mgineer	(813)975-6077
c. Signature of Author	treo hepresentali	(Den	an			5/5/95

Previous Editions Not Usable

Significant Form 424 (REV 4-88)
Prescribed by OMB Circular / 02



UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 9721 Executive Center Drive North St. Petersburg, Florida 33702

June 14, 1995

Mr. Michael J. Coleman, P.E.
District VII PD&E Engineer
Florida Department of Transportation, MS 7-500
11201 North McKinley Drive
Tampa, Florida 33612-6403

Dear Mr. Coleman:

SUBJECT: WPI Number: 7140004

State Project Number: 99007-1402

FAP Number: IR-9999(43)

Tampa Interstate Study (I-275 and I-4), Crosstown

Expressway, and proposed Crosstown Connector

Hillsborough County, Florida

The National Marine Fisheries Service (NMFS) has reviewed the information contained in the subject document, dated May 5, 1995. The subject roadways are, for the most part, surrounded by heavily urbanized areas and, at this time, we anticipate that improvements to these roadways will result in minimal impacts to living marine resources. However, the document indicates that thirty-one wetland areas have been identified in the Wetlands Evaluation Report and that minor impacts to estuarine wetlands, including McKay Bay and Fish Creek, are anticipated. Wetland impacts should be avoided wherever practicable and those impacts which are found to be unavoidable should be mitigated. Recently, McKay Bay has been the site of several habitat restoration projects and may provide excellent mitigation opportunities. It is often preferable to consolidate mitigation activities into larger units, when appropriate, rather than have many small fragmented mitigation areas.

The Florida Department of Transportation and the Surface Water Improvement and Management (SWIM) department of the Southwest Florida Water Management District (SWFWMD) recently dedicated a joint habitat restoration project on the southeast shoreline of the Howard Franklin (I-275) bridge causeway in Hillsborough County (U.S. Army Corps of Engineers permit number 199342291). During the dedication ceremony it was noted that in the right-of-way, directly adjacent to the restoration site, invasive exotic vegetation was not removed pending work to be performed at the Kennedy Boulevard ramps. Realizing that the project plans will undergo continuous modification until actual construction begins, it is possible that some areas of the habitat restoration project site where the



exotics were left in place may not be affected by the proposed ramp work. Therefore, upon completion of work at this ramp, removal of all invasive exotic vegetation within this project area should be accomplished to prevent degradation of the adjacent habitat restoration effort. Additionally, expansion of the restoration site could also provide mitigation opportunities for unavoidable wetland impacts.

We recommend that you contact the SWFWMD-SWIM department in Tampa (813-985-7481) or the Florida Department of Environmental Protection, Environmental Restoration Coordinators (813-744-6100), also in Tampa, regarding mitigation opportunities in McKay Bay. Also, could you please send a copy of the Wetlands Evaluation Report for this project to Mr. David N. Dale at the letterhead address. We appreciate the opportunity to provide these comments and please direct any related comments or questions to Mr. Dale, he may be contacted at 813/570-5317.

Sincerely,

Edwi) Keppna

Andreas Mager, Jr.
Assistant Regional Director
Habitat Conservation Division

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cc:

Mr. Leroy Irwin
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, Florida 32399-0450

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SWFWMD-SWIM, Tampa (T. Ries)
FDEP, Tampa (A. Burdett)
F/SE02
F/SE023, St. Petersburg



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STATE OF FLORIDA 95 MTY 32 PM 2: 56 DEPARTMENT OF COMMUNITY AFFAIRS

2740 CENTERVIEW DRIVE + TALLAHASSEE, FLORIDA 32399-2100

LAWTON CHILES
Governor

LINDA LOOMIS SHELLEY

Secretary

May 26, 1995

Mr. Michael J. Coleman Florida Department of Transportation PD & E Department, MS 7-500 11201 North McKinley Drive Tampa, Florida 33612-6403

RE: Highway Planning and Construction - Tampa Interstate Study - Work Program Item # 7140004 State Project #

99007-1402

SAI: FL9505100447C

Dear Mr. Coleman:

The Florida State Clearinghouse is awaiting additional comments from our reviewing agencies on the above referenced project. We are therefore requesting an additional fifteen (15) days for completion of the consistency review in accordance with 15 CFR 930.41(b).

We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1995.

Very truly yours,

Linda Loomis Shelley

Secretary

LLS/rk



9455 Koger Boulevard St. Petersburg, FL 33702-2491 (813) 577-5151/Tampa 224-9380 Suncom 586-3217

Officers

Chairman Councilman Rudolf "Rudy" Fernandez

> Vice-Chairman Commissioner John Gause

Secretary/Treasurer Councilman Armand "Sandy" Burke

> Executive Director Julia E. Greene

May 19, 1995

RECEIVED PD&E 95 May 22 AM 9: 07

Mr. Michael J. Coleman, P.E. District VII PD&E Engineer FL Department of Transportation, MS 7-500 11201 N. Malcolm McKinley Drive Tampa, Florida 33612-6403

Subject: Advance Notification:

TBRPC IC&R Review No. Work Program No. State Project No. Fed. Aid Project No. Tampa Interstate Study

E'C 186 500(4)4

098-95 7140004 99007-1402 IR-9999(43)

Dear Mr. Coleman:

Thank you for the opportunity to offer preliminary comments on the Advance Notification of the Tampa Interstate Study, which identifies improvements to the transportation network in the City of Tampa, Hillsborough County, Florida. Consideration should be given to the following recommendations:

- Every effort should be made to protect endangered and threatened species and their habitats. Utilization of upland buffers and wildlife corridors is supported to maintain animal crossings and trails.
- Permanent impacts to wetlands should be eliminated or minimized. Adopted TBRPC policies for unavoidable wetland impacts (i.e., those deemed to meet established public interest criteria) using the same type or more productive vegetation are as follows: isolated fresh-water non-forested wetlands 2:1; 25-year floodplain 1:1; listed upland species-populated habitat 1:1; subtidal seagrass beds 5:1; mangrove swamps and salt marshes 3:1; freshwater forested wetlands 3:1; live bottom habitats 3:1; all others 2:1.

Mitigation for wetland impacts should be sufficiently monitored to ensure 80-85% cover over time.

- Stormwater controls should be required for all improved or new developments or roadways.
- The project should ensure protection of surface and ground-water quality.

FDOT Advance Notification Work Program No. 7140004 Page 2

- Wherever possible, stabilization projects should use native vegetation on gradual slopes rather than shore-line or channel hardening. If vegetated slopes are not feasible, articulating interlocking blocks should be considered over other hardening methods.
- The Council acknowledges the value for expanding many regionally significant roadways in Hillsborough County to accommodate future needs. Expansion efforts should be coordinated with the Public Safety Director of Hillsborough County and adjoining Counties. The interstate systems described for improvement serve as vital links to the prompt and orderly evacuation of Tampa Bay residents in the event of a natural or man-made disaster.

The Tampa Bay Regional Planning Council will offer additional recommendations when the permitting agencies submit dredge and fill permit applications for review. We would appreciate being copied on additional information as it becomes available.

Sincerely,

John M. Meyer, Program Manager

Intergovernmental Coordination & Review

JMM

cc: Leroy Irwin, Environmental Management Office, FDOT





DEPARTMENT OF TRANSPORTATION

MER G. MATTE

December 6, 1990

Director
Florida State Clearinghouse
Executive Office of the Governor
Office of Planning and Budgeting
The Capitol
Tallahassee, Florida 32399-0001

Subject:

Work Program Item Number:

7140004 99007-1402

State Project Number: Federal-Aid Project Number:

IR-9999(43)

Tampa Interstate Study from the Howard Frankland Bridge/Kennedy Boulevard Ramps to the I-275/Dale Mabry Highway Interchange on the

east and just north of Cypress Street on the North

Hillsborough County

Advance Notification Package Submittal

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 85-150. Distribution to local and Federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

We are looking forward to receiving your comments on the project within 30 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 30-day comment period.

Your comments should be addressed to:

Mr. David A. Twiddy, Jr. P.E.
District VII PD&E Administrator
Florida Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

Letter/Director-Advance Notification December 6, 1990 Page Two

With copy to:

Mr. J. C. Kraft, Chief Office of Environment Florida Department of Transportation 605 Suwannee Street, M.S. 37 Tallahassee, Florida 32399-0450

Your expeditious handling of this notice will be appreciated.

Sincerely,

David A. Twiddy, Jr. P.E. District VII PD&E Administrator nistrator (s. 1965). The control of the control of

DAT/hd

Attachment

Letter/Director-Advance Notification December 6, 1990 Page 3

MAILING LIST

xc: Federal Highway Administration

National Marine Fisheries-Area Supervisor

U.S. Department of the Interior-U.S Geological Survey

U.S. Department of the Interior-Bureau of Land Management

U.S. Department of Housing and Urban Development

U.S. Environmental Protection Agency

U.S. Department of the Interior-U.S. Fish and Wildlife

Service-Field Office

National Marine Fisheries Office

U.S. Army Corps of Engineers

U.S. Department of the Interior-National Park Service

Federal Emergency Management Agency

National Oceanic and Atmospheric Administration

Federal Aviation Administration-District Office Department of Energy

U.S. Department of Health and Human Services-Centers for Disease Control

Commander (oan) - Seventh Coast Guard District

Marine Fisheries Commission

Florida Department of Natural Resources-State Land Management

Tampa Bay Regional Planning Council

Southwest Florida Water Management District

Federal-Aid Program Coordinator

Chief Office of Environment

Florida Department of Environmental Regulation-District Office

1.	Need for Project: See attached text
2.	Description of the Project: See attached text
3.	Environmental Information: See attached text a. Land Use: See attached text
	b. Wetlands: See attached text
	c. Floodplain: see attached text
	d. Wildlife and Habitat: See attached text
	e. Outstanding Florida Waters: see attached text f. Aquatic Preserves: see attached text g. Coastal Zone Consistency Determination is Required? xx YesNo h. Cultural Resources: see attached text
	i. Coastal Barrier Resources: see attached text j. Hazardous Materials: See attached text
٠	k. Other Comments: See attached text
4.	Navigable Waterway Crossing?Yesxx_No

5. List Permits Required: See attached text

- 1. Need for project: This project is consistent with, and a basic component of, the Metropolitan Planning Organization (MPO) Long Range Transportation Plan. Traffic congestion is a continuing and outstanding problem in the City of Tampa and Tampa Bay Area. Recent national surveys have shown traffic to be the most limiting factor to the quality of life of the Tampa Bay residents. Travel is expected to increase nearly 70% in the next 20 years. Estimates of the year 2010 traffic demands are as high as 120,000 vehicles per day on I-275 east of the Howard Frankland Bridge. This issue must be resolved and the proposed project is the most practical methodology for addressing this issue.
- 2. Description of the project: The study limits are: I-275 from the Kennedy Boulevard ramps to the Dale Mabry Highway interchange on the east and just north of Cypress Street on the north. A map showing the study limits is attached.

The study will develop alternatives, and make recommendations as to the preferred type and location of multi-lane improvements, potential high occupancy vehicle facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. This study will include consideration of transportation needs, social impacts, economic factors, and environmental impacts. A public involvement plan will be incorporated into the study to ensure that all interested citizens are fully informed of the study's progress. The study is expect to last 18 months.

3. Environmental Information

a. Land Use: The project area from the Kennedy Boulevard ramps eastward to the Dale Mabry Highway interchange is highly urbanized with both commercial and residential elements. Land use for the area from the I-275 Interchange to Cypress Street is urbanized commercial and industrial development.

The proposed project is not expected to alter any of the existing land use patterns described above.

- b. Wetlands: There are limited wetlands involved in this project. The Fish Creek area which is just north of the project study limits is an estuarine system dominated by mangrove and other salt-tolerant species. Little impact is expected to occur to the limited amount of wetlands that currently exist. Thorough field work by qualified bioligists will be necessary to determine the exact acreages involved with this project.
- c. Floodplain: I-275 from Kennedy Boulevard ramps north to Cypress Street lies within the Old Tampa Bay floodplain. There are several locations where the project crosses or is tangent to the 100-year flood zone.

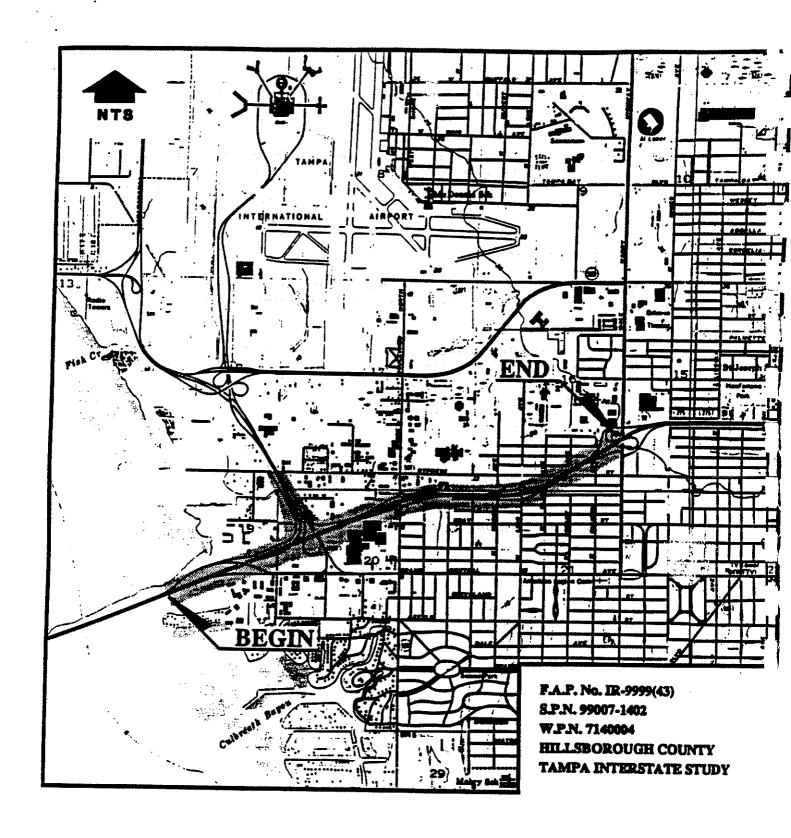
d. dlife and Habitat: There are a variety of vegetative communities located thin the study area. The potential for occurrence of endangered and inreatened species is based on habitats known to exist in these areas. Using Official List of Endangered and Potentially Endangered Fauna and Flora in Florida, 1986, and Endangered and Threatened Wildlife and Plants, 1987, a candidate list of federal endangered and threatened species which may exist in the study area has been compiled and is shown below.

SCIENTIFIC NAME	COMMON NAME	STATUS
AMPHIBIANS AND REPTILES		
Alligator mississippiensis Drymarchon corais couperi	American alligator Eastern indigo snake	Threatened Threatened
BIRDS		
Ammodramus savannarum floridanus Haliacetus leucocephalus Mycteria americana	Florida grasshopper sparrow Bald eagle Wood stork	_
MAMMALS .		
Trichechus manatus latirostris	West Indian manatee	Endangered
PLANTS		
Chrysopsis floridana	Florida golden aster	Endangered

A field investigation will be required to determine the exact species and extent of their involvement within the project study area. There are, however, no critical habitats within the project limits.

- e. Outstanding Florida Waters: Outstanding Florida Waters, as defined by Section 403.061, Florida Statutes, are not found in the project study area.
- f. Aquatic Preserves: Aquatic preserves, as defined by Chapter 258, Florida Statutes, are not found within the project study area.
- g. Coastal Zone Consistence: Yes, this project is subject to a Coastal Zone Consistency Review as required by 15 CFR 930. The consistency determination will be accomplished through the Florida Department of Environmental Regulation permit review process.
- h. Cultural Resources: An historical and archaeological site survey will be performed. The study area will be field truthed for evidence of any himorical and archaeological resources. All sting known historic districts, s: and locations will be identified and may a

- i. Coastal Barrier Resources: No portion of the proposed project will involve any coastal barrier resources jurisdictional to Governor's Executive Order 81-105.
- j. Hazardous Materials: There are no known hazardous waste generators in the project area. Based upon existing land use, most potential hazardous material sites would consist of gasoline service stations and automotive repair and service facilities. A hazardous materials evaluation will be conducted for this project.
- k. Other Comments: None.
- 4. Navigable Waterway Crossing? No, the proposed project will not require modification/reconstruction of any structures spanning navigable and/or tidal waters.
- 5. List Permits Required: Actions resulting from the proposed project may require permits from the following agencies:
 - (1) Federal
 U.S. Army Corps of Engineers
 U.S. Coast Guard
 - (2) State
 Florida Department of Environmental Regulation
 - (3) Regional
 Southwest Florida Water Management District
 - (4) Local
 Tampa Port Authority
 Hillsborough County
 Pasco County
 City of Tampa



PROJECT LOCATION MAP

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Federal Assistance Multi-Purpose Facesheet Addendum for State Agencies Only

(Pursuant to Section 218.212, Florida Statutes)

GENERAL INSTRUCTIONS

At least sixty (60) days prior to the anticipated filing data, submit five (5) completed copies of the Federal Assistal (Multi-Purpose Facesheet, Standard Form 424, with Addendum, additional project narratives if necessary, and project local of map if applicable, to the Intergovernmental Coordination Unit, Executive Office of the Governor. The Capitol, Tallanassee, Florida 32301, in addition, five (5) completed copies should be submitted to the appropriate Regional and/or Metropolitac Clearinghouse If the project is local in nature. Allow thirty (30) days for processing and an additional thirty (30) days if a supplication is requested to be reviewed. The form must be completely filled out before the review can begin. If any section is applicable, designate with "N/A". If any further elaboration is required on any item, attach additional sheets, with reference to item number. If you have any additional questions, call the Intergovernmental Coordination Unit at (904) 488-8114 or SUNCC*1278-8114.

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hom 3-Merk appropriets block:

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DEPARTMENT OF TRANSPORTATION

MET O. MATTS

December 6, 1990

Director
Florida State Clearinghouse
Executive Office of the Governor
Office of Planning and Budgeting
The Capitol
Tallahassee, Florida 32399-0001

Subject:

Work Program Item Number:

7140004

State Project Number:

99007-1402

Federal-Aid Project Number:

IR-9999(43)

Tampa Interstate Study - I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King Jr. Boulevard (formerly Buffalo Avenue), I-4 from I-275 (including interchange) east to 50th Street (U.S. 41), and the Crosstown Connector from I-4 southward to

the existing Tampa South Crosstown Expressway

Hillsborough County

Advance Notification Package Submittal

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 85-150. Distribution to local and Federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

We are looking forward to receiving your comments on the project within 30 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 30-day comment period.

Your comments should be addressed to:

Mr. David A. Twiddy, Jr. P.E. District VII PD&E Administrator Florida Department of Transportation 4950 West Kennedy Boulevard Suite 500 Tampa, Florida 33609 Letter/Director-Advance Notification December 6, 1990 Page Two

With copy to:

Mr. J. C. Kraft, Chief Office of Environment Florida Department of Transportation 605 Suwannec Street, M.S. 37 Tallahassee, Florida 32399-0450

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Your expeditious handling of this notice will be appreciated.

Sincerely,

David A. Twiddy, Jr. P.E. Company of the control of District VII District VII
PD&E Administrator

Letter/Director-Advance Notification December 6, 1990 Page 3

MAILING LIST

xc: Federal Highway Administration

National Marine Fisheries-Area Supervisor

U.S. Department of the Interior-U.S Geological Survey

U.S. Department of the Interior-Bureau of Land Management

U.S. Department of Housing and Urban Development

U.S. Environmental Protection Agency

U.S. Department of the Interior-U.S. Fish and Wildlife

Service-Field Office

National Marine Fisheries Office

U.S. Army Corps of Engineers

U.S. Department of the Interior-National Park Service

Federal Emergency Management Agency

National Oceanic and Atmospheric Administration

Federal Aviation Administration-District Office Department of Energy

U.S. Department of Health and Human Services-Centers for Disease Control

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Commander (oan) - Seventh Coast Guard District

Marine Fisheries Commission

Florida Department of Natural Resources-State Land Management

Tampa Bay Regional Planning Council

Southwest Florida Water Management District

Federal-Aid Program Coordinator

Chief Office of Environment

Florida Department of Environmental Regulation - District Office

- 1. Need for Project: See attached text
- 2. Description of the Project: See attached text
- 3. Environmental Information: See attached text
 - a. Land Use: See attached text
 - b. Wetlands: See attached text
 - c. Floodplain: See attached text
 - d. Wildlife and Habitat: See attached text
 - e. Outstanding Florida Waters: See attached text
 - f. Aquatic Preserves: See attached text
 - g. Coastal Zone Consistency Determination is Required? xx Yes __No
 - h. Cultural Resources: See attached text
 - i. Coastal Barrier Resources: See attached text
 - j. Hazardous Materials: See attached text
 - k. Other Comments: See attached text
- 4. Navigable Waterway Crossing? × Yes No
- 5. List Permits Required: See attached text

- 1. Need for project: This project is consistent with, and a basic component of the Metropolitan Planning Organization (MPO) Long Range Transportation Plan. Traffic congestion is a continuing and outstanding problem in the City of Tampa and Tampa Bay Area. Recent national surveys have shown traffic to be the most limiting factor to the quality of life of the Tampa Bay residents. Travel is expected to increase nearly 70% in the next 20 years. Estimates of the year 2010 traffic demands are as high as 240,000 vehicles per day on I-275 north of the I-4 interchange, and 190,000 vehicles per day on I-4 between I-275 and 21st Street. This issue must be resolved and the proposed project is the most practical methodology for addressing this issue.
- 2. Description of the project: The study limits are: I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue), and I-4 from I-275 (including interchange) east to 50th Street (U.S. 41), and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. A map showing the study limits is attached.

The study will develop alternatives, and make recommendations as to the preferred type and location of multi-lane improvements, potential high occupancy vehicle facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. This study will include consideration of transportation needs, social impacts, economic factors, and environmental impacts. A public involvement plan will be incorporated into the study to ensure that all interested citizens are fully informed of the study's progress. The study is expect to last 30 months.

3. Environmental Information

a. Land Use: The project area from the Dale Mabry interchange eastward and northward along I-275 to Buffalo Avenue is highly urbanized with both commercial and residential elements. Land use along I-4 from its junction with I-275 eastward to the 50th Street interchange is urbanized with both commercial and residential elements.

Land use for the area around the Crosstown Connector in the vicinity of 30th Street southward on I-4 to the Crosstown Expressway is urbanized commercial and industrial development.

The proposed project is not expected to alter any of the existing land use patterns described above.

b. Wetlands: There is one cross drain bridge within the study area. Textual locations are provided in question 4.

The Hillsborough River crossing is in a highly developed area with little, if any, vegetated wetland areas. Vertical face concrete revetments, rubble riprap or non-vegetated disturbed soil shorelines predominate in this area. The inclusion of the Crosstown Connector to the study area involves wetland areas in the Upper McKay Bay area.

c. Floodplain: 1-275 from the Dale Mabry Highway Interchange east and north Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue) lies within the Old Tampa Bay floodplain and the Hillsborough River floodplain. There are approximately nine locations where the project crosses or is tangent to the 100-year flood zone. There are no designated, regulated floodways in the project.

The eastern extension of the study area from the I-4/I-275 interchange to the 50th Street interchange lies within the Hillsborough River and the historic Palm River floodplains. The project crosses the 16 year flood zone in a number of locations as shown on Hillsborough County FEMA maps. The project also includes Upper McKay Bay floodplains in the vicinity of the Crosstown Connector.

d. Wildlife and Habitat: There are a variety of vegetative communities located within the study area. The potential for occurrence of endangered and threatened species is based on habitats known to exist in these areas. Using Official List of Endangered and Potentially Endangered Fauna and Flora in Florida, 1986, and Endangered and Threatened Wildlife and Plants, 1987, a candidate list of federal endangered and threatened species which may exist in the study area has been compiled and is shown below.

SCIENTIFIC NAME	COMMON NAME	STATUS
AMPHIBIANS AND REPTILES		
A!' cator mississippiensis D: marchon corais couperi	American alligator Eastern indigo snake	Threatened Threatened
BIRDS		
Ammodramus savannarum floridanus Haliaeetus leucocephalus Mycteria americana	Florida grasshopper sparrow Bald eagle Wood stork	Endangered Endangered
MAMMALS		
Trichechus manatus latirostris	West Indian manatee	Endangered
PLANTS		
Chrysopsis floridana	Florida golden aster	Endangered

A. field investigation will be required to determine the exact species and extent of their involvement within the project study area. There are, however, no critical habitats within the project limits.

- e. Outstanding Florida Waters: Outstanding Florida Waters, as defined by Section 403.061, Florida Statutes, are not found in the project study area.
- f. Aquatic Preserves: Aquatic preserves, as defined by Chapter 258, Florida Statutes, are not found within the project study area.
- g. Coastal Zone Consistence: Yes, this project is subject to a Coastal Zone Consistency review as required by 15 CFR 930. The consistency determination will be accomplished through the Florida Department of Environmental Regulation permit review process.
- h. Cultural Resources: An historical and archaeological site survey will be performed. The study area will be field truthed for evidence of any historical and archaeological resources. All existing known historic districts, sites and locations will be identified and mapped.
- i. Coastal Barrier Resources: No portion of the proposed project will involve any coastal barrier resources jurisdictional to Governor's Executive Order 81-105.
- j. Hazardous Materials: There are two known hazardous waste generators in the project study area. One location is a body shop and the other is involved with metal and wood stripping. A hazardous materials evaluation will be conducted for this project.
- k. Other Comments: None.
- 4. Navigable Waterway Crossing? Yes, the proposed project will require modification/reconstruction of one structure spanning navigable and/or tidal waters. This structure is located at the I-275 crossing the Hillsborough west of the I-275/I-4 junction.

This structure is under the jurisdiction of the U.S. Coast Guard and will require Coast Guard permit approvals prior to any proposed modifications or reconstruction. Coast Guard Bridge Project Questionnaires will not be required or submitted.

- 5. List Permits Required: Actions resulting from the proposed project may require permits from the following agencies:
 - (1) Federal
 U.S. Army Corps of Engineers
 U.S. Coast Guard
 - (2) State
 Florida Department of Environmental Regulation
 - (3) Regional
 Southwest Florida Water Management District

(4) Local

ocal
Tampa Port Authority
Hillsborough County
Pasco County
City of Tampa

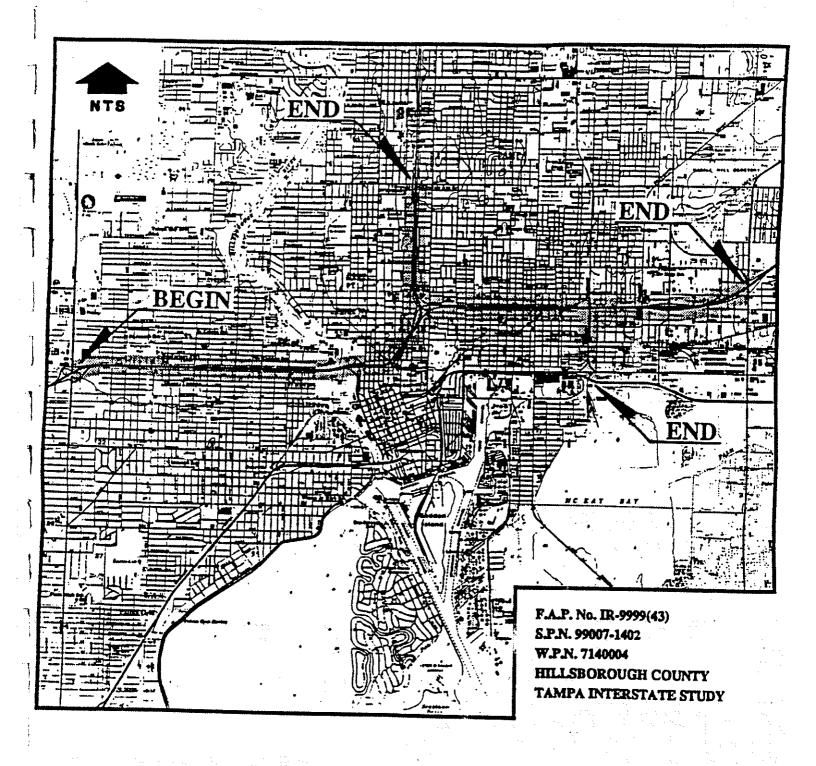
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PROJECT LOCATION MAP

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Federal Assistance Multi-Purpose Facesheet Addendum for State Agencies Only

(Pursuant to Section 215.212, Florida Statutes)

GENERAL INSTRUCTIONS

At least sixty (60) days prior to the anticipated filing date, submit five (5) completed copies of the Federal Assistance Multi-Purpose Facesheet. Standard Form 424, with Addendum, additional project narratives if necessary, and project location map if applicable, to the intergovernmental Goordination Unit, Executive Office of the Governor, The Capitol, Tallanassee, Florida 32301. In addition, five (5) completed copies should be submitted to the appropriate Regional and/or Metropolitan Clearinghouse if the project is local in nature. Allow thirty (30) days for processing and an additional thirty (30) days if a full application is requested to be reviewed. The form must be completely filled out before the review can begin. If any section is not applicable, designate with "N/A". If any further elaboration is required on any item, attach additional sheets, with reference to item number. If you have any additional questions, call the intergovernmental Goordination Unit at (904) 488-8114 or SUNCOM 278-8114.

1. Budget Entry Title.		2. State Progr	ram Structure No. and Time:	1	Olai Proposed Funding Multi-Year Projects	
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Nom: 2—Enter the number and take of the appropriate state reporting level program compenent as currently approved by the Office of Planning and Budgeling.

Nem 3-Mark appropriate Mock!

e---If "Yes", onter the fiscal year of the Legislative Budget Request in which the project is included.

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e....This term is applicable only after publicasion of the Governor's Budget for the particular listal year for which project funds are requested.

Hom 4—Mark appropriate block, If "Yes", order the federal agency for which the plan is presered. Hom 5—Enter the section of the Florida Statutes or Laws of Florida which authorizes the slote agency to carry out the activities proposes in this project. them 8---Mark appropriate block to indicate if OMB Circular A-65 review is required.

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from 16-mindicate, in percentage terms, the federal/state/local mesching requirements specified by federal few or regulation. If non-legeral match is not required in such specific terms, explain the bests for the distribution of funding.

Here 15—If the application should include everhead for which you are to receive remainsament from the federal grantor agency in accordance uses FMC 74-4, CASC-10, or other televal provisions, enter the amounts included in the approved interect COST rate lor: (1) intra-agoncy, -department and/or runit everteed: (2) statewise everteed.

The amount allocated to the project for contrast state governmental services must be based on Florest's Approved Statewise Goot Allocation Plan for the project period.

If none is examined, shock the "No" block; if "No", an explanation must be given or the additional will be returned without account.

from 12—Enter the dates the total project will cover if more than one (1) year. This iron accides easy to multi-year projects, information recurred in Section 1, from 13 of Standard Form 424 provides information for projects with a duration of one (1) year or total, Complete that funding information here as required for from 12, Form 424

On occasion, local match is served from state funds allocated to local units. If this is the case, so melcate and specify the sources of funding

Rem 13—in the case of state cash metch inqueste the appropriation from which such match is to be provided. For in-sund match, explain the types of sapenditures to be unitself.

Letters describing the proposed action and soliciting comments will be sent to

appropriate Federal, State, and local agencies, and to private organizations and

citizens who have expressed interest in this proposal. A public meeting will be

held in Tampa, Hillsborough County between January and February 1991. In

addition, a public hearing will be held. Public notice will be given of the time

and place of the meeting and hearing. The draft EIS will be made available for

public and agency review and comment. A formal scoping meeting is planned at

the project site during the early part of 1991.

To ensure that the full range of issues rel: ed to the proposed action are

addressed and all significant issues identified, comments and suggestions are

invited from all interested parties. Comments o nuestions concerning this

proposed action and the EIS should be directed to the FHWA at the address

provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway

Research, Planning and Construction. The regulations implementing Executive

Order 12372 regarding intergovernmental consultation on Federal programs and

activities apply to this program.)

Issued On: December 6, 1990

Bobby W. Blackmon District Engineer

Tallah asec, Florida

(4910-22)
DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
ENVIRONMENTAL IMPACT STATEMENT; HILLSBOROUGH COUNTY,
FLORIDA

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Hillsborough County, Florida.

FOR FURTHER INFORMATION CONTACT: Steve Walker, P.E., Area Engineer, Federal Highway Administration, 227 N. Bronough Street, Room 2015, Tallahassee, Florida 23201-2015, Telephone: (904)681-7220.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation will prepare an environmental impact statement (EIS) for a proposal to improve I-275 and I-4 in Hillsborough County, Florida. The proposed improvement would involve the reconstruction of I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard (formerly Buffalo Avenue), I-4 from I-275 (including interchange) east to 50th Street (U.S. 41), and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. The project area is approximately 11.5 miles in length. Alternatives under consideration include (1) taking no action; and (2) alternatives including the type and location of multilane improvements, high occupancy vehicle facilities, high occupancy vehicle priority ramps, traffic management techniques and traffic surveillance and control systems.



Florida Department of Environmental Regulation

Southwest District • 4520 Oak Fair Boulevard

Tampa, Florida 33610-7347

Carol M. Browner, Secretary

Lawton Chiles, Governor

February 22, 1991

Director State Clearinghouse Office of Planning and Budgeting Executive Office of the Governor The Capitol Tallahassee, FL 32399-0001

STATE CLEARINGHOUSE

RE: SAI #FL9012260779C

Howard Franklin Bridge/Kennedy Blvd. Ramps

Dear Sir:

Review of this advanced notification indicates that certain activities associated with this project potentially impact estuarine intertidal wetlands associated with Fish Creek and open waters of Tampa Bay. Wetland resource permits will be required for any structures, filling or dredging within these waters. Permitting considerations will involve a review of methods of construction, the ability of DOT to minimize encroachment and any methods necessary to offset any adverse impacts. Wildlife habitat, water quality, threats to endangered or threatened species or their habitats and the marine productivity of the area will enter into the permit application review.

Should you have any additional questions, please contact George Cracium of my staff at (813)623-5561 Ext. 332.

Sincerely.

Environmental Administrator

Water Management

BS/msb



BZ, CZB, Southwest Florida Water Management District

2379 Broad Street (U.S. 41 South) Brooksville, Florida 34609-6899 Phone (904) 796-7211 or 1-800-423-1476 SUNCOM 628-4150

January 7, 1991

Charles A. Black Chairman, Crystal River Roy G. Harrell, Jr. Vice Chairman, St. Petersburg Anne Bishopric Soper Secretary, Versce Joseph S. Cosper frequirer, Tompo Mary Ann Hogan Broolaville Samuel D. Updace Loke Woles Gordon D. Hartman Brodenton David H. Knowton St. Petersburg Andrew J. Lubrano Tompo Abby Misemer **New Port Richey** Softy Thompson

Tampa

Peter G. Hubbell Executive Director Mark D. Farrell Assistant Executive Director Ken! A. Zoke General Counsel

David A. Twiddy, Jr., P.E. Project Development and Environment Administrator Florida Department of Transportation 4950 West Kennedy Boulevard, Suite 500 Tampa, Elorida 33609

GREINER, INC. TAMPA

JAN I 1 1991

Subject: Advance Notification

Tampa Interstate Study (TIS) Dale Mabry Highway to 50th Street Work Program Item Number: 7140004 State Project Number: 99007-1402 Federal Aid Project Number: 9999(43)

Dear Mr. Twiddy:

Thank you for the opportunity to respond to the Advance Notification document for the above referenced project. the District will reserve more detailed comments for the Permit Coordination Report and subsequent permitting process, following general comments should be considered.

Aspects of water quality and quantity concerning the planned improvements to Interstate 275 will be evaluated in a surface water management permit application pursuant to Chapter 40D-4 and Chapter 40D-40 F.A.C. In light of all the work already completed in Phase I, commitments made to various regulatory agencies and the Department's stated goals put forth in the TIS Master Plan report, preparation and submittal of a conceptual Surface Water Management permit application should be undertaken immediately.

Additionally, from the information submitted, it appears that the subject property contains wetlands as defined in Chapter 40D-4.021(10), F.A.C. Pursuant to Chapter 40D-4.051(2)(c), F.A.C., activities conducted in wetlands require a permit from this agency. Pursuant to Chapter 40D-4.301(1)(f), F.A.C., conditions for issuance of a surface water management permit include reasonable assurance that the proposed activity "will not cause adverse environmental impacts or adverse impacts to wetlands, fish and wildlife, or other natural resources". Please consult Chapters 40-4, 40D-40 F.A.C. and the District's "Basis of Review for Surface Water Management Permit Applications Within the Southwest Florida

David A. Twiddy, Jr., P.E. Page Two of Two January 2, 1991

Water Management District* for assistance in the design of surface water management facilities. Should you need to obtain copies of these documents, please contact me at (813) 985-7481, extension 2006, and I will see that you get them.

Due to the location of the project within "Waters of the State" pursuant to Chapter 403 F.A.C., and within an area of Outstanding Florida Waters, the Florida Department of Environmental Regulation will be consulted concerning their jurisdiction.

Again, thank you for the opportunity to comment and please keep me informed of any future developments.

Sincerely,

Victor A. Gagliardo, P.E.

Field Services Supervisor

Tampa Permitting Department

Resource Regulation

JME:dsw330

cc: B. Wirth

- J. Heuer
- J. Emery
- C. Person, DER

STATE OF FLORIDA Project Development District 7

DEPARTMENT OF NATURAL RESOURCES

Marjory Stoneman Douglas Building • 3900 Commonwealth Boulevard • Tallahassee, Florida 32399

Tom Gardner, Executive Dicept W

December 31, 1990 IAN 1 1 1991

Mr. David A. Twiddy, Jr., P.E. Department of Transportation 4950 West Kennedy Boulevard Suite 500 Tampa, Florida 33609

GREINER, INC.

Dear Mr. Twiddy:

RE: Advance Notification
Tampa Interstate Study

WPI No. 7140004

Federal Aid Project No. IR-9999(43)

The subject project may affect uplands where title is vested in the Board of Trustees of the Internal Improvement Trust Fund. Should use of these lands be confirmed, or additional lands be identified, during the more specific permitting process, an easement will be required pursuant to Chapter 18-2, Florida Administrative Code. Additionally, our records indicate that the Ybor City State Museum is located within the general project boundary. Use of state-owned lands designated as historically significant must also be evaluated for consistency with the Incompatible Use Policy approved by the Board of Trustees of the Internal Improvement Trust Fund on May 24, 1988. A copy of the policy is attached.

Please call me at Suncom 278-2291 or (904) 488-2291 if you have any questions.

Sincerely,

Macy Teles

Tracy Peters, Planner IV
Bureau of Land Management Services
Division of State Lands

TP/tc Attachment cc: Mr. J.C. Kraft



Recreation and Parks

Resource Management

APPENDIX B

FEDERAL, STATE, AND LOCAL AGENCY COORDINATION

APPENDIX B

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

<u>Date</u>		Agency
April 22, 1996	_	Advisory Council on Historic Preservation
April 4, 1996		U.S. Department of the Interior, Office of the Secretary
February 26, 1996	-	Tampa Bay Regional Planning Council, Intergovernmental Coordination
		& Review
February 23, 1996	-	Hillsborough Area Regional Transit, Director of Planning
February 15, 1996	-	U.S. Department of Commerce, Ecology and Conservation Office
February 8, 1996	-	U. S. Environmental Protection Agency, Environmental Policy Section
February 6, 1996	-	U.S. Department of Commerce, Habitat Conservation Division
February 5, 1996		Department of Health & Human Services, National Center for
		Environmental Health
January 31, 1996	-	State of Florida, Department of Community Affairs
January 30, 1996	-	Florida Department of State, Division of Historical Resources
January 25, 1996	-	U.S. Department of the Interior, Office of Environmental Policy &
		Compliance
January 19, 1996	-	Florida Department of Environmental Protection, Southwest District
January 12, 1996	-	U.S. Department of Housing and Urban Development, Supervisory
		Environmental Officer
September 5, 1995	-	Hillsborough County Metropolitan Planning Organization
August 18, 1995	-	Hillsborough Area Regional Transit Authority
August 18, 1995	-	Florida Department of Transportation, District VII Secretary
June 14, 1995	-	U.S. Department of Commerce, National Oceanic and Atmospheric
May 26, 1995	-	Florida Department of Community Affairs
May 19, 1995	-	Tampa Bay Regional Planning Council
December 21, 1994	-	Federal Highway Administration, Division Administrator
December 9, 1994	-	Federal Highway Administration, Division Administrator
June 22, 1994	-	U.S. Department of Transportation, Federal Highway Administration,
		Florida Division Office
May 27, 1994	-	Florida Department of State, Division of Historic Resources and State
		Historic Preservation Officer
May 19, 1994	-	U.S. Department of Transportation, Federal Highway Administration,
		Florida Division Office

APPENDIX B (Continued)

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

<u>Date</u>		Agency
March 25, 1994	-	City of Tampa, Parks, Recreation and Cultural Services
February 9, 1994	••	United States Department of the Interior, Fish and Wildlife Service
January 24, 1994	-	Stormwater/Outfall Improvement Meeting with FDOT and the City of
		Tampa
January 3, 1994	_	Florida Department of Transportation, District VII PD&E Department
December 30, 1993	-	Stormwater Coordination Meeting with Southwest Florida Water
		Management District
December 21, 1993	-	City of Tampa Recreation Department
November 18, 1993	-	Drainage Coordination Meeting with Southwest Florida Water
		Management District
October 25, 1993	-	Florida Department of State, Division of Historical Resources and State
		Historic Preservation Officer
October 25, 1993	-	City of Tampa Community Redevelopment Agency
July 27, 1993	-	Cultural Resources Committee Meeting
January 12, 1993	-	Florida Department of State, Division of Historical Resources and State
		Historic Preservation Officer
September 17, 1992	-	Cultural Resource Committee Meeting
August 12, 1992	-	Florida Department of State, Division of Historical Resources and State
		Historic Preservation Officer
July 22, 1992	-	Florida Department of Transportation, District VII Secretary
March 5, 1992	•	Florida Department of State, Division of Historical Resources and State
		Historic Preservation Officer
March 4, 1991	-	State of Florida, Office of the Governor, State Clearinghouse
February 11, 1991	-	Florida Game and Fresh Water Fish Commission, South Region
January 16, 1991	-	The Nature Conservancy and the Florida Department of Natural Resources,
		Florida Natural Areas Inventory
January 9, 1991	-	Florida Department of State, Division of Historical Resources and State
		Historic Preservation Officer
December 13, 1990	-	Florida Game and Fresh Water Fish Commission, Office of Environmental
		Services
November 9, 1990	-	Hillsborough County Metropolitan Planning Organization

APPENDIX B (Continued)

FEDERAL, STATE AND LOCAL AGENCY COORDINATION

<u>Date</u>		Agency
October 12, 1990	-	U.S. Department of the Interior, Fish and Wildlife Service
October 3, 1990	-	The Natural Conservancy and the Florida Department of Natural
		Resources, Florida Natural Areas Inventory
January 4, 1990	-	Florida Department of Environmental Regulation*
October 26, 1988	-	Greiner, Inc., Tampa International Airport
September 28, 1988	-	U.S. Department of Transportation, Federal Highway Administration,
		Florida Division Office
April 13, 1988	-	Florida Department of Transportation, District VII
February 27, 1988	-	Airport Consulting Services, Peat Marwick

^{*} Florida Department of Environmental Regulation has been changed to Environmental Protection.

Advisory Council On Historic Preservation

The Old Post Office Building 1100 Pennsylvania Avenue, NW, #809 Washington, DC 20004

APR 22 1996

Mr. J. R. Skinner
Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, FL 32301

REF: Project No. IR-9999(43)

1-275 Widening from Dale Mabry Highway to M.L. King, Jr. Blvd.

I-4 from I-275 to East of 50th Street

Tampa, Florida

Dear Mr. Skinner:

Recently the Council was provided with an opportunity to review the latest draft Memorandum of Agreement (MOA) which was included in the Draft Environmental Impact Statement (DEIS) for the referenced project. We apologize for our delay in providing our comments; however, it was only recently brought to our attention that the DEIS contained an updated draft of the MOA on which our comments were expected. We appreciate the opportunity to provide the following additional recommendations to clarify stipulated activities and ensure the document is consistent with FHWA's mandated responsibilities.

- The second "Whereas" paragraph should be recast to clarify that FHWA has consulted with the SHPO and the Council pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and pursuant to Section 110(f) of the same Act (16 U.S.C. 470h-2(f)). Please note that the Council's regulations (36 CFR Part 800) do not implement Section 110 of the Act.
- Omit repetitious citations, such as "Effects Analysis," dated November 1995. Once a report
 has been cited, it is not necessary to repeat the date.
- Stipulation I-C: Modify to read, FDOT will notify the FHWA, who in turn will notify the SHPO and the Council, of any substantive alteration in the Project design that could result in adverse effects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to stipulation VII.L.



United States Department of the The TWFD PD&E

96 APR -8 AMII: 53

OFFICE OF THE SECRETARY Washington, D.C. 20240

ER-96/38

APR 4 1996

Mr. J.R. Skinner Division Administrator Federal Highway Administration 227 North Bronough Street Tallahassee, Florida 32301

Dear Mr. Skinner:

This responds to the request for the Department of the Interior's comments on the Draft Environmental/Section 4(f) Evaluation for the I-275 I-4 Corridor Improvements (Tampa Interstate Study), Hillsborough County, Florida.

SECTION 4 (f) EVALUATION COMMENTS

Recreational Resources

We concur that there is no feasible and prudent alternative to the use of some land from Perry Harvey Park if project objectives are to be met. However, we do not believe that all possible planning has been done to minimize harm to the park, particularly with respect to the skateboard facility. Should a determination be made that the project will impact the skateboard facility, then this facility should be replaced at highway expense either at the Perry Harvey Park or at another location. As you know, the City of Tampa has designated Rowlette Park as a candidate for relocation of the skateboard facility. This matter should be addressed in the Final Section 4(f) Evaluation.

We note that Perry Harvey Park will end up in a net loss of one half acre of land as a result of the implementation of the proposed project. We suggest that this half acre of land be replaced or compensation be paid to the City of Tampa to be earmarked for park and recreation purposes. Evidence to that effect should be included in the Final Section 4(f) Evaluation.

Historic Resources

We concur that there is no feasible and prudent alternative to the use of some of the historic properties identified in the Section 4(f) Evaluation if project objectives are to be met. However, we do not believe that all possible planning has been done to minimize harm to historic resources. We recommend continued cooperation and coordination with the State Historic Preservation Officer in order to finalize the proposed Memorandum of Agreement (MOA) shown in Appendix E which should include measures to avoid or minimize harm to historic resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation.



9455 Koger Boulevard St. Petersburg, FL 33702-2491 (813) 577-5151/Tampa 224-9380 Suncom 586-3217 TIPS

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February 26, 1996

Officers

Chairman Commissioner John Gause

Vice-Chairman Councilman Armand "Sandy" Burke

Secretary/Treasurer Commissioner Steven M. Seibert

Executive Director Julia E Greene Mr. Michael J. Coleman Project Development and Environmental Engineer Florida Department of Transportation District Seven 11201 North McKinley Drive, MS 7-500 Tampa, Florida 33612-6403

Subject:

Recommended for <u>APPROVAL</u>, IC&R #017-96, Tampa Interstate Study Draft Environmental Impact Statement, City of Tampa

Dear Mr. Coleman:

The enclosed agenda item regarding the above-referenced matter was considered and staff comments approved by the Clearinghouse Review Committee of the Tampa Bay Regional Planning Council at its February 26, 1996 meeting.

Please contact me, or Sheila Benz of our Council staff, if further information regarding this item is desired.

Sincerely,

John M. Meyer, Project Manager

Intergovernmental Coordination & Review

JMM/bj

Enclosure

The following should be included into the project design:

• Construction activities must be controlled to prevent impacts to any state- or federally-listed species. The applicant, or contractor, must conform with Florida Department of Environmental Protection (FDEP), Florida Game and Fresh Water Fish Commission and U.S. Fish and Wildlife Service requirements for construction activities within areas providing habitat for listed species.

Recommendation

The Draft Environmental Impact Statement is consistent with the goals and policies of the Tampa Bay Regional Planning Council as adopted in the Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region.

Further, it is recommended that any additional comments addressing local concerns be considered prior to final action.

Committee adopted February 26, 1996.

Armand "Sandy" Burke, Chairman Clearinghouse Review Committee

This project has been reviewed for consistency with the Council's adopted growth policy, Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region. This proposal is consistent with Council policies: 9.8.2, 10.1.5, 10.2.1, 10.3.5, 10.6.4, 10.12.1, 11.6,20.1.7, 20.1.10, 20.1.11, 20.2, 20.2.1, and 20.2.3.

EXPANDED DESCRIPTION OF PROPOSED IMPROVEMENTS

Interstate 275, Howard Frankland Bridge/Kennedy Boulevard Ramps to north of Dr. Martin Luther King Jr. Boulevard:

- Four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes). HOV/Transitway lanes included within the interstate alignment.
- Fully-directional interchange connecting I-275 and the Veterans Expressway;
- Direct ramping from Memorial Boulevard and Kennedy Boulevard to the Veterans Expressway;
- Modify existing Westshore Boulevard, Lois Avenue and Dale Mabry Highway interchanges;
- The recently constructed interchange ramps at Himes Avenue;
- Split interchange ramps remaining at Howard and Armenia Avenues;
- Modify western ramps at Ashley, Scott and Kay Streets to provide a west-side CBD distributor interchange at Ashley/Tampa Streets serving all movements;
- New west bank CBD interchange with western ramps at North Boulevard;
- Removal of existing northern ramps at Floribraska Avenue; and
- Create a full interchange at Dr. Martin Luther King Jr. Boulevard.

Non-Interstate Improvements:

- Sherrill Street extension from Memorial Highway and Kennedy Boulevard, under I-275 to Cypress Street; and
- Lemon Street connector to Westshore Boulevard from Occident Street.

I-4, I-275 to 50th Street:

- Four-roadway system (two roadways for both directions of interstate express lanes and two roadways for both directions of separate local access freeway lanes).
- HOV lanes included within the interstate alignment;
- New Ybor City/east side CBD split interchange at 14th and 15th Streets;
- Extension of 14th and 15th Street ramps as parallel frontage roads to 21st and 22nd
- Remove existing interstate access at 21st and 22nd Streets;
- Remove 19th Street overpass, maintain 26th Street overpass;
- Reconfigure split interchange at Columbus Drive and 50th Street;
- Remove interchange ramps at 40th Street; and
- New, directional freeway-to-freeway interchange with the new Crosstown Connector near 31st Street.

Crosstown Connector:

Six-lane facility from I-4 near 31st Street to the Tampa Crosstown Expressway.

Tampa Crosstown Expressway, Kennedy Boulevard to Maydell Drive:

Provide four lanes eastbound, three lanes westbound with additional auxiliary lanes.

KHNA

Formers 40

Hillsborough Area Regional Transit

February 23, 1996

4305 East 21st. Avenue, Tampa, Florida 33605-2300. Phone. (813) 623-5835 • Eax.; (813) 664-1119

201 E Kennedy Blvd , Suite 1600 Tampa, Florida 33602 (813) 623-5835 or (813) 223-6831 • Fax - (813) 223-7976

Ms. Debbie Hunt, Public Transportation Manager Florida Department of Transportation, District Seven 11201 N. McKinley Drive, MS-330 Tampa, Florida 33612

MAR | R 1996

RE: HART's Comments on the Draft Tampa Interstate

Environmental Impact Study

Dear Ms. Hunt:

This letter is a follow-up to our earlier submitted comments on the above subject. These comments are resubmitted and clarified. Previous submittals should be disregarded.

- High Occupancy Vehicle Lanes (HOV) The draft report is unclear with respect to the sequencing for implementing HOV lanes in the proposed project. Section 1.6.1.2 states that detailed discussion of how the HOV / Transit facilities are incorporated into the plan is provided in Section 2.3.2, however, the one sentence in this section fails to do what it promised to do. Appendix F, page 16 includes a statement that provision of HOV / Transit facilities will be considered within the alignment, but does not mention how or when. Since the Tampa Interstate Study elements are to be built in stages, HART is going on record that it's preference is for HOV lanes to be built early on rather than at later stages. We also want to be on record requesting that transit in the corridor between Downtown and Westshore be implemented in the project and further that the implementation of transit in this section of I-275 not preclude continued HOV application. In other words, we request both transit and HOV early on implementation in the phased construction plans.
- 2. Access to HART's Bus Operations & Maintenance Facility The report is silent about the negative impact to HART's 21st Street bus operation and maintenance facility. HART's primary access to the rest of the urban area is via the interchange on I-4 at 40th Street which is being proposed for elimination in this project. Because the HART operations and maintenance facility is not immediately adjacent to I-4 and therefore there would be no taking of property for I-4 enhancements, the environmental impact study does not acknowledge the negative impact on HART. An important factor in the citing of the HART facility in the 1980's was that it had easy access to the freeway system allowing distribution of bus trips to and from the facility in an efficient and cost effective

BOARD OF DIRECTORS

Sharon Dent. Executive Director

HART also has concerns about continued access to the Emergency Management Services center, and about the broader issue of the economic impact of this project.

- 6. <u>Emergency Management Services</u> Impact on the Communications Building for Tampa Fire and Rescue 911 Dispatch Center does not appear to have been fully evaluated; and possible solutions toward relocation of the facility are not presented herein.
- 7. Economic Impact The draft report asserts that the increased employment associated with construction will be a positive impact on the economy (Section 4.1.2, page 4-6) and the document implies that more highway capacity automatically helps commerce. HART generally agrees with this; however, the document downplays the importance that businesses will be closed, commerce patterns changed and the loss of commercial and residential properties from the tax roll will have a negative spin-off impact on local governments' tax base. We are concerned that businesses may be damaged or lost to intercity neighborhoods, and replacement in these neighborhoods (when left to market forces alone) may not occur. We are concerned that there will be further erosion of property and sales tax, in particular for the City of Tampa and the report has not addressed that fact. Finally, it appears that there will be impacts to future land use due to access and capacity changes, yet there is a failure to address possible mitigation solutions or ways to contribute to an enhanced quality of life with the project.

In closing, HART supports the capacity enhancements to the surface transportation network in Tampa and Hillsborough County that will come about with improvements to the interstate system. We have concerns that there will be lost opportunities in the community and that there will be spin-off negative impacts from this very large and important project which are not viewed by FDOT as a responsibility of the project. Bear with me as I close by saying, "Every public investment has an obligation to leave the surrounding setting in a better condition than before it came."

We would like to discuss our concerns with you, and will contact you to set up a meeting as soon as it is convenient.

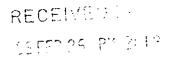
Sincerely,

Diana Carsey

Director of Planning

cc: Elaine Illes, Greiner
Lucie Ayer, MPO
Elton Smith, City of Tampa
Ned Baier, Hillsborough County
Sharon Dent, HART

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UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration

NATIONAL OCEAN SERVICE National Geodetic Survey Silver Spring Maryland 20910-3282

FFR 1 4 100°

Donna Wieting MEMORANDUM FOR:

Acting Director, Ecology and Conservation

Office-

FROM:

La Captain Lewis A. Lapine, NOAA

Director, National Geodetic Survey

SUBJECT:

DEIS-9601-03--Tampa Interstate Study State

Project #99007-1402 in Hillsborough County,

Florida

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area are on the attached diskettes. This information should be reviewed for identifying the location and destination of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project include the cost of any relocation(s) required.

For further information about these monuments, please contact John Spencer; SSMC3, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-4169; fax: 301-713-4175.

Attachments







UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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REGION 4

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FLORIDA DIVISION 798 b

Mark D. Bartlett, P.E. Supervisory Transportation Engineer Federal Highway Administration 227 North Bronough Street, Rm. 2015 Tallahassee, Florida 32301

SUBJECT: Tampa Interstate Study, Hillsborough County, Phorida Draft Environmental Impact Statement

Dear Mr. Bartlett:

The U.S. Environmental Protection Agency has reviewed the above referenced document in accordance with its responsibilities under Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act. The documents describe impacts associated with the improvement of of 15 miles of Interstates 4 and 275 and the Crosstown Connector that service the Tampa urban area. A new connector between Interstate 4 and the Crosstown Connector is also proposed. The improvements will upgrade safety and efficiency of the roadway system.

The project is located in a highly urbanized area that consists primarily of residential, business, and industrial development. Very little of the natural environment remains.

Because of the urban nature of the project site, construction and operational activities will impact residential and other developed areas. However, some aquatic and wetland resources will also be impacted.

A major concern is that traffic noise levels along the preferred alternative are predicted to approach or exceed the FHWA Noise Abatement Criteria at an estimated 1,350 noise sensitive sites. Therefore, estimates of the number of people/residents affected by the increased noise levels should be provided in order to adequately evaluate the severity of this impact on the people living and working along the corridor.

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When the final alternative is selected, the total number of affected residences and affected people should be tabulated and presented in the Final EIS along with noise sensitive sites such as schools, hospitals churches, and parks. A land use map showing projected noise-level contours in the travel corridor also should be included. This would allow residents in the project area to be aware of future noise impacts and be better able to decide during final design-phase discussions which abatement measures would be appropriate for their neighborhoods. Any commitments to abatement measures that are made prior to completion the Final EIS should be included in that document.

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(3) Crewer

UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 9721 Executive Center Drive North St. Petersburg, Florida 33702

February 6, 1996

Mr. Michael J. Coleman, P.E. Florida Department of Transportation District VII 11201 North Malcolm KcKinley Drive Tampa, Florida 33612-6403

Dear Mr. Coleman:

Draft Environmental Impact Statement Subject:

Tampa Interstate Study

State Project Number: 99007-1402

Federal Aid Project Number: IR-9999(43)

Work Program Item Number: 7140004

Hillsborough County, Florida

The National Marine Fisheries Service (NMFS) has reviewed the subject document transmitted with your December 13, 1995 letter. The Draft Environmental Impact Statement (DEIS) was prepared for the proposed improvements of Interstate-275, Interstate-4, Tampa Crosstown Expressway and the construction of a Crosstown Connector in Hillsborough County, Florida.

Based on our review, the document sufficiently describes the resources within the study area as well as the probable impacts to those resources. Since a majority of the wetland impacts will occur to stormwater ponds and conveyance channels the mitigation described in Section 4.6.1.3 appears to be adequate. In view of this, we anticipate that impacts to living marine resources will be minimal.

However, we have previously noted (in our June 14, 1995 response to the Advance Notification included in Appendix A and Appendix B of the DEIS) that the area identified as 2EA in the DEIS was excluded from the cooperative habitat restoration project area that was constructed jointly by the Southwest Florida Water Management District and the Florida Department of Transportation. This area was not restored because it was likely to be impacted by the proposed improvement of the Kennedy Boulevard off-ramp but, as described in the DEIS, this area apparently will not be impacted. If wetland area 2EA in fact will not be impacted, the exotic vegetation that was left in place, and any which as invaded the restoration site, as a result of this area not being restored should be removed to avoid degradation of the adjacent restoration effort.



Centers for Disease Control and Prevention (CDC) Atlanta GA 30341-3724 February 5, 1996

96 FEB -9 PH 12: 06

Mr. C. L. Irwin Manager, Environmental Management Office Florida Department of Transportation 605 Suwannee Street Tallahassee, FL 32301

Dear Mr. Irwin:

We have completed our review of the Draft Environmental Impact Statement (DEIS) of the multilane improvements in Hillsborough County: Work Program Number 7140004; State Project Number 99007-1402; Federal Aid Project Number IR-9999(43). We are responding on behalf of the U.S. Public Health Service.

We have reviewed the Draft EIS for potential adverse impacts on human health, and we believe related issues have been addressed in this draft document. However, we offer the following comments for your consideration in preparing the final EIS.

As with many major highway improvement projects, we have concerns regarding significant residential relocation impacts. However, we note that FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 33.9.09 and the Uniform Assistance and Real Property Acquisition Act of 1970 (P.L. 91-646). We also note that because of the adequate supply of homes available for sale or rent and the abundance of vacant leasable business space, it is anticipated that all displaced residents, businesses, and non-profit organizations can be relocated within or near their respective neighborhoods, is so desired. This information adequately addresses our potential concerns with relocation impacts.

Because the noise analysis indicates that the project will result in increased noise levels and associated noise impacts as an unavoidable consequence, we concur that noise abatement commitments be reevaluated prior to "Plans, Specifications, and Estimates approval" to ensure that all practical and feasible mitigative measures are taken to minimize adverse noise impacts. Also, we concur that potential future noise impacts be mitigated through local land ordinance involving zoning, building setbacks, and use of appropriate building materials.

Section 4.5.3 Contamination, identifies sites which will require "Level II contamination investigations", and it is stated that at sites where contamination is detected, further field investigations should be conducted to determine the extent of the contamination, identify the

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STATE OF FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

EMERGENCY MANAGEMENT + HOUSING AND COMMUNITY DEVELOPMENT + RESOURCE PLANNING AND MANAGEMENT

LAWTON CHILES

JAMES F. MURLEY

Secretary

Governor

January 31, 1996

Mr. C.L. Irwin Florida Department of Transportation 605 Suwannee Street Tallahassee, Florida 32301

> RE: Highway Planning and Construction - Administrative Action Draft - Environmental Impact Statement - Master Plan for Phase I of Tampa Interstate Study -Hillsborough County, Florida

SAI: FL9512221197C

Dear Mr. Irwin:

The Florida State Clearinghouse has received your application for the above-described project, and has forwarded it to the appropriate state agencies for review. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the review. Therefore, the clearance letter due date for this project will be extended from February 5, 1996 to February 20, 1996. If all comments are received prior to the extended date, every effort will be made to forward the clearance letter to you at an earlier date.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Keri Akers, Clearinghouse Coordinator, at (904) 922-5438.

Sincerely,

Ralph Cantral, Executive Director Florida Coastal Management Program

RC/ka

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United States Department of the Interior RECEIVED PD&E

OFFICE OF THE SECRETARY 95 JAN 29 PM 3: OWashington, D.C. 20240

JAN 2 5 1996

ER 96/38

Mr. Jennings R. Skinner Division Administrator Federal Highway Administration 227 N. Bronough Street, Room 2015 Tallahassee, Florida 32301

Dear Mr. Skinner:

This is in regard to the request for the Department of the Interior's comments on the Draft Environmental/Section 4(f) Statement concerning I-275/I-4 Corridor Improvements (Tampa Interstate Study), Hillsborough County, FL {FHWA-FL-EIS-95-03-D}.

This is to inform you that the Department will have comments, but will be unable to reply within the allotted time. Due to the recent Government furlough, we are well behind in our processing of environmental reviews. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about late March 1996.

Sincerely,

Torance N. Much

Terence N. Martin, Team Leader Natural Resources Management Office of Environmental Policy & Compliance

cc: Michael J. Coleman, P.E. District PD&E Engineer Florida Department of Transportation 11201 N. Malcolm McKinley Drive MS: 7-500 Tampa, FL 33612-6403

> Mark D. Bartlett, P.E. Supervisory Transportation Engineer Federal Highway Administration 227 N. Bronough Street Room 2015 Tallahassee, FL 32301

U. S. Department of Housing and Urban Development Secretary's Representative

Southeast/Caribbean

RECEIVED PD&E 95 JMH 15 PH 3: 20

January 12, 1996

Mr. Michael J. Coleman, P.E. District Project Development and Environmental Engineer District VII - Florida DOT 11201 North Malcolm McKinley Drive Tampa, Florida 33612-6403

Dear Mr. Coleman:

Subject: Florida - Draft Environmental Impact Statement

Tampa Interstate Study State Project No. 99007-1402

Federal Aid Project No. IR-9999(43)

Work Program Item No. 7140004 Hillsborough County, Florida

This refers to your memorandum dated December 13, 1995, transmitting the Draft Environmental Impact Statement (DEIS) for the Tampa Interstate Study in Hillsborough County, Florida.

The interstate highway interchange improvements, modifications, reconfigurations, and the new connector alignments do not appear to impact any HUD projects. However, more detailed study of the project area will be undertaken by our Jacksonville Office to determine if any HUD projects are adjacent to or in close proximity of the proposed improvements by Florida DOT.

Thus, we have forwarded a copy of this letter and our copy of the DEIS to our Jacksonville Office for their examination. If any HUD projects are affected, that Office will contact you and identify the locational aspects of the impacts.

Sincerely,

Thomas A. Fidht

Supervisory Environmental

Officer

P. 2

RESOLUTION 95 -8 HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION

A Resolution of the Hillsborough County Metropolitan Planning Organization confirming that the development of the Tampa Interstate Study has met the intent of the Major Investment Study as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 and the continuation of the Board's commitment to be a full partner in a collaborative process regarding the development, evolutionary changes, design, staging and sequencing of project elements as well as the exploration, design, and implementation of multi-modal transportation alternatives for the Interstate System in Hillsborough County.

WHEREAS, the Hillsborough County Metropolitan Planning Organization, pursuant to Title 23 USC 134 and 23 CFR §450.316, and the Florida Department of Transportation (FDOT), pursuant to Title 23 USC 135 and 23 CFR §450.208 are required to coordinate in the development of transportation plans and programs to ensure that social, economic and environmental considerations are integrated early in decision-making process; and

WHEREAS, the Hillsborough County MPO and FDOT have entered into an agreement clearly establishing the continuing, cooperative, and comprehensive transportation planning process essential to accomplish the transportation planning requirements of state and federal laws, pursuant to Subsection 339.175(9), F.S.; and

WHEREAS, the Major Investment Study (Section 450.318) is a subset of the more comprehensive metropolitan transportation system planning process, and that the intent of the Major Investment Study requirement is to provide the MPO, the state DOT, transit operators, and other local decision makers with more comprehensive corridor analysis early in the transportation decision making process and that the Major Investment Study is a planning tool to provide the regional multimodal transportation planning effort with more in depth technical analyses of various corridor options; and

WHEREAS, a Major Investment Study will include a cooperative process which shall establish the range of alternatives to be studied, such as alternative modes and technologies (including intelligent vehicle and highway systems), general alignment, number of lanes, the degree of demand management, and operating characteristics; and

WHEREAS, the nature, scope and phasing of the Tampa Interstate Study that will be implemented in the next thirty years are critical to the comprehensive planning process for growth management of the four political jurisdictions as well as the economic vitality of the entire Tampa Bay region; and

FYU DA) TIS POST-IT Fax Note 7071	Date 9-28-95 1 of 5
" ELAINE ILLS	FILM MIKE COLEMAN
Oo.Dopi. GREINER	CO. FDOT
Phone # Odl 1341	Phone 1 17 / 1.47

Hillsborough County Metropolitan Planning Organization Resolution 95-2 Page 2

WHEREAS, under the present funding level, there will still be transportation deficiencies which will require the collaboration of all key transportation agencies and organizations including the Hillsborough County Metropolitan Planning Organization, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration and Hillsborough Area Regional Transit Agency to evaluate and examine alternative means to relieve traffic congestion while pursuing the completion of the reconstruction of the Interestate System;

NOW, THEREFORE BE IT RESOLVED, that the Hillsborough County Metropolitan Planning Organization, duly assembled in regular session on this 5th day of September, 1995, confirms that the development of the Tampa Interstate Study has met the intent of the Major Investment Study as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 as it deals with competing multi-modal alternatives and appropriate public involvement level; and

BE IT FURTHER RESOLVED, that the Hillsborough County Metropolitan Planning Organization shall remain a full partner with the Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration and Hillsborough Area Regional Transit Agency in the collaborative process described in the guidelines for a Major Investment Study; and

BE IT FURTHER RESOLVED that incorporated herein by reference is the letter from District Secretary Mr. William H. McDaniel, Jr., dated August 18, 1995, affirming that "the Florida Department of Transportation commits to the collaborative role of Hillsborough Area Regional Transit Agency (HART) and the Hillsborough County Metropolitan Planning Organization (MPO) in the evolutionary changes, design, staging, and sequencing of project elements as well as the exploration, design, and implementation of transportation alternatives" for the Interstate System in Hillsborough County.

Sept. 5, 1995

Date

I'm Porton MPO Attornay

Bob Woodard Chairman

Loda M. Ferraro, MPO Secretary

G:\DATA\TR_DEIT\MPO\RESOS\EDE_MISI.DOC

RESOLUTION NUMBER 95-08-49

A RESOLUTION CONCURRING WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) THAT THE INTENT OF A FEDERALLY MANDATED MAJOR INVESTMENT STUDY WAS MET IN THE DEVELOPMENT OF THE EXISTING TAMPA INTERSTATE STUDY MASTER PLAN.

WHEREAS, the Florida Department of Transportation began the Tampa Interstate Study Master Plan development in 1987; and

WHEREAS, throughout the development of the TIS Master Plan, the Florida Department of Transportation coordinated with the general public, private organizations, and public agencies; and

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act mandates a Major Investment Study on all significant transportation projects; and

WHEREAS, a Major Investment Study identifies all reasonable alternative strategies for addressing transportation demand; has a proactive public involvement process; considers costs, benefits, and impacts of the proposed alternatives; considers enhanced operational efficiency and financial aspecis; and results in the adoption of the project concept in the Metropolitan Planning Organization Transportation Plan; and

WHEREAS, the Tampa Interstate Study Master Plan has addressed each of the Major Investment Study requirements, as stated above; and

WHEREAS, HART will participate in any discussions between the Federal Highway Administration, Federal Transit Administration, Hillsborough Metropolitan Planning Organization, and the Florida Department of Transportation concerning the above Major Investment Study issues; and

WHEREAS, the HART Board and staff concur that the federal requirements of a Major Investment Study have been met in the Tampa Interstate Study Master Plan; now therefore

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY THAT:

- Section 1. The Executive Director is authorized to represent that HART concurs that the Tampa Interstate Study Master Plan fulfills the intent of a Major Investment Study.
- Section 2. Incorporated herein by reference is the letter agreement by FDOT dated August 18, 1995, eigned by William H. McDaniel, Ir., P.B. that HART will have a collaborative role with FDOT and the MPO in the evolutionary, changes, design, staging, and sequencing of project elements as well as exploration, design, and implementation of transportation alternatives.

Section 3. This resolution shall reference the backup memorandum to this resolution

RESOLUTION NUMBER 95-08-49 Page 2

and FDOT letter of August 18, 1995 for elaboration when the intent of the resolution is in doubt.

Section 4. This resolution shall take effect immediately.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY ON AUGUST 11, 1995.

Commissioner Ed Turanchik, Chairman

Board of Directors

ATTEST

Manuel Alvarez, Secretary

Board of Directors



DEPARTMENT OF TRANSPORTATION

BUN G. WATEN BECKETARY

District Seven M.S. 7-300 11201 N. Mckinley Drive Tampa, Florida 33612 (813) 975-6053

August 18, 1995

Ms. Sharon Dent
Executive Director
HARTLINE
201 E. Kennedy Boulevard, #1600
Tampa, Florida 33602

Dear Ms. Dent:

This letter serves as the agreement letter referenced in Section 2 of the attached Resolution \$95-08-49. As discussed, the Plorida Department of Transportation commits to the collaborative role of HART and the Hillsborough Metropolitan Planning Organization (MPO) in the evolutionary changes, design, staging, and sequencing of project elements as well as exploration, design, and implementation of transportation alternatives.

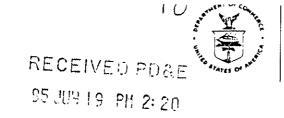
Sincerely,

William H. McDaniel, Jr., P.E.

District Secretary District Seven

WIM: DAT: CLW

Attachment



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 9721 Executive Center Drive North St. Petersburg, Florida 33702

June 14, 1995

Mr. Michael J. Coleman, P.E. District VII PD&E Engineer Florida Department of Transportation, MS 7-500 11201 North McKinley Drive Tampa, Florida 33612-6403

Dear Mr. Coleman:

SUBJECT: WPI Number: 7140004

State Project Number: 99007-1402

FAP Number: IR-9999(43)

Tampa Interstate Study (I-275 and I-4), Crosstown

Expressway, and proposed Crosstown Connector

Hillsborough County, Florida

The National Marine Fisheries Service (NMFS) has reviewed the information contained in the subject document, dated May 5, 1995. The subject roadways are, for the most part, surrounded by heavily urbanized areas and, at this time, we anticipate that improvements to these roadways will result in minimal impacts to living marine resources. However, the document indicates that thirty-one wetland areas have been identified in the Wetlands Evaluation Report and that minor impacts to estuarine wetlands, including McKay Bay and Fish Creek, are anticipated. Wetland impacts should be avoided wherever practicable and those impacts which are found to be unavoidable should be mitigated. Recently, McKay Bay has been the site of several habitat restoration projects and may provide excellent mitigation opportunities. It is often preferable to consolidate mitigation activities into larger units, appropriate, rather than have many small fragmented mitigation areas.

The Florida Department of Transportation and the Surface Water Improvement and Management (SWIM) department of the Southwest Florida Water Management District (SWFWMD) recently dedicated a joint habitat restoration project on the southeast shoreline of the Howard Franklin (I-275) bridge causeway in Hillsborough County (U.S. Army Corps of Engineers permit number 199342291). During the dedication ceremony it was noted that in the right-of-way, directly adjacent to the restoration site, invasive exotic vegetation was not removed pending work to be performed at the Kennedy Boulevard ramps. Realizing that the project plans will undergo continuous modification until actual construction begins, it is possible that some areas of the habitat restoration project site where the



exotics were left in place may not be affected by the proposed ramp work. Therefore, upon completion of work at this ramp, removal of all invasive exotic vegetation within this project area should be accomplished to prevent degradation of the adjacent habitat restoration effort. Additionally, expansion of the restoration site could also provide mitigation opportunities for unavoidable wetland impacts.

We recommend that you contact the SWFWMD-SWIM department in Tampa (813-985-7481) or the Florida Department of Environmental Protection, Environmental Restoration Coordinators (813-744-6100), also in Tampa, regarding mitigation opportunities in McKay Bay. Also, could you please send a copy of the Wetlands Evaluation Report for this project to Mr. David N. Dale at the letterhead address. We appreciate the opportunity to provide these comments and please direct any related comments or questions to Mr. Dale, he may be contacted at 813/570-5317.

Sincerely,

Andreas Mager, Jr.

Edwi Jaggma

Assistant Regional Director Habitat Conservation Division

cc:

Mr. Leroy Irwin
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, Florida 32399-0450

SWFWMD-SWIM, Tampa (T. Ries) FDEP, Tampa (A. Burdett) F/SEO2 F/SEO23, St. Petersburg



RECEIVED POOR

STATE OF FLORIDA 95 MTY 32 PM 2156 DEPARTMENT OF COMMUNITY AFFAIRS

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399-2100

LAWTON CHILES

Governor

LINDA LOOMIS SHELLEY

Secretary

May 26, 1995

Mr. Michael J. Coleman Florida Department of Transportation PD & E Department, MS 7-500 11201 North McKinley Drive Tampa, Florida 33612-6403

RE: Highway Planning and Construction - Tampa Interstate

Study - Work Program Item # 7140004 State Project #

99007-1402

SAI: FL9505100447C

Dear Mr. Coleman:

The Florida State Clearinghouse is awaiting additional comments from our reviewing agencies on the above referenced project. We are therefore requesting an additional fifteen (15) days for completion of the consistency review in accordance with 15 CFR 930.41(b).

We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1995.

Very truly yours,

Linda Loomis Shelley

Secretary

LLS/rk

Tampa Interstate Study



9455 Koger Boulevard St. Petersburg, FL 33702-2491 (813) 577-5151/Tampa 224-9380 Suncom 586-3217

Officers

Chairman Councilman Rudolf "Rudy" Fernandez

> Vice-Chairman Commissioner John Gause

Secretary/Treasurer Councilman Armand "Sandy" Burke

> Executive Director Julia E. Greene

May 19, 1995

RECEIVED PD&E 95 M&Y 22 MY 9: 07

Mr. Michael J. Coleman, P.E. District VII PD&E Engineer FL Department of Transportation, MS 7-500 11201 N. Malcolm McKinley Drive Tampa, Florida 33612-6403

Subject: Advance Notification:

 TBRPC IC&R Review No.
 098-95

 Work Program No.
 7140004

 State Project No.
 99007-1402

 Fed. Aid Project No.
 IR-9999(43)

Dear Mr. Coleman:

Thank you for the opportunity to offer preliminary comments on the Advance Notification of the Tampa Interstate Study, which identifies improvements to the transportation network in the City of Tampa, Hillsborough County, Florida. Consideration should be given to the following recommendations:

- Every effort should be made to protect endangered and threatened species and their habitats. Utilization of upland buffers and wildlife corridors is supported to maintain animal crossings and trails.
- Permanent impacts to wetlands should be eliminated or minimized. Adopted TBRPC policies for unavoidable wetland impacts (i.e., those deemed to meet established public interest criteria) using the same type or more productive vegetation are as follows: isolated fresh-water non-forested wetlands 2:1; 25-year floodplain 1:1; listed upland species-populated habitat 1:1; subtidal seagrass beds 5:1; mangrove swamps and salt marshes 3:1; freshwater forested wetlands 3:1; live bottom habitats 3:1; all others 2:1.

Mitigation for wetland impacts should be sufficiently monitored to ensure 80-85% cover over time.

- Stormwater controls should be required for all improved or new developments or roadways.
- The project should ensure protection of surface and ground-water quality.

FDOT Advance Notification Work Program No. 7140004 Page 2

- Wherever possible, stabilization projects should use native vegetation on gradual slopes rather than shore-line or channel hardening. If vegetated slopes are not feasible, articulating interlocking blocks should be considered over other hardening methods.
- The Council acknowledges the value for expanding many regionally significant roadways in Hillsborough County to accommodate future needs. Expansion efforts should be coordinated with the Public Safety Director of Hillsborough County and adjoining Counties. The interstate systems described for improvement serve as vital links to the prompt and orderly evacuation of Tampa Bay residents in the event of a natural or man-made disaster.

The Tampa Bay Regional Planning Council will offer additional recommendations when the permitting agencies submit dredge and fill permit applications for review. We would appreciate being copied on additional information as it becomes available.

Sincerely,

John M. Meyer, Program Manager

Intergovernmental Coordination & Review

JMM

cc: Leroy Irwin, Environmental Management Office, FDOT



Florida Division Office

227 N. Bronough St. Room 2015 Taliahassee, Florida 32301

June 22, 1994

IN REPLY METER TOHDA-PL

Mr. William H. McDaniel, Jr. District Secretary Florida Department of Transportation 11201 N. McKinley Drive Tampa, Florida 33612-6403

Attention: Mr. Michael Coleman

Dear Mr. McDaniel:

Subject: Florida - FAP No. IR-9999(43)

State Project No. 99007-1402 Cultural Resource Assessment Eligibility Determination

I-275 from Dale Mabry Highway to Dr. M.L. King, Jr, Boulevard, and I-4 from I-275 to East of 50th Street

Hillsborough County

Please refer to Mr. Rick Adair's March 14, 1994, letter requesting a determination of National Register eligibility for historic properties within the limits of the subject Project.

After consultation with the State Historical Preservation Officer (SHPO), documented in the enclosed May 27, 1994, letter from the SHPO, we have determined that none of the 25 archaeological sites encountered are eligible for listing in the National Register of Historic Places (NRHP). Furthermore, the 20 historic structures designated as contributing resources to the West Tampa Historic District, and the 188 contributing properties in the Ybor City National Historic Landmark District are considered eligible for listing in the NRHP. It is also noted that one individually listed NRHP property, the Union Railroad Station, was encountered. This property retains its National Register Status. Finally, we have determined that the 21 properties located in the Tampa Heights Multiple Property Listing, and the 11 individual properties within the project study that were encountered and evaluated are potentially eligible for listing in the NRHP; and that the remaining 187 structures are not considered to be eligible for listing in the NRHP.

-MORE-

Post-II Fax Note 7671	Date 6/29/94 pages 4					
To Elaine files "	From T. Mackla-Ling					
CUIDEN. Gleines	Phone \$ 975-6457					
Phone # 286-1711						
Fax # 286-6587	Fax # 575-6443					

2.

Mr. William H. McDaniel, Jr. June 22, 1994

During the development of this Project, please assure that the necessary actions are taken to complete the "Section 106" process and to comply with Section 4(f) of the U. S. Department of Transportation Act.

A copy of this letter should be included in the environmental document for this Project.

Sincerely yours S/MELISA L HIDENOUR Fold R Stinner

J. R. Skinner Division Administrator

Enclosure

co: Mr. C. L. Irwin, FDOT (MS-37), W/enclosure



FLORIDA DEPARTMENT OF STATE

Jim Smith Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building 500 South Bronough

Tallahamee, Plorids 32399-0250

Director's Office (904) 488-1480

Telecopier Number (FAX) (904) 488-3353

May 27, 1994

Mr. J.R. Skinner
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
227 North Bronough Street
Room 2015
Tallahassee, FL 32301

In Reply Refer To: Laura A. Kammerer Historic Preservationist Supervisor (904) 487-2333 Project File No. 941202

RE: Cultural Resource Assessment - Eligibility Determination I-275 Widening from Dale Mabry Highway to Dr. M.L. King, Jr. Boulevard and I-4 from I-275 to East of 50th Street FPN: IR-9999(43) SPN: 99007-1402 Tampa, Hillsborough County, Florida

Dear Mr. Skinner:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Section 267.061, Florida Statutes, we have reviewed the referenced historic property assessment surveys performed by a professional consultant for the Florida Department of Transportation, and find them to be complete and sufficient.

We note that 25 archaeological sites were encountered and evaluated. We concur that none of these proporties are eligible for listing, in the National Register of Historic Places, or otherwise of archaeological significance. In addition, 427 historic buildings and structures were encountered and evaluated during these surveys.

This office concurs with the evaluations of the consultants, the Florida Department of Transportation and your office, that the 20 contributing properties in the West Tampa Historic District, and the 188 contributing properties in the Ybor City National Historic Landmark District retain their National Register eligibility. We note that one individually listed National Register property, the Union Railroad Station, was encountered. This property also retains its National Register status.

Mr. J.R. Skinner May 27, 1994 Page 2

Finally, this office concurs that the 21 proporties in the proposed Tampa Heights Multiple Property Listing, and the 11 individual properties within the project study area that were encountered and evaluated are potentially eligible for listing in the National Register; and that the remaining 187 properties that were evaluated are not eligible for listing.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely

Lama a. Kammerer_

George W. Percy, Director
Division of Historical Resources
and

State Historic Proservation Officer

GWP/Klk

xc: C. Leroy Irwin, FDOT-EMO Rick Adair, FDOT-District /

Administration

US Department RECEIVED POSE op 117 25 MILL 39 of Transportation Federal Highway

Florida Division Office

227 N. Bronough St. Room 2015 Tallahassee, Florida 32301

May 19, 1994

IN REPLY REFER TO: HPO-FL

Mr. William H. McDaniel, Jr. District Secretary Florida Department of Transportation 11201 N. McKinley Drive Tampa, Florida 33612-6403

Attention: Mr. Michael Coleman

Dear Mr. McDaniel:

Subject: Florida - FAP No. IR-9999(43)

State Project No. 99007-1402

Tampa Interstate Study

Section 4(f) Applicability to Perry Harvey

Park in Hillsborough County

We have received Mr. Rick Adair's letter of May 12, requesting our review and determination of Section 4(f) applicability to the subject Property. The Property is owned and operated by the City of Tampa. The Park is open daily to the public for a variety of recreational activities.

As indicated, the proposed project will require the acquisition of a 15.24 meters (50 feet) wide linear strip along the western side of the Park. The total encroachment on the park land is 12,140.62 square meters (3 acres).

Since both public ownership and public usage are evident, it is the determination of the Federal Highway Administration that Section 4(f) applies to the subject Property.

With respect to the proposed measures to minimize harm at the Perry. Harvey Park, additional information will have to be obtained, and provided in the Section 4(f) Evaluation Report concerning the fcasibility and prudence of such measures.

Should you have any questions, please contact this Office.

Sincerely yours,

J. R. Skinner Division Administrator



CITY OF TAMPA

Sandra W. Freedman, Mayor

Parks. Recreation and Cultural Services

Joe Abrahams
Administrator

March 25, 1994

Mr. Michael Coleman, P.E.
District PD&E Engineer
FL Department of Transportation
PD&E Department, MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Tampa Interstate Study - Section 4(f) Effects Analysis

Dear Mr. Coleman:

On behalf of the City of Tampa, I wish to thank you for the opportunity to review the Section 4(f) Effects Analysis prepared for the 15 City owned parks in the vicinity of the Tampa Interstate project.

Based upon our review of this information, the City has determined that the improvements to the Tampa Interstate System, as presently proposed, will not substantially impair nor diminish the activities, features or attributes of any of the parks owned by the City other than Perry Harvey Park.

I look forward to working with you on the conceptual mitigation plans for Perry Harvey Park as they are further developed and refined. Please contact me if I can be of further assistance.

Sincerely,

JOE ABRAHAMS, Administrator

Parks, Recreation & Cultural Services

JA:dfr

cc: Elaine C. Illes - Greiner, Inc.

Rick Adair - FDOT





United States Department of the Interior

FISH AND WILDLIFE SERVICE P.O. BOX 2676 VERO BEACH, FLORIDA 32961-2676

RECEIVED PD&E
94 FFB 14 PM 12: 48

February 9, 1994

Todd Mecklenborg
Environmental Specialist
Florida Department of Transportation
11201 N. Malcolm McKinley Drive, MS 7-500
Tampa, FL 32612-6403

Dear Mr. Mecklenborg:

FWS Log Number: 4-1-94-294

Reference is made to your letter dated January 3, 1994, for Project No. 7140004, State Project Number 99007-1402, to replace the existing I-275 bridge over the Hillsborough River located in downtown Tampa. This report is submitted in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661, et seq.), and the Endangered Species Act of 1973 (16 U.S.C. 1531, et seq.), as amended.

To protect the West Indian manatee during construction activities, the Manatee Watch Program Guidelines (consisting of nineteen special provisions for the protection of manatees) will be included in any contract issued for the work. The Florida Department of Transportation (FDOT) states that the proposed project will not adversely impact the manatee and has implemented these extensive measures for manatee protection. FDOT has implemented extensive measures for manatee protection. Based on this information, the Service finds that the proposed project is not likely to adversely affect the manatee.

According to our general knowledge of the area, the urbanized nature of the road corridor, and the negative results of your field survey, we concur with your finding that the project is not likely to adversely affect federally listed threatened or endangered species.

Although this does not constitute a Biological Opinion described under Section 7 of the Endangered Species Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made in the project or if additional information involving potential impacts on listed species becomes available, please notify Bruce Birnhak at (407) 562-3909.

cc:

FWS, Jacksonville, FL DEP, Tallahassee, FL

Sincerely yours,

Joseph D. Carroll

Acting Field Supervisor

Greiner

C2380.17 January 24, 1994

MEMORANDUM

TO:

Files

FROM:

Robert E. Johnson, P.E. 1157

SUBJECT:

TIS EIS Outfall Improvement Meeting with

FDOT and the City of Tampa

WPI #7140004, State Project #99007-1402,

FAP #IR-9999 (43)

On Thursday, January 29, 1994 a meeting was held at FDOT District 7 to discuss potential outfall improvements in lieu of providing stormwater peak attenuation for segments of the TIS EIS study area. The following were in attendance:

Lisa Hansen
 Michael Burwell
 Robert Johnson
 FDOT District 7
 City of Tampa
 Greiner, Inc.

The following major topics were discussed:

- Greiner briefly reviewed the proposed TIS EIS drainage plan of providing pre/post peak discharge attenuation for the 25-year, 24-hour storm event through the use of detention ponds. Greiner indicated that FHWA now requires an evaluation of outfall improvements in lieu of detention ponds to determine the most economical alternative.
- Greiner indicated that currently both FDOT and the City of Tampa utilize the existing outfalls from the Interstate system to either McKay Bay or the Hillsborough River.
- Greiner asked if FDOT would prefer constructing separate FDOT outfalls, or if combined outfall improvements would be preferred. FDOT indicated that upgrading combined outfalls would probably be more cost effective.
- Greiner briefly reviewed the existing outfall locations within the TIS EIS study limits. The City said that the majority of the existing outfalls are currently overloaded. The City has minimal budget for any major outfall improvements.

Greiner

Memorandum to Files January 24, 1994 Page 2

- One possible area for FDOT outfall improvement in lieu of ponds is at the Ybor City outfall. The City has identified required outfall improvement upgrades in a 1985 study. FDOT advised Greiner to look at the contribution from proposed FDOT right-of-way to determine the FDOT share of outfall improvements.
- Other outfalls (Robles Park, Emma Street, etc.) were discussed for improvement. These outfalls were eliminated from further consideration due to required improvements, distance to outfall location or utility conflicts.
- FDOT indicated that peak discharge attenuation may have to be upstream of the FDOT system if land area for ponds is not available adjacent to the FDOT right-ofway.
- FDOT will coordinate with the City on proposed pond locations and sizes.

REJ:ekw

cc: Attendees
Mike Coleman - FDOT
Elaine Illes - Greiner

BEN G. WATTS
SECRETARY

PD&E Department, MS 7-500 11201 N. McKinley Drive Tampa, FL 33612-6403 January 3, 1994

Mr. Bruce Birnhak
United States Department of the Interior
Fish and Wildlife Service
1360 U.S. 1, Suite 5
Vero Beach, Florida 32960

RE:

WPI No. 7140004

State Project No. 99007-1402

FAP No. IR-9999(43)

Tampa Interstate Study - Environmental Impact Statement

Hillsborough County

Dear Mr. Birnhak:

The Florida Department of Transportation (FDOT) is in the process of preparing a Draft Environmental Impact Statement (DEIS) for the portion of the Tampa Interstate Study project including Design Study Segments 2A, 2B, 3A, 3B, and 3C. The limits of the project are illustrated on the attached exhibit and include improvements to I-275, I-4, Tampa South Crosstown Expressway, and a Crosstown Connector on new alignment.

The FDOT is proposing to replace the existing I-275 bridge over the Hillsborough River, located in downtown Tampa. The existing bridge crossing consists of two structures (one eastbound and one westbound) approximately 900 feet long and 135 feet wide. The existing bridge will be replaced by a crossing comprised of seven adjacent structures, totalling approximately 500 feet wide. Additional pilings will be required to construct the wider facility. The area of dredging required will be determined during the design phase of the project. Horizontal realignment of the navigational channel will not be required (see attached plan sheets A-6 and A-7).

This proposed project has been evaluated for impacts on federally protected threatened and endangered species. A literature review along with various field surveys was conducted to determine those possible threatened or endangered species which may inhabit the project area. This included using the FDOT's computer list "Endangered Species" (April, 1993), U.S. Fish and Wildlife Service's "The Red Book", Florida Game and Fresh Water Fish Commission's (FGFWFC) "Florida Atlas of Breeding Sites For Herons And Their Allies" (updated 1986-89), and the

Mr. Bruce Birnhak January 3, 1994 Page 2

Florida Natural Areas Inventory for lists and locations of confirmed, reported or potentially occurring threatened or endangered species.

Correspondence with the FGFWFC indicated the presence of active bald eagle nest HL-20 in the vicinity of Segment 3B of the project. This nest is considered an "urban eagle nest" by the USFWS. As such, the primary management zone extends for a distance of 750 feet from the nest and the secondary zone extends for a distance of 750 feet beyond the primary zone. The preferred alternative terminates approximately 500 feet beyond the secondary management zone. Previous USFWS coordination concerning nest HL-20 for a related widening project on Interstate 4 is attached.

Based on a review of the published literature, past advanced notification responses, previous coordination with your office (attached), other agency contacts and field reviews, the Department, on behalf of the Federal Highway Administration, has determined that there is only one federally protected species which has the potential to be present in the project area. This species is the West Indian manatee (Trichechus manatus). With the implementation of the attached Manatee Watch Program guidelines during the construction phase for the segment of the project over the Hillsborough River, the Department is seeking your office's concurrence that the proposed activities will have "no effect" on the manatee or any other federally protected threatened or endangered species. Furthermore, the potential for project impacts to the U.S. Fish and Wildlife Service's designated "Critical Habitat" areas was assessed and it was determined that the project is not involved with any of these designated areas. If your office concurs with the above noted determination, please respond to me in writing as soon as possible. Thank you for providing the Department a prompt response on this matter. If you have any questions or require any additional information, please feel free to contact me at (813) 975-6457.

Sincerely,

Todd Mecklenborg
Environmental Specialist

cc: Maiser Khalid
Rick Adair
Elaine Iles

:7140004.15

Greiner

C2380.17 December 30, 1993

MEMORANDUM

TO:

File

FROM:

Robert E. Johnson, P.E.

SUBJECT:

Tampa Interstate Study (TIS)

Environmental Impact Statement (EIS)

WPI #7140004

State Project #99007-1402

FAP #IR-9999(43)

On Wednesday, December 29, 1993 a meeting was held at the Southwest Florida Water Management District (SWFWMD) to discuss stormwater issues related to the TIS EIS study area. The following were in attendance:

Alba Evans - SWFWMD Robert Johnson - Greiner, Inc.

The following major topics were discussed:

- Greiner briefly reviewed the TIS project with SWFWMD.
- Greiner indicated that currently stormwater treatment was proposed for new roadway impervious area only. SWFWMD asked if offline dry ponds were proposed. Greiner said that some ponds would be dry (depending on soil conditions), but that most would likely be wet ponds. SWFWMD indicated that per SWFWMD rule criteria offline ponds must be dry. If a wet pond is used, all "directly connecting impervious areas" draining to the pond must be included in the water quality treatment volume.
- Greiner discussed the north EIS transition area at I-275 and Hillsborough Avenue. Greiner indicated that only a small pond area would be required for the transition area. However, in lieu of a small pond south of Hillsborough Avenue, a pond located at the I-275 and Hillsborough Avenue interchange is proposed. This pond would provide equivalent treatment for existing pavement area as a trade off for the new pavement in the transition area segment. SWFWMD indicated that this would be acceptable.

Memorandum to Files December 30, 1993 Page 2

> Greiner discussed the proposed Crosstown Expressway improvements. Greiner indicated that in lieu of treating the entire Crosstown Expressway improvement area from Kennedy Boulevard to Maydell Drive, a large pond could be constructed at the Crosstown connector/Crosstown Expressway interchange.

SWFWMD said that Greiner could provide equivalent water quality treatment for the new Crosstown Expressway pavement area by providing treatment for an equivalent amount of existing Crosstown Expressway pavement area in the proposed pond. Greiner also discussed the option of treating off-site area (primarily industrial and commercial area) in the proposed pond in lieu of the new Crosstown Expressway pavement area. SWFWMD will check into this option and advise Greiner.

- Greiner discussed the possibility of a joint FDOT/SWFWMD SWIM project at the Crosstown Expressway for improvements to McKay Bay. SWFWMD will check with the SWIM department and advise Greiner.
- Greiner discussed the option of providing outfall improvements in lieu of stormwater peak attenuation for the TIS roadway improvements. This would consist of providing outfall improvement upgrades (pipes, ditches, etc.) from the interstate to McKay Bay. SWFWMD said that this option could be utilized provided that no off-site impacts would occur and that water quality treatment would be provided.
- Greiner discussed the existing interstate drainage system. Currently, there is minimal stormwater treatment or peak attenuation along the existing interstate. Many of the interstate drainage systems are combined FDOT/City of Tampa drainage systems. SWFWMD indicated that the proposed TIS roadway drainage systems should be separate from the combined drainage systems to avoid the requirement for providing water quality treatment for the entire contributing area.

CC: Mike Coleman - FDOT Lisa Hansen - FDOT Elaine Illes - Greiner

Greiner

C2380.17 November 18, 1993

MEMORANDUM

TO:

Files

FROM:

Robert E. Johnson, P.E.

SUBJECT:

Tampa Interstate Study Drainage Coordination Meeting

WPI No. 7140004 State Project No. 99007-1402 FAP No. IR-9999(43) Hillsborough County

On Wednesday, November 17, 1993 a Drainage Coordination Meeting on the Tampa Interstate Study was held at the Greiner Tampa office. An attendees list is attached. The following major topics were discussed.

- O The attendees introduced themselves. It was noted that the Florida Department of Environmental Protection (FDEP) was invited to the meeting, but did not attend.
- Greiner provided a brief overview of the project background. Greiner identified the TIS study limits, Environmental Assessment (EA) study limits and Environmental Impact Statement (EIS) Study Limits. The focus of the meeting was on the EIS study limits; I-275 from Dale Mabry Highway Interchange north to Dr. Martin Luther King, Jr. Boulevard, and I-4 from I-275 to east of 50th Street, the Crosstown Connector from I-4 south to the existing Tampa South Crosstown Expressway; and improvement to the Tampa South Crosstown Expressway from Kennedy Boulevard east to Maydell Drive. Greiner indicated that the EA had been approved by FHWA and that the Draft EIS was being finalized.
- Greiner provided an overview of the proposed detention pond locations within the EIS study limits. The ponds were located either within or directly adjacent to the TIS proposed right-of-way. Currently, the majority of the existing interstate roadway within the TIS study area receives no water quality treatment or peak attenuation.
- O Greiner reviewed the design criteria utilized in the preliminary design of the detention ponds. The ponds were designed to provide water quality treatment of new impervious areas. Peak attenuation for the 25-year, 24-hour (pre-post) storm event was provided. For areas discharging to the Hillsborough River, only water quality treatment is proposed. No peak attenuation for these areas is proposed since the River is a "more than adequate outfall". The proposed ponds were preliminary sized using SCS TR-55 methodology. No on-site field data is yet available for the pond design.
- O Greiner discussed the option of the "trade-offs" for treatment of new pavement within the Crosstown Expressway project limits. In lieu of providing stormwater treatment along the entire Crosstown Expressway length, compensatory treatment is proposed at the Crosstown Connector/Crosstown Expressway Interchange for off-site areas. SWFWMD said that this trade-off could be

considered. SWFWMD and the City of Tampa indicated that the SWFWMD SWIM program is currently reviewing projects to help clean up McKay Bay. Greiner will contact Dr. Brandt Henningson and Joann MacRina at SWFWMD SWIM to discuss the TIS project.

- 0 SWFWMD indicated that in future permit submittals for the TIS project, the consultant will need to show that direct discharge (following stormwater treatment) to the Hillsborough River will not impact downstream bridges due to the flow increase.
- 0 SWFWMD also said that the seasonal high water table (SHW) elevations will be important to all pond designs. This information should be obtained as soon as possible in the design phase of the project.
- 0 During design, SWFWMD can provide a list of all permitted facilities adjacent to the project to determine if TIS will impact these projects.
- 0 SWFWMD said that "offline" treatment ponds are normally dry. Greiner said the ponds are also to be a project amenity and some would be included in the proposed linear park east of the Hillsborough River. SWFWMD said that these ponds could be considered in their permit review.
- The City of Tampa said that a study is currently underway to evaluate 0 improvements to the 10th Street Outfall.
- 0 The City said that their drainage criteria was a 25-year post-5 year preattenuation requirement. FDOT indicated that FHWA would not participate in funding "retrofit" projects. Therefore, the City criteria could not be met.
- 0 FDOT and the City discussed providing outfall improvements in lieu of providing peak attenuation (water quality treatment still required). Possible outfall improvements include 13th Street and 4th Avenue. Greiner will preliminarily evaluate outfalls in PD & E phase of the TIS project. Outfalls to evaluate include Ybor City, 16th Street, 29th Street, 43rd Street, and 50th Street. Greiner to select two outfalls to evaluate whether outfall improvements or pond construction would be more cost effective. Greiner will coordinate with City of Tampa. FDOT will provide example of outfall evaluation to Greiner.
- 0 Permitting options were discussed. A SWFWMD conceptual permit could be obtained to tie down project existing conditions and proposed concepts, FDOT indicated that the projects would be under design at different times and that individual permits would be preferred. Ponds must be included in design even if not located within design segment.
- 0 Greiner to set up meeting with SWFWMD to further discuss stormwater treatment trade-off issues.
- 0 Greiner to evaluate stormwater pollutant loadings to satisfy FHWA criteria. FDOT is putting on a seminar on water quality in mid-December.
- O Future drainage coordination meetings to be held as the TIS project progresses.
- 0 Meeting adjourned at 10:15 a.m.

Greiner, Inc.

JOBDESCRIPTION	SHEET COMPUTED		PROJ.	ND DATE	
· .	CHECKED	BY		_DATE _	

Drainage Coardination Meeting
Attenders

Phone Acrico Name Robert Schosen GE MLY 286-1111 Rick Adam 975-6447 FOOT, POSE Gremer (715) 286.7667 Ron Gregory MICHAEL COLEMAN 975-6077 FOOT Michael Burveley City of Tumpa SWM Z74-3864 975-6162 FLOT YISA LANSEL HE'SRY DORZEACE 274-8935 CITY OF TAMOR 985-7481 Kichard ALT SWFWMD



RECEIVED PD&E 93 OCT 27 AH 7: 23

In Reply Refer To:

Susan Hammersten

Compliance Review

Section, DHR

(904) 487-2333

FLORIDA DEPARTMENT OF STATE

PPN: 933534

October 25, 1993

Jim Smith Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Cray Bullding

500 South Bronough Tallahassee, Florida 32399-0250

Director's Office

A supplied to the supplied to

Telecopier Number (FAX)

(904) 488-1480

(904) 468-3353

Mr. Michael J. Coleman Florida Department of Transportation 11201 North McKinley Drive

Tampa, Florida 33612 An Archaeological Assessment Survey of the Tampa Interstate

Proposed Crosstown Connector and the South Tampa Expressway Improvement Areas, Hillsborough County, Florida. SPN: 99007-1402 WPIN: 7140004 FAPN: IR-9999(43)

Study Activity A, Task II (EIS) Project Area Including the

Dear Mr. Coleman:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Chapter 267, Florida Statutes, we have reviewed the referenced report, and find it to be complete and sufficient. We note that six previously recorded, and 19 newly recorded historic and prchistoric archaeological sites were encountered, recorded and evaluated during the survey.

We concur with the project archaeologists in concluding that none of the previously recorded sites (8HI848-9, 8HI917, 8HI3663, 8HI3705 and 8HI3728) is eligible for listing in the National Register. In addition, we also concur that none of the newly recorded sites (8HI4102, 8HI4454-71) meets the eligibility criteria necessary for listing in the National Register. Therefore, on the basis of the findings of the survey performed by Janus Research/Piper Archaeology, it is the opinion of this agency that the proposed activities within the study area are unlikely to affect archaeological properties listed, or eligible for listing, in the National Register.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

George W. Percy, Director Division of Historical Resources

State Historic Preservation Officer

GWP/Hsli Archaeological Research

(904) 487-2299

Florida Folklife Programs (904) 397-2192

Historic Preservation (901) 187 2333

Museum of Florida History 10041 488-1484



C2380. August 27, 1993

MEMORANDUM

To:

Cultural Resources Committee

From:

Elaine C. Illes

Subject:

Tampa Interstate Study

WPA No. 7140004 SP No. 99007-1402 FAP No. IR-9999(43)

Cultural Resources Committee Meeting - July 27, 1993

A Cultural Resources Committee (CRC) Meeting was held on July 27, 1993 at 10:30 a.m. in the R.A. Gray Building in Tallahassee, Florida. A list of attendees and the agenda are attached. The following documents the outcome of the meeting.

I. INTRODUCTIONS

Introductions were made and all agencies were represented including the Historic Tampa/Hillsborough County Preservation Board and the Advisory Council on Historic Preservation (ACHP).

II. STUDY UPDATE

Since the last time the ACHP was in Tampa at the Historic Resources Public Meeting on November 12, 1992, much work has been completed on defining the Area of Potential Effect (APE). Previously on September 17, 1992, the APE methodology was agreed upon for indirect effects which could be satisfactorily addressed at this stage of the study (i.e., there are no signing and striping plans available at this stage of the study; consequently, any visual effects due to the placement of signs could be dealt with during design) and the noise and visual evaluation was completed. The results were presented at this meeting. The Department has determined it best to hold



Memorandum Cultural Resources Committee August 27, 1993 Page 2

another Historic Resources Public Meeting to receive more specific input on effects of visual vs. noise impacts and other topics of interest.

III. OBJECTIVES

Michael Coleman outlined the objectives of the meeting. Prior to preparing for the Historic Resources Public Meeting, the Department needs to identify the APE (outside of the proposed right-of-way) and survey the APE to identify any additional historic resources that will be addressed in the later phases of the Section 106 process. There is a concern that if the APE survey is not completed prior to the (tentatively set) October 1993 public meeting, many people will be confused and misled that the entire project will be provided the same level of mitigation as those areas where historic resources are identified. To minimize public confusion and maintain the established schedule, there are two objectives. The first, leave this meeting with a defined APE, enabling the Department to stay on schedule and hold a DEIS public hearing in March, 1994. Secondly, outline the scope of the Historic Resources Public Meeting to ensure that the true spirit of public involvement for the Section 106 process is fulfilled.

IV. AREA OF POTENTIAL EFFECT

A. Visual

The attached handout was distributed. Included is a copy of an explanation of the previously agreed upon methodology to define the visual APE. Second, a list of the 250 structures from which the existing and proposed view was shot. Each listing includes a category of 1, 2, 3, and 4. The following describes each category:

- 1) Individual Designated Structures and Parks/Recreational Facilities.
- 2) Contributing Structures within National Register Districts.



Memorandum Cultural Resources Committee August 27, 1993 Page 3

- 3) Historic Structures Outside National Register Districts but with the previously surveyed area included in the Cultural Resources Survey (CRS) report.
- 4) Properties outside of the previously surveyed area included in the CRS Report.

In addition, the list provides vital information for each perspective as follows: the address, land use, site file form number (if available), a CRS reference number (to cross reference some information provided in the CRS Report), the date the photograph was taken, time, and probably most importantly to better understand the perspectives - the distance to the existing interstate structure from the camera view, the elevation of the existing interstate structure, the distance to the proposed structure, the elevation of the proposed structure, and the height of the cost-reasonable barrier currently proposed to be built if the local community so desires.

Third, a spreadsheet numbered 1 through 250 for each perspective. The purpose of the spreadsheet was explained: While watching the video of each perspective, meeting attendees were requested to circle "in their opinion" whether the perspective represented an effect, adverse effect or no effect.

After a lengthy discussion concerning the validity of this method and the understanding that the adverse effect column was only added for a point of interest in individual perceptions, and that the true task at hand was to determine a reasonable APE based upon any area that was affected, it was agreed to proceed with watching the video.

After viewing approximately 190 of the 250 perspectives, the group broke for lunch.



Memorandum Cultural Resources Committee August 27, 1993 Page 4

Based upon an earlier sub-group of the CRC completing this same exercise, a draft visual APE was created for purposes of discussion at the CRC meeting. The end result was the question of how to treat the street view as it related to the APE. At many locations, the interstate cannot be seen from two or three blocks away; however, when driving a major or minor thoroughfare that leads to the interstate, there may be a visual "effect" from ten blocks away. The question of reasonableness must be addressed for purposes of defining the APE.

If required to notify those property owners within the APE for the DEIS public hearing, there must be some reasonable cut off point for all cross streets. After a lengthy discussion about making determinations of effect, the FHWA's concern of having to notify a large portion of the city on such a large project and the legal ramifications, MaryAnn Naber advised the CRC to use the outermost boundary of the common areas to determine the cross street area to be included within the APE. This would in effect create a smoother boundary and eliminate the spikes at each cross street that the draft visual APE included.

B. Noise

The methodology for the noise APE previously agreed upon was included in the handout. After evaluating noise impacts for the project without any noise barriers (worst-case), a noise APE was defined on the aerial maps. It was agreed in the meeting that the outer boundary of this area will be combined with the outer boundary of the agreed upon visual APE to become the Final APE. The aerial also displayed the remaining structures impacted if a cost-reasonable barrie; werconstructed. Once the survey of the APE is conducted and historic properties with the APE are identified, an additional noise evaluation will be completed to determine the height and length of barrier required to mitigate noise for the identified historic



Memorandum Cultural Resources Committee August 27, 1993 Page 5

resources within the APE. It should be noted that depending upon public input, there will have to be a trade off in many locations between the protection from noise that the noise barrier would provide and the visual effect on historic resources caused by the noise barrier.

V. USE OF THE APE

A. Identify Mailing List for Public Hearing

It was decided after some discussion that the property owners on the current mailing list will receive a standard letter of invitation as required for the public hearing and those located within the APE but outside the 300 feet from the existing edge of pavement will receive a notice of the public hearing via a newsletter.

B. <u>Inventory of Potential Historic Properties</u>

The APE survey will be conducted by a qualified architectural historian from Janus Research. A windshield survey will be conducted. Each building that appears to have been built prior to 1945 will be photographed in color with a 35mm camera and its address noted. Buildings that are already on a National Register district will not be included, as their eligibility has already been determined. This information will be submitted to SHPO for review. Once reviewed, SHPO may request additional information on specific structures of interest or concern. Depending upon the depth of information requested, complying with the SHPO's request may take place prior to obtaining a Record of Decision (ROD) from FHWA.



Memorandum Cultural Resources Committee August 27, 1993 Page 6

VI. POTENTIAL MITIGATION

A. <u>Urban Design Amenities</u>

Jane Burmer, the Task Master for Urban Design, explained the Urban Design Element flowchart included in the handout. The FDOT has committed to writing and providing Urban Design Guidelines that outline amenities that will be required to be followed in the design phase of the project. The levels of treatment and examples of these levels were discussed. The majority of the EIS study area is located within the Level 3 treatment category, which is the urban core area. Level 3 can most easily be distinguished from the other two levels by the guideline that money expenditure is not the first concern.

A video was shown of typical noise barriers and retaining walls currently being used in Florida. In addition, more attractive treatments from other states that are being used were also shown as examples of some ideas that can be incorporated into the Urban Design Guidelines.

VII. HISTORIC RESOURCES PUBLIC MEETING #2

The set-up of the meeting was discussed. Greiner proposed having three rooms: one for the video, one for historic resources, and one to present a background of the entire project from 1987. This was proposed due to the expanded mailing list of the APE that may now include many people who may have never attended a TIS meeting. It was agreed that this was a good idea. In addition, it was decided to set up two computers that would call up the perspectives viewed earlier in the day. The public will be able to look at the aerials and choose a representative site, then ask an operator to pull up the five-frame perspective for their viewing. This should stimulate good public involvement and response.



Memorandum Cultural Resources Committee August 27, 1993 Page 7

VIII. AGENCY INPUT

Because of travel schedules, comments were short. MaryAnn Naber, ACHP, thought that the overall progress and techniques were very impressive and requested copies of the videos. She did, however, caution the CRC not to become too caught up in the micro analysis so that we lose the intent of the process to preserve the historic properties as best as possible while balancing that with reasonableness and the betterment of the community.

The meeting adjourned at 4:15 p.m.

ECI:dlw

Attachments

TAMPA INTERSTATE STUDY

CULTURAL RESOURCES COMMITTEE July 27, 1993

<u>Name</u>	Organization	Phone
Jane Burmer	Greiner, Inc.	(813)286-1711
Kenneth L. Hardin	Janus Research/Piper Archaeology	(813)821-7600
Debra Alderson	НТ/НСРВ	(813)272-3843
Jennifer Williams	Tampa Preservation	(813)248-5437
Bill Thurston	SHPO/DHR	(904)487-2333
Rick Adair	FDOT D-7	(813)975-6447
Michael Coleman	FDOT D-7	(813)975-6077
Ron Gregory	Greiner, Inc.	(813)286-7667
Maiser A. Khaled	FHWA	(904)681-7241
Gary Phillips	FHWA - E: onmental Coordination	(904)681-7324
Roy A. Jackson	FDOT - CEMO	(904)922-7213
George R. Ballo	FDOT - CEMO	(904)922-7215
Melisa L. Ridenour	FHWA	(904)681-7239
Laura Kammerer	SHPO/DHR	
MaryAnn Naber	АСНР	(904)487-2333
Elaine C. Illes	Greiner, Inc.	(202)606-8505 (813)286-1711



FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building 500 South Bronough Tallahassee, Florida 32399-0250

Director's Office (904) 488-1480

Telecopier Number (FAX) (904) 488-3353

January 12, 1993

Mr. Kenneth W. Hardin Janus Research/Piper Archaeology Post Office Box 919 St. Petersburg, FL 33731

In Reply Refer To: Laura A. Kammerer Historic Preservationist Supervisor (904) 487-2333

RE: Appendix F: Completed Tampa Heights Multiple Property
Documentation Form and Determination of Eligibility - August
1993

A Cultural Resource Assessment of Tampa Interstate Study Activity A, Task II (EIS) Project Area Between the Dale Mabry Interchange and 50th Street, and North to Buffalo Avenue, Hillsborough County, Florida SPN: 99007-1402 WPN: 7140004 FPN: IR-9999(43)

Dear Mr. Hardin:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 CFR Part 800; as well as the provisions contained in Section 267.061, <u>Florida Statutes</u>, this office has reviewed the referenced proposal for determination of eligibility.

Mr. William Thurston reviewed the documentation and found it to be complete and sufficient. This office agrees with the property evaluations and recommendations presented for the Tampa Heights neighborhood. We note that one historic district and six individual properties were included in the proposed Multiple Property Nomination - Determination of Eligibility request. We concur that all seven properties are eligible for listing in the National Register of Historic Places.

Finally, we suggest that the name of the multiple property group be changed to Historical Architectural Resources of Tampa Heights.

Mr. Kenneth W. Hardin January 12, 1994 Page Two

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Laura A. Kammerer George W. Percy, Director Division of Historical Resources

and

State Historic Preservation Officer

GWP/Klk

xc: C. Leroy Irwin



C2380 B22, C3B September 21, 1992

MEMORANDUM

To:

CRC Members

Files

From:

Elaine Illes

Subject:

September 17 CRC Meeting

A meeting of the Cultural Resource Committee was convened on September 17, 1992 at 10:30 a.m. in the FDOT Central Office Environmental Management Office's Conference Room. The following persons attended the meeting:

N	Q	m	P
1 1	а	211	C

Organization

Greiner

Ron Gregory	
Elaine Illes	
Bobby Blackman	
Michael Coleman	
Ken Hardin	
Laura Weant	
Laura Kammerer	
William Thurston	
Roy Jackson	
C D - 11 -	

Greiner
FHWA
FDOT District 7
Janus Research
Janus Research
DHR-SHPO
DHR-SHPO

Roy Jackson George Ballo Buddy Cunill

FDOT-Environmental Management Office FDOT-Environmental Management Office FDOT-Environmental Management Office

It should be noted that the September 17, 1992 meeting was the follow-up meeting to the May 28, 1992 meeting. During the May 28, 1992 meeting, the following was established: the Archaeological Survey was accepted, the corridor was accepted by SHPO, decisions were made concerning eligibility of the individual resources, Tampa Heights was discussed as a possible multiple properties listing due to a consensus of a "no district" finding, established district boundaries will remain as given, no additional districts were thought to exist, and additional survey work is needed to determine if the preferred alignment is located in the best location within the corridor to minimize cultural resource impacts.



Memorandum C2380 B22, C3B September 21, 1992 Page Two

Based upon decisions made and work efforts defined during the May 28, 1992 meeting, the September 17, 1992 meeting completed all steps previously outlined. A brief summary of this milestone meeting is provided below.

- 1. The TIS Preferred Alternative was selected and agreed to (from a cultural resources perspective) by SHPO representatives Laura Kammerer and Bill Thurston. It is understood that final approval of this action will be solicited from Mr. George Percy, State Historic Preservation Officer. The Preferred Alternative was modified to minimize potential impacts to cultural resources in the following areas:
 - A. West Tampa Historic District SHPO agreed to a shift in alignment that would reduce the number of directly impacted properties (20), that is "takes", by 9 for a new total of 11 takes.
 - B. Ybor City Landmark District SHPO accepted the National Parks Service determination concerning contributing/non-contributing properties within the Landmark District. This reduced the number of directly impacted contributing resources by 50. Furthermore, SHPO's concurrence with the removal of a detention pond (Sheet A-11 of the EIS Preferred Alternative Concept Plans), which reduced the number of directly impacted properties by 17. Lastly, the selection of alignment shift #1, a one-block shift south to miss the cigar factory and the new Post Office, resulted in a reduction of directly impacted properties by an additional 23 properties. It was noted that this shift to the south, while reducing the total number of takes by 90, will directly impact six structures not directly impacted by the original alignment. The new net total of "takes" is now 111 structures instead of 195 structures.
 - C. Tampa Heights A decision was made to pursue the concept of an FDOT revised (minimal additional right-of-way required, if any) linear park. This decision was agreed to by SHPO. The number of takes of significant resources in the Tampa Heights area is unknown at this time, because the number of significant structures involved in FDOT activities is currently being established (see Item 2 below).



Memorandum C2380 B22, C3B September 21, 1992 Page Three

- D. Miscellaneous detention ponds The location of a detention pond (Sheet A-12) will be changed, thereby reducing by 2 the number of takes associated with the pond. SHPO also agreed to a location and configuration change to a detention pond (Sheet B-4) that may result in a reduction of up to 3 takes.
- 2. The SHPO has determined that sufficient data is not available at this time to designate a specific historic district in the Tampa Heights area. Therefore, a Multiple Property Listing determination will be pursued for the involved area adjacent to the Preferred Alternative. This will afford proper protection for historic properties with the FHWA/FDOT activities and still permit the establishment of a historic district in the Tampa Heights area if and when the establishment of such a district is pursued and justifiable. Janus/Piper Archaeological Research, Inc. will begin researching the Multiple Property Listing, once directed by FDOT, and will provide this information to FHWA/FDOT and SHPO.
- 3. Potential Adverse Effect Criteria for secondary/indirect impacts were discussed. Action on each effect is described below:
 - A. Audible (Noise) noise effects will be analyzed and noise barrier placement will be reviewed. The noise report will be revised to include the alignment shift and then supplemented to address noise barriers needed for cultural resources. The Historic Resources Public Meeting will consider displays or provide an opportunity for public input into the location of noise barriers.
 - B. Visual a series of computer-generated images of visual references related to the proposed roadway and associated historic structures will be developed. The analysis will identify historic properties with visual impacts. Once the computer-generated images are complete, the above-listed meeting attendees will select representative locations to photograph beforeand-after sequences to board-mount for public display. These locations will be selected by viewing the Autocadd model. The FHWA Visual Assessment Guidelines will be reviewed for any additional procedures.



Memorandum C2380 B22, C3B September 21, 1992 Page Four

- C. Air Quality it was determined that microscale analysis results indicate NAAQS would not be exceeded and would be less than the 2010 No Project Alternative; Hydrocarbon burden analysis reaches the same conclusions. Therefore, no additional air quality analysis will be conducted.
- D. Traffic Circulation it was determined that no network modeling will be conducted. A qualitative assessment of general mobility and circulation in the following areas will be undertaken:
 - * West Tampa
 - * Tampa Heights

* Ybor City

- * Individual Resources (if applicable)
- E. Lighting it was determined that no lighting impact analysis will be undertaken. There are currently no lighting plans to base impacts upon and the issue can be addressed in the Programmatic Agreement.
- F. Other effects discussed were:
 - 1) Vibration a review of general geotechnical and soil data will be conducted to determine the likely impact of construction vibration on known historic resources. Bobby Blackman will supply Greiner with the guidelines FHWA uses for vibration analysis.
 - 2) Constructive Use (i.e., Parking) a review of all parking and other constructive use effects on known historic resources will be conducted to determine if there is an impact on those resources as a result of the interstate expansion.
 - 3) Signing it was determined that no signing impact analysis will be undertaken. There are currently no signing plans to base impacts upon and the issue can be addressed in the Programmatic Agreement.



Memorandum C2380 B22, C3B September 21, 1992 Page Five

- 4. In previous meetings, it was determined that a Programmatic Agreement will be developed for the project. At Mr. Ballo's request, the group will revisit the possible benefits of completing multiple Memoranda of Agreements (MOA's) on the project. MOA's would be related to individual areas of impact, i.e., for each historic district identified.
- 5. It was determined that a Section 4(f) Statement will be prepared and submitted as part of the draft and final EIS reports. The draft Section 4(f) Statement will not address project impacts for the areas of potential effect (APE's); however, this information will be included in the Final EIS/Section 4(f) Statement.
- 6. Based on previous discussions in the July 31, 1992 meeting, it was concluded that the Draft EIS/Section 4(f) Statement for the Tampa Interstate Study will serve as the case study for the project.
- 7. A Historic Resources Agency Coordination meeting will be held on November 9, 1992 at 1:30 p.m. in Greiner's 7th floor Boardroom.
- A Historic Resources Public Meeting will be held on November 12, 1992 from 4:00 to 7:00 pm at Booker T. Washington Junior High School located at 1407 Estelle Street.

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ECI:isc

TAMPA INTERSTATE STUDY CULTURAL RESOURCE SURVEY MEETING AGENDA SEPTEMBER 17, 1992

- Presentation of Findings from the Additional Survey (Janus/Piper)
- II. Potential Shifts in Alignment, Tightening of Typical Cross Section and Relocation of Retention Ponds
- III. Conclusion Concurrence on Preferred Alternative
- IV. Discussion of Effects Criteria
- V. Project Schedule

TAMPA INTERSTATE STUDY ADDITIONAL HISTORIC RESOURCE SURVEY

		•	
Survey Area	Updated <u>Sites</u>	New <u>Sites</u>	Total <u>Sites</u>
West Tampa (WT)	Annuar a Note	18	18
North Tampa Heights (NTH)	6 · ·	44	50
South Tampa Heights (STH)	16	60	76
Expanded Site Files in South Tampa Heights (ESF)	5		6
Downtown	-	1	1
East of Ybor City (EYC)	••••	29	29
Crosstown Connector (CC)	·	7	7
Seminole Heights	_6	<u> 17</u>	_23
TOTAL	33	177	210

MINIMIZING IMPACTS

				Contributing Structures	Current Preferred Alternative # of Takes	Reduction of Impacted Properties	Proposed Minimization of Harm - Revised # of Takes
I.	We His	st Tampa toric District		912	20	9	11
11.	Tan A. I	npa Heights HT/HCPB Linea	ar Park	11	11	** =	
		DOT Revised inear Park		* -		11 ja Nai	
111.		r City dmark District		954	195		
		ational Park ervice Listing			195	50*	145
	B. R N	etention Pond eeded/Sheet A	Not -11	:	111 1 VACA	17 17	128
		otential Shifts in referred Alterna					
ı	1. OR	One Block St to South/Miss Cigar Factory	3	******	128	23	105
	2. OR	One Block Sh to South/Miss Post Office		-	128	27	101
`	3.	Two Block Sh to South/Tie Interchange to	-				
		Interchange	-	···	128	52	76

MINIMIZING IMPACTS

(CONTINUED)

i.		Contributing Structures	Current Preferred Alternative # of Takes	Reduction of Impacted Properties	Proposed Minimization of Harm - Revised # of Takes
IV.	Misc. Retention Ponds	•			•
	A. Sheet A-12	******	6	2	4
	B. Sheet B-4		6	2	4
V.	Additional Takes Resulting from Shift to the South	·	. 0		6**

^{*} Structures 50 years or older but severely altered.

^{**} Two block shift also requires acquisition of the Gonzalez Fisher & Co. Cigar Factory (currently listed on NRHP).

SUMMARY OF CURRENT DIRECT IMPACTS VS. BEST CASE MINIMIZATION OF IMPACTS

	Current	Minimized
West Tampa	20	11
Tampa Heights HT/HCPB Linear Park	11	0
Ybor City	195	76 (2 Block Shift)
Additional Takes from Shift	0	<u>6</u>
TOTAL	226	93

POTENTIAL ADVERSE EFFECTS

- 1. Audible
- 2. Visual
- 3. Air
- 4. Traffic Circulation
- 5. Lighting
- 6. Others

SUGGESTED METHODOLOGY FOR DETERMINING AUDIBLE EFFECTS

- I. Identify all properties that exceed FHWA Noise Abatement Criteria and therefore constitute an impact.
 - A. 67 Leq(h) for Activity Category B (State considers approach criteria as 65)
 - B. 72 Leq(h) for Activity Category C (State considers approach criteria as 70)
- II. Identify reduction of impacts by property for each barrier wall currently included in the preferred alternative concept plans. (Impact analysis/wall locations will be revisited once the selection of preferred alternative concept is made).
- III. Identify potential additional barrier locations for historic properties as part of the Programmatic Agreement's Mitigation Commitments.
- IV. Estimated time to complete items I & II.

SUGGESTED METHODOLOGY FOR DUTERMINING VISUAL EFFECTS

- I. Compose an AutoCadd drawing of the existing conditions in representative areas of the previously identified Historic Resources.
- II. Update the AutoCadd drawing of the preferred alternative to include previous agreed upon design amenity treatments.
- III. Identify several representative locations from which to project the existing and proposed project images.
- IV. Identify properties with vis. al impacts.
- V. Estimated time to complete items I thru IV.

SUGGESTED REASONS FOR NOT IDENTIFYING AIR QUALITY EFFECTS

- I. Microscale analysis results indicate NAAQS would not be exceeded and would be less than the 2010 No Project Alternative.
- II. Hydrocarbon binder analysis reaches the same conclusions.

SUGGESTED METHODOLOGY FOR DETERMINING TRAFFIC CIRCULATION EFFECTS

- I. Revise the 2010 Traffic Model to reflect no improvements to the Interstate System.
- II. Run the revised 2010 Traffic Model using the Socioeconomic Data for the 2010 Build analysis (based on the Master Plan).
- III. Identify Network Links for each Area of Identified Concern.
- IV. Identify changes (both increases and decreases beyond 25%) in Average Daily Traffic (ADT) volumes on the network links.

SUGGESTED REASONS FOR NOT IDENTIFYING LIGHTING EFFECTS

- I. Currently no lighting plans to base impact analyses upon.
- II. Can be addressed in Programmatic Agreement.

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TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING

Place: Greiner, Inc. 7650 Courtney Campbell Causeway,

7th Floor Board Room

Date: November 9, 1992

Time: 1:30 p.m.

Proposed Invitees

Advisory Council - Ralston Cox

Barrio Latino Commission

City of Tampa - Department of Housing and Development Coordination

FDOT/EMO - Leroy Irwin/George Ballo

FDOT District VII - TIS Team

Federal Highway Administration - Lamar Smith/Maiser Khaled

Hillsborough County City/County Planning Commission

Historic Tampa/Hillsborough County Preservation Board - Stephanie Ferrell

SHPO - Laura Kammerer/Bill Thurston

Tampa Bay Regional Planning Council

Tampa Heights Planning Council - Connie Cauldwell

Ybor City Redevelopment Association - Rebecca Chittum - Gagalis

Others? (see 10/1/92 invitees list)

TAMPA INTERSTATE STUDY HISTORIC RESOURCE PUBLIC MEETING

Place: Booker T. Washington Jr. High School

1407 Estelle Street

Date: November 12, 1992

Time: 4-7 or 5-8

Proposed Invitees

Advisory Council - Raiston Cox

Barrio Latino Commission

Centro Tampa - Adrienne M. Garcia

City of Tampa - Mayor Sandy Freedman

City of Tampa - Department of Housing and Development Coordination Coalition of Neighborhood Preservation
FDOT Secretary of Transportation-Ben Watts
FDOT/EMO-Leroy Irwin/George Bailo

FDOT District VII - William McDaniel/David Twiddy

Federal Highway Administration-Bobby Blackman/Lamar Smith/Maser Khaled Florida Governor Lawton Chiles

Florida State Representatives from Districts affected

Florida State Senators from Districts affected

Florida Trust for Historic Preservation

Florida Trust for Historic Preservation
Florida Trust for Historic Preservation "Preservation News"
Hillsborough County City - County Planning Commission
Hillsborough County MPO
Historic Tampa Hillsborough County Planning

Hillsborough County MPO

Historic Tampa/Hillsborough County Preservation Board - Stephanie Ferrell

National Trust for Historic Preservation

National Trust for Historic Preservation
National Trust for Historic Preservation "Preservation News"
SHPO-George Percy/Suzanne Walker/Laura Kammerer
Tampa Bay Regional Planning Council
Tampa City Council
Tampa Heights Civic Association Buss Bomar
Tampa Heights Planning Council

Tampa Heights Planning Council - Connie Cauldwell

U.S. Senators Bob Graham and Connie Mack

U.S. Representative Sam Gibbons

Ybor City Chamber of Commerce

Ybor City Redevelopment Association - Rebecca Chittum - Gaglis

Ybor City Rotary Club

Ybor Development Agency

All property owners within 300' of the proposed right-of-way will be sent newsletters announcing the public meeting.

* A quarter page display ad announcing the meeting shall be published in the area newspaper.



FLORIDA DEPARTMENT OF STATE

Jim Smith Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building 500 South Brenough

Taliahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1480

(904) 484-3353

August 12, 1992

Mr. C. Leroy Irwin
Environmental Management Office
Department of Transportation
Hayden Burns Building, MS\$ 37
605 Suwannee Street
Tallahassee, Florida 32399-0450

In Reply Refer To: Denise M. Breit Historic Sites Specialist (904) 487-2333 Project File No. 922113

RE: Cultural Resource Assessment Review Request
A Cultural Resource Assessment Survey of the Interstate 4
Improvements Project Right-of-Way from 50th Street to the
Hillsborough /Polk County Line, Hillsborough County,
Florida. By Janus Research/Piper Archaeology June 1992.

SPN: 10190-1402 WPN: 7143194

Dear Mr. Irwin:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, Florida Statutes, we have reviewed the results of the field survey of the referenced project performed by Janus Research/Piper Archaeology, private consulting firm, and find them to be complete and sufficient.

We note that 37 archaeological sites, 8HI325, 8HI391, 8HI513, 8HI514, 8HI4033, 8HI5044-8HI5071, and 8HI5118-8HI5121, and 41 historic structures, 8HI5077-8HI5117, were assessed during the course of the survey. None of these properties was determined to be eligible for listing in the National Register. We concur with these conclusions and recommendations. It is the determination of this office, therefore, that this project will have no effect on any significant resources, and that the project may proceed.

However, although the portions of sites 8HI4033, 8HI5063, 8HI5064, and 8HI5121 within the right-of-way were found to be insignificant, if the corridor changes or if these areas are chosen as retention pond or borrow pit locations, further testing is recommended. The resultant final report would then need to be forwarded for our review.

Mr. Irwin August 12, 1992 Page 2

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Plorida's historic properties is appreciated.

Sincerely,

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programme de la companya de la comp En la companya de la

George W. Percy, Director

1944 Andropped Barry Com.

Division of Historical Resources

and

State Historic Preservation Officer

GWP/Bdb

FLORIDA DEPARTMENTRE OF TRANSPORTATION DISTRICT SEVER SEVER

92 JUL 28 AH 10: 26

4950 W. Kennedy Blvd., Suite 409 Tampa, FL 33609 July 22, 1992

Mr. J. R. Skinner
Division Administrator
Federal Highway Administration
227 North Bronough Street, Room 2015
Taliahassee, FL 32301

RE: WPI No. 7140004

Strate Project No. 99007-1402

FAP No. IR-9999(43)

Tampa Interstate Study (TIS)

Dear Mr. Skinner:

A meeting between Central Office and District VII was held in Tallahassee on July 15, 1992, to reach agreement on those steps necessary to ensure compatibility of District VII's TIS Master Plan with FDOT Interstate Policy of November 14, 1991. It was agreed that District VII could proceed with implementation of the TIS in accordance with the terms of the January 17, 1992, policy letter provided that they comply with the following:

- The "footprint" of TIS Master Plan will be maintained to accommodate ultimate build-out.
- The Master Plan must be implemented in stages. The first stage of implementation shall have no more than six "general-use' lanes (three in direction). All additional through lanes in the first stage will be designate 110V.
- Implementation of the first stage will be accomplished in such a manner that is if
 ensure maximum salvageability when subsequent stages are constructed. This
 reflects guidance offered by FHWA.
- An implementation plan will be developed by District VII which identifies the transition, by stage, from the existing configuration to the Master Plan. This implementation plan will be consistent with the above requirements and will maximize early development of the HOV/multimodal envelope. Havironmental Assessment, Environmental Impact Statement, and other PDAM documents shall commit to the staged implementation plan.

PACTICLED

Mr. J. R. Skinner July 22, 1992 Page 2

The ultimate typical section for the TIS, as stated in the November 14, 1991, Interstate Policy, "...will include four physically separated, exclusive lanes (two in each direction) for through traffic, public transit vehicles, and other high-occupancy vehicles." These lanes will be developed in accordance with the terms of the January 17, 1992, policy letter signed by Secretary Watts.

On I-275, north of Dr. Martin Luther King, Jr. Blvd. (formerly Buffalo Ave), District VII will fully develop the ultimate typical section for the freeway mainline and the corresponding required interchange improvements as the alternative to the current typical section in the TIS. Development of the ultimate typical section will occur concurrently with the staged implementation plan efforts. After the ultimate typical section has been developed, FHWA, FDOT Central Office and FDOT District VII will evaluate it against the constraints of the original TIS Master Plan. District VII will prepare final environmental documentation for the agreed upon ultimate typical section.

 District VII will work with local agencies responsible for bus/rail systems and land use planning and regulation to create an environment which supports the use of public transportation and utilization of the multimodal aspects of TIS.

The above commitments reflect District VII's embrace of both the TIS Master Plan and the FIXTI interstate Policy. These commitments comply with the terms contained in Secretary Watts' letter of January 17, 1992, that conditionally reinstated the TIS Master Plan.

Sincerely,	
William H. McDaniel, Jr., P.E. District VII Secretary	
WHM/DAT/ck	Frank Carille, Assistant Secretary
17140004.50	Date

7140-04. 17



FLORIDA DEPARTMENT OF STATE

Jim Smith

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building 500 South Brunough

Tallahamer, Florida 12399-0250

Director's Office (904) 489-1480 Telecopier Number (FAX) (904) 488-3353

March 5, 1992

Mr. C. Leroy Irwin Environment and Management Office Department of Transportation Hayden Burns Building, MS 137 605 Suwannee Street Tallahassec, Florida 32399-0450 In Reply Refer To: Laura A. Kammerer Historic Preservationist Supervisor (904) 487-2333 Project File No. 920502

RF: Cultural Resource Assessment Review Request
A Cultural Resource Assessment Survey of the Tampa
Interstate Study Activity A, Task I (EA) Project Area
Interstate Study Activity A, Task I (EA) Project Area
Between Old Tampa Bay Through the Dale Habry Interchange,
Between Old Tampa Bay Through the Dale Habry Interchange,
Hillsborough County, Florida. Performed by Piper
Archaeological Research, Inc., December 1990.
SPN: 99007-1402; WPN: 7140004; FAPN: IR-9999(43)

Dear Mr. Irwin:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Section 267.061, Plorida Statutes, we have reviewed the above referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value.

This office has reviewed the above referenced historic property assessment curvey performed by Piper Archaeological Recearch, Inc., and find it to be complete and sufficient. We note that two (2) known prehistoric archaeological sites (8HI323 and 8HI1077), four (4) previously unknown prehistoric archaeological sites (8HI4044, 4045, 4049 and 4050), and three (3) standing historic structures were investigated and evaluated.

Based on our review of the methodology employed during the survey and the data collected, we concur with the conclusion of Piper Archaeological Research that no historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value were

Mr. C. Leroy Irwin March 5, 1992 Page 2

encountered during the survey. This office, therefore, concurs that this project will have no effect on any such historic properties, and that the project may proceed.

If you have any questions concerning our comments, please do not hesitate to contact Laura Kammerer. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

George W. Percy, Director Division of Historical Resources

State Historic Preservation Officer

P. Walker

GWP/Klk



Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001



March 4, 1991

MAR 1 8 1901

GREINER, INC.
TAMPA

Mr. David A. Twiddy, Jr., P.E. District VII PD&E Administrator Department of Transportation 4950 West Kennedy Boulevard Suite 500 Tampa, Florida 33609

RE: State Project 99007-1402 - Work Program Item 7140004 - Advance Notification of Tampa Interstate Study - From the Howard Frankland Bridge/Kennedy Boulevard Ramps to the I-275/Dale Mabry Highway Interchange on the East and just North of Cypress Street on the North in Hillsborough County, Florida

SAI: FL9012260779C

Dear Mr. Twiddy:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 83-150, section 216.212, Florida Statutes, the Coastal Zone Management Act Reauthorization Amendments of 1990 and the National Environmental Policy Act, has coordinated a review of the above referenced project.

Pursuant to Presidential Executive Order 12372, the project will be in accord with State plans, programs, procedures and objectives; and approved for submission to the federal funding agency when consideration is given to the enclosed agency comments.

The Department of Environmental Regulation (DER) indicates that permits will be required prior to start of construction. Sound development practices should be maintained during all phases of construction and early coordination with DER's district office in the project area may help to eliminate problems in the permitting process.

The Department of State (DOS) notes that a cultural resource survey will be conducted to identify significant archaeological and/or historic sites. The proposed project will have no effect on this site, if the Department of Transportation avoids or mitigates the impact on sites identified in the survey.

Mr. David A. Twiddy, Jr. Page Two

Based on the comments from our reviewing agencies, funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) advanced notification stage. Subsequent environmental documents will be reviewed to determine continued consistency with the FCMP as provided for in 15 CFR 930.95. These documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging or filling associated with bridge construction and stormwater management. Continued concurrence with this project will be based, in part, on adequate resolution of issues identified during earlier reviews. Any environmental assessments prepared for this project should be submitted to the Florida State Clearinghouse for interagency review.

Pursuant to section 215.195, Florida Statutes, State agencies are required, upon federal grant approval, to deposit the amount of reimbursement of allocable statewide overhead into the State-Federal Relations Trust Fund. The deposits should be placed in SAMAS account code 31 20 269001 31100000 00 0015 00 00. If you have any questions regarding this matter, please contact your OPB budget analyst or Jean Whitten at (904)487-2814.

Please enter the State Application Identifier (SAI) Number, shown above, in box 3a of Standard Form 424 and append a copy of this letter and any enclosures to your application. These actions will assure the federal agency of your compliance with Florida's review requirements, help ensure notification of federal agency action under the Federal Assistance Award Data System (FAADS) and reduce the chance of unnecessary delays in processing your application by the federal agency.

Sincerely,

Estas D. Whitfreid Deputy Director State Clearinghouse

EDW/rt

Enclosure(s)

cc: Department of Environmental Regulation
 Department of State
 J. C. Kraft - Department of Transportation

FLORIDA GAME AND FRESH WATER FISH COMMISSION

ILLIAM G. BOSTICK, JR. Winter Haven

DON WRIGHT Orlando THOMAS L. HIRES, SR. Lake Wales

MRS. GILBERT W. HUMPHREY
Microsuker

JOE MARLIN HILLIARD Clewiston

ROBERT M. BRANTLY, Executive Director ALLAN L. EGBERT, Ph.D., Assistant Executive Director



SOUTH REGION 3900 Drane Field Road Lakeland, Florida 33811 (813) 644-9269

11 February 1991



Ms. Susan L. Thomas, Environmental Planner Greiner, Inc. P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462

FEB 1 3 1991

GREINER, INC. TAMPA

Dear Ms. Thomas:

This letter is in response to your inquiry concerning bald eagle nests in the vicinity of the Tampa Interstate Study. We recommend surveys be conducted in construction areas where eagles are suspected to ensure no nests are disturbed. The following information details possible conflicts with the study according to known nest sites.

The first section of construction, as it appears on your map, is from Old Tampa Bay east along I-275 to Dale Mabry Highway, Task A.1 EA. The Commission has no record of any eagle nests in this area.

The second section of construction is from Dale Mabry Highway east, then north along I-275 to 1/2 mile north of Dr. M.L. King, Jr. Boulevard; and east along I-4 to 1/2 mile east of 50th street; and south along 2nd street to McKay Bay, then east for one mile, Task A.2 EIS. The map is insufficient to determine if the construction would be within the critical area for an existing nest. There is a nest located in Section 10, range 19E, township 29S. The nest should be located on a more detailed map to determine how close the proposed construction will be to the nest.

I have enclosed of copy of the document "Management Guidelines for the Bald Eagle in the Southeast Region". The document was jointly developed by the U.S. Fish and Wildlife Service and the Florida Game and Fresh Water Fish Commission to assist the public in complying with various state and federal laws protection bald eagle nests. Should the proposed construction encroach on critical area, this is the document the Commission will use to evaluate and resolve the issue.

If the proposed construction will come within one mile of the nest, we request that documentation be submitted detailing the construction in reference to the nest, construction plans and any data pertinent to the project. We will then try to assist you in planning your construction to eliminate detrimental effects on the birds.

Ms. Susan L. Thomas 11 February 1991 Page two

Thank you for your interest and concern for Florida's threatened and endangered species. Please feel free to contact me if I can be of further assistance.

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Respectfully,

Cathria J. Smith
Biological Scientist Supervisor

Don Wood

S. Martin

P. Schultz Mark and Architectural and the Architectural and Architectural Architectura

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FLORIDA NATURAL AREAS INVENTORY

1018 Thomasville Road, Suite 200-C ● Tallahassee, Florida 32303 ● (904) 224-8207

REGEIVED

January 16, 1991

Ms. Susan L. Thomas Greiner, Inc. P.O. Box 31646 Tampa, Fl 33631-3416

JAN 2 1 1991

GREINER, INC. TAMPA

Dear Ms. Thomas:

This letter is in reference to your request for information from the Florida Natural Areas Inventory, our data request specified an area in Hill County where the widening of Interstate 275 is proposed.

We currently do not have any Element Occurrence Records recorded on the site, however, we do have a record of *Sterna antillarum*, least tern (FNAI G4/S3; State-Threatened) within 3/4 mile of the site. Due to the similarity of habitat between the site where the least tern(s) nest and Howard Franklin Bridge causeway this area should be surveyed for the presence of nesting (during nesting season) terns prior to any construction activities at this site.

I hope this information is of use to you. Please call if you have any questions or if I can be of further assistance to you.

The quantity and quality of data collected by the Florida Natural Areas Inventory are dependent on the research and observations of many individuals and organizations. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Florida have never been thoroughly surveyed. Records for new occurrences of plants and animals are continuously being added to the database and older occurrence records may change as new information is gathered.

For these reasons, the FNAI cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Florida. Florida Natural Area Inventory reports summarize the existing information known to FNAI at the time of the request regarding the biological elements or locations in question. They should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.

Information provided by this data base may not be published without prior written notification to the Florida Natural Areas Inventory and FNAI must be credited as an information source in these publications. FNAI data may not be resold for profit.

Sincerely,

Rodney O. Cassidy
Environmental Reviewer

The Nature Conservancy and the FloRda Department of Natural Resources



FLORIDA DEPARTMENT OF STATE

Jim Smith Secretary of State

DIVISION OF HISTORICAL RESOURCES

STATE CLEARINGHOUSE

JAN 14 1991

R.A. Gray Building

* 500 South Bronough Tallahassee, Florida 32399-0250

Director's Office T

Telecopier Number (FAX)

(904) 485-1480

(904) 488-3353

January 9, 1991

Karen K. MacFarland State Planning and Development Clearinghouse Office of Planning and Budgeting The Capitol Tallahassee, Florida 32399-0001

In Reply Refer To: Susan M. Herring Historic Sites Specialist (904) 487-2333 Project File No. 910005

RE: Cultural Resource Assessment Request
SAI #FL9012260779C, Florida Department of Transportation
Work Program Item Number: 7140004
State Project Number: 99007-1402
Federal Aid Project Number: IR-9999(43)
Advance Notification Tampa Interstate Study from the Howard
Frankland Bridge/Kennedy Blvd. Ramps to the I-275/Dale Mabry
Highway Interchange on the East and North of Cypress Street
on the North, Hillsborough County, Florida

Dear Ms. MacFarland:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the above referenced project(s) for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the National Register of Historic Places. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

We note that this project will have a cultural resources survey conducted. Therefore, conditioned upon the Florida Department of Transportation undertaking a cultural resource survey, and appropriately avoiding or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on any sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, regional, or local significance, and will be consistent with the historic preservation aspects of Florida's coastal zone program. We look forward to reviewing the resulting survey report.

Ms. MacFarland January 9, 1991 Page 2

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

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George W. Percy, Director

Division of Historical Resources

and

State Historic Preservation Off. ar

GWP/smh

cc: C. Leroy Irwin

FLORIDA GAME AND FRESH WATER FISH COMMISSION

WILLIAM G. BOSTICK, JR. Winter Haven

DON WRIGHT Orlando

THOMAS L. HIRES, SR. Lake Wales

MRS. GILBERT W. HUMPHREY Miccosukee

JOE MARLIN HILLIARD Clewiston

ROBERT M. BRANTLY, Executive Director ALLAN L. EGBERT, Ph.D., Assistant Executive Director



FARRIS BRYANT BUILDING 020 South Meridian Street 3 5 Tallahassee, Florida 32 199-1600 19/41 485 1960

December 13, 1990

C. Lynn Miller Tampa Interstate Study P. O. Box 31646 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462

> Re: Tampa Interstate Study, Hillsborough and Pasco Counties

Dear Ms. Miller:

Thank you for your letter of October 29, 1990, concerning the Tampa Interstate Study.

Our records indicate that the Florida Game and Fresh Water Fish Commission was not notified by the Agency Coordination letter of August 15, 1990, and did not attend the August 30, 1990, Tampa Interstate Study (TIS) Agency Coordination Meeting.

The Florida Game and Fresh Water Fish Commission is not a regulatory agency in the same sense as Florida Department of Environmental Regulation, Florida Department of Natural Resources, Florida Department of Transportation, or Southwest Florida Water Management District. The Commission does not issue long-term commitments or long-term regulatory approval for those activities regulated by Chapter 39, Florida Administrative Code.

By its nature, the protection of the fish and wildlife resources of the State is a site-specific and time-specific process. Given the dynamic nature of fish and wildlife populations, the Commission cannot grant authorization which might not reflect site conditions at the time of construction.

Sincerely,

Office of Environmental Services

BJH/JWB/rs ENV 2-1-1/5 DEC 24 1990

GREINER, INC.



NOV 1

GREINER, INC.

MEMORANDUM

DATE:

November 9, 1990

TO:

MPO Board Members

FROM:

Thomas L. Thomson, Executive Director

RE:

Coordination Between the Tampa Interstate Study and

Rail Transit Study

Linda Saul-Sena Chairman

Bill Menwether Vice Chairman During the November 6 MPO meeting, the board had considerable discussion regarding the relationship of the Rail Transit and interstate corridor. In particular, the board members were concerned whether adequate coordination occurred during the planning process.

Laura Blain Expressway Authority

Commissioner Phylis Busansky Hillsborough County

> Mayor Sandra Freedman City of Tampa

Commissioner Pam Iono Hillsborough County

Councilman John King HARTline

Commissioner Bill Menwether City of Plant City

> Commissioner Haven Poe Hillsborough County

Councilwoman Linda Saul-Sena City of Tampa

> Mayor Ed Simmon City of Temple Terrace

Councilman Larry Smith City of Tampa Attached for your information are sections of the Hillsborough County Mass Transit Corridor Alternatives Analysis Study and the Tampa Interstate Study which document the coordination efforts of the study teams and the results of those efforts.

Attachment A, which is Page 10 of the Executive Summary from the Rail Transit Study concisely describes how the rail system and interstate were planned to compliment one another and describes how the 54 foot High Occupancy Vehicle (HOV) lanes for buses and carpools could be converted to a future rail corridor if necessary.

Attachment B, which is Section VI from the Tampa Interstate Study report which is a slightly more technical description of the multi-modal coordination effort that was undertaken by the study teams. Exhibit VI-2 shows how the 54 foot wide corridor could, if desired and necessary, be converted to a rail corridor.

A workshop was conducted with the MPO on October 17, 1988 to review the results of the technical team efforts. The MPO concurred with the technical team's study results concerning the multi-modal consensus.

I hope this information helps answer some of the questions that were raised during the meeting. Please call me if you would like to discuss this further.

/lf

Thomas L. Thomson, P.E., AICP Executive Director

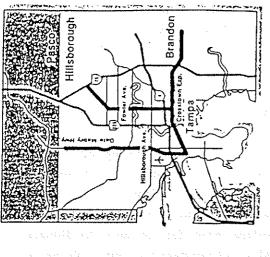
Tampa Urban Area Metropolitan Planming Organization 201 E. Kennedy, Suite 600 Tampa, Florida 33602 813/272-5940 FAX NO: 813/272-6258

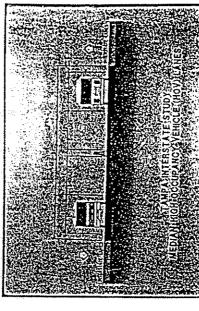
RAIL TRANSIT AND INTERSTATE CORRIDORS

The suggested rail transit corridors do not compete with the current and systems would complement each other. Both systems are planned to serve planned interstate alignments. The Rail Transit and the Interstate Highway the county's traffic needs well beyond the year 2010. Current plans to improve the interstate system generally provide that the interstate will have at least three through traffic lanes in each direction, and a 54 foot center section for high occupancy vehicle (HOV) or bus usage. If the traffic demand after the year 2010 exceeds bus and other HOV capacities the planned right-of-way would permit the installation of additional rail transit An example of how the rail transit and highway network complement each traffic. The current widening project to six full traffic lanes will be completed other is seen on Dale Mabry Highway, which has heavy cross and feeder soon.

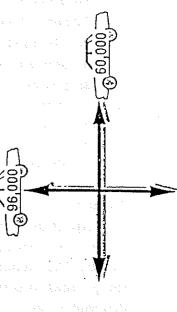
The automobile traffic is expected to grow to 96,000 vehicles per day by the eeder traffic. Such traffic demands would require additional lanes prior to the year 2010. In addition, most intersecting streets carry heavy cross and year 2010. This need can be satisfied more cost effectively with rail transit, far greater capacity potential.

In later years, as usage grows more frequent service, as well as longer trains, could easily triple or quadruple the system's capacity to carry passengers





Dale Mabry Highway



Dale Mabry Highway

The primary purpose of the Multi-Modal Consensus Committee was to coordinate the technical consistency between the two studies and the Long Range Transportation Plan. The focus of this technical consistency was the travel demand estimates for each mode that reflected a balanced transportation system. Several meetings were held to discuss input data and model parameters used by each consultant in their travel demand forecasting procedures. Comparative analyses of travel demand forecasts generated by the different forecasting procedures were performed. The basic bus and rail transit information used by the TIS consultant to simulate the Tier 2 and Tier 3 alternatives, including rail transit, was provided by the RTS consultant. This information included the basic transit route files for local bus, express bus and rail transit for peak and offpeak periods, mode of transit access files, and model parameters for transit path-finding and mode choice programs. The TIS consultant refined the basic highway network and socio-economic data prepared by the Tampa MPO staff. They updated the basic mode specific constants to reflect an improved public perception and usage of the current transit system. Both consultants worked together to refine the results of the Direct Utility Assessment (DUA) Survey to incorporate it into the validated travel demand model for Hillsborough County. The committee reached agreement on the highway and transit networks and modal split procedures that produced consistent travel demand results on the highway and rail transit systems. All the travel demand data used for the multi-modal coordination were presented to the MPO during a special workshop on October 17, 1988.

In summary, both study teams agreed upon the basic assumptions which underline planning and engineering considerations for the development of traffic and transit ridership forecasts for these two projects. As a result of this cooperation, compatible and consistent data and results were utilized to develop the design features of the respective transportation facilities. A detailed discussion of the process used to reach this consensus is contained in an MPO technical memorandum, Multi-Modal Consensus - Travel Demand Forecasting Coordination Effort.

HOV/Bus Transit Plan

HOV and certain transit facilities were developed as part of the Master Plan for the reconstruction of the interstate system. The HOV/Bus facilities included concurrent flow and exclusive HOV lanes, HOV transitways, priority access ramps, and park-n-ride lots for buses and carpools. The HOV system extends from the Howard Frankland Bridge to the vicinity of the Livingston Avenue overpass on I-275 and from the west of I-75 to I-275 on I-4, as illustrated on Exhibit VI-1. The impacts of the HOV system were considered in the redesign of the interstate system. The final plan for the HOV system included in the Master Plan is presented below.

In general, concurrent flow HOV lanes adjacent to the interstate lanes are proposed, except in the vicinity of the Tampa CBD. In the CBD area, from North Boulevard to south of Floribraska Avenue on I-275 and west of 14th Street on I-4, an exclusive HOV transitway is proposed to minimize weaving sections, to maintain operations at Livel of Service C or better, and to allow the interstate profile and HOV profile to separate through the I-275/I-4 interchange. The concurrent flow concept was selected as the general HOV cross-section in order to minimize right-of-way requirements and maintain two-way transit operations. The 54-foot area provides for extra-wide inside shoulders, a buffer area, and HOV lanes. It is also wide enough to accommodate the conversion of the HOV lanes to rail transit, if desired at a future time, as illustrated on Exhibit VI-2.

2010 LONG RANGE TRANSPORTATION PLAN



Adopted September 10, 1991



Another necessary ingredient to serve commuters is High Occupancy Vehicle (HOV) lanes. These are separate lanes on freeways specifically designated for buses and carpoolers. They can be separated from other lanes by either physical barriers or painted dividers. They allow high occupancy vehicles to bypass congested lanes for single-occupant vehicles occurring during peak periods. Again, the time savings gained by high occupancy vehicles will attract commuters out of their autos and into buses and carpools. HOV lanes are envisioned in the 2010 Needs Plan are shown in Figure IV-15 and include:

- I-4 from the Polk County line to I-275;
- I-275 from the Pinellas County line to Livingston Avenue.

An integral part of these HOV lanes are exclusive on and off ramps at selected exits for buses and carpools. These are designated in the *Tampa Interstate Study*, which is incorporated into the 2010 Needs Plan.

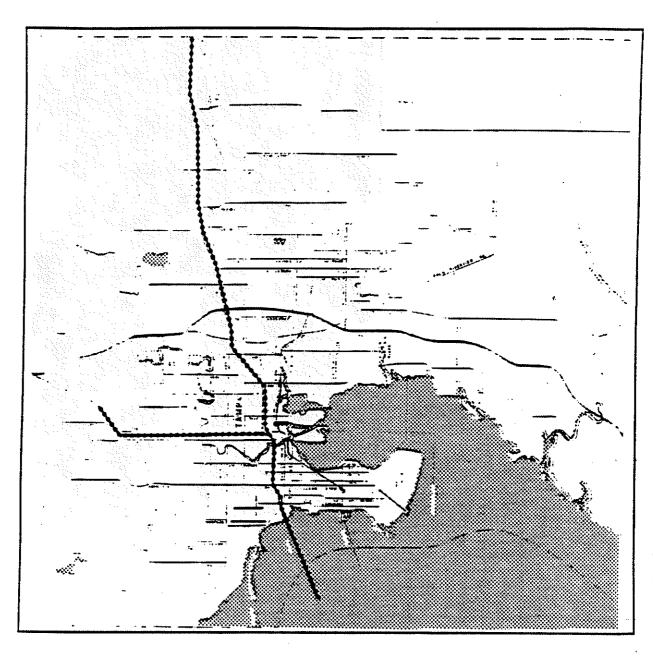
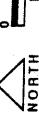


Figure IV-15 HOV LANES (I-275 and I-4)



Motor access to the Port Tampa and Rattlesnake marine facilities are via major east-west and north-south roads. The eastwest roadways include the Crosstown Expressway, Gandy Boulevard and Interbay Boulevard. West Shore Boulevard and Dale Mabry Highway provide the north-south Rail access to Port Tampa and Rattlesnake is provided by a single line originating out of downtown Tampa. The line runs parallel to the Crosstown Expressway directly into the Port Tampa complex. A seldom used side spur serves the Rattlesnake area.

Train traffic to the Port Tampa area ralses few community concerns or operational issues. All rail movements are at night, resulting in few motor vehicle conflicts. Additionally, due to the elimination of phosphate exports from Port Tampa, rail traffic is well below past levels.

Port of Tampa Transportation Plan

The Port of Tampa Master Plan prepared for the Tampa Port Authority in 1989 recommended that further studies be conducted regarding the transportation network serving the Port areas. Further studies are needed to evaluate traffic operations and railroad/highway conflicts in the Port area and to develop solutions to identified prob-

The Tampa Port Authority has embarked on an access management and mid/long-range transportation plan for the Port of Tampa Transportation Plan.

This Plan calls for a number of short, mid, and long-range transportation improvements. The Plan has identified the improvements associated with the Tampa Interstate Study (TIS) as vital to the Port's ability to move goods in and out of the Port in the future. Also, the major road improvements identified in the 2010 Long Range Transportation Plan for roadways which serve the Port, have also been identified as necessary in the Plan. The Port of Tampa Transportation Plan also has identified a need to reconstruct most of the roadways on Hooker's Point as they are in a state of

deterioration. This is critical to accommodate the amount of heavy truck traffic projected to move in and out of Hooker's Point over the next twenty years.

The Port Plan has estimated that regional roadway improvements vital to the Port over the next 20 years will cost just over \$434 million. Most of that is associated with Tampa Interstate improvements.

Immediate Port roadway improvements are estimated to cost between \$17 and \$18 million. That includes drainage improvements on Hooker's Point related to the road improvement program. To effectuate these improvements the Port Plan has recommended that the Port Authority become more active in the area transportation community, including voting membership on the Tampa Urban Area MPO.



P.O. BOX 2676 VERO BEACH, FLORIDA 32961-2676

October 11, 1990

OCT 17 1990

Environmental Planner
Tampa Interstate Study
The Greiner Team
P.O.Box 31646
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

GREINER, INC.

Dear Ms. Thomas:

Ms. Susan L. Thomas

Reference is made to your September 28, 1990 request to prepare an Environmental Impact Statement for various segments of the Tampa Interstate Study. Specifically, you requested information on threatened and endangered species that occur within the project boundaries. The project number for this proposal is IR-99999(43) while the State Project Number is 99007-1402. These comments are submitted in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the Endangered Species Act of 1973 as amended.

Because of the surrounding urban land present along the highway corridor, no threatened or endangered flora or fauna would be expected to occur at the main project site. The endangered wood stork may be expected to use wetland areas associated with McKay Bay and Old Tampa Bay for foraging.

We appreciate the opportunity to comment on this proposal.

Sincerely yours

Acting Field Supervisor

cc;

FWS, Jacksonville, FL

FLORIDA NATURAL AREAS INVENTORY

1018 Thomasville Road, Suite 200-C • Tallahassee, Florida 32303 • (904) 224-8207

October 3, 1990

Ms. Susan Thomas Grenier Inc. P.O. Box 31646 Tampa, Florida 33631-3416

Dear Ms. Thomas:

This letter is in reference to your request for information from the Florida Natural Areas Inventory. Your data request specified a tract of land in Hill County associated with the Tampa Interstate Study.

A search of our maps and computerized data base indicates that currently, we have the following "Element Occurrence Records" located on the site.

Special Animals:

Sterna antillarum, Least tern, (FNAI G4/S3; State-Threatened).

Special Plants:

None currently mapped on the site or in the immediate vicinity.

The quantity and quality of data collected by the Florida Natural Areas Inventory (FNAI) are dependent on the research and observations of many individuals and organizations. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Florida have never been thoroughly surveyed, and new species of plants and animals are still being discovered. For these reasons, the FNAI cannot provide a definitive statement on the presence, absence, or condition of biological elements in any part of Florida. Florida Natural Areas Inventory reports summarize the existing information known to FNAI at the time of the request regarding the biological elements or locations in question. They should never be regarded as final statements on the elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.

Information provided by this data base may not be published without prior written notification to the Florida Natural Areas Inventory and FNAI must be credited as an information source in these publications. FNAI data may not be resold for profit.

I hope this information is of use to you. Please call if you have any questions or if I can be of further assistance to you.

Sincerely,

Rodney O. Cassidy

Environmental Reviewer

encis.



Florida Department of Environmental Regulation

Twin Towers Office Bldg. • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400

Bob Martinez, Governor

Dale Twachtmann, Secretary

DEBENER INC

John Shearer, Assistant Secretary

January 4, 1990

Ms. Susan Thomas Greiner Inc. 7650 W. Courtney Campbell Causeway Tampa, Florida 33607-1462

Dear Ms. Thomas:

Attached is a list of Outstanding Florida Waters in Hillsborough County. Please refer to Chapter 17-302.700, F.A.C. for complete rule language.

This list is from a draft document entitled: Listing of Outstanding Florida Waters by County. We hope to have it ready for distribution in the next month or two. If you would like a copy, please contact us then.

Please call if you have any further questions (904/487-0505).

Sincerely,

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Janet M. Klemm Environmental Specialist Standards & Monitoring Section

Attachment

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Hillsborough Hillsborough

State Parks, Wildlife Parks, and Recreation Areas:

National Wildlife Refuge:

Hillsborough

Egmont Key

Little Manatee River St. Rec. Area Hillsborough River State Park

Hillsborough

Hillsborough

State Aquatic Preserve:

Cockroach Bay

EEL; CARL; LATFP; SOC:

Bower Tract



TAMPA INTERSTATE STUDY
The Greiner Team
PO. Box 23646
5601 Mariner Street, Suite 104
Tampa, Florida 33630-3146
(813) 286-7667
1-800-624-0074

Mr. James G. Kennedy, P.E.
District Secretary
Florida Department of Transportation
District 7
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

Reference: Tampa Interstate and Northwest Expressway Clearances

for Tampa International Airport

Dear Mr. Kennedy:

Attached is a copy of the recent FAR Part 77 surfaces and HCAA zoning ordinance review by our aviation engineering section on behalf of the HCAA. This review was requested by this office as part of our Tampa Interstate Study and Northwest Expressway Phase IA Master Plan. The previously submitted Northwest Expressway Phase IA Master Plan does not violate either the FAR Part 77 or HCAA zoning surfaces. The TIS-Northwest interchange "clear boxes" on top of the ramps for Tier 2 Alternatives 1A8 and 1A9 apparently intruded into the HCAA zoning ordinance surface on ramps "B", "C", and "D". We have proceeded to reduce this HCAA ordinance intrusion to the greatest extent possible in the Tier 3 Alternatives. There were no violations of the Federal Aviation Administration's FAR Part 77 surface in these TIS interchanges. Tier 2 Alternative 1A10 did not violate the HCAA ordinance or FAA Par 77 surfaces.

The subject of HCAA and FAA Part 77 surfaces was discussed briefly at the October 18 Federal Highway Administration review of Tier 3 Alternatives. The FHWA felt that the FAA Part 77 surface was the valid rule for TIS planning, and that the HCAA local zoning did not apply to Federal Highways. We concur with this opinion and suggest that the Department go on record to the HCAA that state and federal highway projects are not subject to local zoning ordinances. Our planning staff feels that such approval authority over transportation projects would be an unreasonable constraint by local authorities.



Letter/James Kennedy October 26, 1988 Page Two

I would appreciate discussing this issue with you at your convenience. If you have any inquiries regarding this information, please do not hesitate to contact this office.

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Sincerely,

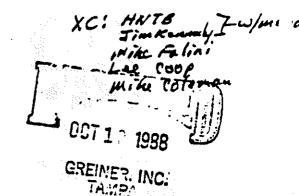
GREINER, INC.

Ronald W. Gregory, AICP Associate Vice President Project Manager

Tom Darmody
Sharon Phillips
Sharon Phillips
John Chiarelli

Greiner

T9900.01 October 14, 1988



MEMORANDUM

To:

Ron Gregory

From:

Frank Harris WE

Subject:

TIS and Northwest Expressway Clearances

At your request we have reviewed Alternatives 1A8, 1A9, and 1A10 and the Northwest Expressway for compatibility with FAR Part 77 surfaces and the HCAA zoning ordinances. The following assumptions and/or criteria were used for our review:

1. 17.0' clear height above highway

2. 12' lanes and 10' shoulders

3. 10% super elevation

4. Alternatives 1A8 and 1A9 have the same ramp plan and profiles.

TIS alternatives 1A8 and 1A9 are unacceptable for the following reasons:

- 1. Ramp B at Station 154+90 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 21.02 feet.
- 2. Ramp C at Station 279+00 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 17.55 feet.
- 3. Ramp D at Station 175+00 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 21.35 feet.

50:1 clearances are contained in the calculations.

Alternative 1A10 must be closely evaluated with a more accurate horizontal location in reference to the Runway System. Particular points of possible conflict are as follows:

- 1. Ramp B at Station 12+30 at the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 1.83 feet.
- Ramp C at Station 151+60 of the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 1.24 feet.
- 3. Ramp D at Station 155+05 of the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 2.51 feet.

Greiner

T9900.01 October 14, 1988

The Northwest Expressway has several areas that must also be closely evaluated. These points are as follows: violety

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- Ramp A at Station 11+80 of the Airport Interchange clears th. surface by 7.52 feet.
- Ramp C at Station 429+60 of the Airport Interchange clears the 62.5:1 surface by 3.08 feet.
- 3. Ramp D at Station 429+00 of the Causeway Interchange clears the 62.5:1 surface by 2.61 feet.

The above figures are arrived at by transferring data from the 1:100 and 1:500 scale aerials of the airport to the 1:200 scale aerials of the respective studies. The possibility of error in transferring the data is much too large to be definitive with tolerances as close as those that are cal ulated. Calculations are enclosed as Appendix A.

Appendix B contains an isometric of the approach zones.

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It must be pointed out that this analysis only pertains to the roadway and the 17 foot clear area above it. Any signage or lighting would have to analyzed separately.

As regards the extension of Sherrill Street, the extension would traverse the clear zone of Runway 36R at the airport. The Federal A ation Administration participated in the acquisition of this clear zone and would have to concur in a sale or other transfer of the required right of way. In 1980 a similar right of way (with a slightly different alignment) was proposed. FAA objected to the proposed right of way. The correspondence files are enclosed in Appendix B. Our investigation has revealed that their response at this time would be similar.

Bill Conners Warren Schwartz John Chiarelli

NORTHWEST HILLSBOROUGH EXPRESSWAY REVIEW COMMENTS SEPTEMBER 22, 1988 PREPARED BY HNTB, JOHN OWEN

Review of the Northwest Hillsborough Expressway for the area from Spruce Street interchange northward to Hillsborough Avenue interchange. The review includes Section 1, Cypress Street to Independence Parkway prepared by Greiner, Inc. and Section 2, Fish Creek to north of Hillsborough Avenue Alternatives I and II prepared by Post, Buckley, Schuh & Jernigan (PBS&J). The Tampa Interstate Study alternatives for I-275 between Himes Avenue and the Howard Franklin bridge were considered as they affect the expressway and interchange concepts north of Cypress Street.

These plans are considered to be conceptual studies rather than master plans.

- A. The following are general comments which apply to the full project:
 - (1) All baselines including ramps, collector-distributors (where alignment is different from mainline), and connections should be shown on the plan, as well as degree of curvature on all horizontal curves. All horizontal curves and radii fit the specified criteria except at locations mentioned herein.
 - (2) All profiles should be included in the review set since all have obviously been set, as evidenced from those submitted. Vertical curves could not be checked in most cases because of the lack of a full set of profiles for the designs. Those profiles which have been provided were checked and problem areas mentioned herein.
 - (3) All ramps seem to have been designed to meet the guidelines for a 40 mph design, including exit ramps. It is our recommendation that vertical curves at the beginning of exit ramps from 60 mph facilities be upgraded to meet 50 mph guidelines.
 - (4) Grading limits should be shown in some critical locations on the plan to provide construction limits for right-of-way purchases.
 - (5) Retaining wall heights should be shown on the plan to provide a basis for probable cost of the retaining walls.
 - (6) Specific clear recovery areas were not obvious from the set of plans. According to the Florida DOT Standard Index 700, embankment slopes should be 6:1 to the edge of the clear zone (30'-36' for 60 mph freeway lanes) and 4:1 or 3:1 outside of the clear zone. Is this standard not being used for this specific area?
 - (7) From the information available, there does not appear to be any roadways where the profile is above the approach zones, primary zones, or transitional zones of the proposed and existing runways of the Tampa International Airport (TIA).

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A couple of areas of concern exist where the roadway elevation plus the maximum height of a truck is encroaching into the zones. These areas include Ramps "A" and "B" at the Spruce Street Interchange, ramps from NB collector-distributor (C/D) to WB Courtney Campbell Causeway, and from EB Courtney Campbell Causeway to NB C/D at the Courtney Campbell Causeway Interchange on Alternative II, and the mainline between Courtney Campbell Causeway and Hillsborough Avenue on Alternative I. Because we do not have enough information (except for Ramp "A") to determine the exact elevation of the roadways, it is impossible to be certain whether this will be a problem.

- (8) The proper typical sections seem to have been included at this stage. Typical sections should be shown for basic one-lane, two-lane, and three-lane ramps.
- (9) In several areas throughout the plan, the geometrics of ramp tapers seem to have been shown incorrectly. Specific ramps are addressed within the comments for each segment.
- (10) Exact ramp gore and bullnose configurations were undeterminable.
 - (11) A question arose as to why PBS&J Alternative I is not the proposed alternative for the Courtney Campbell Causeway Interchange. The right-hand exit ramps from the NB express & C/D roadways onto Courtney Campbell Causeway seem more feasible, and Greiner's design at Spruce Street could easily be redesigned to accommodate a right-hand entrance onto the C/D roadway. Left-hand entrance and exit ramps should be avoided when there is another feasible solution.
 - (12) The drawings should incorporate the toll booths showing lane widening and tapering in these areas. The roadway design with these tapers, if working within a limited R/W, may warrant a redesign or new concept.
- (13) The weaving LOS calculations which were provided in Greiner, Inc.'s traffic analysis report were checked and accepted. Six lanes in the area between Spruce Street and Courtney Campbell Causeway are feasible for LOS D. Curvature and superelevation meet the design speed criteria. They do not play a part in the weaving analysis as done in accordance with the Highway Capacity Manual.
 - (14) The design accommodates a Level of Service D except in the locations mentioned herein.
 - (15) Not all movements are complimented. Eliminating some movements have been addressed in the comments mentioned herein.

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- The Tampa Interstate Study is considering three alternatives for I-275 between Himes Avenue and the Howard Franklin Bridge. Two of the alternatives, 1A8 and 1A9 have ramps entering and exiting the inner expressway east of Himes Avenue and the third alternative 1A10 has a ramp entering and exiting the inner expressway west of Lois Avenue. In order to provide better traffic service on the outer expressway between I-275 and Courtney Campbell Causeway the third alternative 1A10 would be preferable. Should this alternative be selected the traffic around the end of the aiport could be reduced for the outer expressway and increased for the inner expressway.
- B. The following are comments for the first segment of the proposed design, Section 1, Greiner, Inc.'s layout from Cypress Street to Fish Creek:
 - (1) There are movements missing on the interchange. Movements from the NB C/D roadway to EB Spruce Street cannot be made nor from WB Spruce to the SB C/D roadway. Both Spruce Street and the SB C/D roadway lead downtown and therefore the movements may not be needed.
- (2) Loop "H" from the NB C/D roadway to the east frontage road, is an uncomplimentary movement. The loop seems to provide access redesign or new concept. Access is not provided, however, from these businesses to the SB C/D roadway. The design speed of 25 mph on this loop is also low for the proposed operation. The question arises whether Loop "H" in needed or could be eliminated.
 - (3) Ramp "A" from the SB C/D roadway to TIA entrance/exit has a lane diverge Level of Service (LOS) of D. The chart from Greiner, Inc. had LOS C. The freeway segment in this area has a LOS D. Therefore, it is impossible to have a lane diverge LOS better than that of the freeway. An analysis was performed (see attached) and the LOS is D. The remaining lane diverge/merge calculations were checked and accepted.
 - (4) (a) Ramp "K" from the SB C/D roadway to LaSalle Street is an uncomplimentary movement. This seems to provide access to the Westshore Development Area from the SB C/D roadway. The LaSalle Street to the NB C/D roadway movement is not provided, however.
 - (b) Ramp "L" from LaSalle Street to EB Spruce Street is an uncomplimentary movement. Access into the Westshore Development Area is not provided from WB Spruce Street, except for at the proposed Sherril Street Extension which is east of the interchange.
 - (c) The ramp off of Loop "J" running parallel with LaSalle Street is an uncomplimentary movement. Access to TIA from Westshore Development Area is not provided, except at the aforementioned Sherril Street Extension.

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The question arises whether these ramps are necessary.
An uncomplimented movement should normally be eliminated
or complimented. If enough traffic warrants a lane into
the Westshore Development Area, then it should warrant a
complimentary movement coming out.

- (5) The horizontal curve on Ramp "F" should be lengthened to accommodate a 40 mph design speed. This will move the bullnose location upstation approximately 150 feet; therefore, Ramp "C" will have to be adjusted to keep the minimum 800 feet between entrance noses. There should be no problem doing this since there is excess distance between Ramp "C" entrance and the left hand exit at Courtney Campbell Causeway.
 - (6) Ramps "B", "E", and "J" have ramp tapers which seem to be shown incorrectly on the plans. The geometrics of these ramps do not seem to follow any available standard for ramp tapers, but because of the limited information available on the plans, we are unsure whether they require acceleration/deceleration lanes, longer tapers, or something else.
- (7) The express and C/D roadway profiles between Cypress Street and Spruce Street were incorrectly beled. The mainline SB and NB and the NB C/D roadway e controlled by the same profile grade, while the SB C/D is controlled by a different profile. The grade and elevation for the mainline and NB C/D shown for this area do not seem to be correct since all are on structure over Cypress Street. The 700' vertical curve on the SB C/D profile is currently designed close to the minimum guidelines for 60 mph design and could be lengthened to upgrade the curve.
- (8) Ramp "A" profile currently has a 6% grade between Station 23+00 and Station 32+00. According to the Florida Department of Transportation Design Manual the maximum grade for 40 mph design is 5%. Because of the limited information available, we do not know if other constraints require this grade to be 6%, but we recommend a flatter grade be incorporated at this location.
 - (9) The mainline and C/D roadway profiles seem to be on the same grade as existing Memorial Highway over Fish Creek. If this is the case, there may be a problem with the freeboard over the existing and proposed 24' x 10.5' box culverts at the Fish Creek crossing because of the superelevation on the proposed roadways.
 - (10) Consideration may be given to having the WB Spruce Street roadway tying into the inner expressway on the right rather than the C/D expressway on the left.
 - C. The following are comments for the second segment of the proposed design PBS&J's Alternative II for the intersection of the Northwest Hillsborough Expressway and Courtney Campbell Causeway. The traffic projections, lane balance, and basic horizontal layout were examined.

- The NB express lanes to WB Courtney Campbell Causeway ramp (1 (1) lane) merges with the NB C/D roadway to WB Courtney Campbell Causeway ramp (3 lanes) and becomes a 3-lane movement. One principle of lane balance states that all downstream movements must have equal or one additional lane more than the upstream movements. After obtaining this, the lane must be carried for a sufficient length and then, if desired, merge with the other This applies on merges or diverges with 2 major lanes. movements. We recommend that the 3-lane diverge from the C/D roadway be changed to 2 lanes. This still meets a LOS D for the freeway segment and the merge and diverge in this segment would be eliminated. The 6-lane C/D roadway would split into the 2-lane diverge and the remaining 4 lanes would continue. The aforementioned 2-lane diverge merging with 1-lane diverge from the express lanes would continue with no taper of either movements. If all 3 lanes diverging from the C/D roadway are needed, we suggest continuing the 1-lane ramp off the NB express lanes through to the Courtney Campbell Causeway and tapering out the right lane of the ramp off the NB C/D roadway after continuing it for a sufficient length.
- (2) To obtain LOS D_f Courtney Campbell Causeway requires 5 lanes in each direction instead of the currently provided 4. This eliminates merging or diverging. All lanes would then continue through the ramps.
- (3) The following movements -- 4 lanes on NB C/D roadway, 1-lane ramp from NB express lanes to NB C/D roadway, 2-lane ramp from EB Courtney Campbell Causeway to NB C/D roadway--merge a total of 7 lanes into 5 lanes. Being that all of these merges are left-hand entrance ramps, it would be appropriate to continue these lanes on the left throughout the duration and taper the right lanes after these lanes have been continued for a sufficient length.
 - (4) The ramp from Courtney Campbell Causeway (3 lanes) merges with the SB C/D roadway (4 lanes) into 6 lanes. We suggest continuing all 7 lanes into the next interchange because it shows 3 lanes diverging from the C/D roadway and 4 lanes continuing. All lanes would continue, thereby achieving lane balance.
 - (5) From the information available, it seems that the majority of the horizontal curves on the ramps throughout this interchange have been designed using 50 mph guidelines. The ramp from EB Courtney Campbell Causeway to the SB C/D roadway though, was designed for 40 mph, and should be upgraded to 50 mph.
 - (6) The ramp from the NB express lanes to the NB C/D roadway is without a complimentary movement in the southbound direction. If this movement was intended to be included then it needs to be shown; if not, the NB ramp should be eliminated.

- (7) Several ramps appear to have ramp tapers which seem to be designed incorrectly according to the information available. The length between the left entrances from the NB express lanes and Courtney Campbell Causeway to the NB C/D lanes (mentioned in comment #(3) above) is insufficient to taper the lanes into the C/D lanes, as well as not meeting AASHTO's standard of 800 feet between entrances onto a C/D roadway. Because of limited information, it is unclear what is occurring at other locations.
 - D. The following are comments for the third and final segment of the proposed design, PBS&J Alternative I for the area north of Independence Parkway through the Hillsborough Avenue interchange. The traffic projections, lane balance, and basic horizontal layout were examined.
 - (1) The right turn from EB Memorial Highway to SB C/D roadway requires 2 lanes instead of 1.
- (2) West C/D roadway between Memorial Highway and Hillsborough Avenue shows a 2-way road. It possibly should be a SB 1-way movement.
- (3) From the SB express lames to the SB C/D roadway between Memorial Highway and Independence Parkway, the plan shows a 4-lane ramp. To maintain LOS D, only 3 lanes are needed. This eliminates two lane balance problems occurring when this ramp diverges from the expressway (5 lanes with 4 lanes continuing and 2 lanes diverging) and when the ramp merges with the C/D roadway (2 lanes merging with a 4-lane ramp into 5 lanes).
 - (4) In the same area, from the NB C/D roadway to the NB express lanes, a 4-lane ramp is shown. To maintain LOS D, only 3 lanes are needed. This also eliminates lane balance problems like the aforementioned SB situation.
 - (5) Memorial Highway has a signalized intersection under the expressway bridge. It would be better to bring this intersection to the east side of the expressway. The frontage road should then have a through lane to form a diamond interchange.
 - (6) There are two locations where the "Texas Turnaround" movements meet with the C/D roadways (one near Memorial Highway and one near Hillsborough Avenue). At each location of merging and diverging, there should be at least 600 feet between the point of the merge/diverge and the nose of any ramp in the area. The distances shown do not meet this criteria.
 - (7) The interchange of the expressway and Hillsborough Avenue is planned as a modified urban diamond. The SB C/D roadway through movement should normally be eliminated.

- The three short horizontal reverse curves on the centerline of (8) Three the second the express lanes over the Memorial Highway Interchange do not seem necessary. The same effect can be accomplished with one long, flat horizontal curve between the two tangents.
- 9 and 19 and 19 All roadways (express and C/D) should be moved east between And the state of t Independence Parkway and Courtney Campbell Causeway in order to minimize the amount of right-of-way being taken. This should be done only if there is clearance with respect to the airport transitional zone on the west side of the proposed runway of the Tampa International Airport.
 - E. The following are comments for the remainder of PBS&J's Alternative I layout, specifically the intersection of the Northwest Hillsborough Expressway and Courtney Campbell Causeway. This alternative is not a part of the proposed design.
 - Courtney Campbell Causeway (both EB and WB) needs 5 lanes to (1) achieve a LOS D. This also eliminates merging and diverging. All lanes would continue through to the ramps.
- (2) EB Courtney Campbell Causeway (3 lanes) merges with the SB C/D roadway (4 lanes) into 6 lanes. We suggest continuing all 7 lanes into the next interchange because it shows 3 lanes diverging from the C/D roadway and 4 lanes continuing. All lanes would continue and lane merging and diverging would be eliminated.
- (3) EB Courtney Campbell Causeway (2 lanes) merges with NB C/D roadway (4 lanes) into a 5-lane movement. We suggest continuing 6 lanes for a sufficient length before tapering the swalle sir and an established lane.
 - (4) There is a lane balance problem on this alternative that also exists on PBS&J Alternative II interchange (see comment #(1) under Item C).
- (5) Several ramps appear to have ramp tapers which seem to be designed incorrectly according to the information available. Because of the limited information, recommendations cannot be made since it is unclear how these ramps are operating.
- (6) Comment #(5) under Item C, PBS&J's Alternative II interchange, should be considered for this alternative as well.
 - F. The following are comments for the remainder of Greiner, Inc.'s Master Plan Concept, specifically the intersection of Northwest Hillsborough Expressway and Courtney Campbell Causeway. alternative is also not a part of the proposed design, but the review was completed on it as well:
 - (1) Freeway segments on both NB and SB express lanes north of Courtney Campbell Causeway requires 3 lanes for 3,210 vehicles/hour in order to maintain LOS D.

elements of the many

- (2) There is a lane balance problem on this alternative that also exists on PBS&J Alternative II interchange. See comment #(1) under Item C.
- (3) A lane balance problem exists on both the NB and SB express lanes north of Courtney Campbell Causeway. Ramp "F", from SB express lanes to the SB C/D roadway (2 lanes) diverges from the SB express lanes (2 lanes). In the same manner, Ramp "B" from the NB C/D roadway to the NB express lanes (2 lanes) merges with the NB express lanes (2 lanes). These problems would be eliminated if the express lanes (NB and SB) had 3 lanes as mentioned in comment #(1). The NB express lanes would require all lanes to continue for a sufficient length before tapering the right lane.
- (4) Ramp "G", from the SB C/D roadway to Courtney Campbell Causeway (2 lanes) and WB Courtney Campbell Causeway (3 lanes) merges into 4 lanes. They should continue 5 lanes for a sufficient length and taper the right lane.
- (5) The horizontal reverse curve on Ramp "B" seem a little too sharp for the proposed operation and should be upgraded to at least 50 mph design guidelines. This should not cause any problems with the vertical clearance below Ramp "D".
- (6) Because of the heavy traffic movement on Ramp "E", the horizontal curve should be upgraded to at least 50 mph design guidelines. This will probably require a good deal of redesign in the interchange.
- (7) Several ramps appear to have ramp tapers which seem to be designed incorrectly according to the information available on the plan. In particular, Ramps "B" and "F", which were mentioned in comment #(3) above, give no indication as to how they are tapered from two two-lane facilities into one one-lane facility.
 - (8) The "slip" ramps which have been provided on the north and southbound C/D roadways do not meet AASHTO's standard for length from nose to nose of 400 feet, so each needs to be lengthened accordingly.
- (9) The express lane profile currently contains positive and negative 4% grades between Station 325+00 and Station 360+00. According to the Florida Department of Transportation Design Manual, the maximum grade for 60 mph design is 3%. Because of the limited information available, we do not know if other constraints require this grade to be 4%, but we recommend a flatter grade be corporated.
 - (10) The 1200's vertical curve with point of vertical intersection at Station 375+00 is currently designed close to the minimum guidelines for a 60 mph design and should be lengthened to upgrade the curve.

FLORIDA DEPARTMENT OF TRANSPORTATIO

DOS PARTERES DOVERNOS

C1104. B8,H7,M2 April 13, 1988

Mr. William J. Connors, Jr.
Director of Planning and Development
Hillsborough County Aviation Authority
Post Office Box 22287
Tampa, Florida 33622

APR 1 0 1938.
GREINED, INC.
TAM.FA

Reference: <u>Tampa International Airport Access</u>

Dear Mr. Connors:

In recent months the Florida Department of Transportation, the Tampa-Hillsborough County Expressway Authority and its consultants have been preparing plans for the Northwest Expressway. Access to Tampa International Airport is planned to be provided by the Northwest Expressway via TIA's Terminal Parkway. Consultants for the Hillsborough County Aviation Authority, Florida Department of Transportation, and Tampa-Hillsborough County Expressway Authority have met during these past months to determine the necessary traffic lanes for future airport needs. We have reviewed the March 1988 Draft Master Plan Update, prepared by the Hillsborough County Aviation Authority, and information provided by Peat Merwick Main & Co. regarding future vehicle demands for Tampa International Airport. Detailed comments on this Master Plan will be forthcoming after further review.

Based upon these studies and coordination, we have determined that the optimum laneage to be provided by the expanded Northwest Expressway to serve Tampa International Airport will be four (4) freeway lanes inbound and four (4) freeway lanes outbound in the design year 2010. This laneage will provide for approximately 4,800 vehicles inbound and 4,800 vehicles outbound per hour for the airport. This capacity will provide a superior level of traffic service "C" and represents a vast improvement in the traffic access currently experienced by the airport user (which is "F" at this time). This increase in roadway capacity represents an enplanement level approximately midway between your Master Plan's Third and Fourth Planning Activity Level; i.e., between 10 and 15 million enplaned passengers at Tampa International Airport. It is our understanding that the future plans and design for Terminal Parkway between the existing terminal and Spruce Street provides four (4) lanes inbound and four (4) lanes outbound. Thus, our planning is consistent with your design activities on Terminal Parkway.

Recognizing that the March 1988 Draft Master Plan Update prepared by the Hillsborough County Aviation Authority estimates 20 million emplaned

DEPARTMENT OF TRANSPORTATION

AYE IL HIEVERING

Ltr/Connors April 13, 1988 Page Two

passengers in some future time frame, it is important that the Hillsborough County Aviation Authority and the Florida Department of Transportation begin planning for adequate alternate and supplemental vehicle access to Tampa International Airport. The most logical area to begin this alternate evaluation would appear to be to the north of the airport. Based upon your Master Plan, this additional ultimate access will require approximately three (3) lanes inbound and three (3) lanes outbound at level of service "C". The Florida Department of Transportation is prepared to assist the Hillsborough County Aviation Authority in its evaluation of adequate supplemental access to meet the future "fifth planning activity level" of 20 million enplanements.

The continued cooperation of the Hillsborough County Aviation Authority will be important in the development of the Northwest Expressway. Assistance of the Aviation Authority, with necessary access improvements and provision of right-of-way, will speed the completion of these vital transportation improvements.

If you need any further information on the planned access for Tampa International Airport, please contact this office.

Very truly yours,

Thomas L. Thomson

District Director of Planning & Programs

District VII

TLT/hd

xc: Ray Speers
Dale Patten
Rom Gragory
J. G. Kennedy

September 28, 1988

HB-FL

APPENDIX C

FHWA CONCURRENCE

Mr. James Kennedy
District Secretary
Florida Department of Transportation
4950 W. Kennedy Boulevard, Suite 500
Tampa, Florida 33609

Dear Mr. Kennedy:

Subject: Florida - Federal Project No. IR-9999 (43)

State Project No. 99007-1402

Tampa Interstate Study

Hillsborough and Pasco Counties

We have reviewed the information transmitted with your August 8, 1988 letter, which requested lowering the design level of service (LOS) of the Tampa Interstate Study (TIS) and modifying the design hour vehicle flow rates provided in the Highway Capacity Manual (HCM). The scope of services for the TIS indicates that alternatives will be developed which provide a LOS C for the design year traffic. The scope, however, directs the consultant to recommend the most feasible design concept if the LOS C impacts make it nonfeasible. Based on the impacts for the Tier 2 LOS C alternatives which were discussed in our August 8, 1988 meeting and information contained in the LOS working paper, we agree that LOS C is nonfeasible and that LOS D would be a more practical and appropriate alternative development criterion. Therefore, we concur with your recommendation to lower the project requirement to LOS D.

The LOS working paper also quantified the existing operational characteristics of the Tampa Interstate System and proposed to adjust the HCM passenger cars per hour per lane (pcphpl) capacity value for LOS E from 2,000 to 2,200. We concur in adjusting the flow rates based on the traffic flow characteristics within the TIS core study area.

Your August 8, 1988 letter proposed study values for LOS D derived from the modified 2,200 pcphpl for LOS E. The following values are approved for use in the TIS.

60 MPH Design Speed Mainline

Level of Service E pcphpl = 7,200

Level of Service D pcphpl = 1,870

Level of Service D vph per lane for design

Recommended Desirable = 1,650

Recommended Maximum = 1,740

50 MPH Design Speed Collector-Distributor

Level of Service E pcphpl = 2,100
Level of Service D pcphpl = 1,770
Level of Service D vph per lane for design
Recommended Desirable = 1,560
Recommended Maximum = 1,645

We recommend that the modified LOS values only be used in the high-impact areas of the study and that the higher LOS values be used in the lesser developed areas, such as Segment 6 and possibly portions of Segments 4 and 5.

Sincerely yours,

Dennis B. Luhra .-

R. Skinner
Division Administrator

Peat Marwick

Airport Consulting Services

Post Marwick Main & Co.

Post Office Box 8007
San Francisco International Airport

San Francisco, CA 94128-9007

Office Location: 160 Boyet Road

San Mateo, CA 94402-3107

Telephone 415 571 7722

Telecopier 415 571 5220

FEB 2 0 1938

CREINER INC.
TAMPA

February 27, 1988

Mr. Ronald W. Gregory A.I.C.P.
Project Manager
Tampa Interstate Study
Greiner Engineering Sciences, Inc.
5601 Mariner Drive, Suite 104
Tampa, Florida 33630-3416

Re: Tampa International Airport Master Plan update

Dear Mr. Gregory:

In accord with your February 22, 1988, meeting with William Connors of the Hillsborough County Aviation Authority and subsequent request, we are pleased to provide a summary of our forecasts of design hour vehicular traffic volumes at Tampa International Airport. These volumes correspond to forecasts of passenger enplanements at Tampa International Airport for five planning activity levels. By the fifth level (20 million enplanements) we estimate that about 8,000 vehicles per hour will be entering the Airport on Terminal Parkway (the main entrance to the Airport).

We anticipate that Terminal Parkway will need to be widened to 7 lanes in each direction to accommodate these traffic forecasts. These requirements assume a service volume of 1,100 to 1,200 passenger cars per hour per lane, based upon (1) level of Service C conditions, (2) ideal design standards and negligible grades, and (3) a driver familiarity factor of 0.7 to 0.8, in accord with the 1985 Highway Capacity Manual.



Mr. Ronald W. Gregory A.I.C.P. February 27, 1988 Sayer Sayer

We trust this information will be of assistance to you in connection with the Tampa Interstate Study. Please feel free to call us should you have any questions.

Sincerely,

Deter Madle geo Peter B. Mandle

Manager

PBM/koc Enclosure

Mr. William J. Connors, Jr. regarde (T) for the provinces of

Mr. J. C. Orman

Table 5-6 SUMMARY OF FORECASTS OF PEAK HOUR VEHICULAR TRAFFIC VOLUMES

Tampa International Airport

Roadway/location	Direction of traffic	Planning activity level ^a				
		First	Second	Third	Fourth	<u> Pifth</u>
Terminal Parkway	en.					
between Spruce Street					······································	
and the Airport Mail	Inbound	2,000 ^b	3,000	4,000	6,000	8,000
Facility (AMF)	Outbound	2,000 ^b	3,000	4,000	6,000	8,000

a. Planning activity levels:

First -- 5 million emplaned passengers

Second -- 7.5 million emplaned passengers
Third -- 10 million emplaned passengers

Fourth -- 15 million emplaned passenger

Fifth - 20 million emplaned passenger

b. Approximates April 1987 conditions.

Source: Peat Marwick, assuming April 1987 traffic circulation patterns.

APPENDIX C

PROJECT NEWSLETTERS

Attendance **XOUT**

Requested

Participate 16, 1996 Ishlev Plaza, 111 W. E p:m.+7:30 Wait

PROJECT BACKGROUND

In 1987, the Florida Department of Transportation (FDOT) began a study to update 35 miles of interstate in Hillsborough County on I-275 from the Howard Frankland Bridge north to the Pasco County line and on I-4 from the downtown interchange east to the I-75 interchange. This master plan study resulted in the preferred concept, which was adopted in the Hillsborough County Long Range Transportation Plan. The preferred concept involves separate travel lanes for both express and local traffic, with designated lanes for buses, carpools, and vanpools. Interchange improvements are also included.

Federally funded roadway projects are required to undergo a study of potential socioeconomic and environmental impacts of the proposed improvements. The Public Hearing will address these potential impacts for the section of interstate shown on the map below.

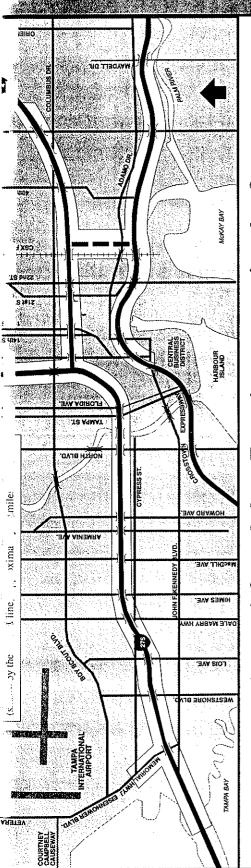
PUBLIC HEARING

The Public Hearing is the formal opportunity for you to comment on the project. Information about the project is available for your review at six libraries throughout the study area (see the back of this notification for

addresses). There will be two portions of the Public Hearing: informal and formal. During the informal portion from 4:30 p.m. to 6:00 p.m., aerial photographs and other project materials will be displayed. Representatives from the FDOT and the study team will be available to answer your questions. Court reporters will be present to receive your oral comments, and comment cards will be provided for written comments. The formal portion of the hearing will begin at 6:00 p.m. If you wish to speak during the formal portion, please sign up when you arrive at the hearing. Your written comments will become part of the official public hearing transcript if received by January 26, 1996 at the following address:

Michael J. Coleman, P.E.
Project Development and Environment Engineer
Florida Department of Transportation. District VII
11201 North McKinley Drive. MS 7-500
Tampa, Florida 33612-6403

Please don't miss this opportunity to make your voice heard!



Are you informed about Tampa's transportation plans? See how well you can do at answering these questions!

- 1. How many vehicles currently travel the interstate daily?
- A. 35,000 B. 70,000
- C. 100,000 D. 155,000+
- 2. How many vehicles per day was the interstate designed to carry?

6. What is the estimated mode split (multiple occupancy vehicles vs.

single occupancy vehicles) for the TIS concept?

C. 5 million D. 10 million

A. I million B. 3 million

5. What is the annual ridership of HARTline?

C. 20% multiple, 80% single D. 25% multiple, 70% single

A. 5% multiple, 95% single B. 10% multiple, 90% single

7. When was the Tampa Interstate constructed?

C. 1965 D. 1971

A. 1958 B. 1962

- A. 35,000 B. 60,000

- C. 100,000 D. 155.000+
- On a national average 13% of people carpool to work. How does the Tampa Bay area match up?
- A. 194 B. 394
- C. 8% D. Same as national average
- 4. How many public workshops and local presentations have been held for this project?
- A. Three B. Five
- C. Seven
- D. More than fifty

On average, how many accidents occur on the interstate annually?

- A. One a week B. Two a week
- C. One everyday
 D. More than two every day

(See the back of this page for answers.)



Tampa Interstate Study c/o The Greiner Team 7650 W. Courtney Campbell Cswy. Tampa, FL 33607-1462

Information about the Tampa Interstate Study is on display at the following locations:

- HCC-Ybor 1502 E. 9th St.
- Ybor Public Library 1505 Nebraska Ave.
- Seminole Heights 4711 Central Ave.

- Main Library 900 N. Ashley St.
- West Tampa 1718 N. Howard Ave.
 - College Hill 2607 Dr. MLK Jr. Blvd.

Need a lift to the Hearing? HARTline has several routes that run within blocks of the hearing site (Routes 7, 10 and 11).

Call 254-4278 for route and schedule information.

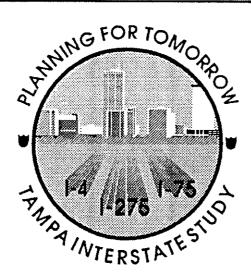
HARTline buses are wheelchair accessible and equipped with bicycle racks.

Intérpretes de habla hispana estarán disponibles.

TAMPA TERSTATE

A Florida Department of Transportation Project

October / 1993



Historic Resources Public Workshop To Be Held

public workshop as part of Study (TIS) will be held on October 25, 1993 at the Holiday Inn Downtown Ashley Plaza. The purpose of from the public on potential impacts to and possible mitigation for historic resources potentially affected by the proposed interstate improve-

The informal workshop will be held from 4 p.m. to 7 p.m. Representatives from the Department of Transportation and Greiner Inc. will be available to answer questions and receive input.

On display will be acrial photographs with conceptual plans and typical sections of the preferred alternative as well as identified historic resources within the proposed right-of-way and historic properties in the vicinity of the proposed improvements.

Historic resources are considered

second historic resources to be properties with ethnic, historic, architectural, industrial and personal the Tampa Interstate significance to the community.

As required by the National Historic Preservation Act, the State Historic Preservation Officer (SHPO) and the the workshop is to receive input Federal Highway Administration (FHWA) have been consulting to determine the effects of the proposed improvements on properties listed or eligible for listing on the National Register of Historic Places and prop-National Register Historic Districts. The identification of these historic mitigation for impacts to properties based on consultation activities is a portion of the "Section 106 process."

In order to define the Area of Potential Effect (APE), evaluations were completed to determine which area adjacent to the proposed improvements may be affected by factors such as noise or visual impacts.

Once the APE is defined, it is surveyed to identify any historic properties listed or eligible for listing on the National Register of Historic Places, 10 it is determined that identified historic properties within the APE would be adversely affected, the FHWA and FDOT must seek ways to avoid or mitigate these adverse effects.

The FDOT is committed to coordinate with the appropriate historic preservation agencies in an effort to preserve, whenever possible, structures of cultural and historical significance that are anticipated to be affected by the proposed interstate improvements. The FDOT is participating in the Section 106 process and intends to provide a mechanism by which to encourage the preservation or documentation of the directly impacted structures.

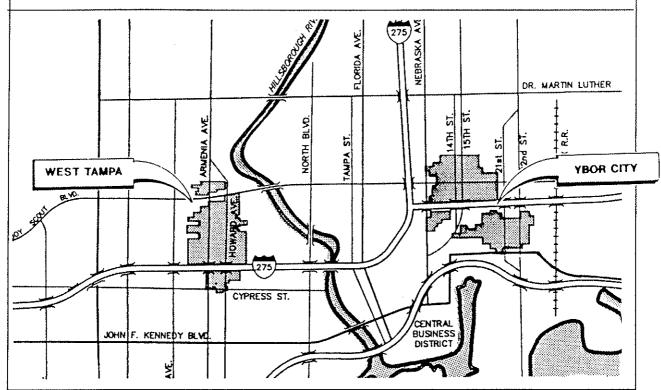
For those identified historic properties within the APE, methods to reduce or eliminate adverse effects (such as increased noise levels resulting from the interstate improvements) must be proposed and agreed upon through consultation between agencies.

Your input is needed. The historic resources public workshop will display methods by which adverse effects to historic resources were determined. However, public input is needed regarderties identified as contributing to ing methods to reduce these potential adverse effects. Issues include: Should noise walls be proposed to reduce noise properties as well as agreed upon impacts if it requires a 12- to 20-foot wall? If noise walls are proposed, what should they look like? What type of fencing should be used around detention ponds?

> The date, time and location of the workshop is provided on page 2 of this newsletter and will also be published in the local paper one week before the workshop.

> Thank you for your interest in this project.

Historic Resources



Environmental Document Update

he preferred alternative concepts for the proposed Tampa interstate improvements have been developed and refined from the recommended Master Plan Concept completed in August 1989 and accepted by the FHWA in November 1989. The environmental documentation which evaluates in greater detail the environmental, social and economic impacts of the preferred alternative concepts is being prepared. These efforts will further refine the Master Plan Concept.

In this phase, the preferred alternative concepts are being studied in two parts: the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) and the Environmental Impact Statement (EIS).

ENVIRONMENTAL ASSESSMENT

The EA study, which encompasses I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway, and Memorial Highway from I-275 to just north of Cypress Street, has been completed. The FHWA concurred with the Finding of No Significant Impact (FONSI) and the document was approved August 16, 1993. This portion of the project is now in the preliminary engineering stage.

ENVIRONMENTAL IMPACT STATEMENT

The EIS study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard, I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of

30th Street on I-4 southward to the Crosstown Expressway as well as the Crosstown Expressway from west of the Kennedy Boulevard overpass east to Maydell Drive. The study area is shown on page 3 of this newsletter.

The EIS study area involves impacts to two historic districts, a potential multiple properties listing, and individually historic structures. These impacts require coordination with interested parties such as local agencies and property owners as discussed on page 1 of this newsletter. Once the Section 106 process is concluded, the environmental documentation phase can be completed.

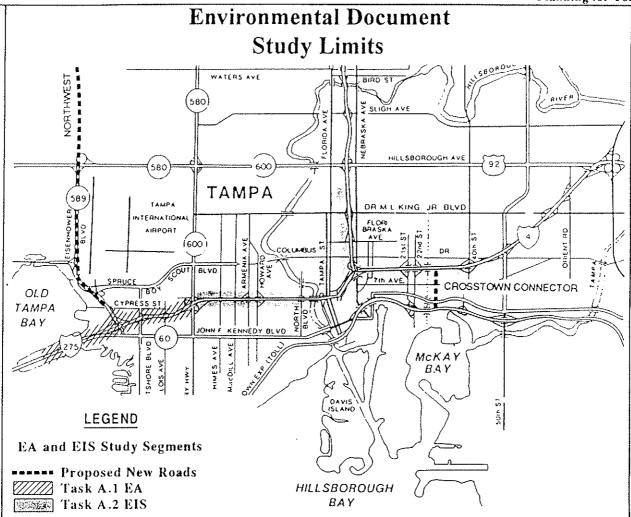
Once the environmental documentation stage is completed, approvals for state and federal funding of the design, right-of-way acquisition and the construction phases will follow.

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

HISTORIC RESOURCES PUBLIC WORKSHOP #2

DATE: Oct. 25, 1993 TIME: 4:00 p.m. - 7:00 p.m. PLACE: Holiday Inn-Ashley Plaza

Crown Ballroom 111 W. Fortune Street Tampa, Florida



computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided for persons and organizations wishing to be added to the mailing list.

Newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. Newsletters will also be mailed to those people who specifically express interest in the project.

If you are not receiving the newsletter and wish to do so, please complete the form on the back of this page (Page 4) and return it to Ron Gregory at the address provided.

e ha iniciado una lista computarizada de oficiales públicos, grupos cívicos, asociaciones de vecinos y de personas interesadas que desean recibir noticias sobre el Tampa Interstate Study. Un formulario ha sido incluido para aquellas personas u organizaciones que deseen ser añadidas a esta lista.

Boletines informativos serán enviados por correo, solamente a esos propietarios que se encuentran dentro de los límites de los segmentos de Evaluación Ambiental e Informe de Impacto Ambiental del proyecto. Los boletines serán enviados también a aquellas personas que muestren un interés especifico en el proyecto.

Si usted no está recibiendo el boletín y desea recibirlo, por favor llene el formulario al reverso de esta página y envíelo por correo a Ron Gregory a la dirección indicada en el formulario.

Commonly Used Acronyms in this Study

ACHP - Advisory Council on Historic Preservation

APE - Area of Potential Effect

ATF - Agency Task Force

CAC - Citizens Advisory Committee

CRC - Cultural Resources Committee

EA - Environmental Assessment

EIS - Environmental Impact Statement

FDOT - Florida Department of Transportation

FHWA - Federal Highway Administration

FONSI - Finding of No Significant Impact

RTF - Relocation Task Force

SHPO - State Historic Preservation Officer

TIS - Tampa Interstate Study

Tampa Interstate Study

The Greiner Team
Tampa Interstate Study
Post Office Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462



You are invited to participate...

Jame:
Address:
Zip Code:
you have a Neighborhood or Civic Organization which can be placed on the TIS hase II mailing list, please provide the name and mailing address:
Comments:

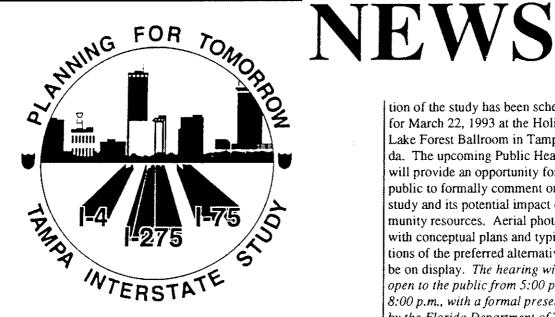
Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

Please note: If you received this newsletter in the mail, you are already on the mailing list and do not need to send this form in again.

TAMPA NTERSTATE

A Florida Department of Transportation Project

March / 1993



Environmental Assessment Report: Public Hearing -March 22, 1993

hase I of the Tampa Interstate Study (TIS) began in late 1987 with the development of an in-depth Master Plan for improvements to the Tampa interstate system. The recommended Master Plan Concept was completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989.

Phase II of the TIS Study, the environmental documentation, began in May 1990. The purpose of Phase II is to evaluate the environmental, social and economic impacts of the proposed improvements. These efforts will further refine the Master Plan concepts.

In this phase, the preferred alternative concepts are being studied in two parts: the Environmental Assessment and the Environmental

Impact Statement. The two specific studies and documents are as follows:

- 1. The Environmental Assessment (EA) study limits encompass I-275 from the Howard Frankland Bridge/ Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.
- 2. The Environmental Impact Statement (EIS) study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard; I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on 1-4 southward to the Crosstown Expressway.

A public hearing which addresses the Environmental Assessment por-

tion of the study has been scheduled for March 22, 1993 at the Holiday Inn Lake Forest Ballroom in Tampa Florida. The upcoming Public Hearing will provide an opportunity for the public to formally comment on the study and its potential impact on community resources. Aerial photographs with conceptual plans and typical sections of the preferred alternative will be on display. The hearing will be open to the public from 5:00 p.m. to 8:00 p.m., with a formal presentation by the Florida Department of Transportation (FDOT) beginning at 6:00

Your participation at the upcoming Public Hearing is an integral part of the study process. The projects public involvement program has included extensive use of all media—newspapers, television, and radio—to provide area residents and local governments with information about the study and encourage their participation.

The conclusion of the environmental documentation stage provides approvals for state and federal funding of the design, right-of-way acquisition and the construction phases that will fol-

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

PUBLIC HEARING

DATE: March 22, 1993 TIME: 5:00 - 8:00 p.m.

PLACE: Holiday Inn Lake Forest - Ballroom 4500 West Cypress Street Tampa, FL 33607

Regional Highway System: Vital to Tampa's Westshore Area

The Tampa Interstate Study improvements to I-275 through the Westshore Business District are part of a comprehensive and coordinated transportation and growth management plan for the area. Currently, 70.000 workers in over 4,000 businesses travel within the District each day. Additionally, there are over 3,100,000 square feet of retail space and approximately 9,100,000 square feet of office space attracting travelers to the Westshore area. Over 5,500 hotel rooms located within the Westshore District serve various businesses, retail and sports attractions.

Tampa International Airport, which is accessed by travelers via I-275, had approximately 4,800,000 enplaned passengers last year. The area also has a significant residential population of approximately 6,000 people.

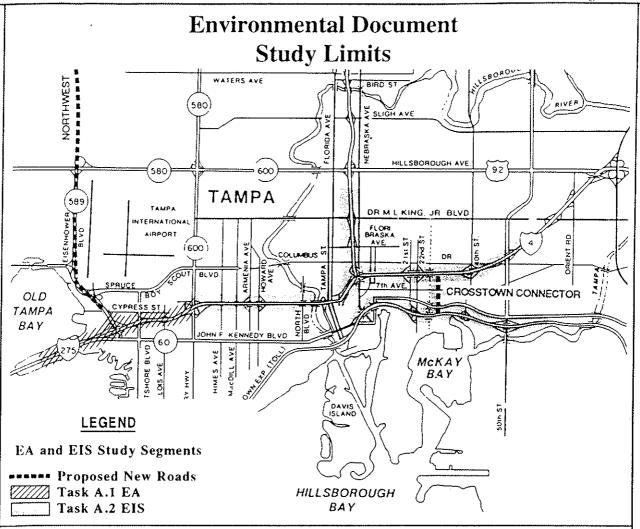
All of these land uses have exerted a tremendous demand on the area's surface transportation facilities in recent years. Industry sources have indicated that the Westshore Business District is currently the single largest commercial office business market in Florida.

With this impressive record of past growth, the Westshore Business District is poised for even greater growth in the next twenty years. According to adopted plans of the City of Tampa and the Westshore Area Wide Development of Regional Impact report, Westshore will be one of the principal development areas in the region. The Year 2010 will see an expected increase in office employment to over 108,000 employees and a doubling of hotel rooms to 11,200 rooms. The area's regional retail market attraction will grow with a 60% increase in retail space

to over 4,966,000 square feet in the Year 2010. Most impressive of all is the projection of a 214% increase in the office square footage within the Westshore Business District in the next 20 years. Tampa International Airport is expected to increase enplanements by over 9,000,000 passengers after the Year 2010.

This anticipated growth within the Westshore Business District was a key element in the development of proposed improvements to the Tampa interstate system. The proposed improvements to I-275 were planned to safely and efficiently accommodate future traffic volumes for the Year 2010. The interstate improvements are a vital part of the projected growth in the Westshore Business District.

MILEGEND LEGEND LEGE



computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided for persons and organizations wishing to be added to the mailing list.

Newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. Newsletters will also be mailed to those people who specifically express interest in the project.

If you are not receiving the newsletter and wish to do so, please complete the form on the back of this page (Page 4) and return it to Ron Gregory at the address provided.

e ha iniciado una lista computarizada de oficiales públicos, grupos cívicos, asociaciones de vecinos y de personas interesadas que desean recibir noticias sobre el Tampa Interstate Study. Un formulario ha sido incluido para aquellas personas u organizaciones que deseen ser añadidas a esta lista.

Boletines informativos serán enviados por correo, solamente a esos propietarios que se encuentran dentro de los límites de los segmentos de Evaluación Ambiental e Informe de Impacto Ambiental del proyecto. Los boletines serán enviados también a aquellas personas que muestren un interés específico en el proyecto.

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Commonly Used Acronyms in this Study

ATF - Agency Task Force

CAC - Citizen Advisory Committee

CRC - Cultural Resources Committee

EA - Environmental Assessment

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FHWA - Federal Highway Administration

FDOT - Florida Department of Transportation

RTF - Relocation Task Force

TIS - Tampa Interstate Study

SHPO - State Historic Preservation Office

Tampa Interstate Study

The Greiner Team Tampa Interstate Study Post Office Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462



You are invited to participate...

Name:
Address:
Zip Code:
If you have a Neighborhood or Civic Organization which can be placed on th TIS Phase II mailing list, please provide the name and mailing address:
Comments:

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

TAMPA INTERSTATE

A Florida Department of Transportation Project

October / 1992



Phase II Environmental Document Update: Historic Resource Public Meeting

he preferred alternative concepts for the Tampa Interstate Study (TIS) have been developed and refined from the recommended Master Plan Concept completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989. The environmental documentation evaluating the environmental, social and economic impacts in greater detail is being prepared. These efforts will further refine the Master Plan Concept.

In this phase, the preferred alternative concepts are being studied in two parts: the Environmental Assessment and the Environmental Impact Statement. The public hearings are tentatively scheduled for early 1993 and mid 1993, respectively.

During this phase of the project,

the study team is developing two specific studies and documents as discussed below:

- 1. The Environmental Assessment study limits encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway, and Memorial Highway from I-275 to just north of Cypress Street.
- 2. The Environmental Impact Statement study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. A graphic illustration of the study areas can be found on page 3 of this newsletter.

The Environmental Impact Statement study area involves impacts to two historic districts and individually historic structures. These impacts require coordination with interested parties such as local agencies and property owners as discussed in the article "Historic Resources" Meeting on page 2 of this newsletter.

NEWS

The upcoming Historic Resource Public Meeting will provide an opportunity for the public to formally comment on the study and its potential impact on historic resources. On display will be aerial photographs with conceptual plans and typical sections of the preferred alternative as well as information concerning the two historic districts and individually significant historic properties.

Your participation at the upcoming Meeting is an integral part of the study process. The projects public involvement program has included extensive use of all media--newspapers, television, and radio--to provide area residents and local governments with information about the study and encourage their participation.

The conclusion of the documentation stage provides approvals for state and federal funding of the design, right-of-way acquisition and the construction phases that will follow.

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HISTORIC RESOURCE PUBLIC MEETING

DATE: Nov. 12, 1992 TIME: 4:00 - 7:00 p.m.
PLACE: Hillsborough Community College
Ybor Room
201 15th Street, Tampa, Florida

Historic Resources

An important aspect of a proposed improvement project is the identification of potential cultural and historic resources. These resources are considered to be properties with ethnic, historic, architectural, industrial and personal significance to the community.

The National Historic Preservation Act requires consultation between the State Historic Preservation Officer (SHPO) and the FHWA to determine the effects of a proposed improvement project on properties listed or eligible for listing on the National Register of Historic Places and properties identified as contributing to National Register Historic Districts. The identification of these historic properties as well as agreed upon mitigation for impacts to properties based on consultation activities is

An important aspect of a proposed referred to as the "Section 106 process." There are no impacts to historic resources. These resources are Limits.

Cultural and historic resources in the Environmental Impact Study area have been identified in the West Tampa Historic District, and the Ybor City Historic Landmark District as well as several individually significant properties scattered along the EIS study limits. These districts are designated on the map below. The Section 106 process is currently underway for properties of cultural and historical significance within these areas.

The FDOT is committed to coordinate with local agencies in an effort to preserve, whenever possible, structures of cultural and historical significance that are anticipated to be affected by the proposed inter-

state improvements. The FDOT is participating in the Section 106 process and intends to provide a mechanism by which to encourage the preservation or documentation of these impacted structures.

A public meeting has been scheduled to encourage interested parties to participate in the Section 106 process. The date, time and locations of the meeting can be found below and will also be published in the local newspaper.

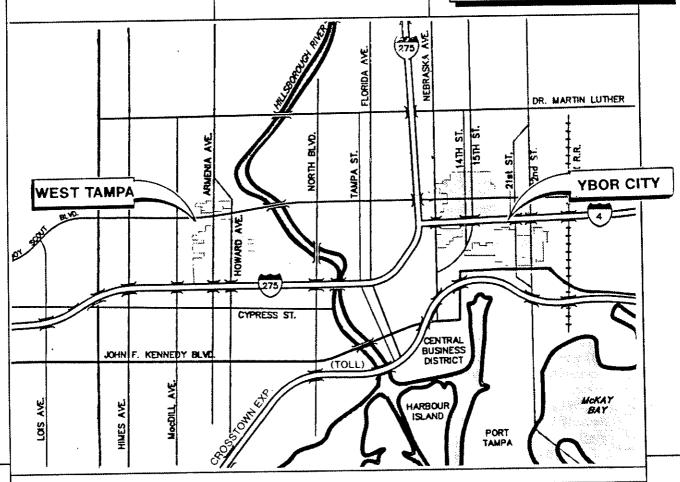
HISTORIC RESOURCE PUBLIC MEETING

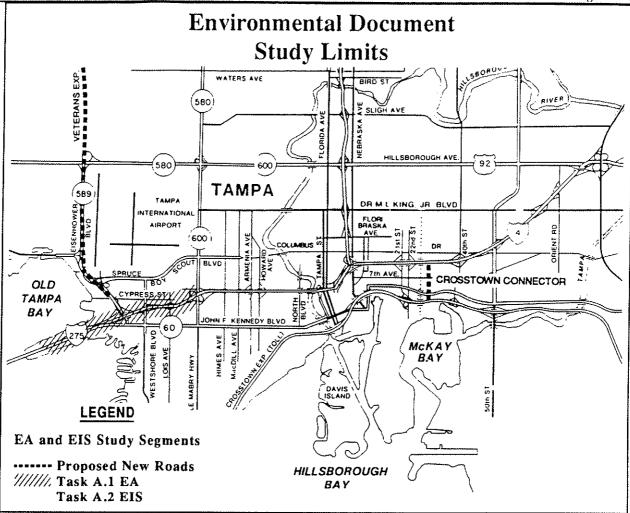
DATE: November 12, 1992

TIME: 4:00 - 7:00 p.m.

PLACE: Hillsborough Community

College - Ybor Room 201 15th Street Tampa, Florida





computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided for persons and organizations wishing to be added to the mailing list.

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Tampa Interstate Study

The Greiner Team Tampa Interstate Study Post Office Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462



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Comments:	

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TAMPA INTERSTATE

A Florida Department of Transportation Project

April / 1991

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Phase II Public Workshop Scheduled April 30, 1991

he preferred alternative concepts for the Tampa Interstate Study (TIS) have been developed and refined from the recommended Master Plan Concept completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989. Phase II began in May 1990. Phase II, the environmental documentation, will evaluate environmental, social and economic impacts in greater detail and further refine the Master Plan Concept.

Phase II of the project will develop two specific studies and documents as discussed below:

1. The Environmental Assessment

study limits encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway,

2. The Environmental Impact
Statement study limits encompass I275 from Dale Mabry Highway
northward to Dr. Martin Luther
King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange
eastward to 50th Street, and the
Crosstown Connector in the vicinity
of 30th Street on I-4 southward to
the Crosstown Expressway.

This is the second newsletter providing a description of the Phase II study, a summary of what has been accomplished, and an indication of what will occur in the future. Topics addressed in this newsletter

include:

- Alternatives Public Workshop
- Preliminary Surveys
- · Other Planned Improvements
- · Study Segments, and
- Public Involvement Program

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

This is the second step of several leading to the reconstruction of the interstate system in Tampa. The study will refine the concepts further and evaluate the environmental, social and economic impacts of the alternatives in detail. This phase of the study has additional public hearings scheduled and provides the documentation stage for approvals for state and federal funding of the design, right-of-way acquisition and construction phases that follow. The overall program for the reconstruction of the interstate system in Tampa is expected to take 15 years.□

ALTERNATIVES PUBLIC WORKSHOP

DATE: April 30, 1991

TIME: 4:00 - 8:00 p.m.

PLACE:

Tampa Convention Center 333 S. Franklin Street Downtown Tampa Meeting Rooms 5,6,7 & 8

Preliminary Surveys

The Florida Department of Transportation is currently surveying portions of I-275 and I-4 to establish both horizontal and vertical control points in the project area. This information will provide the basis for additional surveys necessary to prepare right-of-way maps and construction plans.

Field surveys will be made from the Howard Frankland Bridge on I-275 east and north along I-275 to State Road 54 in Pasco County; also from the I-275/I-4 interchange east along I-4 to Williams Road in Hillsborough County.

Right-of-way surveys will be made from the Howard Frankland Bridge on I-275 east and north along I-275 to Hillsborough Avenue; also from Nebraska Avenue east along I-4 to U.S. 301. These surveys will be used to establish the existing public rights-of-way for mapping purposes and to develop the right-of-way maps and parcel legal descriptions as needed for the projectic.

it is necessary that these surveys be coordinated with known elevations to ensure that the design and construction of the project will match other projects.

You will be invited, through the newsletter and other announcements, to review and comment as the study progresses.

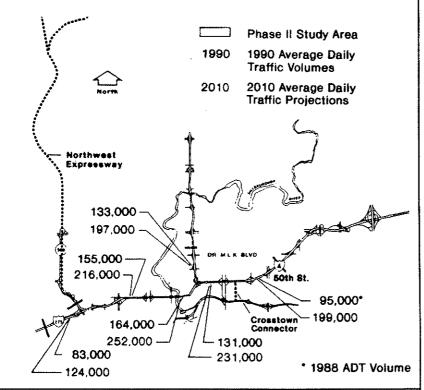
Final Document Schedule

Environmental Assessment

- Environmental Document February 1992
- Engineering Report September 1992

Environmental Impact Statement

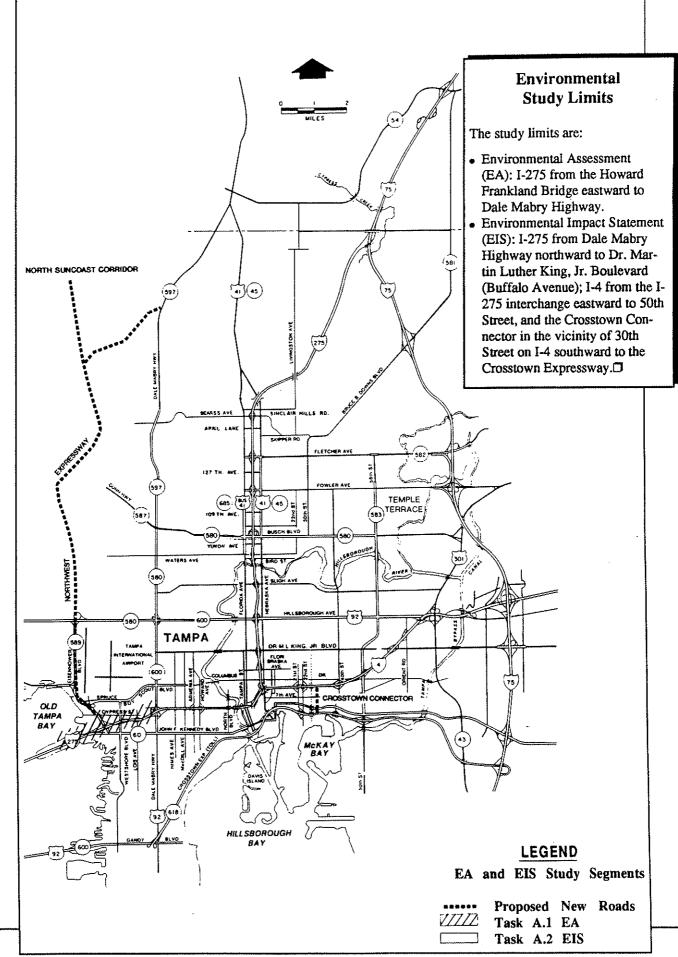
- Environmental Document August 1992
- Engineering Report January 1993



Conceptual Stage Relocation Plan

During Phase II of the Tampa Interstate Study, the Conceptual Stage Relocation Plan will occur. Obviously, everyone receiving this newsletter will not need to be relocated. The Conceptual Stage Relocation Plan is designed to assist people that are being relocated because of the Plorida Department of Transportation will be in contact with you if your residence is identified as a potential relocation by the project.

Existing and Projected Traffic Volumes.



Other Planned Improvements

Northwest Expressway

Howard Needles Tammen & Bergendoff is now completing the design phase of the Northwest Expressway project. The appraisal and review began in January of this year and will be completed in April of this year. Right-of-way acquisition will begin immediately following the appraisal review in May 1991 and will be completed by February 1992. Occurring simultaneously with the appraisal reviews and right-of-way acquisition is the construction phase which began in February 1991 and will be completed in June 1994.

I-4 Safety Improvements

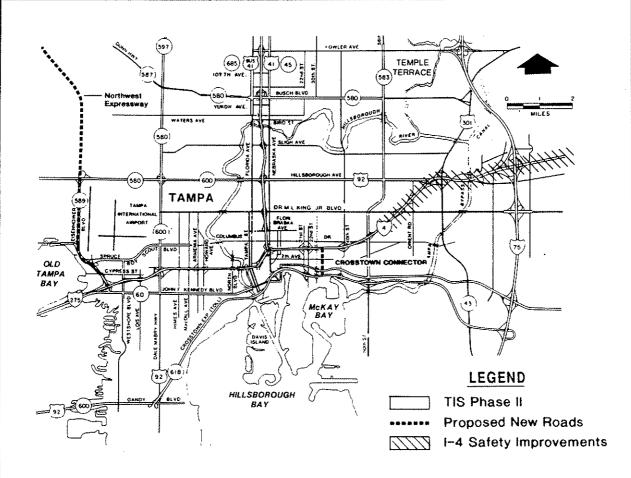
The FDOT is scheduled to begin construction of safety improvements to I-4 in July 1991. The safety improvements will include upgrading and replacement of all substandard roadway and double faced and bridge approach guardrail throughout the project. The improvements also include the construction of standard concrete, retro-fit barrier walls on both sides of bridges and the construction of a barrier within the I-4 median from U.S. 92 to C.R. 579. The estimated cost of this project is \$2,879,000.

The planned safety improvements

to I-4 will help reduce traffic accidents and alleviate traffic problems. On I-4, existing traffic volumes exceed 95,000 vehicles per day west of 50th Street to 131,000 vehicles per day west of 21st Street. Future (2010) traffic volumes in the area will exceed 200,000 vehicles per day on the average.

The construction of a barrier within the I-4 median will help reduce the number of automobiles crossing the center median, resulting in head-on collisions.

See map below for Safety Improvement Area.



Public Involvement Program

As an integral part of the Tampa Interstate Study, an extensive program to ensure the involvement of area residents and local governments has been developed. The program has included intensive use of all media--newspapers, television and radio--to provide area residents with an awareness of the study's significance and encourage their participation. Following is a list of the primary components of the public involvement program:

- A dedicated Project Office with display space for graphic material plus a conference room for group meetings and presentations has been established in Greiner's offices located at 7650 West Courtney Campbell Causeway, Tampa. These offices provide a location for the public to obtain information and follow the study through its various stages. Key project staff are available during the week to respond to questions or comments from the public.
- Phone Service with a local access number (286-7667) and a toll-free number (1-800-624-0074) is provided to the public in Hillsborough, Pinellas and southern Pasco counties to receive calls requesting specific information about alternatives and the study's progress.
- FAX Service number for inquiries is 286-6587.
- A Speakers Bureau is available for presentations to interested community, civic and special interest groups about the study process, transportation needs and proposed improvements.
 - A Computerized Mailing List of agencies, public officials, community service organizations, special interest groups, interested residents and property owners has been prepared. Newsletters, meeting notices and information are provided to persons on the mailing

Activity Schedule

Environmental Assessment

- Alternatives Public Meeting April 1991
- Public Hearing February 1992

Environmental Impact Statement

- Alternatives Public Meeting April 1991
- Public Hearing May 1992

list. This list is updated periodically.

- A Citizen Advisory Committee
 has been created to encourage interaction with corridor users, land
 owners, businesses and residents.
 The committee has assisted the
 study team in identifying alternatives and assessing impacts.
- An Agency Task Force of local, state and federal agencies has been created to participate in the planning process and ensure the coordination of area studies, projects and proposed developments.
- A Relocation Task Force of local officials, community leaders, elected officials and area residents has been created to study the issue of property acquisition and relocation.
- A Cultural Resources Committee has been formed to coordinate federal, state and local interests in historic and archaeologic resources affected by the interstate program.

Commonly Used Acronyms in this Study

ATF - Agency Task Force

CAC - Citizen Advisory Committee

CBD - Central Business District

CRC - Cultural Resources Committee

EA - Environmental Assessment

EIS - Environmental Impact Statement

FHWA - Federal Highway Administration

FDOT - Florida Department of Transportation

HART - Hillsborough Area Regional Transit Authority

HOV - High Occupancy Vehicle

MPO - Metropolitan Planning Organization

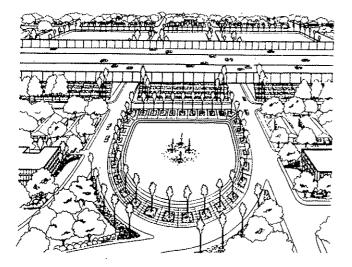
PD&E - Project Development and Environmental Study

RTF - Relocation Task Force

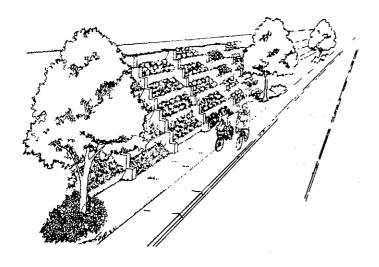
SMT - Rail Transit Study Management Team

TIS - Tampa Interstate Study

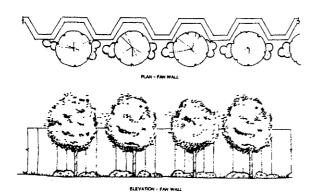
Design Amenities



Gateways are used to instill a sense of arrival at specific neighborhoods within the urban area. Each has a unique character which can be complemented with an aesthetic treatment planned for the interstate system.



Use of modular components for construction instead of cast-inplace concrete can also provide visual interest.



Fan walls are another example of aesthetically pleasing walls used in the successful abatement of traffic-generated noise.

You are invited to participate...

	Zip Code:
If you have a N FIS Phase II m	leighborhood or Civic Organization which can be placed on the ailing list, please provide the name and mailing address:
Comments: —	

Persons wishing to receive additional information or comment about the study may call Christopher DeAnnuntis at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.



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Future Phase II newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. These segments are shown on page 3 of this newsletter. Newsletters will also be mailed to those people who specifically express interest in the project.

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A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

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TAMPA NTERSTATE

A Florida Department of Transportation Project

October/1990

NEWS



Phase II Study Underway

hase I of the Tampa Interstate Study began in September 1987. The purpose of Phase I was to develop a Master Plan that identifies possible improvements which will enable I-4, I-75 and I-275 to accommodate anticipated traffic and transportation needs through the year 2010.

The Master Plan was completed in August 1989 and accepted by the 275 from Dale Mabry Highway Federal Highway Administration (FHWA) in November 1989. Phase II began in May 1990. Phase II, the environmental documentation, will evaluate environmental, social and economic impacts in greater detail and refine the Master Plan concepts.

Phase II of the project will develop three specific studies and documents as discussed below:

- 1. The study limits for the Environmental Assessment encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway,
- 2. The Environmental Impact Statement study limits encompass Inorthward to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway.
 - 3. The Drainage Master Plan

study limits encompass I-275 from the Howard Frankland Bridge northward to I-75; I-4 from I-275 eastward to I-75; and I-75 from I-275 northward to south of existing S.R. 54.

This is the first newsletter providing a description of the Phase II study, a summary of what has been accomplished, and an indication of what will occur in the future. Topics addressed in this newsletter include:

- Data Collection
- · Study Segments, and
- Public Involvement Program

You will be invited, through the newsletter and other announcements, to review and comment as the study progresses.

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

This is the second step of several leading to the reconstruction of the interstate system in Tampa. The study will refine the concepts further and evaluate the environmental, social, and economic impacts of the alternatives in detail. This phase of the study has additional public workshops and hearings and provides the documentation stage for approvals for State and Federal funding of the design, right-of-way acquisition and construction phases that follow. The overall program for the reconstruction of the interstate system in Tampa is expected to take 15 years.

Data Collection

The first several months of the study will focus on the collection and review of data pertinent to the roadway improvements. Existing geometry, right-of-way, traffic volumes and accident data were collected in Phase I. Information on past, present and future land use plans, proposed developments, zoning guidelines and observed growth trends has been gathered. Cultural features and community services, parks and recreation areas, and possible historical and/or archaeological sites have been identified. Information about natural features such as floodways, soils and farmland has been collected.

This information has been overlayed on large-scale aerial photography to assist planners in assessing impacts and to aid in avoiding sensitive areas during the development of the alternative improvements to the interstate system.

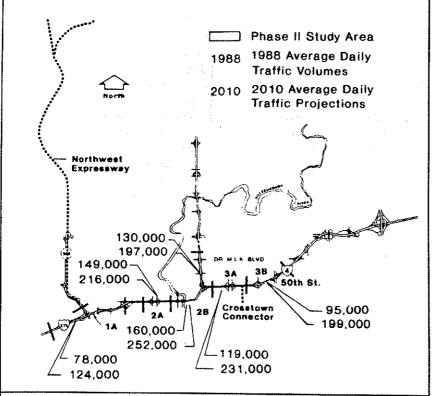
The data collection phase identified several important factors affecting possible roadway improvements:

- 1. The current vertical alignment of the roadway causes a "roller coaster" effect along many areas on the roadway which needs to be "leveled-out" in order for improvements to meet current design standards.
- 2. A survey to assess structural conditions and the potential for widening of bridges and overpasses indicates the vast majority of the structures must be replaced if the roadway is widened substantially.

The need to replace a bridge is based on a combination of the age of the structure, the condition of the structure and insufficient vertical clearance for roads running under the interstate system.

- 3. A substantial number of parks, historic districts, churches and schools directly abut the existing interstate system.
- 4. The existing roadway drainage system does not meet all current state standards.

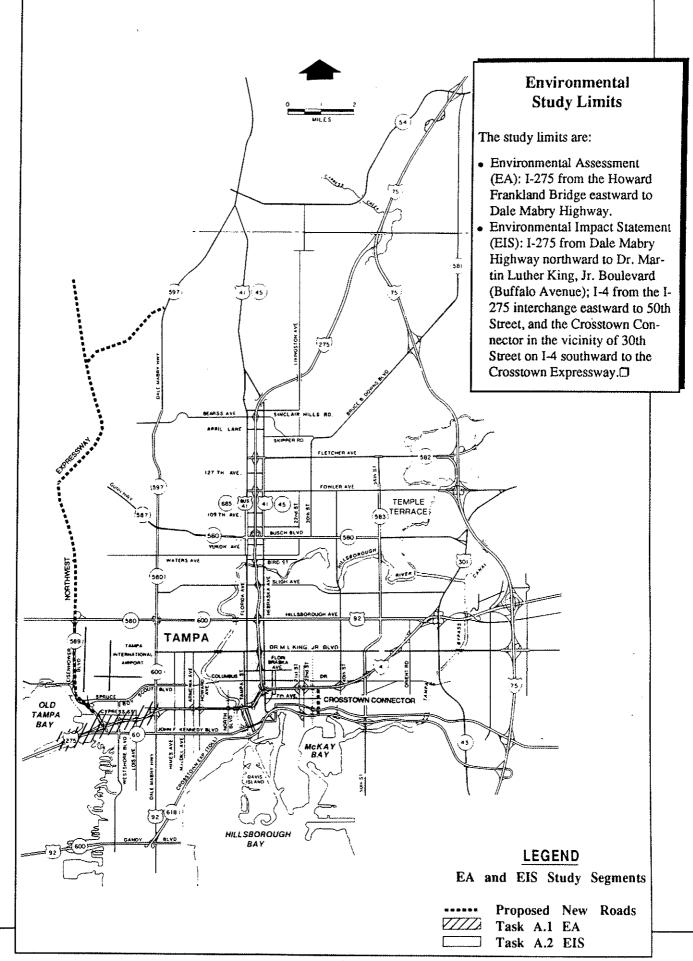
All of the factors listed above emphasize the difficulty of designing a new interstate system which will provide for efficient, cost-effective movement of traffic while minimizing the impacts to local citizens and adjacent land uses. It is these factors, with their associated impacts, which will be documented for the FHWA and the public in an Environmental Assessment for the Westshore area and an Environmental Impact Statement for the Central Business District and surrounding environs.

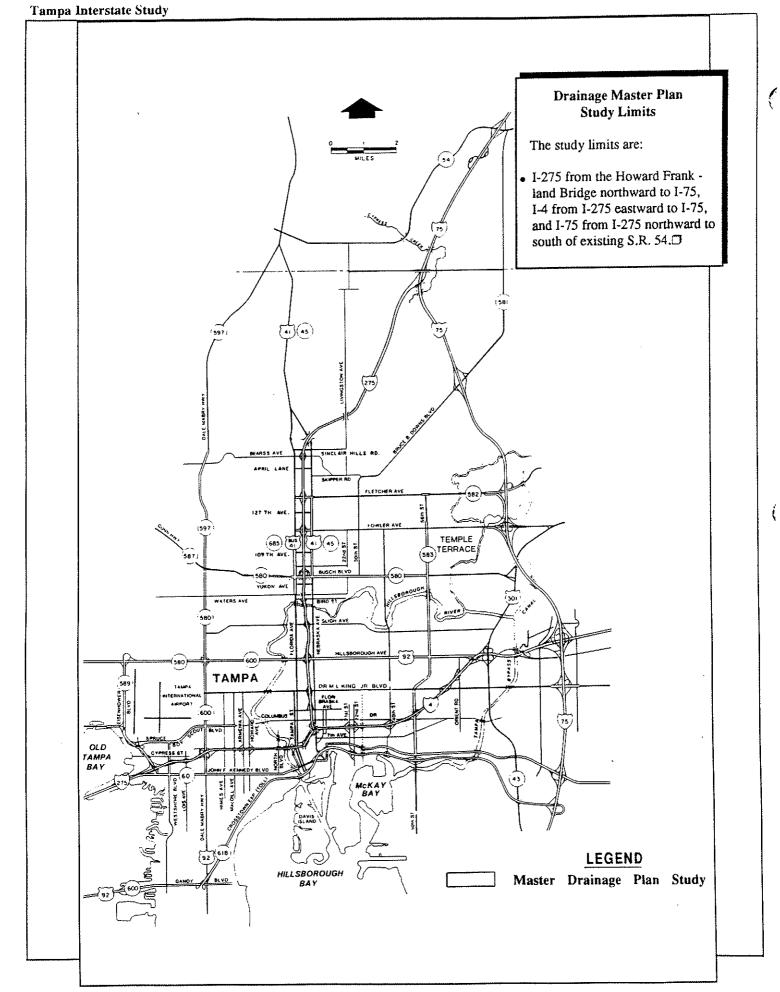


Conceptual Stage Relocation Plan

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Existing and Projected Traffic Volumes.





Public Involvement Program

As an integral part of the Tampa Interstate Study, an extensive program to ensure the involvement of area residents and local governments has been developed. The program has included intensive use of all media--newspapers, television and radio--to provide area residents with an awareness of the study's significance and encourage their participation. Following is a list of the primary components of the public involvement program:

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- A Speakers Bureau is available for presentations to interested community, civic and special interest groups about the study process, transportation needs and proposed improvements.
- A Computerized Mailing List of agencies, public officials, community service organizations, special interest groups, interested residents and property owners within 300 feet of the project has been prepared. Newsletters, meeting notices and information are provided

Activity Schedule

Environmental Assessment

- Alternatives Public Meeting April 1991
- Public Hearing February 1992

Environmental Impact Statement

- Alternatives Public Meeting April 1991
- Public Hearing May 1992

to persons on the mailing list. This list is updated periodically.

- A Citizen Advisory Committee
 has been created to encourage interaction with corridor users, land
 owners, businesses and residents.
 The committee has assisted the
 study team in identifying alternatives and assessing impacts.
- An Agency Task Force of local, state and federal agencies was created to participate in the planning process and ensure the coordination of area studies, projects and proposed developments.
- A Relocation Task Force of local officials, community leaders, elected officials and area residents was created to study the entire issue of property acquisition and relocation.
- A Cultural Resources Committee was formed to coordinate federal, state and local interests in historic and archaeologic resources affected by the interstate program.□

Commonly Used Acronyms in this Study

ATF - Agency Task Force

CAC - Citizen Advisory Committee

CBD - Central Business District

CRC - Cultural Resources Committee

EA - Environmental Assessment

EIS - Environmental Impact Statement

FHWA - Federal Highway Administration

FDOT - Florida Department of Transportation

HART - Hillsborough Area Regional Transit Authority

HOV - High Occupancy Vehicle

MPO - Metropolitan Planning Organization

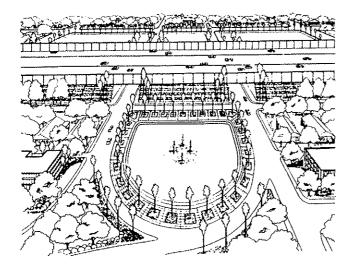
PD&E - Project Development and Environmental Study

RTF - Relocation Task Force

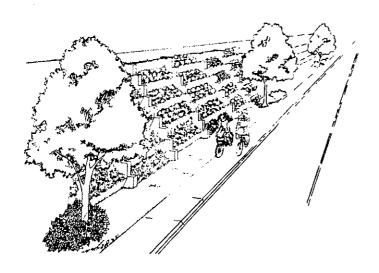
SMT - Rail Transit Study Management Team

TIS - Tampa Interstate Study

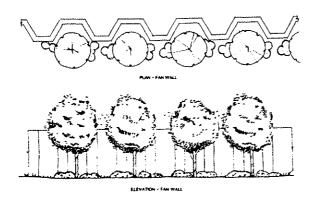
Design Amenities



Gateways are used to instill a sense of arrival at specific neighborhoods within the urban area. Each has a unique character which can be complemented with an aesthetic treatment planned for the interstate system.



Use of modular components for construction instead of cast-in place concrete can also provide visual interest.



Fan walls are another example of aesthetically pleasing walls used in the successful abatement of traffic-generated noise.

You are invited to participate...

Name:	
Address:	
	Zip Code:
If you have a Neig TIS Phase II mail	ghborhood or Civic Organization which can be placed on the ing list, please provide the name and mailing address:
Comments:	

Persons wishing to receive additional information or comment about the study may call Christopher DeAnnuntis at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.



computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided above for persons and organizations wishing to be added to the mailing list.

The Phase I mailing list was used to mail this first Phase II newsletter. Additional information will be mailed to property owners within 300 feet of the project. However, future Phase II newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. These segments are shown on page 3 of this newsletter. Newsletters will also be mailed to those people who specifically express interest in the project.

If you are not receiving the newsletter and wish to do so, please complete the above form and return it to Christopher DeAnnuntis at the address provided.

e ha iniciado una lista computarizada de oficiales públicos, grupos cívicos, asociaciones de vecinos y de personas interesadas que desean recibir noticias sobre el Tampa Interstate Study. Un formulario ha sido adjunto para aquellas personas u organizaciones que deseen ser afiadidas a esta lista.

La lista computarizada de la Fase I fué utilizada para enviar por correo el primer boletín informativo de la Fase II. Información adicional se enviará a los propietarios que se encuentran dentro de un límite de 300 pies del proyecto. Sin embargo futuros boletines informativos de la Fase II serán enviados por correo, solamente a esos propietarios que se encuentran dentro de los limites de los segmentos de Avaluación Ambiental e Informe de Impacto Ambiental del proyecto. Estos segmentos se muestran en la página 3 de este boletín informativo. Boletines serán enviados también a aquellas personas que muestran un interés específico en el proyecto.

Si usted no está recibiendo el boletín y desea recibirlo, por favor llene el formulario adjunto y envíelo por correo a Christopher DeAnnuntis a la dirección indicada en el formulario.

A Florida Department of Transportation Project

The Greiner Team Tampa Interstate Study Post Office Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462

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TAMPA INTERSTATE

A Florida Department of Transportation Project

January/1989

NEWS



Master Plan Concepts Selected

hase I of the Tampa Interstate Study, preparation of the Master Plan, will be completed in April 1989, with Phase II beginning immediately thereafter. The Phase I Recommended Master Plan Concepts identified to date are the preferred type and location of multi-lane improvements, high-occupancy vehicle (HOV)/transit facilities, traffic management techniques, and traffic surveillance and control systems.

The third and final workshop in Phase I will be held on January 26, 1989 to present the Recommended Master Plan Concepts to be evaluated and refined in Phase II of the Tampa Interstate Study.

This is the third newsletter to be produced during Phase I of the study. This newsletter summarizes what has been accomplished and describes what will occur in the future. Topics addressed in this newsletter include:

- · What's Next?,
- · Analysis of Alternatives,
- · Priority Segments Identified,
- · Multi-Modal Consensus,
- Noise Abatement and Design Amenities Overview,
- Summary of November Public Workshop,
- · the Interstate Project Office, and
- the January 26th Public Workshop.

What's Next?

Phase II of the Tampa Interstate Study will begin in April 1989 and last for approximately 12 months. Phase II, the environmental documentation, will evaluate environmental, social and economic impacts in greater detail and refine the Master Plan Concepts. This process, under the guidance of the Florida Department of Transportation, will complete the Project Development and Environmental (PD&E) Study. The documents produced for the PD&E Study are intended to meet requirements of the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA) and other related local, state and federal laws, rules and regulations.

Preliminary engineering design will be conducted concurrently with the environmental documentation. Upon completion of the environmental documentation and preliminary engineering design, the Phase III final design of the roadway will begin. Because the roadway reconstruction will occur in stages, Phase IV (rightof-way acquisition and construction) will begin immediately following final design of the priority segments. The first priority segments are the Westshore Business District, the Ybor City area and the area north of the I-275/I-75 interchange.

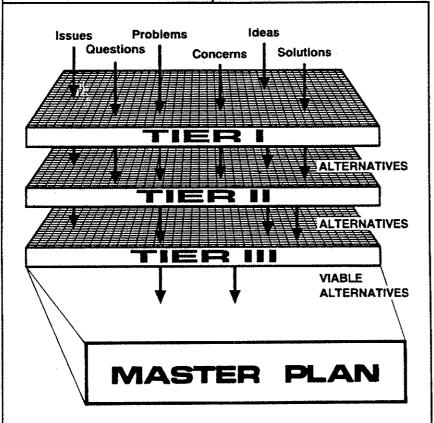
Public involvement will continue to play a major role in refining the concepts. To encourage involvement, additional public workshops and a public hearing will be held in Phase II of the study.

Analysis of Alternatives

The development of alternatives has been underway for ten months. A unique analysis technique, known as "Tier Analysis," has been used to evaluate improvement alternatives. There were three levels or tiers of analysis within the Tampa Interstate Study process. This screening process, or tiering, has allowed the study team to assemble a large array of competing designs in an easily understood format for evaluation and then reduce the large number of complex designs to viable alternative concepts.

The study team has completed the third tier of analysis and identified

the Recommended Master Plan Concepts. The factors used in the third tier of analysis include right-of-way costs, relocations, environmental and socio-economic impacts, roadway and structural costs, drainage impacts and permit requirements, traffic operations, maintenance of traffic, utilities, community cohesion and local traffic circulation and public input. The evaluation of alternatives has been conducted by a team of professional engineers and planners, the Citizens Advisory Committee and the Agency Task Force. Documentation summarizing the evaluation process was produced at the end of each tier.



Workshop Scheduled

The third Tampa Interstate Study Public Workshop will be held on January 26, 1989 at the Curtis-Hixon Hall. The convention center is located at 600 Ashley Street in downtown Tampa. The workshop will be held from 4:00 to 8:00 p.m.

The Recommended Master Plan Concepts will be presented for your review and comment at the January 26th public workshop.

Aviso De La Tercera Asamblea

Nos complace anunciar que latercera asamblea "Tampa Interstate Study" con participación pública esta programado para el próximo 26 de Enero de 1989 entre las 4:00 y las 8:00 de la noche en los salones del centro de convenciones del Curtis-Hixon Hall, 600 Ashley Street Tampa.

Esta asamblea tiene el propósito de prensentar al público interesado los conceptos recomendados por el Plan Maestro y al mismo tiempo recibir las sugerencias y comentarios del público. Personal de habla hispana estará presente para ayudarles a comunicar sus ideas e inquietudes al personal encargado del proyecto.

Commonly Used Acronyms in this Study

ATF - Agency Task Force

CAC - Citizen Advisory Committee

CBD - Central Business District

FHWA - Federal Highway Administration

FDOT - Florida Department of Transportation

HART - Hillsborough Area Regional Transit
Authority

HOV - High Occupancy Vehicle

MPO - Metropolitan Planning Organization

PD&E - Project Development and Environmental Study

SMT - Rail Transit Study Management To...

TIS - Tampa Interstate Study

The Recommended Master Plan Concepts will be available for public review on January 26th.

First Priority
Second Priority

Third Priority

Multi-Modal Consensus

Throughout the Tampa Interstate Study, coordination and cooperation with the ongoing Rail Transit Study has been an important element. To ensure coordination between the Tampa Interstate and Rail Transit studies, a Multi-Modal Consensus Committee was created by the Florida Department of Transportation (FDOT). Among the participants are the following:

- · Florida Department of Transportation
- · Tampa Urban Area Metropolitan Planning Organization (MPO)
- Hillsborough Area Regional Transit Authority (HART)
- · Greiner, Inc.
- Gannett Fleming Transportation Engineers, Inc.
- · Bechtel, Inc.
- Parsons, Brinckerhoff, Quade and Douglas, Inc.

The Multi-Modal Consensus Committee has met during the study to ensure compatibility in transportation program development. This committee also meets regularly with the Rail Transit Study Management Team (SMT) and the Tampa Interstate Study Team to discuss coordination issues. In addition, the Rail Transit consultant and MPO are members of the Tampa Interstate Study's Agency Task Force.

The rail study has iden, ned possible corridors, all of which are outside the Interstate system. The Tampa Interstate and Rail Transit studies have jointly estimated travel demands during the past year and are in agreement on the traffic values used to estimate transportation improvements for the year 2010. The identification of rail corridors and the agreement as to the amount of rail use is referred to as "multimodal consensus." This consensus ensures a balanced transportation system for Tampa's future. This multi-modal consensus was reached

during a special MPO workshop on October 17, 1988.

Master Plan Concepts for the Tampa Interstate contain a 54-foot transit envelope suitable for high occupancy vehicle/transitway lanes for buses and carpools. These transit concepts include high occupancy vehicle lanes and park-and-ride lots with priority ramps at selected locations.

Arrange a Speaker's Bureau for Your Group

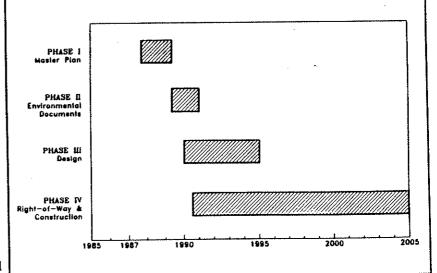
Neighborhood groups, civic organizations or agencies can arrange a presentation by the Tampa Interstate Study Team throughout the study phases of this project. For the most effective presentation, it is suggested that smaller groups combine to hold a joint meeting. The organization(s) sponsoring the meeting will be responsible for arranging a meeting site and notifying participants. To schedule your meeting, please contact Kris Cella at 286-7667 or 1-800-624-0074.

Interstate Project Office

The Tampa Interstate Study has a project office devoted exclusively to the study. Greiner staff members, Ron Gregory and Kris Cella, are available between 8:00 a.m. to 5:00 p.m., Monday through Friday, to meet with members of the public who wish to obtain additional information about the study. The project office contains all the maps dis-

played at the public workshops and the reports prepared as a part of the study. Appointments can be made or information obtained by calling either of the study's phone numbers: 1-800-624-0074 or 286-7667. The project office is located in Suite 104, 5601 Mariner Street, Tampa, Florida 33630-3416.□

Interstate reconstruction will take between 10 and 15 years.



Noise Abatement and Design Amenities Overview

One of the major factors considered during the study of roadway improvements is the effect of the Interstate expansion upon noise levels. Throughout the entire Tampa Interstate Study, noise analyses and documentation will be completed in accordance with State and Federal guidelines.

Noise abatement measures determined to be effective in some areas include noise barriers and land use controls. The feasibility of noise barriers depends on a number of factors such as safety, appearance, roadway access, noise reduction capability, available space, cost-effectiveness and public acceptance. Noise sensitive areas where barriers may be feasible were presented at the November 7th Public Workshop. Several types of noise barriers currently being considered for these areas include earthen berms, retain-

ing walls and concrete structures.

The appearance of these barriers will be enhanced where possible by the Design Amenities Program.

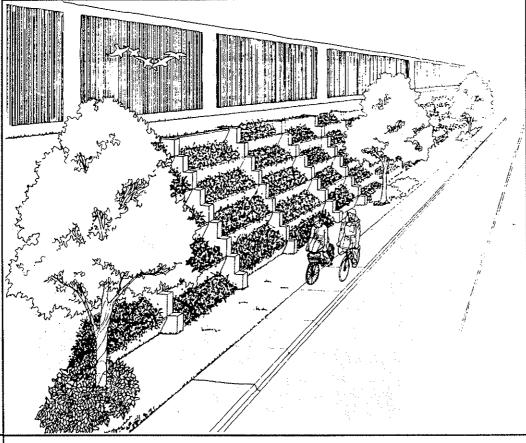
The Design Amenities Program is a program in which the planning team examines methods to provide a sense of visual unity to the Tampa Interstate system as well as generate an aesthetically pleasing design for the facility.

The process of developing the Amenities Package for the Tampa Interstate Study is evolving continually. Possible architectural and landscaping treatments were displayed at the November 7th Public Workshop.

The study team is in the process of identifying areas requiring special design emphasis, construction methods and materials. The following items have been identified as elements to be addressed in the Design Amenities Package:

- · Bridges and Piers
- · Overhead and Roadside Signage
- · Roadway and Accent Lighting
- Noise Barriers and Retaining Walls
- · Landscape Materials
- · Urban Art
- · Stormwater Management Areas
- · Urban Parks
- · Multi-Level Interchanges
- · Water Crossings
- · Control of Access

As the study progresses, landscape architects and planners will be working with local groups to establish a palette of colors, textures, shapes, materials, construction techniques and landscape elements for specific locations and neighborhoods. The public will have the opportunity to view the possible aesthetic treatments in Phase II of the study.



Landscaping treatment of retaining wall known as a "green wall" with a textured noise barrier extending from the retaining wall.

Summary of November Public Workshop

The second in a series of Public Workshops for the Tampa Interstate Study was held on November 7th at the Curtis Hixon Convention Center. Over 1,200 people attended the four-hour informal workshop to examine conceptual layouts of the Tier 3 alternatives and view a slide presentation explaining the study.

Aerial photographs depicting the refined alternatives within each design segment were displayed at the workshop. Study team personnel were available to answer questions or provide further explanation. The slide presentation was shown continuously and featured the goals and objectives of the Tampa Interstate Study.

During the workshop, the public

was offered the opportunity to comment about the study through court reporters or on forms provided to each attendee. Many of the comments expressed concern over noise barrier locations, relocation impacts, pollution, design amenities and the proximity of the roadways to existing neighborhoods. Other concerns included the preservation of historic areas, the maintenance of traffic during construction, access, the effectiveness of the improvements beyond the design year 2010 and the further development of mass transit options.

The workshop began a review period during which individuals, governmental agencies, and civic and neighborhood organizations were

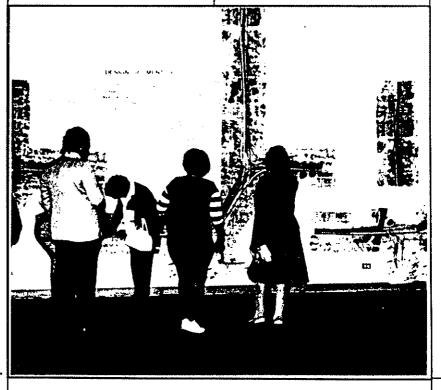
encouraged to comment on the Tier 3 alternatives. Review of comments received during this period in conjunction with the Tier 3 evaluation enabled the study team to eliminate alternatives which did not meet the projected needs, had major design problems, or had significant land use impacts. This review process also enabled the study team to select the Recommended Master Plan Concepts.

Every effort is being made to address the concerns of individuals, organizations, and governmental agencies. Additional workshops are scheduled throughout the study process to provide opportunities for public review and comment. The next public workshop will be held on January 26th.

NOTICE TO PROPERTY OWNERS

The Florida Department of Transportation has not begun any right-of-way acquisition for this project. Please be advised that there may be land speculators representing themselves as DOT right-of-way agents. You should request identification of any person or persons who might indicate they represent the DOT. Again, there are no authorized persons in the project area who are acquiring right-of-way at this time for the Tampa Interstate reconstruction.

Over 1,200 people attended the November 7th Public Workshop.



You are invited to participate...

Name:	
Address:	
	Zip Code:
mailing list, please pr	orhood or Civic Organization which can be placed on the rovide the name and mailing address:
Comments:	

Persons wishing to receive additional information or comment about the study may call Kris Cella at 286-7667 or 1-800-624-0074; or write The Greiner Team, Tampa Interstate Study, Post Office Box 23646, 5601 Mariner Street, Suite 104, Tampa, Florida 33630-3416.



computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. The list, which will be continually updated, will be used to send newsletters and meeting notices to interested parties. A form is provided above for persons and organizations wishing to be added to the mailing list.

If you are not receiving the newsletter and wish to do so, please complete the attached form and return it to Kris Cella at the above address.

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Para inscribirse en la lista, favor de llenar el formulario anexo y enviarlo a Kris Cella, a la dirección dada en el formulario.□

A Florida Department of Transportation Project

The Greiner Team Tampa Interstate Study Post Office Box 23646 5601 Mariner Street, Suite 104 Tampa, Florida 33630-3416

TAMPA INTERSTATE

A Florida Department of Transportation Project

October/1988

NEWS



Study Schedule Accelerated

he Tampa Interstate Study began in September 1987. It is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. consultant team is conducting the study. The purpose of the study is to develop a Master Plan that identifies possible improvements which will enable I-4, I-75 and I-275 to accommodate anticipated travel demand in the year 2010.

Phase I of the study, preparation of a Master Plan, was originally scheduled for completion in September 1989. The schedule has been accelerated in order to complete the Master Plan by April 1989 and then begin Phase II immediately, the preparation of the environmental documentation necessary for State and Federal approvals and funding. Phase I, the Master Plan, will identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems, Phase II, the environmental documentation, will evaluate the environmental, social and economic impacts in greater detail and refine the alternatives. Phase III involves the final design of the roadway, and Phase IV includes both acquisition of right-of-way and roadway reconstruction.

Three public workshops with opportunities for public review and comment will be held during Phase I of the study. The first public workshop was held on July 13th. The second public workshop will be held November 7th. The third workshop will be held in early 1989. Additional workshops and a public hearing will be held during Phase II of the study.

This is the second newsletter to be produced during Phase I of the study. Additional newsletters will be sent to the public periodically during the remaining study phases. This newsletter provides a summary of what has been accomplished and an indication of what will occur in the future. Topics addressed in this newsletter include:

- analysis of alternatives,
- level of service analysis,
- noise monitoring, impacts and mitigation overview,
- the July public workshop summary,
- · the Interstate Project Office, and
- the November 7th Public Workshop.□

Alternative Analysis

The development of alternatives has been underway for eight months. A unique analysis technique, known as "Tier Analysis," is used to evaluate improvement alternatives. There are three levels or tiers of analysis within the Tampa Interstate Study process. This screening process, or tiering, allows the study team to assemble a large array of competing designs in an easily understood format for evaluation and then reduce the large number of complex designs to a few viable alternative concepts.

The study team has completed the second tier of analysis and pro-

gressed to the third tier. The factors used in the third tier of analysis include right-of-way and relocation impacts, roadway and structural costs, drainage impacts and permit requirements, traffic operations, maintenance of traffic, utilities, community cohesion and local traffic circulation. The evaluation of alternatives is conducted by a team of professional engineers and planners, the Citizens Advisory Committee and the Agency Task Force. A document summarizing the evaluation process is produced at the end of each tier.

Issues Problems Ideas Concerns Solutions TIER III VIABLE ALTERNATIVES VIABLE ALTERNATIVES

Workshop Scheduled

The second Tampa Interstate Study Public Workshop will be held on November 7th at the Curtis-Hixon Hall. The convention center is located at 600 Ashley Street in downtown Tampa. The workshop will be held from 4:00 to 8:00 p.m.

The Tier 3 alternatives will be presented for your review and comment at the November 7th public workshop. Throughout this process it is possible that additional alternatives or refinement of alternatives may be suggested by citizen involvement.

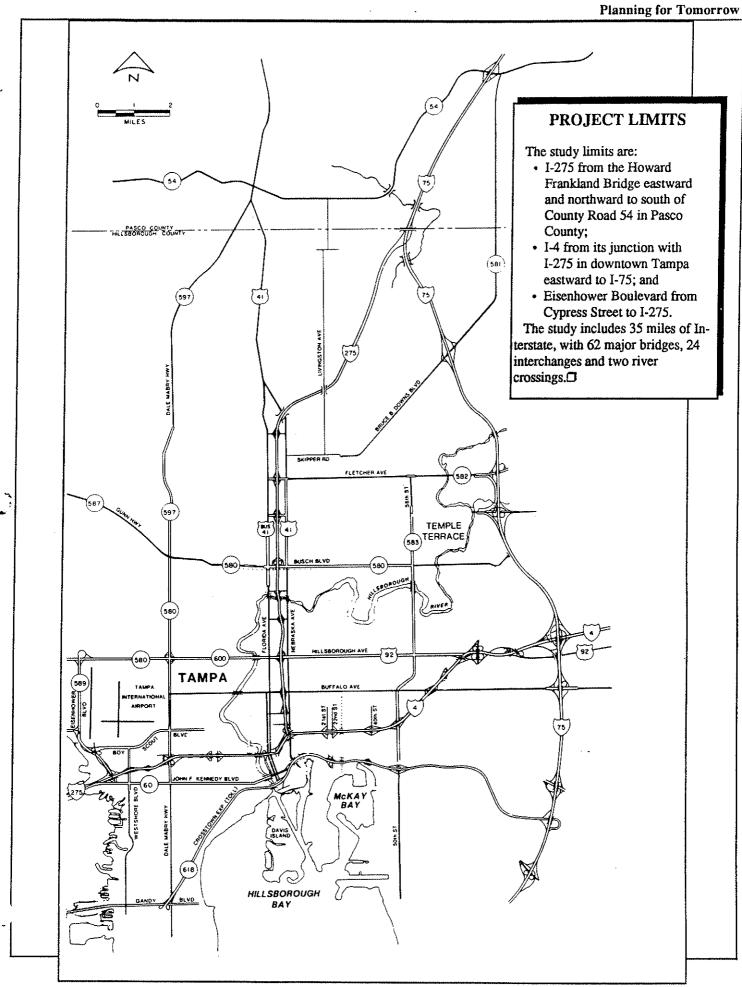
Aviso Del Segundo Taller

Nos complace anunciar que el segundo Taller, con la participación del público, sobre el "Tampa Interstate Study" está programado para la fecha 7 de Noviembre próximo, entre las 4:00 y las 8:00 p.m., en los salones del centro de convenciones Curtis-Hixon Hall, 600 Ashley Street, en pleno centro de Tampa.

El taller tiene el fin de presentar al público las alternativas de tercer nivel (Tier 3) y recibir del público sus sugerencias y comentarios. Habrá personal de habla hispana para ayudar al público comunicar sus ideas y sus inquietudes al personal del proyecto.

A lo largo del proceso queda siempre la posibilidad de afectar el producto final, basado en las sugerencias del público para modificar los diseños propuestos. Invitamos y agradecemos su participación.

Tier 3 alternatives will be available for public review on November 7th.



Level of Service Analysis - Lanes Reduced

The term level of service is often used by engineers and planners when discussing congestion levels or needs for road improvements. The concept of level of service (LOS) is a way to quantify how a motorist perceives the operation of a stream of traffic. Levels of service are measured as a range of A to F, with level A being a free flowing traffic condition and level F being a breakdown or stop and go condition.

LOS is measured through two characteristics: speed and density. Density is the freedom to maneuver and proximity to other vehicles. The definition of LOS, that is, the speed and density of traffic for each level of service, varies from community to community and depends on driver experience and habits. As part of this study, data on driver characteristics for the existing Tampa Interstate System were gathered. These data were compared to national and other cities' characteristics to assist the study team in developing appropriate traffic flow rates for Tampa's Interstate System.

The Tier 2 alternatives presented at the July 13th public workshop were developed for a peak hour LOS "C." As a result of the Tier 2 evaluation and comments received from the public and elected officials, it was decided to develop Tier 3 alternatives at a peak hour LOS "D." This decision reflects an attempt to balance the need for an improved transportation system with negative social and economic impacts. The use of LOS "D" for the freeway design in Tampa is in agreement with the adopted policies of the Metropolitan Planning Organization and the Florida Department of Transportation.

The use of LOS "D" for the Tier 3 alternatives has resulted in a reduction of the number of future lanes

needed in much of the study area.
These alternatives can be viewed at the public workshop scheduled for November 7th.

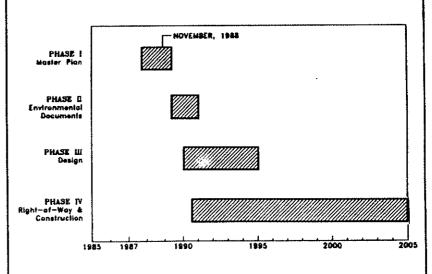
Interstate Project Office

The Tampa Interstate Study has a project office devoted exclusively to the study. Greiner staff members, Ron Gregory, Sharon Phillips and Kris Cella, are available between 8:00 a.m. and 5:00 p.m., Monday through Friday, to meet with mentbers of the public who wish to obtain additional information about the study. The project office contains all the maps displayed at the public workshops and the reports prepared as a part of the study. Appointments can be made or information obtained by calling either of the study's phone numbers: 1-800-624-0074 or 286-7667. The project office is located in Suite 104, 5601 Mariner Street, Tampa, Florida 33630-3416.□

PUBLIC INVOLVEMENT

You are invited to participate in the study's extensive public involvement program. The program includes a Project Office dedicated exclusively to the study, an informational phone service with an area-wide local access number (1-800-624-0074), a speaker's bureau available for presentations to interested community groups, and a computerized mailing list. A Citizens Advisory Committee and an Agency Task Force have been created to help the study staff identify community concerns.

Interstate reconstruction will take between 10 and 15 years.



Noise Analysis Overview

One of the major factors considered during the study of roadway improvements is the effect of the alternatives upon noise levels. Throughout the entire Tampa Interstate Study, noise analyses and documentation will be completed in accordance with State and Federal guidelines. This article has been prepared to provide a better understanding of the study's noise analysis process.

Early in the study, noise sensitive areas were identified and evaluated as to type and location. Noise sensitive areas which have been identified include homes, schools, parks, churches, libraries, and historic areas.

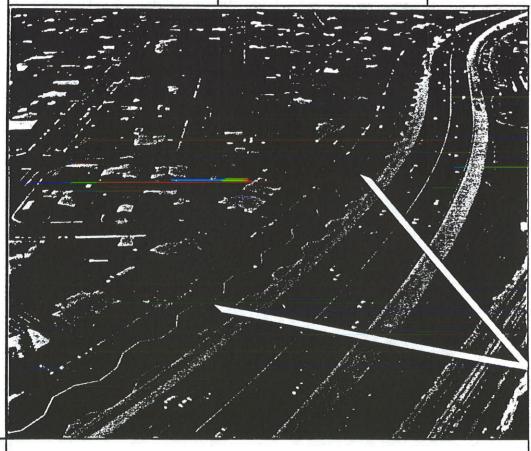
To determine existing noise levels, sound levels were measured at representative locations throughout the study area using electronic sound level analyzers. Measuring sound levels at these locations en-

abled the comparison of existing levels with future predicted noise levels.

Once Tier 3 alternatives were selected, state-of-the-art computer models were used to predict future conditions with each alternative. These models consider factors such as roadway geometry, vehicle characteristics (number, type and speed), and sensitive site locations.

Existing and predicted levels at noise sensitive areas were compared with accepted noise abatement criteria. The noise abatement criteria establish noise levels for various types of land uses. If these levels were approached or exceeded, a variety of noise abatement measures were considered.

Noise abatement measures determined to be effective in some areas include noise barriers and land use controls. The feasibility of noise barriers depends on a number of factors such as safety, appearance, roadway access, noise reduction capability, available space, cost effectiveness and public acceptance. Noise sensitive areas where barriers may be feasible have been identified and will be presented at the November 7th Public Workshop. Several types of noise barriers currently being considered for these areas include earthen berms, retaining walls and concrete structures. The appearance of these barriers will be enhanced where possible by the Design Amenities Program. The goal of this program is to use color, texture and landscaping for an aesthetically pleasing design.



Free-standing noise wall recently built along I-595 in Miami.

Summary of July Public Workshop

The first in a series of Public Workshops for the Tampa Interstate Study was held on July 13th at the Curtis Hixon Convention Center. Over 1,200 people attended the five-hour informal workshop to examine conceptual layouts of the Tier 2 alternatives and view a slide presentation explaining the study.

Aerial photographs depicting the viable alternatives within each design segment were displayed at the workshop. Study team personnel were available to answer questions or provide further explanation. The slide presentation was shown continuously and featured the goals and objectives of the Tampa Interstate Study.

During the workshop, the public

was offered the opportunity to comment about the study through court reporters or on forms provided to each attendee. Many of the comments expressed concern over increased noise levels, relocation impacts, pollution and the proximity of the roadways to existing neighborhoods. Other concerns included the preservation of historic areas, the maintenance of traffic during construction, the effectiveness of the improvements beyond the design year 2010 and the further development of mass transit options.

The workshop began a 45-day period over which individuals, governmental agencies, and civic and neighborhood organizations were

encouraged to comment on the Tier 2 alternatives. Review of comments received during this period in conjunction with the Tier 2 evaluation enabled the study team to eliminate alternatives which did not meet the projected needs, had major design problems, or had significant land use impacts. Alternatives still considered viable were carried into the third tier of analysis.

Every effort is being made to address the concerns of individuals, organizations, and governmental agencies. Additional workshops are scheduled throughout the study process to provide opportunities for public review and comment. The next public workshop will be held on November 7th.



Over 1,200 people attended the July 13th Public Workshop.

You are invited to participate...

Name:	
Address:	
	Zip Code:
f you have a Neighb nailing list, please pr	orhood or Civic Organization which can be placed on the rovide the name and mailing address:
Comments:	

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Para inscribirse en la lista, favor de llenar el formulario anexo y enviarlo a Ron Gregory, a la dirección dada en el formulario.

A Florida Department of Transportation Project

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TAMPA INTERSTATE

A Florida Department of Transportation Project

June/1988

NEWS



Study Underway

he Tampa Interstate
Study began in September 1987. The
purpose of the Tampa
Interstate Study is to
develop a Master Plan that
identifies possible improvements which will enable I-4, I-75, and I-275 to
accommodate anticipated
traffic and transportation
needs through the year
2010.

This newsletter will be produced periodically throughout the study to provide you information about the proposed improvements.

This first newsletter provides a description of

the study, a summary of what has been accomplished, and an indication of what will occur in the future. Topics addressed in this newsletter include:

- analysis of alternatives,
- data collection,
- traffic counts and projections,
- the design amenities program, and
- public involvement.

You will be invited, through the newsletter and other announcements, to review and comment on proposals as the study progresses.

The Tampa Interstate
Study will last 24 months. It
is being directed by the
Florida Department of
Transportation with sponsorship by the Federal Highway
Administration. The Greiner Inc. Consultant Team is
conducting the study.

The study will develop alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy-vehicle (HOV) facilities (carpools, buses), transit facilities, traffic management techniques, and traffic surveillance and control systems.

This is the first step of several leading to the reconstruction of the interstate system in Tampa. This study will develop the alternative concepts for further study. The next stage will refine the concepts further and evaluate the environmental, social, and economic impacts of the alternatives in detail. This study has additional public workshops and hearings and provides the documentation stage for approvals for State and Federal funding of the design, right-of-way acquisition and construction phases that follow. The overall program for the reconstruction of the interstate system in Tampa is expected to take 15 years.

Alternatives Analysis

The development of alternatives has been underway for four months. A unique analysis technique, known as "tier analysis," is used to evaluate improvement alternatives. There will be three levels of analysis in the Tampa Interstate Study process. This screening process, or tiering, allows the study team to assemble a large array of competing designs in an easily understood format for evaluation, then to reduce the large number of complex designs to a few viable alternative concepts. eliminating those which do not meet the projected need, have major design problems. or significant land use impacts.

The study team has completed the first tier analysis of alternatives and progressed to the second tier. The Tier 1 alternatives and evaluation of those alternatives will be summarized for public review at a July 13 public meeting.

Typical factors used in this type of analysis include right-of-way and relocation impacts, roadway and structural costs, drainage impacts and permit requirements, traffic operations. maintenance of traffic. utilities, relocations, community cohesion and local traffic circulation. The evaluation of alternatives is conducted by a team of professional engineers and planners, the Citizens Advisory Committee and the

Agency Task Force.

At the July 13 public meeting, Tier 2 conceptual layouts drawn on aerial photographs (those which are viable after the first evaluation process) will be available for your review and comment. With comments received from the July public meeting and study team review, an evaluation of the Tier 2 alternatives will be made.

The next newsletter will summarize the public and study team evaluation of these alternatives and describe the viable alternatives to be carried into the third tier. Throughout this process, it is possible that additional alternatives or refinement of alternatives may be suggested by citizen involvement.

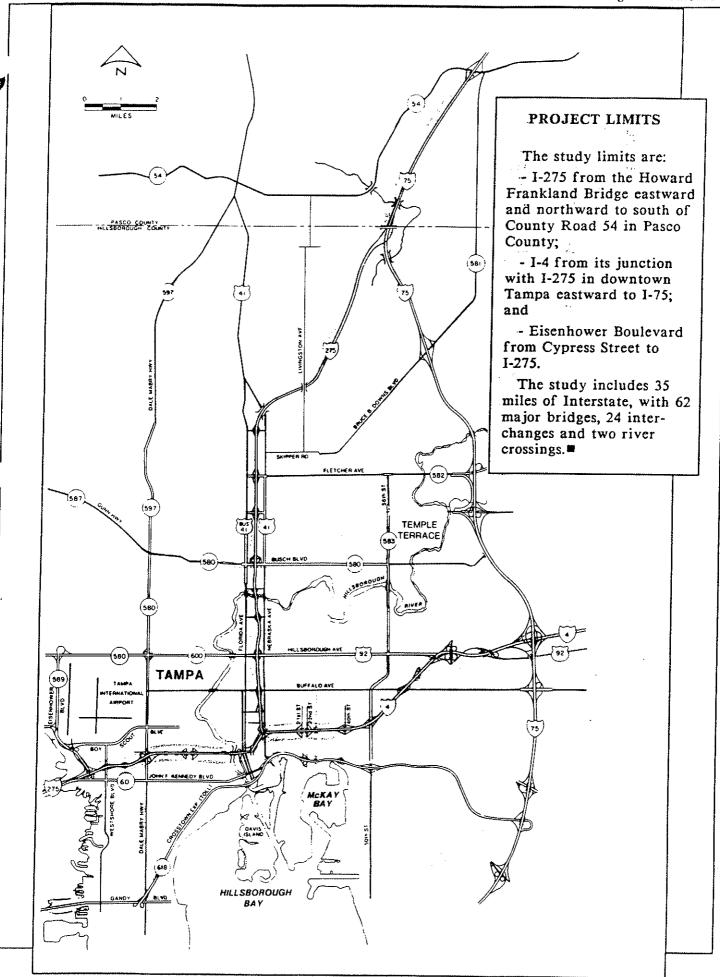
Workshop Schedule

The Tampa Interstate
Study has a series of public meetings scheduled. The first meeting will be a workshop scheduled for July 13, to be held at the Curtis-Hixon Hall. The convention center is located at 600 Ashley Street in downtown Tampa. The workshop will be held from 4:00 to 9:00 P.M.

Future workshops for the entire study area will be held in November 1988 and April 1989. Sub-area meetings will be held in four different locations as the study progresses. More information about these workshops and meetings will be announced and publicized in future newsletters.

A view of I-275 today.





Data Collection

The first six months of the study have focused on the collection of data pertinent to the roadway improvements. Existing geometry, right-of-way, traffic volumes and accident data have been collected. Information on past, present and future land use plans, proposed developments, zoning guidelines and observed growth trends has been gathered. Cultural features and community services. parks and recreation areas. and possible historical and/ or archaeological sites have been identified. Information about natural features such as floodways, soils and farmland have been collected.

This information has been overlayed on large scale aerial photography to assist planners in assessing impacts and to aid in avoiding sensitive areas during the development of the alternative improvements to the interstate system.

The data collection phase has identified several important factors affecting possible roadway improvements.

- 1. The current vertical alignment of the roadway causes a "roller coaster" effect along many areas on the roadway which needs to be "leveled-out" in order to make improvements meet current design standards.
- 2. A survey to assess structural conditions and the potential for widening of bridges and overpasses indicates the vast majority of the structures must be replaced if the roadway is widened.

The need to replace the bridge is based on a combination of the age of the structure, the condition of the structure and insufficient vertical clearance for roads running under the interstate system.

- 3. The most environmentally sensitive lands are located along I-75 in Pasco County and along Eisenhower Boulevard in western Hillsborough County.
- 4. A significant number of parks, historic districts, churches and schools directly abut the existing interstate system.
- 5. The existing roadway drainage system does not meet all current state standards.

All of the factors listed above emphasize the difficulty of designing a new interstate system which provides for efficient, cost-effective movement of traffic while minimizing the impacts to local citizens and adjacent land uses.

PUBLIC INVOLVEMENT

You are invited to participate in the study's extensive public involvement program. The program includes a Project Office dedicated exclusively to the study, an informational phone service with an areawide local access number (1-800-624-0074), a speaker's bureau available for presentations to interested community groups, and a computerized mailing list. A Citizens Advisory Committee and an Agency Task Force has been created to help study staff identify community concerns.

Citizen Advisory Committee at work.



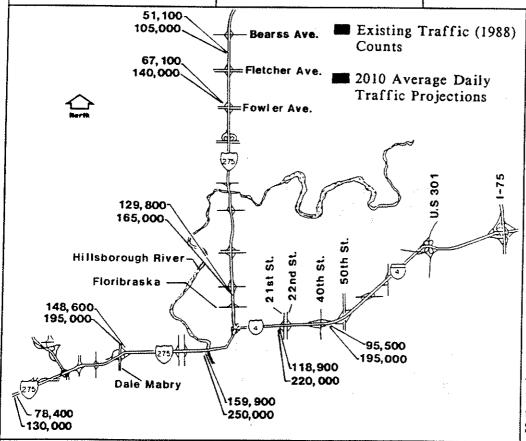
Traffic Counts & Projections

The data collection phase included taking of new traf- the year 2010 transportation fic counts along the interstate system in order to assess how traffic volumes and traffic patterns have been patterns had changed since the last count program in 1983. The traffic count program showed significant increases in traffic over the five-year period. For example, counts showed traffic of the Hillsborough River volumes in 1988 are 160,000 vehicles per day on I-275 west of Hillsborough River. an increase of 22% since 1983. Along I-4 east of 21st Street 119,000 vehicles per day were counted, showing an increase of 8% since 1983.

In order to determine what system needs will be, computer simulations of future run for different roadway alternatives and access points throughout the study. Initial traffic projections show volumes as high as 250,000 vehicles per day on I-275 west (56% increase) and 220,000 vehicles per day on I-4 east of 21st Street (85% increase). Additional traffic simulations to refine projections will be conducted as the study progresses.

Master

The study will result in a Master Plan depicting all the viable project alternatives. The report will include sketches of intersections/interchanges, preliminary structure concepts and locations, aesthetics and amenities packages, possible noise abatement, and staged implementation and maintenance-of-traffic plans. During Phase II of the Tampa Interstate Study, preparation of the Federal Environmental Impact Statements will be undertaken. ■



Traffic Projected to Increase Significantly.

Design Amenities Program A unique opportunity to design an attractive roadway into and through Tampa.

The planners of the Tampa Interstate system are faced with a unique opportunity; within the next 10 to cepts which serve to unify 15 years, major sections of the interstate system will be rebuilt to accommodate additional traffic. The "Amenities Package" is a program in which the planning team will examine methods to provide a sense of visual unity to the Tampa Interstate system as well as to generate an aesthetically pleasing design for the facility.

The process of developing the Amenities Package for the Tampa Interstate Study is continually evolving. The study is in its initial phase - identifying goals, beneficiaries, areas requiring special design emphasis, and construction methods and materials to be considered.

...Welcome to

Tampa...

The goals of the Amenitites Package are:

1. To say "Welcome to Tampa* and give motorists a sense that they are using an ordered, integrated

multi-modal transportation system.

- 2. To define design conthe Tampa Interstate system.
- 3. To ensure that each element of the Tampa Interstate system appears to be in balance and harmony with its setting.
- 4. To ensure compatibility in materials (landscape and other) with the requirements of local ordinances
- 5. To help the Tampa Interstate system to be a good neighbor.
- 6. To enhance the feeling of safety for motorists.

7. To establish a palette of colors, textures, shapes, materials, construction techniques, and landscape elements which the final designers of the Tampa Interstate will incorporate into final design contracts.

Planners are now in the process of determining which locations within the study area should have a priority focus. As the study progresses, graphic displays will be prepared showing the types of amenities which can be included in the reconstruction of the interstate system.

What I-275 could look like in the future.



You are invited to participate...

Address
Address:
Zip Code:
If you have a Neighborhood or Civic Organization which can be placed on the mailing list, please provide the name and mailing address:
Comments:

Persons wishing to receive additional information or comment about the study may call Sharon Phillips at 286-7667 or 1-800-624-0074; or write The Greiner Team, Tampa Interstate Study, Post Office Box 23646, 5601 Mariner Street, Suite 104, Tampa, Florida 33630-3416.

computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. The list, which will be continually updated, will be used to send newsletters and meeting notices to interested parties. A form is provided above for persons and organizations wishing to be added to the mailing list.

If you are not receiving the newsletter and wish to do so, please complete the attached form and return it to Sharon Phillips at the above address.



A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 23646
5601 Mariner Street, Suite 104
Tampa, Florida 33630-3416

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APPENDIX D

MINUTES OF COMMUNITY WORKSHOP MEETINGS



TAMPA INTERSTATE STUDY The Greiner Team

FAX: (813) 286-6587

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

C2380, C27 March 3, 1994

MEMORANDUM

TO:

Mike Coleman, Florida Department of Transportation, District 7

Rick Adair, Florida Department of Transportation, District 7 John Simpson, Florida Department of Transportation, District 7

Ron Gregory, Greiner, Inc. Greiner, Inc. Jane Burmer, Greiner, Inc.

FROM:

Gary E. Warner

SUBJECT:

Westshore Community Meeting, Westshore Plaza, February 28, 1994; WPA #7140004, State

Project #99007-1402, FAP #IR-9999(43); Tampa Interstate Study, Phase II; Hillsborough County

A Community Meeting was held for the Westshore neighborhood on February 28, 1994 from 4:00 to 6:30 p.m. The meeting was held in the Burdine's Community Room in the Westshore Plaza. Meeting participants were:

Neale Stralow, Hillsborough County PDMD (Agency Liaison Group)

Randy Goers, City of Tampa Planning Department (Agency Liaison Group)

Marianne Eggler-Gerozissis, City of Tampa Art in Public Places

Florissa Calina, City of Tampa Art in Public Places

James Moore, Florida Center of Community Design and Research, USF

Maria O'Sullivan, North Bon Aire Resident

John Meadows, USAA (Westshore Alliance) Bonnie Baer, Westshore Alliance Ron Rotella, Westshore Alliance

Margaret Vizze, Beach Park Resident Roland Brooks, AAA (Westshore Alliance)

Thom Snelling, City of Tampa Zoning Mike Coleman, FDOT Pam Ganey, FDOT Rick Adair, FDOT John Simpson, FDOT Elaine Illes, Greiner, Inc.

Jane Burmer, Greiner, Inc. Larry Sly, Greiner, Inc. Gary Warner, Greiner, Inc.

The meeting was held to solicit discussion and input from community members on desirable design treatments for the proposed interstate expansion both on a system-wide basis but more specifically for the Westshore neighborhood. Provided below is a brief summary of these discussions.

After opening salutations and introductions, Ms. Elaine Illes provided a brief history and background of the Tampa Interstate Study (TIS) to the meeting participants. Information was provided on the environmental documentation that has been developed to date. Ms. Illes also announced that \$17,000,000 has been allocated by FDOT for 1994-1995 for right-of-way acquisition for the initial phases of expansion within Design Segment 1A.

Ms. Jane Burmer updated the meeting participants on the development of the TIS Urban Design Guidelines. It was explained that the purpose of this meeting was to address specific design elements primarily within unique areas, such as the Westshore community. Visual aesthetics are important for both the on-system travellers as well as the

March 3, 1994

Page 2

adjacent land owners and off-system travellers. The three levels of treatment established for the interstate system were explained. It was emphasized that the Westshore community, in Design Segment 1A, is scheduled to receive the highest level of design treatment, Level 3 (Urban). Ms. Burmer discussed the different urban design elements that should be addressed during the group discussions.

The attached questionnaire was distributed to the participants and briefly explained. It was accentuated that the attendees should concentrate on the design treatments to be proposed for the Westshore area.

The participants were separated into two working groups to discuss the questionnaire and the urban design elements. Each group had a member of the Agency Liaison Group as "table leader" to facilitate discussion.

After an hour of deliberation, the two groups presented their conclusions in response to the questionnaire. Their comments are summarized below.

- 1) What elements, within the interstate system, would effectively illustrate continuity throughout the project? Both groups responded that landscaping (specifically palm trees), lighting and wall treatments are the primary elements that could be used to display continuity within the system. It was also suggested that specialty lighting be used in specific areas to create a "sense of arrival" and that all billboards be eliminated from the system.
- 2) What theme, if any, best represents a signature for the Tampa Bay area? Both groups emphasized the importance of sunshine, water and landscaping (palms) as themes for the area. Architecturally, minarets and arches were identified.
- 3) What design elements should be unique to your neighborhood? It was discussed that while the Westshore area has no current theme or logo, the opportunity presents itself in the form of new design elements. Sidewalks, wall treatments, textures, color, and landscaping should all contribute in some unique way to identify Westshore. Emphasis should be placed on the entrances and exits of the interstate. Since the downtown area has a logo, the Westshore community could, possibly, use this opportunity to create and adopted a logo.
- 4) What aspects are visually most important for the freeway traveller? the adjacent land owner? Landscaping, signs, security and construction detailing were identified, by both groups, as being of primary importance for the adjacent land owners. Adequate lighting for safety and security should be used. Tiered walls should be landscaped to reduce height impacts. Signs and pictograms should be incorporated into walls, bridges and other structures to identify street names, points of interest and special areas. Noise wall treatments, on the system side, should be considered for the interstate traveller. To de-emphasize the significance of a structure in the adjacent neighborhoods, simple detailing should be used during construction. Textures and color should be used instead of "cold, stark, plain concrete" but should blend into the surroundings.
- 5) In your neighborhood, should the design and detailing of structures be design features or should they blend with surrounding elements? It was agreed that a hierarchy of emphasis should be created for the different structures within the area. Some structures should be emphasized while others should be less noticeable and blend into their surroundings. Accent lighting should be incorporated into structural designs.
- 6) What urban design elements should be emphasized at cross-streets under freeways? Both groups discussed the idea of landscaping and lighting under the freeways for aesthetics and safety. Lighting under the elements should be used for safety and accent (twinkle lights to simulate starlight). If possible, landscape areas under the interstate. Create an atmosphere that is enjoyable and safe to be in, but discourage sleepers and loiterers. Create a park-like look and feel; an urban plaza with specialty paving and bollards.
- 7) What is the most effective means to minimize visual impacts of retaining walls and noise barriers? Landscaping and tiered walls were the recommendations from both discussion groups. Utilization of as many decorative materials as possible, such as colored concrete, stained glass and glass blocks, would create an area of

MEETING NOTES/Westshore Comm. Mtg.

C2380 C27

March 3, 1994

Page 3

interest as opposed to cold, stark concrete.

- 8) What would you prefer the structures, cross-street intersections and pedestrian areas to look in your neighborhood? As described in an earlier question, a park-like, urban plaza feel would be desirable for areas under the interstate structures. Designs should be sensitive to the pedestrian/vehicle relationship providing adequate separation of users. Water features and outdoor art could be used. Minimizing the "tunnel effect" of the underpasses is important. Participants would like to see more groundcovers used in place of grass.
- 9) What are the opportunities for outdoor art in your neighborhood? Both groups agreed that underpasses, bridge structures, retaining walls, sidewalks and bikeways provide excellent opportunities for incorporating outdoor art. It was suggested that art work be placed in the center of retention areas to minimize vandalism. What ever is done, it should be very durable.
- 10) Please list other concerns relative to this project? Concerns that they would like to see addressed in the future include a bike path from Westshore to the Central Business District; adequate sidewalks for pedestrians; fencing that is attractive and durable; designs oriented to pedestrians and bicyclists; creation of a linear park system to connect Cypress Point Park to Westshore; pedestrian connections to area hotels; and the creation of a logo, theme and/or color scheme for the Westshore community (to be incorporated into signs).

After both groups presented their findings, Ms. Illes answered final questions regarding future milestones for this project. She explained that the ideas and information presented at the different community meetings would be addressed in the development of the <u>Urban Design Guidelines</u>. The Westshore Community Meeting adjourned with no further questions.

Attached to the meeting notes are copies of the agenda, the questionnaire used for discussions and notes compiled by the two discussion groups.



WESTSHORE COMMUNITY MEETING February 28, 1994

Agenda

I.	IN	TR	OD	UC	TI	ON	١S
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- II. PROJECT UPDATE
 - A. Environmental Documentation
 - B. Design/Right of Way Acquisition Schedule
- III. URBAN DESIGN GUIDELINES
 - A. Purpose
 - B. Levels of Treatments
 - C. General Assumptions of Guidelines
- IV. INTENT OF COMMUNITY MEETINGS
- V. GROUP WORK SESSIONS
- VI. GROUP PRESENTATIONS
 (15 minute presentation for each group)

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

The Tampa Interstate Study team has prepared the following list of questions to solicit discussion and input from participants of the community meetings on desirable visual treatments. It is the intent of these questions to be a basis for discussion and deliberation. Group discussions should not be limited solely to issues addressed herein.

1)	One of the design goals for the project is for a unified design theme. What elements, within the interstate system, would effectively illustrate continuity throughout the project? (Refer to the handout titled "Urban Design Elements")
2)	What theme, if any, best represents a "signature" for the Tampa Bay area?
3)	What design elements should be unique to your neighborhood?
4)	What aspects are visually most important for the freeway traveller? the adjacent land
	owner?

5)	In your neighborhood, should the design and detailing of structures, such as bridges a retaining walls, be design features, or should they have simple details to blend w surrounding elements?
6)	What urban design elements should be emphasized at cross-streets under freeways?
7)	What is the most effective means to minimize visual impacts of retaining walls and no barriers?
8)	What would you prefer the structure underpasses, cross-street intersections and pedest use areas to look like in your neighborhood?
9)	What are the opportunities for outdoor art in your neighborhood?
10)	Please list/discuss any other concerns relative to the project:

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URBAN DESIGN ELEMENTS

- ☐ WALLS AND EMBANKMENTS
- ☐ BRIDGE STRUCTURES
- □ UTILITIES
- ☐ LIGHTING
- ☐ SIGNAGE/SIGN SUPPORTS
-] FENCING
- ☐ SIDEWALKS/BIKEWAYS
- ☐ LANDSCAPE MATERIALS
- WATER FEATURES/RETENTION AREAS
- **OPPORTUNITY FOR PUBLIC ART**

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URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

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TAMPA INTERSTATE STUDY The Greiner Team

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

FAX: (813) 286-6587

C2380, C27 March 7, 1994

MEMORANDUM

TO:

Mike Coleman, Florida Department of Transportation, District 7 Rick Adair, Florida Department of Transportation, District 7 John Simpson, Florida Department of Transportation, District 7

Ron Gregory, Greiner, Inc.

Jane Burmer, Greiner, Inc.

FROM:

Gary E. Warner

SUBJECT:

Tampa Heights/ Central Business District Community Meeting, Tyer Temple Church

March 3, 1994; WPA #7140004, State Project #99007-1402, FAP #IR-9999(43); Tampa

Interstate Study, Phase II; Hillsborough County

A Community Meeting was held for the Tampa Heights neighborhood and the downtown Tampa Central Business District on March 3, 1994 from 4:00 to 7:30 p.m. The meeting was held in the Community Room of the Tyer Temple United Methodist Church in Tampa Heights. Meeting participants were:

Stephanie Ferrell, HT/HCP Board

Olga Atkins, Faith Temple M. B. Church
Laura Weant, Janus Res./Piper Archaeology
Russ Bomar, Tampa Heights Civic Assoc.
Martha Sherman, Tampa Preservation, Inc.
Ronald Hubbard, Tyer Temple Church
Glen Shopmyer, Hills. County Planning
Robert Nelson, Tampa Heights Civic Assoc.
Joreatha Capers, Tyer Temple Church
Cornelia Smith, Tyer Temple Church
L. C. Brown, Tampa Heights Civic Assoc.
Ron Gregory, Greiner, Inc.
Elaine Illes, Greiner, Inc.
Kasey Cursey, Greiner, Inc.

Julie Johnson, Fl. Ctr. for Des. and Res., USF Fred Walls, City of Tampa Community Services Trisha Willsey, Tampa Heights Civic Association Dale Bunten, Tampa Heights Civic Association Karen Simon, Tampa Downtown Partnership Roland Oliver, Faith Temple M. B. Church J. Pat Plocek, City of Tampa Parks Department Charlotte Nelson, Tampa Heights Civic Assoc. Thomas White, Faith Temple M. B. Church Frances Kruse, Tampa Preservation, Inc. Pam Ganey, FDOT John Simpson, FDOT Jane Burmer, Greiner, Inc. Gary Warner, Greiner, Inc.

The meeting was held to solicit discussion and input from community members on desirable design treatments for the proposed interstate expansion both on a system-wide basis but more specifically for the Tampa Heights neighborhood and the Tampa Central Business District (CBD). Provided below is a brief summary of these discussions.

After opening salutations and introductions by Ms. Elaine Illes, Mr. Ron Gregory discussed the history and background of the Tampa Interstate Study (TIS) to the meeting participants. Information was provided, by Ms. Illes, on the environmental documentation that has been developed to date and the impact the roadway expansion would have on the area's historic resources. Ms. Illes presented a brief overview of the redesign for Perry Harvey Park to mitigate the effects of the interstate reconstruction. The proposed relocation of the Kid Mason Community Center into the park was also presented. It was explained that Greiner is working with the City of Tampa's Parks Department on a new location for the skateboard facility that is currently located in Perry Harvey Park. With the roadway expansion, this facility will be displaced.

Ms. Illes presented information concerning National Register districts and historic structures that are eligible for nomination to the National Register of Historic Places, including the Palm Avenue Historic District in the Tampa Heights area. It was explained that after additional research, the district could be expanded to encompass other structures. A video explaining the Section 106 process was shown.

Ms. Jane Burmer updated the meeting participants on the development of the TIS <u>Urban Design Guidelines</u>. It was explained that the purpose of this meeting was to address specific design elements, as part of the guidelines, primarily within the unique areas of Tampa Heights and the CBD. Visual aesthetics are important for both the on-system travellers as well as the adjacent land owners and off-system travellers. The three levels of treatment established for the interstate system were explained. It was emphasized that the Tampa Heights and CBD communities, in Design Segment 2B, are scheduled to receive the highest level of design treatment, Level 3 (Urban). Ms. Burmer discussed the different urban design elements that should be addressed during the group discussions.

Mr. Gary Warner discussed the photo boards of urban design elements that were on display for the community meeting. He explained that the photographs were representative samples of how the different elements could be designed. The participants were asked to evaluate and comment on the different elements on the photo boards during the group discussions.

The attached questionnaire was distributed to the participants and briefly explained. It was accentuated that the attendees should concentrate on the specific design treatments to be proposed for the Tampa Heights and CBD areas.

The participants were separated into two working groups to discuss the questionnaire and the urban design elements. Agency Liaison Group members acted as facilitators for general discussions within the working groups.

After more than an hour of deliberation, the two teams presented their conclusions in response to the questionnaire. Their comments are summarized below.

1) What elements, within the interstate system, would effectively illustrate continuity throughout the project? Both groups responded that landscaping (specifically palm trees, live oaks and crepe myrtles) and signs/sign supports (trailblazer type) are the primary elements that could be used to display coherence within the system. It was also suggested that the presence of outdoor, public art throughout the system could provide continuity. One team suggested contacting the Art Association for African American Art in Tampa Bay (Mr. Ken Syrmans). Throughout the system, bridge structures should be uninviting to vagrants and homeless who may sleep on support ledges. Mr. Gregory explained that the proposed

MEETING NOTES/Tampa Heights/CBD Comm. Mtg.

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bridge design will have vertical abutments that will eliminate ledges and any opportunity for homeless lodging.

- 2) What theme, if any, best represents a signature for the Tampa Bay area? Both groups emphasized the importance of sunshine, water, seashells ,like the symbolic design of the new aquarium, and landscaping with palms as themes for the area. It was noted that pirates, buccaneers and Gasparilla are important to the history of Tampa. Architecturally, minarets and the Bayshore balustrade were identified.
- 3) What design elements should be unique to your neighborhood? Lighting, fencing, water features and landscaping were identified by both groups as elements that should be unique to the neighborhood. Lighting in the neighborhoods and the Greenway should be different from fixture used in Hyde Park or Ybor City. The perception of walls from the neighborhoods should be considered. Unique landscape materials could be used for different areas, such as crepe myrtles and bottle brush. Water features should be created from the retention areas and, where possible, be located under bridge structures.
- 4) What aspects are visually most important for the freeway traveller? the adjacent land owner? For the freeway traveller, signs, lighting and walls were identified as the important elements. Call boxes should be located at frequent intervals to assist travellers in emergencies. Tree canopies should be at the interstate level as well. It is important that views from the system be maintained to allow travellers to retain a sense of neighborhood identity. Interstate road surfaces should be smooth and free from joints that produce "thump, thump, thump" noises. Exit ramps should be unique to the different neighborhoods. Off-system travellers should be able to find their way from the community to the interstate. Noise abatement, walls and bridge structures were identified as being of primary importance to adjacent land owners.
- 5) In your neighborhood, should the design and detailing of structures be design features or should they blend with surrounding elements? In the CBD, structures should be design features with detailing to reflect the historic arches found on existing drawbridges in the area. In adjacent neighborhoods, detailing of structures should be simple to blend with area or have unique, representative detailing.
- 6) What urban design elements should be emphasized at cross-streets under freeways? It is important that the "tunnel effect" be minimized in the design of cross-streets under the interstate. Suggestions include lighting built into the structures, continuous sidewalks and bikeways, attractive trash receptacles and benches unique to the area (long benches should have a middle rail to eliminate sleeping), art work built into abutments (color, palms, manatees). Create an open air market and places for people to gather under certain areas of overpasses
- 7) What is the most effective means to minimize visual impacts of retaining walls and noise barriers? Landscaping and art work were identified as the most effective means of mitigating walls and barriers. Tiered landscaping and art, palms, manatees, minarets, and balustrades constructed as integral components to walls were suggested. Add textures to large wall areas. It is important to stop the eye before it reaches unsightly walls. The underside of bridges should be treated with artwork or integral lighting creating scenic underviews.
- 8) What would you prefer the structures, cross-street intersections and pedestrian areas to look in your neighborhood? Inlaid brick at intersections and hexagon pavers for walks were suggested for pedestrian areas. Add kiosks along sidewalks and bikeways. Add interested and attractive street name

MEETING NOTES/Tampa Heights/CBD Comm. Mtg. C2380 C27 March 7, 1994
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markers. Create scenic underpasses with art and lighting.

- 9) What are the opportunities for outdoor art in your neighborhood? Potential locations for public art: Robles Park, Tampa Heights Greenway, Palm Street between Florida and Tampa, underpasses, underside of bridge structures, and murals on sides of buildings. Hire lots of local artists.
- 10) Please comment on photo boards presented. What did you like best? least? The photo boards were generally well liked. Participants felt that the example allowed for easier discussion of design elements. The least preferred photo board was for noise walls.
- 11) Please list other concerns relative to this project? It was generally felt that the design solutions for the interstate system must prevent the creation of new problems. Funding for beautification, aesthetics and landscaping was of primary concern. The sensitivity and fairness to displaced persons and funding for their relocation must be addressed. The historic integrity of the Tampa Heights neighborhood needs to be maintained and all historic structures should be relocated as part of the FDOT five year work plan. The length of time for this project is also a concern.

After both groups presented their findings, Ms. Illes answered final questions regarding future milestones for this project. She explained that the ideas and information presented at the four community meetings would be addressed in the development of the <u>Urban Design Guidelines</u>. The Tampa Heights/ Central Business District Community Meeting adjourned with no further questions.

Attached to the meeting notes are copies of the agenda, the questionnaire used for discussions and notes compiled by the two discussion groups.

TAMPA HEIGHTS/CENTRAL BUSINESS DISTRICT COMMUNITY MEETING MARCH 3, 1994

AGENDA

I.	INTR	ODITO	TIONS -	Flaine	Illes
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- II. PROJECT BACKGROUND Ron Gregory
 - A. Phase I
 - B. Phase II

III. ENVIRONMENTAL DOCUMENTATION UPDATE - Elaine Illes

- A. Overview
- B. Parks and Recreational Areas
 - 1. Perry Harvey Park
 - 2. Greenway Concept
- C. Historic Properties/Section 106
 - 1. Districts/Individual Properties
 - Video -
 - 2. Effects and Mitigations

IV. URBAN DESIGN GUIDELINES - Jane Burmer

- A. Background
- B. Goals/Intent/Application
- C. Urban Design Elements
- D. Levels of Treatment
 - 1. Definition
 - 2. Visual Examples
- V. Representative Photo Boards Gary Warner
- VI. Review Questions Gary Warner
- VII. Group Work Sessions
- VIII. Group Presentations
 (15 minute presentation for each group)

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

The Tampa Interstate Study team has prepared the following list of questions to solicit discussion and input from participants of the community meetings on desirable visual treatments. It is the intent of these questions to be a basis for discussion and deliberation. Group discussions should not be limited solely to issues addressed herein.

1)	One of the design goals for the project is for a unified design theme. What elements, within the interstate system, would effectively illustrate continuity throughout the project? (Refer to the handout titled "Urban Design Elements")
2)	What theme, if any, best represents a "signature" for the Tampa Bay area?
3)	What design elements should be unique to your neighborhood?
4)	What aspects are visually most important for the freeway traveller? the adjacent land owner?
5)	In your neighborhood, should the design and detailing of structures, such as bridges and retaining walls, be design features, or should they have simple details to blend with surrounding elements?

	what urban design elements should be emphasized at cross-streets un	der freeways?
7)	What is the most effective means to minimize visual impacts of retain barriers?	ing walls and noise
8)	What would you prefer the structure underpasses, cross-street intersect use areas to look like in your neighborhood?	ions and pedestrian
9)	What are the opportunities for outdoor art in your neighborhood?	
10)	Please comment on photo boards presented. What photos did you like	best? least?
11)	Please list/discuss any other concerns relative to the project:	
	•	A STATE OF THE STA

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URBAN DESIGN ELEMENTS

- ☐ WALLS AND EMBANKMENTS
- **J BRIDGE STRUCTURES**
- □ UTILITIES
- ☐ LIGHTING
- ☐ SIGNAGE/SIGN SUPPORTS
- ☐ FENCING
- ☐ SIDEWALKS/BIKEWAYS
- ☐ LANDSCAPE MATERIALS
- WATER FEATURES/RETENTION AREAS
- **OPPORTUNITY FOR PUBLIC ART**

Blue Team

TAMPA INTERSTATE STUDY

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

The Tampa Interstate Study team has prepared the following list of questions to solicit discussion and input from participants of the community meetings on desirable visual treatments. It is the intent of these questions to be a basis for discussion and deliberation. Group discussions should not be limited solely to issues addressed herein.

1)	One of the design goals for the project is for a unified design theme. What elements, within the interstate system, would effectively illustrate continuity throughout the project? (Refer to the handout titled "Urban Design Elements")
	Hailblazer-ture
	Signage Sign supports; Bridge structures (inaccessible to / uninviting
₩.	o vagrants, yet aesthetically pleasing to neighborhood); Landscape
	Materials (more thought into landscaping along intento to +
-	Materials (more thought into landscaping along intenstate + Surrounding neighborhood); Opportunity for Public Art (Ken Sirman What theme, if any, best represents a "signature" for the Tampa Bay area? Art Assoc.
2)	What theme, if any, best represents a "signature" for the Tampa Bay area?
	to the state of th
	Misa rete: "Chell "cumbal - Asia cium i Water (Manater: Art 6
	Attophenhood against downtown styline Pirate/Gaspaulla/
	Bucaneer theme
	DVLATEA THEME
3)	What design elements should be unique to your neighborhood?
	Lighting (especially in Linear Park) - need a different type of
	light than your or Hyde Park; Walls - perception from
	neighborhood should be visually pleasing; Water features / retention
	(group likes picture of the retention treatment under bridge); Landscape
4)	
,	owner? call boxes
_	can form to
	ignage; walls; lighting; -> treeway traveller
	and scape materials; fencing other than chain link; walls (would
	like to see the "signature" and incorporated into wall); opportunity for public art - adj. land owner
	for public art - adi, land owner
5)	In your neignborhood, should the design and detailing of structures, such as bridges and
	retaining walls, be design features, or should they have simple details to blend with surrounding elements?
	Downtown - design feature (maybe arches to repr. drawbridges a long
	River)
	Nuchbackand - simple details to blend w/ character of neighborhood

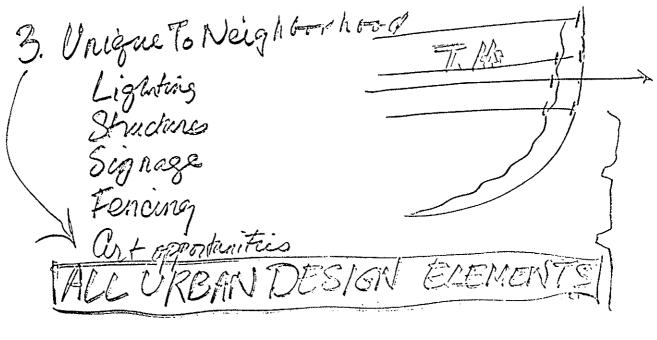
f	6) What urban design elements should be emphasized at cross-streets under freeways?
	Sidewalks + bile ways - need to be confineous; Nice-looking recepticle / tra
	Benches (similar to HAPTline's bus station benches); lighting (built cans
	into the overposs)
	7) What is the most effective means to minimize visual impacts of retaining walls and noise barriers?
	Actual Design (art) incorporated into wall (manateus, palm trees, minasets); Tiered planting along embantment
	Tiered planting along embantment
	8) What would you prefer the structure underpasses, cross-street intersections and pedestrian use areas to look like in your neighborhood?
•	Inlaid brick at intersections; hexagon pavers for sidewalks
Kio	E" an sidewalk near crosswalk / intersection w/ name of
Markers?	street make
•	9) What are the opportunities for outdoor art in your neighborhood?
	Gateways; exit ramps; Robles Park; Linear Park; Murals on sides of buildings; Palm St. between Florida + Tampa St.
	on sides of buildings; Palm St. between Florida + Tampa St.
	Underpasses; embankments
	10) Please comment on photo boards presented. What photos did you like best? least?
,	Best - retaining walls + lighting; #5; #9; #8
	Least - # 2 - doesn't show "uniqueness"
·	
	11) Please list/discuss any other concerns relative to the project:
Ą	* Funding; length of time; sensitivity + fairness to displaced pers n
	for the aesthetics, beautification, landscape t funds to subsidize the move

GREEN GROUP QUESTIONS DUNFYING THEME-FOR WHOLE INTERSTATE 2) PAINT MATERIALS PAINTS - VARIETY OF TYPES CROSSE MYRINES Canary Island Live Oaks

[b) Water - an armay siver, emal

C) PESMOS AT SUCT-PASS Aborthorasts
Perm & design Elements - Sculpusal

Minarets - U.T.
Bayshore Ballustrade



(4.2) Freway Tracker tolomote Sight + The Surrounding and Notaina same of majete beed defluences allow Traveler to place where he is clong the rion to Signage Distinstante lighting

Exit Ramps - unique la lieighborhouss but still identificale as heterster

adjacent land server producents Textured - relate to Kelskborkood

Buck Tadore Store Textine not stricted - not smooth - Not "50's 5. Design à Délailing of Structures such as pridges à retaining walls Should be design features unique to Tampa Heights - like HOH design elements for linear part.

C. Eliminate Tunnel effect

Dighting

2) wide side walks

3) bille palks

Flace for palks

Port like setting

Place fine lain brick palk thome - HOH =

Open air Market place

Flace for purple to gether - day; night

make not isolated

Plan tenso Odwork Attractive finishes à Types ie Ballustracle motif Stop the eye before you get to Walls ? water walls - waterfalls Sconic undervious I Park needs to be part of the bay 8 - Nefer to 6 9 - incorporate into Linear Park art walls Licet i community artists Paving materials

Embank Mississ

Planted =

maintainable

trash accumulation

keep plants aline

Sleeping problem Vertical - in flat even face Sleeping

ck | The Color Bougarilla :

Vince | Vince | Vince |

These high up at with strip level

BUSHY

(nterstale Wall-Shall be hand some -Ballestude detail to face neighborhood as well as highway

SMOOTH Aighway read surface come panels and prise - Hup, they they Rophalt-not so no issay Design Solutions must prevent
the creation of new protlems
Blocale help solve existing ones
Maintain Historic integrity of
neighborhood

SafetyShould be functional
Relocate exist historic Structures
in 5 gr. plan

Community contex - Hender son School



C2380, C27 March 8, 1994

MEMORANDUM

TO:

Mike Coleman, Florida Department of Transportation, District 7 Rick Adair, Florida Department of Transportation, District 7 John Simpson, Florida Department of Transportation, District 7

Ron Gregory, Greiner, Inc. Greiner, Inc. Jane Burmer, Greiner, Inc.

FROM:

Gary E. Warner

SUBJECT:

Ybor City Community Meeting, Allen Temple A. M. E. Church, March 7, 1994;

WPA #7140004, State Project #99007-1402, FAP #IR-9999(43); Tampa Interstate Study,

Phase II; Hillsborough County

A Community Meeting was held for the Ybor City neighborhood on March 7, 1994 from 4:00 to 7:30 p.m. The meeting was held in the Community Room of the Allen Temple A. M. E. Church in Ybor City. Meeting participants were:

Lee Martin, Hills. County Schools

Laura Weant, Janus Res./Piper Archeology

Rebecca Gagalis, Ybor City Dev. Corp.

Cookie Ellis, Ybor City Chamber of Comm.

Sharon Streater, HOPE, Inc.

Greg Lynch, Kisinger Campo & Associates

Tom Fulton, Post Buckley Schuh & Jernigan

Brad Cooper, Barrio Latino

John Simpson, FDOT

Elaine Illes, Greiner, Inc.

Larry Sly, Greiner, Inc.

Gary Warner, Greiner, Inc.

Randy Kranjec, City/County Planning Comm. Marianne Eggler-Gerozissis, Art in Public Places John Marsh, Fl. Ctr. for Des. and Res., USF

TAMPA INTERSTATE STUDY

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Tampa, Florida 33607-1462

7650 West Courtney Campbell Causeway

The Greiner Team

(813) 286-7667 1-800-624-0074 FAX: (813) 286-6587

David Rigney, HT/HCPB

Steven Parker, Rigall and Parker

Bob Finnegan, ROF Engineers & Landscape Arch. John Ranon, ROF Engineers& Landscape Arch.

Chris Osborn, HT/HCPB

Ben Muns, HNTB

Pam Ganey, FDOT

Ron Gregory, Greiner, Inc. -

Jane Burmer, Greiner, Inc.

Kasey Cursey, Greiner, Inc.

The meeting was held to solicit discussion and input from community members on desirable design treatments for the proposed interstate expansion both on a system-wide basis but more specifically for the Ybor City neighborhood. Provided below is a brief summary of these discussions.

MEETING NOTES/Ybor City Comm. Mtg.

C2380 C27 March 8, 1994

Page 2

After opening salutations and introductions by Ms. Elaine Illes, Mr. Ron Gregory discussed the history and background of the Tampa Interstate Study (TIS) to the meeting participants. Mr. Gregory also addressed the implications of the proposed Crosstown Connector between Interstate 4 and the South Tampa Crosstown Expressway. It was explained that one of the objectives of the Crosstown Connector is to reduce the amount of truck traffic through the Ybor City neighborhood that currently enter the neighborhood through along 21st and 22nd Streets.

Information was provided by Ms. Illes on the environmental documentation that has been developed to date and the impact the roadway expansion would have on the area's historic resources. Ms. Illes presented information concerning National Register districts and historic structures. A video explaining the Section 106 process was shown.

Ms. Jane Burmer updated the meeting participants on the goals and objectives of the TIS <u>Urban Design Guidelines</u>. It was explained that the purpose of this meeting was to address specific design elements, as part of the guidelines, primarily within the unique area of Ybor City. Visual aesthetics are important for both the on-system travellers as well as the adjacent land owners and off-system travellers. The three levels of treatment established for the interstate system were explained. It was emphasized that the Ybor City community is scheduled to receive the highest level of design treatment, Level 3 (Urban). Ms. Burmer discussed the different urban design elements that should be addressed during the group discussions.

Mr. Gary Warner discussed the photo boards of urban design elements that were on display for the community meeting. He explained that the photographs were representative samples, from various locations throughout the country, of how the different elements could be designed. The participants were asked to evaluate and comment on the various components on the photo boards during the group discussions.

The attached questionnaire was distributed to the participants and briefly explained. It was accentuated that the attendees should concentrate on the specific design treatments to be proposed for the Ybor City community.

The participants were separated into two working groups to discuss the questionnaire and the urban design elements. Agency Liaison Group members acted as facilitators for general discussions within the working groups.

After more than an hour of deliberation, the two teams presented their conclusions in response to the questionnaire. Their comments are summarized below.

- 1) What elements, within the interstate system, would effectively illustrate continuity throughout the project? Both discussion groups identified signs, lighting and landscaping as elements that should illustrate continuity through the system. Water should be used throughout the project. One group also identified the color of steel structural members as an element that should be consistent through the interstate system. It was also suggested that bridge and overpass structures articulate the architectural features of the different neighborhoods.
- 2) What theme, if any, best represents a signature for the Tampa Bay area? One group identified sunshine and water as signature elements for Tampa Bay. The other group felt that any particular icon

may not be appropriate representation for the entire area. They felt that the best signature for Tampa Bay would be the quality of design and construction of the interstate system.

- 3) What design elements should be unique to your neighborhood? Both groups identified historic architectural elements that should be unique to Ybor City. They are sidewalks constructed with hexagonal pavers, light fixtures currently used in the Ybor City streetscape projects, similar plant materials, and integrated decorative tiles. These elements are of primary importance in the "gateway" area of 14th and 15th Streets. Bridge supports and retaining walls should reflect that architectural character of the area.
- 4) What aspects are visually most important for the freeway traveller? the adjacent land owner? It is important that an orientation and "sense of place" be established for the freeway traveller. If vistas off the system cannot be maintained, artificial landmarks should be created, such as bridge towers, and tunnel effects should be avoided. Areas of significance should be emphasized with landscaping. Do not clutter signs on the system. For the adjacent land owner, it is important to de-emphasize the interstate system. One group suggested that landscaping should be used instead of walls as noise attenuation. Structural noise barriers may be important for the residential neighborhoods, less important for the business neighbors. Adjacent natural and artificial landmarks within the neighborhoods should be maintained or created if none exist.
- 5) In your neighborhood, should the design and detailing of structures be design features or should they blend with surrounding elements? This was a controversial question for one group. Some participants wanted simple detailing to blend the structures with the surroundings. Other participants wanted the structures to articulate the neighborhood character thus becoming design features. The second group wanted a lot of design in the structures to match the current styles in Ybor City.
- 6) What urban design elements should be emphasized at cross-streets under freeways? It is important that the "tunnel effect" be minimized in the design of cross-streets under the interstate. Areas should replicate the architectural character of the district with hexagonal pavers and specialty lighting. Bikeways and sidewalks are also important. European-style water features and fountains should be included.
- 7) What is the most effective means to minimize visual impacts of retaining walls and noise barriers? Both groups identified landscaping, specialty lighting, the use of color and art as effective means to minimize the effects of walls.
- 8) What would you prefer the structures, cross-street intersections and pedestrian areas to look in your neighborhood? The areas should be friendly and safe for pedestrians. Historic hexagonal pavers and light fixtures would distinguish the historic character of the area. Materials should be consistent. Where possible, brick could be used.
- 9) What are the opportunities for outdoor art in your neighborhood? A plethora of stand-alone art pieces should be avoided. Art work should be integrated into the system. The opportunity presents itself to utilize artist collaboration in the design of the system. Retention ponds offer another unique opportunity to incorporate outdoor art. Murals on buildings and walls should be used to represent the area's ethnic diversity.
- 10) Please comment on photo boards presented. What did you like best? least? Photograph number 3 on Board number 5 was identified as representing a good, consistent integration of lighting and sign

MEETING NOTES/Ybor City Comm. Mtg. C2380 C27 March 8, 1994
Page 4

design. The noise barrier board was too generic and not creative enough. Use of noise barriers along the interstate system should incorporate more creativity. The retention and water features shown were nice; but, it was felt that this type of design should be standard practice for all roadway design. One group felt that the boards did not relate to this region.

11) Please list other concerns relative to this project? It is important to design and not decorate the interstate system. The need for noise barriers should be reconsidered for the south side of the interstate in the Ybor City segment. The Ybor City gateway at 14th and 15th Streets and the surrounding area should be carefully designed by professionals and "not dictated by the Federal Highway Administration".

After both groups presented their findings, Ms. Illes answered final questions regarding future milestones for this project. She explained that the ideas and information presented at the four community meetings would be addressed in the development of the <u>Urban Design Guidelines</u>. The Ybor City Community Meeting adjourned with no further questions.

Attached to the meeting notes are copies of the agenda, the questionnaire used for discussions and notes compiled by the two discussion groups.



TAMPA INTERSTATE STUDY YBOR CITY COMMUNITY MEETING MARCH 7, 1994

AGENDA

- I. INTRODUCTIONS Elaine Illes
- II. PROJECT BACKGROUND Ron Gregory
 - A. Phase I
 - B. Phase II
- III. HISTORIC RESOURCES AND MINIMIZING IMPACTS Elaine Illes
 - A. Overview for Study Area
 - B. Ybor City and Impacts to Historic Resources Video -
 - C. Minimizing Impacts
- IV. URBAN DESIGN GUIDELINES Jane Burmer
 - A. Background
 - B. Goals/Intent/Application
 - C. Urban Design Elements
 - D. Levels of Treatment
 - 1. Definition
 - 2. Visual Examples
- V. Representative Photo Boards Gary Warner
- VI. Review Questions Gary Warner
- VII. Group Work Sessions
- VIII. Group Presentations
 (15 minute presentation for each group)

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

The Tampa Interstate Study team has prepared the following list of questions to solicit discussion and input from participants of the community meetings on desirable visual treatments. It is the intent of these questions to be a basis for discussion and deliberation. Group discussions should not be limited solely to issues addressed herein.

1)	One of the design goals for the project is for a unified design theme. What elements, within the interstate system, would effectively illustrate continuity throughout the project? (Refer to the handout titled "Urban Design Elements")
2)	What theme, if any, best represents a "signature" for the Tampa Bay area?
3)	What design elements should be unique to your neighborhood?
4)	What aspects are visually most important for the freeway traveller? the adjacent land owner?
5)	In your neighborhood, should the design and detailing of structures, such as bridges and retaining walls, be design features, or should they have simple details to blend with surrounding elements?

6)	What urban design elements should be emphasized at cross-streets under freeways
·······	
7)	What is the most effective means to minimize visual impacts of retaining walls and barriers?
8)	What would you prefer the structure underpasses, cross-street intersections and pede
υ,	use areas to look like in your neighborhood?
9)	What are the opportunities for outdoor art in your neighborhood?
	
10)	Please comment on photo boards presented. What photos did you like best? least?
	· · · · · · · · · · · · · · · · · · ·
11)	Please list/discuss any other concerns relative to the project:
,	

URBAN DESIGN ELEMENTS

- ☐ WALLS AND EMBANKMENTS
- ☐ BRIDGE STRUCTURES
- □ UTILITIES
- □ LIGHTING
- ☐ SIGNAGE/SIGN SUPPORTS
- ☐ FENCING
- ☐ SIDEWALKS/BIKEWAYS
- ☐ LANDSCAPE MATERIALS
- WATER FEATURES/RETENTION AREAS
- OPPORTUNITY FOR PUBLIC ART

- muscuics 9-151 - tilework ment TAMPA INTERSTATE STUDY

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

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	Many janvay me para
7)	What is the most effective means to minimize visual impacts of retaining walls and noise barriers? Water features , lighting -
8)	What would you prefer the structure underpasses, cross-street intersections and pedestrian use areas to look like in your neighborhood? > pawa historic lumbuy - mallual to he among the company of the
9)	What are the opportunities for outdoor art in your neighborhood? THUTTON PAND - STAND AN AUSTONICALIE USE USE WHE
10)	Please comment on photo boards presented. What photos did you like best? least? A 5 #3 - WAR SIM W-SYMLAP + log
11)	Please list/discuss any other concerns relative to the project:
<u> </u>	large relief map which changes as you go by they

1. SIGNAGE, LIGHTING, LANDSCAPING HOWEVER, USE BRIDGES, OKAPASSED TO DISTINCUISH DIFFERDAT AREAS OU A VIS LIGHTING J. SUNSHINR, WITTER, 3. HOXAGONAL SHAPRS, ARCHITUCTURAC CHARACTER MANUEL DONT CLUTTER SIGNS

VISTAS De ENTHASIZE INTERTATE STOND WALL RELATIONSHIP (TECHNICAL) TO EXISTING +
PROPOSOD LAPUD USA (NOISE ARATEMONT STUDY) Claw this THE ON S. SIDE OF ROAD

5, Design Flatures

Q. REPLICATE THE ARCHITECTURAL

CHARACTER OF DISTRICT

- HEXAGONALS, THE

- WATER, FOUNTAINS IN ST EUROPEN STYLL

- LIGHTING

LANDSCAPNO, DIVERSITY IN TEXTURE USE of COLOR INTRODUCE RELIEF INTO PANCES

FREENCY, SAFE PED ARRAS

PEDECTRIAN FRIENDLY LIGHTING SYSTEM,

INTEGRATE ART INTO THE SYSTEM,

NO "STAND ALONE" ART

MURALS RUPRESENTING ETHNIC

DIVERSITY

- 10. FIFTE
 -BOARDS GENERALLY DO NOT
 RELATE TO THIS REGION
 - NOUSE BARRIER NOT CREATIVE ENOUGH, TOO BLAND
 - RETENTION WATER FEATURES BOARD

 15 OK, SHOULD BECOME STANDARD

 PRACTICE WITH ALL ROAD CONSTRUCTION
 - -DO WE NEED SOUND BARRER WALLS ON THE SOUTH SIDE OF THE ROAD IN THE YEAR SEGMENT?
 - ITS UNDERSTOOD THAT THE FHWA
 PROCOSS IS VERY RIGID, IT WOULD BE
 UNFORTUNATE IF A DESIGN PRO
 WERE NOT ABLE TO DESIGN
 YOUR BATEWAY AND THE EDGES WHICH
 EMPLATE FROM THE ETTELLINE



TAMPA INTERSTATE STUDY The Greiner Team

FAX: (813) 286-6587

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

C2380, C27 March 10, 1994

MEMORANDUM

TO:

Mike Coleman, Florida Department of Transportation, District 7 Rick Adair, Florida Department of Transportation, District 7 John Simpson, Florida Department of Transportation, District 7

Ron Gregory, Greiner, Inc.

Gleiner, Greiner, Inc.

Jane Burmer, Greiner, Inc.

FROM:

Gary E. Warner

SUBJECT:

West Tarhpa Community Meeting, Martin Luther King, Jr., Recreation Center

March 2, 1994; WPA #7140004, State Project #99007-1402, FAP #IR-9999(43); Tampa

Interstate Study, Phase II; Hillsborough County

A Community Meeting was held for the West Tampa neighborhood on March 9, 1994 from 4:00 to 7:30 p.m. The meeting was held in the Community Room of the Martin Luther King, Jr., Recreation Complex in West Tampa. Meeting participants were:

Ruth McNair, West Riverfront Watch
Jim Valentine, City of Tampa Parks Dept.
Daren Carriere, HNTB
Cynthia Williams, Tampa Housing Authority
Ira Hamilton, East River Grove Dev. Corp.
Delphine Jones, West Riverfront Watch
Katherine Davis, Church of the First Born
Lisa Landers, Tampa Housing Authority
Martha Sherman, Tampa Preservation, Inc.
Pam Ganey, FDOT
John Simpson, FDOT
Jane Burmer, Greiner, Inc.
Gary Warner, Greiner, Inc.

Andrew Sims, Jr., West Tampa Homeowner Dora Reeder, West Tampa Homeowner Marquerite Ellerson, West Tampa Homeowner Brenda Burch, Tampa Housing Authority Althea England, Living Waters Theatre Francis Davis, Church of the First Born Linda Saul-Sena, Tampa City Council Angelo DePaul, Tampa Housing Authority Geraldine Barnes, West Riverfront Watch Ron Gregory, Greiner, Inc. Elaine Illes, Greiner, Inc. Kasey Cursey, Greiner, Inc.

The meeting was held to solicit discussion and input from community members on desirable design treatments for the proposed interstate expansion both on a system-wide basis but more specifically for the West Tampa neighborhood. Provided below is a brief summary of these discussions.

After opening salutations and introductions by Ms. Elaine Illes, Mr. Ron Gregory presented the history and background of the Tampa Interstate Study (TIS) to the meeting participants. Information was

provided on interchange spacing, four-roadway systems and the project's timeframe for design and construction.

Ms. Illes discussed the environmental documentation that has been developed to date and the impact the roadway expansion would have on the area's historic resources. Ms. Illes presented information concerning National Register districts and historic structures in the West Tampa area. A video explaining the Section 106 process was shown.

Ms. Jane Burmer updated the meeting participants on the development of the TIS <u>Urban Design Guidelines</u> and its goals and objectives. It was explained that the purpose of this meeting was to address specific design elements, as part of the guidelines, primarily within the unique area of West Tampa. The three levels of treatment established for the interstate system were explained. It was emphasized that the West Tampa community is scheduled to receive the highest level of design treatment, Level 3 (Urban). Ms. Burmer discussed the different urban design elements that should be addressed during the group discussions.

Mr. Gary Warner discussed the photo boards of urban design elements that were on display for the community meeting. He explained that the photographs were representative samples of how the different elements could be designed. The participants were asked to evaluate and comment on the different elements on the photo boards during the group discussions.

The attached questionnaire was distributed to the participants and briefly explained. It was accentuated that the attendees should concentrate on the specific design treatments to be proposed for the West Tampa area.

The participants were separated into two working groups to discuss the questionnaire and the urban design elements. Agency Liaison Group members acted as facilitators for general discussions within the working groups.

After more than an hour of deliberation, the two teams presented their conclusions in response to the questionnaire. Their comments are summarized below.

- 1) What elements, within the interstate system, would effectively illustrate continuity throughout the project? Both groups identified walls, embankments and lighting as the unifying elements for the interstate system. One group thought fencing and signing could help provide continuity.
- 2) What theme, if any, best represents a signature for the Tampa Bay area? It was mentioned by both groups that the "true taste of Tampa" was the cultural diversity and the "commercially guttsy" atmosphere found in the region. The city of Tampa is "fast and upbeat" compared to other adjacent communities and this should be represented in the interstate design.
- 3) What design elements should be unique to your neighborhood? One of the discussion groups thought that art work, incorporated into noise and retaining walls, should be the unique element for West Tampa. The other group felt that a family feeling and atmosphere should be portrayed in the interstate design. They felt it is important to bring out the "family impressions" and simplicity of the time period when West Tampa was at its commercial and cultural prime before the urban renewal and interstate construction of the 1960s. The design elements in the area should be simple in design and reflect the

"classic signatures" of the small scale, fanily-oriented community of West Tampa.

- 4) What aspects are visually most important for the freeway traveller? the adjacent land owner? For the freeway traveller, the view of the downtown skyline and palm trees were identified as being visually the most important elements. Also of importance are signs to announce the arrival into the West Tampa area and to attract visitors off of the highway. For the adjacent land owner, all of the urban design elements were classified as being important. The total design integration and maintenance of all the elements will be the most appealing to the adjacent home owner. "A poor landscape with little maintenance is worse than no landscape."
- 5) In your neighborhood, should the design and detailing of structures be design features or should they blend with surrounding elements? For the West Tampa community, one group suggested that the designed structures should have simple detailing to represent the "simple people and simple family lifestyle" that was prevelant. The other group felt that the Howard and Armenia areas should be highlighted with historic light poles and bridge treatments, such as towers. Names of local families and replicas of typical neighborhood housing could be imprinted into retaining walls and sidewalks. Historic themes should be continued into the underpass areas. The participants who live in the area would like to see a return to the "gardens and groves" that were prevelant in an earlier time.
- 6) What urban design elements should be emphasized at cross-streets under freeways? Cross-street areas should have historically representative sidewalks, bikeways, lighting, wall treatments and public art.
- 7) What is the most effective means to minimize visual impacts of retaining walls and noise barriers? Landscaping and art were considered to be the most effective means of minimizing visual impacts. However, it was emphasized that community art that "belongs to the community" should be used in the area and not commercial art.
- 8) What would you prefer the structures, cross-street intersections and pedestrian areas to look in your neighborhood? A simple, unified theme.
- 9) What are the opportunities for outdoor art in your neighborhood? Both groups believed that the opportunities for public art were very numerous. The art should create and bring an identity to the West Tampa neighborhood. Creating an identity for the community would attract more visitors and businesses. One group, however, if faced with a choice, would prefer well maintained trees and landscaping over public art.
- 10) Please comment on photo boards presented. What did you like best? least? It was suggested that all of the photos be numbered on each board and that each board be numbered to coordinate with the questionnaire. Generally, the retaining and noise walls boards were the least liked. The landscaping in front of the retaining and noise walls dipicted in the photographs was liked by the participants. Planted "green walls" and terraced retaining walls were not desirable.
- 11) Please list other concerns relative to this project? The significant history of the West Tampa community should be carefully addressed and restored to its once great splendor and beauty.

After both groups presented their findings, Ms. Illes answered final questions regarding future milestones for this project. She explained that the ideas and information presented at the four community meetings

MEETING NOTES/West Tampa Comm. Mtg. C2380 C27 March 10, 1994
Page 4

would be addressed in the development of the <u>Urban Design Guidelines</u>. The West Tampa Community Meeting adjourned with no further questions.

Attached to the meeting notes are copies of the agenda, the questionnaire used for discussions and notes compiled by the two discussion groups.



TAMPA INTERSTATE STUDY WEST TAMPA COMMUNITY MEETING MARCH 9, 1994

AGENDA

 INTRODUCTIONS - Elaine Ille 	I.	INTR	ODL	JCTIONS	- Elaine	Illes
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- II. PROJECT BACKGROUND Ron Gregory
 - A. Phase I
 - B. Phase II
- III. HISTORIC RESOURCES AND MINIMIZING IMPACTS Elaine Illes
 - A. Overview for Study Area
 - B. West Tampa and Impacts to Historic Resources Video -
 - C. Minimizing Impacts
- IV. URBAN DESIGN GUIDELINES Jane Burmer
 - A. Background
 - B. Goals/Intent/Application
 - C. Urban Design Elements
 - D. Levels of Treatment
 - 1. Definition
 - 2. Visual Examples
- V. Representative Photo Boards Gary Warner
- VI. Review Questions Gary Warner
- VII. Group Work Sessions
- VIII. Group Presentations
 (15 minute presentation for each group)

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

The Tampa Interstate Study team has prepared the following list of questions to solicit discussion and input from participants of the community meetings on desirable visual treatments. It is the intent of these questions to be a basis for discussion and deliberation. Group discussions should not be limited solely to issues addressed herein.

1)	One of the design goals for the project is for a unified design theme. What elements, within the interstate system, would effectively illustrate continuity throughout the project? (Refer to the handout titled "Urban Design Elements")
2)	What theme, if any, best represents a "signature" for the Tampa Bay area?
3)	What design elements should be unique to your neighborhood?
4)	What aspects are visually most important for the freeway traveller? the adjacent land owner?
5)	In your neighborhood, should the design and detailing of structures, such as bridges and retaining walls, be design features, or should they have simple details to blend with surrounding elements?

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7) What is the most effective means to minimize visual impacts of ret	aining walls and nois
barriers?	
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8) What would you prefer the structure underpasses, cross-street inters	ections and nedestria
use areas to look like in your neighborhood?	
9) What are the opportunities for outdoor art in your neighborhood?	
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URBAN DESIGN ELEMENTS

- ☐ WALLS AND EMBANKMENTS
- **BRIDGE STRUCTURES**
- UTILITIES
- **LIGHTING**
- SIGNAGE/SIGN SUPPORTS
- **FENCING**
- SIDEWALKS/BIKEWAYS
- LANDSCAPE MATERIALS
- WATER FEATURES/RETENTION AREAS **OPPORTUNITY FOR PUBLIC ART**

1901 N. ROME AUE TAMPA, FlA. 33607

URBAN DESIGN GUIDELINES - COMMUNITY WORKSHOP SURVEY

The Tampa Interstate Study team has prepared the following list of questions to solicit discussion and input from participants of the community meetings on desirable visual treatments. It is the intent of these questions to be a basis for discussion and deliberation. Group discussions should not be limited solely to issues addressed herein.

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2)	What theme, if any, best represents a "signature" for the Tampa Bay area? Cultural Riversity at it's Best.		
3)	what design elements should be unique to your neighborhood? opportunity for public art.		
4)	What aspects are visually most important for the freeway traveller? the adjacent land owner? Zandscape Materials		
5) 	In your neighborhood, should the design and detailing of structures, such as bridges and retaining walls, be design features, or should they have simple details to blend with surrounding elements? Lesign Features west tampa		

6) What u	rban design elements should be emphasized at cross-streets under freeways?
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7) What is barrier	s the most effective means to minimize visual impacts of retaining walls and noise s?
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8) What was are	ould you prefer the structure underpasses, cross-street intersections and pedestrian as to look like in your neighborhood?
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9) What a	re the opportunities for outdoor art in your neighborhood?
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10) Plages	comment on photo boards presented. What photos did you like best? least?
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Pote	ntial Landscape Weterials

11) Diagra	list/discuss any other concerns relative to the project:
11) Please	
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- UNIFIED DESIGN THEME

- Bridges

- Walls & Embankments

- Lighting
- Sianage
- Fencing
- Landscape Materials

2) SIGNITURE OF TAMPA BAY

- Cultural Divergity

- Fast & Up beat

- Business

- Commercially Guttsy

- Taste of Tampa (restourned)

- PALM TREES

3) UNIQUE TO NEIGHBORHOOD

Y Country Family
Community / Living Place
Small Scale Community Common

- Simplicity of elements

- bring out unique artwork or

classic signitures of a time period

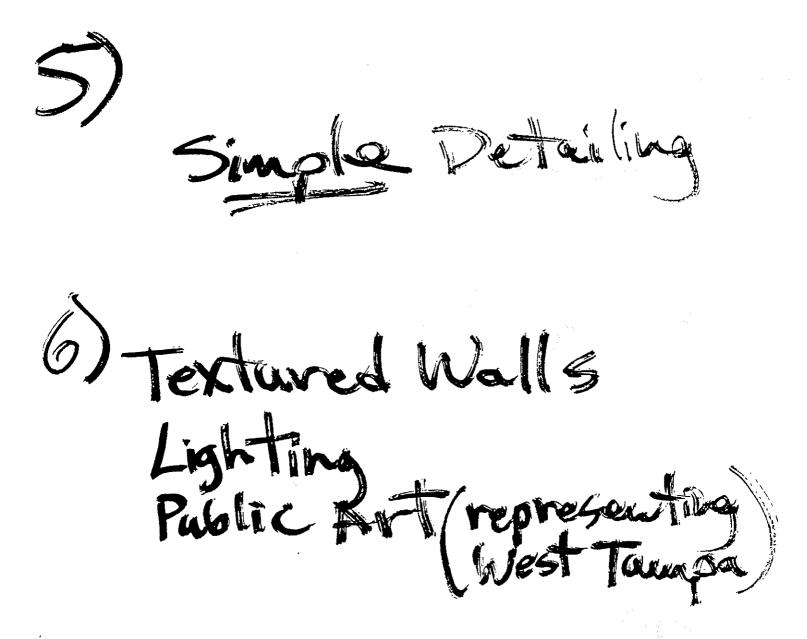
- Bring out family impressions

art and advertising

Sky line (view)
Palva Trees
SIGNAGE & Identification
Of Avea

HELP Bring People to
West Tampa

All Elemants Important Low Maint. Landscaping Traditional Tatrastructure



7) Landscapinos Community Avet 8) Unified Simple theme (all the same)

9) Bring Kreate Identy

10) Most restaining valle (146)
Least Londscape Wall

- Design for maintenance

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APPENDIX E

MINUTES OF AGENCY TASK FORCE MEETINGS



C2380 B1, E13, E14 August 21, 1990

MEMORANDUM

TO:

David Twiddy

FROM:

Ron Gregory (2)

SUBJECT:

Tampa Intervate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-99999(43) - Consolidated List of CAC/ATF/RTF Membership

Attached for your use is the consolidated listing of Phase I and Phase II TIS public and agency involvement committee membership. You had requested this list at our August 20, 1990 meeting.

The CAC (Citizen Advisory Committee) list is very firm; the only additions would be former members who have not agreed to serve, changing their mind and requesting Phase II membership. This CAC group was very active in Phase I and will be a significant group in shaping public and official opinion during Phase II. Pam I io (County Commission) and Bruce Sampson (University of Tampa) never directly participated in the CAC activities.

The ATF (Agency Task Force) participation varied during the study, primarily due to the subject matter changing as we proceeded with the study. Overall, the police and emergency personnel were always concerned, environmental agencies were cautious but interested, school board staff were always involved and the utility and engineering groups were rarely involved.

The RTF (Relocation Task Force) is a new group for Phase II and its membership is what can be considered high profile. Bobby Atwell will work directly with this group to smooth the way for right-of-way and relocations and avoid adverse publicity for the Department. Good community relations source for the Department on a potentially hot topic.

I have not made any listing of the Historic/Archaeologic Ad Hoc Committee or the Drainage Master Plan Technical Group since neither of these two have materialized yet.

xc Dick Combs Christina Barrett



August 21, 1990

PHASE I MASTER PLAN

CAC MEMBERS

Mike Salmon
James T. Hargrett, Jr.
Pam Iorio
Bruce Samson
Mel Anderson
Ronald Rotello
Jeff Thaxter
Fran Davin
William H. McBride
Tom Thomson
Joan Jennewein
Scott Trundle

ATF MEMBERS

Ray Speer
Emmett Lee, Jr.
Allan Schrader
Michael McCarthy
Captain Pedrick
Lt. James Gillum
Shiela Benz
Jeff Arey
J. E. Skinner
Rud Mueller
Sheriff Heinrich
Elton Smith
John Temple
Lt. Tagliarini
Lt. Albert White

Tom Thomson
Dawn Turner
Paul Desmarais
Eb Lemcke
William Howell
Dr. Rick Garrity
Cliff Hayden
Robert Hunter
Ray Miklos
Huber Pascoe
John Gallagher
Sheriff Johnson
James Randall
Lee Martin
Victor Gagliardo

PHASE II MASTER PLAN

CAC MEMBERS

Mike Salmon
James T. Hargrett, Jr.
Mel Anderson
Ronald Rotello
Jeff Thaxter
Fran Davin
William H. McBride
Scott Trundle

ATF MEMBERS

Ray Chiaramonte
Cpt. Pedrick
Elton Smith
James Randall
Ray Speer
Tom Thomson
Victor Gagliardo
Hubert Pascoe,Jr.
Shiela Benz
Mike McCarthy
Renee Hawkes
Rud Mueller
Lt. Tagliarini
Lee Martin
Rick Garrity

RTF MEMBERS

Otis Anthony
F. de la Menardiere
Cecil Edge
Mike English
Audley Evans
James T. Hargrett
Bob Harrell
Charles Knight, III
Lee Martin
Harris Mullen
Ron Rotella
Scott Trundle

Greiner, Inc.
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7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-1711

FAX: (813) 287-8591

C2380 C3B C2510 February 28, 1992

MEMORANDUM

TO:

Files

Meeting Attendees (See Listing)

FROM:

Ron Gregory

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-9999(43) - Traffic Operations Coordination Meeting Summary

Minutes

A meeting to review traffic operations in the Westshore Business District area of 1-275 was held in Greiner's TIS Conference Room from 10:30 am to 12:15 pm on Monday, February 24, 1992. A list of meeting attendees is attached.

The following provides a summary of discussions held during this meeting. The attached technical calculations were provided to meeting attendees and should be consulted for details of specific issues discussed.

Jan Everett opened the meeting with a review of why the attendees were meeting: 1) Trask Street (HOV) ramp signal operations, including Cypress Street; 2) Alternate directional splits of HOV ramp traffic at Trask Street; 3) Lois Avenue and I-275 signal operations (storage); 4) triple left for Dale Mabry Highway/I-275 ramp movements; and 5) Cypress Street HOV ramps. These issues were developed based on the last coordination meeting.

Trask Street Traffic Operations

Jan Everett and Greg Root presented the signal analysis for the TIS traffic memorandum splits (50/50) and alternative splits (60/40). These analyses using PASSER II-90 show that the Trask Street signals at the I-275 ramps, HOV priority ramp and Cypress Street will operate at an acceptable level of service in the design year. The analyses assumed "side by side" left-turn lanes under the structures.

MEMORANDUM/IPM COORDINATION C2380 C3B, C2510 February 27, 1992 Page 2 of 4

Jim Burnside wanted to know if the PASSER analysis included an assessment of queues on Trask. A discussion followed with the agreement that the PASSER analysis does provide for queue assessment since it is a "green ban" type analysis. Jim Burnside asked for a sketch of the PASSER signal phasing diagram for the Trask analysis. A copy of this sketch is attached to this memorandum.

In preparing the phasing diagram requested by the City for the Trask Street intersections, it was determined that while the previous analysis had minimized the queues for all of the movements in the corridor, it had not progressed the HOV ramp traffic through the interchange ramp signals. This occurs because the objectives of the PASSER-90 runs were to maximize the through movement progression and minimize the queue lengths. Since the volumes from the HOV ramps are low (relative to some of the other movements analyzed) and are not considered as "through movements" by PASSER-90, they were not progressed through the system.

To fully address the concerns discussed in the meeting, Greiner has completed a TRANSYT-7F run of the Trask Street area to evaluate the ability to progress the HOV ramp movements as well as the through movements on Trask Street. TRASNYT-7F is a better software package to use for this type of analysis since it progresses movements turning into or out of the system as well as the through movements. As indicated above, PASSER only progresses the through movements. Attached is a sketch of the phasing diagram as well as the TRANSYT-7F output illustrating how the Trask Street is proposed to operate. As indicated on the phasing diagram, this operation progressed the HOV ramp movements as well as the through movements.

After further discussion Dave Buser indicated that the Department will review Greiner's analysis. If the FDOT review indicates that the analysis is acceptable, the issue of the Trask Street HOV ramp location will be resolved and the ramp will stay at Trask Street.

Lois Avenue/I-275 Signal Operations

Jim Burnside wanted to know if the storage lengths for traffic on Lois Avenue between the I-275 ramps and Cypress Street were adequate. A review of both the traffic signal analysis and the geometry indicated that a minor MEMORANDUM/IPM

COORDINATION C2380 C3B, C2510 February 27, 1992 Page 3 of 4

modification to the northbound left-turn storage on Lois Avenue at Cypress Street is recommended. This revision can be accommodated in the existing plans without any significant impacts. The group discussed the existing traffic problems and Mike Scanlon (City) noted that he had been in the field observing the peak hour traffic and felt that the primary problem is the lack of storage for southbound left turns at the I-275 eastbound on-ramp. He felt that the TIS plan addresses this issue and that the plan would be acceptable. A discussion followed and it was agreed that the current plan, as modified for the northbound left-turn storage on Lois Avenue at Cypress Street, is acceptable.

Dale Mabry Highway/I-275 Ramps

Jim Burnside had asked for an analysis of a "triple left" for the I-275 off ramp movements to Dale Mabry Highway. Jan Everett and Greg Root provided this analysis to the meeting attendees. The analysis indicated that the "triple left" option would improve the v/c ratio by approximately 13 percent and reduce the average delay by 25 percent. The impact of providing the "triple left" option would be either more expensive structures or expanded right-of-way; neither of these impacts have been quantified.

Jim Burnside noted that the analysis at the Dale Mabry Highway interchange was for the current TIS plans and he had requested an analysis of an "urban interchange alternate" at this location. Ben Muns indicated that the "urban interchange" was analyzed and rejected during an earlier phase of the HNTB study. Jim Burnside requested that costs to implement the "triple left" plan be determined. Ron Gregory indicated he would discuss this request with David Twiddy and Ed Brill in the near future and get back to Jim and Dave Buser with what action would be taken.

Alternate Cypress Street HOV Ramp Analysis

Greg Root discussed the issue of traffic operations on Cypress Street, if the Trask HOV ramp is relocated to Cypress Street. FTE had previously attempted an unsignalized analysis of this location and used a distribution split that was different from the previously FDOT approved TIS Traffic Memorandum. Josh Robinson (FTE) explained that he had assumed a different split at Cypress due MEMORANDUM/IPM

COORDINATION C2380 C3B, C2510 February 27, 1992 Page 4 of 4

to its proximity to Dale Mabry and the belief that traffic would distribute more toward Dale Mabry. Greg Root and Jan Everett pointed out that those trips destined for Dale Mabry would have had ample opportunity to redistribute directly to the Dale Mabry ramps and need not back track on Cypress to Dale Mabry. Specifically, the approved TIS multi-modal model assignments for HOV trips had already assigned these HOV trips directly to the Dale Mabry links in the network assignment process. The manual reassignment undertaken by FTE is therefore, not consistent with the modeling process. Ron Gregory noted that all traffic operations analyses should adhere to the FDOT approved model outputs and TIS Traffic Memorandum to be sure that all elements of the interstate reconstruction program are consistent.

Jim Burnside asked if the left-turn for westbound off-ramp on Cypress Street was included in the design. A discussion followed with the consensus of both the FDOT and TIS team that no left-turn would be provided since the ramp serves Lois Avenue, not Cypress Street, and the return movement (eastbound on-ramp from Cypress Street) could not be provided. The ramp would be signed for "Lois Avenue." No further action is anticipated on this issue.

Jim Burnside requested that the geometry required on Cypress Street from the I-275 off-ramp west to Lois Avenue be shown on the TIS approved alternative. Ron Gregory indicated that the FDOT had shown this geometry to the FHWA and after consultation with the FHWA the geometry was removed from the plans. A discussion followed and as a result Ron Gregory agreed to discuss this issue with David Twiddy (PD&E) and Ed Brill (IPM) in the near future. A decision will be made as to whether the geometry will be added to the TIS plans and provided for in the HNTB design scope. Ron Gregory will advise Dave Buser of the decision.

xc David Twiddy, FDOT
Mike Coleman, FDOT
Ed Brill, FDOT
Don Henderson
Dick Combs

Date 2-24

Meeting Attenders

Subject T/S Meeting on Traffic Operations - Cypness and Trask

NAMIE

ORGANIZATION

#

Ron Gregory Bala Padmanabhan BEN MUNS

DAREN CARRIERE

MIKE Seawlow

David Buser

Jim Creushaw Jan Everett

Josh Robinson

Jim Burnsing

Greiner/71s

FOOT HUTB

HNTB

City of Tangan FOOT

DSA

GreinerInc

FTE City of TAMPO 286-7667

871.7390

873-0051

873-0051

223-8105

871-7390

873-1222

286-1711

282-3272

4208 266

Signed

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C2380 B1, B5, C3B, D14 24-JUN-92

MEMORANDUM

TO:

Joel Jackson (City of Tampa-Parks Department)

Rick Adair (FDOT)
Jane Burmer (TIS)
Mike Callahan (TIS)
Ron Gregory (TIS)
Elaine Illes (TIS)

FROM:

Chris P. DeAnnuntis

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402, FAP #IR-99999(43) - Coordination Meeting with City of Tampa Parks

Department

A coordination meeting with the City of Tampa Parks Department was held in Greiner's 5th floor conference room from 8:30 a.m. to 11:00 a.m. on June 22, 1992. Attendees are listed above.

Mr. Gregory began by giving Mr. Jackson a brief history of the TIS Master Plan Concept and current production schedule of the environmental documents for the Preferred Alternative Concept. Greiner will provide Mr. Jackson with the current EA and EIS Preferred Alternative plans.

Mr. Jackson proceeded to point out property adjacent to the interstate that is owned by the City of Tampa that may be impacted by the proposed improvements to the interstate and off-system improvements.

Mr. Jackson indicated new parcels purchased by the City in the Environmental Assessment study area are the Brackens Tract and the Sheldon Tract. Both tracts are located west and northwest of Executive Drive and Reo Street, respectively. A management plan outlining the restoration and preservation of Brackens Tract (18 acres) is expected to be completed in approximately six weeks. The City of Tampa Parks Department is interested in purchasing several parcels adjacent to the Brackens Tract; however, ELAP sites require a complete preservation plan prior to committing funds. The Department of Environmental Regulation (DER) has committed \$1 million to restore the seagrasses on this tract. The DER is considering the Sheldon Tract. Mr. Jackson agreed to provide Greiner with plans and memos containing information for the Brackens and Sheldon Tracts. Mr. Jackson mentioned that the Lemon Street Canal was to be upgraded. He will send Greiner a preliminary concept.

C2380 B1, B5, C3B, D14 24-JUN-92 Memorandum (Continued) Parks Department Meeting Page 2

Mr. Jackson stated that the City is working with the Planning Commission on linking individual parks/recreation areas with bike paths. The Planning Commission's Bicycle Advisory Committee is developing the bicycle routes. Greiner staff will contact the Planning Commission concerning this matter. Mr. Gregory also pointed out that the Preferred Alternative for both the EA and EIS incorporate pedestrian and bicycle facilities by providing a 5-foot sidewalk and a 14-foot outside travel lane to accommodate bicycles. Copies of typical pedestrian and bicycle treatments will be provided to Mr. Jackson. Mr. Gregory will contact Ed Brill (FDOT IPM Manager) to verify that the design of bicycle facilities in the EA and EIS study areas have been maintained.

Mr. Jackson proceeded to inform the study team of park areas in the Environmental Impact study area and beyond. No right-of-way is being acquired from MacFarlane Park. Possible indirect impacts such as noise and lighting may occur. The area north of Riverfront Park, south of the interstate, and particularly the area west of the Hillsborough River crossing under the interstate, east of the public housing complex is all owned and maintained by the City of Tampa Parks Department. This area was purchased with federal grant money some time ago. Mr. Jackson indicated that we should contact Jo Stafford of the City Attorney's office for more history on this topic. Mr. Jackson indicated this area is planned to have a bicycle path along the waterfront crossing the Laurel Place bridge in an attempt to link to the "linear park." Mr. Gregory requested any information available that relates to the "linear park" and the proposed West Bank Park facilities.

The Greiner staff briefed Mr. Jackson on a previous meeting concerning possible the redesign of Perry Harvey Park to avoid alternative impacts to the Bethel Baptist Church listed on the National Register of Historic Places. Ms. Burmer informed Mr. Jackson of concerns of Mr. Ross Ferlita of the Parks Department, such as access for maintenance vehicles and surrounding neighborhoods.

The Kid Mason Recreational Center draws from the immediate area and neighborhoods. At the present location, no parking is available for anyone who might desire to drive to the facility. Mr. Jackson speculated that if the Kid Mason Recreational Facility were relocated to an area with enhanced parking facilities, the facility's use would increase. A possible location might be adjacent to the Perry Harvey Park. Mr. Jackson will provide Greiner with old proposed plans and maps showing existing classification and uses of the facility.

Mr. Gregory discussed Greiner's participation in Section 106/4(f) process. The Greiner staff will provide the City with urban design plans for the Ybor City area and Mr. Jackson will provide Greiner with the City's landscaping plans along I-4.

Although a retention pond was relocated, the Nebraska Avenue Park will not be directly impacted from the proposed improvements to I-275. Residences currently adjacent to the interstate are proposed for acquisition which would relocate Taliaferro Avenue adjacent to the park. The Master Plan Concept showed a retention pond on the north end of Robles Park. The EIS Preferred Alternative indicates the retention pond has been moved, therefore no impacts are anticipated to Robles Park. The city is currently putting in sidewalks on the Robles Park property.

C2380 B1, B5, C3B, D14 24-JUN-92 Memorandum (Continued) Parks Department Meeting Page 3

Mr. Jackson informed the Greiner staff of park plans located in TIS Design Segment 5A of the TIS Master Plan (Hanna Avenue). Mr. Jackson will provide plans for this park to the Greiner staff. The Master Plan currently does not impact the park property at Hanna Avenue.

Mr. Jackson informed the Greiner staff of a SWIM Project located in the area of McKay Bay. The EPA is also involved in this park project. Mr. Jackson will provide plans to the Greiner staff. Plans include a pedestrian/bicycle path that possibly parallels the TECO right-of-way or the South Crosstown Expressway. Once the master plan is completed and received by Greiner, the park will be added to the EIS Preferred Alternative plans. Mr. Jackson suggested that Greiner and FDOT contact the McKay Bay Task Force and someone from DER to discuss this and other SWIM projects.

Mr. Jackson informed Greiner that the City owned a thirty-foot easement along the Hillsborough River at the old tower which connects to Sulfur Springs. The City would like to have access under the bridge structure for a bicycle path. Mr. Gregory suggested the Parks Department begin discussions with FDOT concerning this proposal.

xc: Mike Coleman
Dick Combs



C2380 C3B November 23, 1992

MEMORANDUM

TO:

Mike Coleman (FDOT)

Dick Combs (TIS) Elaine Illes (TIS)

FROM:

Ron Gregory

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-9999(43) - Tampa Heights Linear Park Meeting

A meeting concerning the proposed Tampa Heights Linear Park was held in the FDOT District 7 offices on November 20, 1992. Meeting Participants were:

Michael Coleman

FDOT PD&E

Stephanie Ferrell

Preservation Board

Martha Sherman

Preservation Board Consultant

Christina Nance

HOH Associates HOH Associates

Jeff Dix Rich Holaday

HOH Associates

Elaine Illes'

Greiner, Inc (TIS)

Greiner, Inc.(TIS) Ron Gregory

Mike Coleman opened the meeting with a brief statement of why the meeting was called and turned the meeting over to the Preservation Board and its consultants.

Stephanic Ferrell explained that the Preservation Board has initiated its long awaited Linear Park design efforts with the hiring of HOH Associates of Orlando. Ms. Ferrell introduced the HOH Associates assigned to the Linear Park design team: Rich Holaday, Jeff Dix and Christina Nance.

The HOH team has already met with local residents and interested groups in the area and have formulated some study parameters for consideration by the designers. The importance of the proposed Linear Park to the redevelopment of the Tampa Heights area was explained and emphasized.



MEMORANDUM/Linear Park Meeting C2380 C3B November 23, 1992 Page 2 of 3

Ms. Nance presented some of the images and forms used to explain the Linear Park concept to local residents. The display materials showed various wall and visual treatments typical of this kind of visual mitigation project. No details of specific treatments were provided since it is too early in the design process.

Mr. Dix and Ms. Nance presented the project's "Goals and Objectives" and explained each of the issues. See attached copy of these goals and objectives.

Stephanic Ferrell inquired as to the efforts by FDOT and Greiner in developing a Linear Park plan. Ron Gregory explained that the two efforts were parallel and complimentary since the Department was required to stage its analysis of the proposed mitigation plans for Tampa Heights. The differences between the Preservation Board/HOH work and those of the FDOT/TIS related to the focus of the planning and design: the Preservation Board is designing a park, while the FDOT/TIS is designing a transportation facility that includes mitigation in the form of a linear park.

Ron Gregory and Elaine Illes' explained the 3 stages of mitigation development to be used by the FDOT/TIS:

Stage I Analysis of all "remainder parcels" as to their ability

to provide adequate visual and aesthetic buffering of

the interstate for the local area.

Stage II Analysis of which specific parcels would be needed to

complete a viable mitigation plan for the area and also the potential to enhance local traffic circulation;

possible extension of Grove Street.

Stage III Analysis of the extension of Stage II facilities to the

City's Waterfront Park.

Elaine Illes' discussed the status of Section 106 Consultation for the area and specific recommendations on proceeding with the cultural/historic resources in the Tampa Heights area. FDOT/TIS are proceeding with a discrete "Multiple Property Listing" and not a full scale District. This Multiple Property Listing (MPL) approach would not prohibit the Preservation Board from adding to the MPL or incorporating the MPL resources into a future District designation.



MEMORANDUM/Linear Park Meeting C2380 C3B November 23, 1992 Page 3 of 3

The meeting concluded with agreement to continue close coordination between the parties. Ms. Ferrell requested that the FDOT/TIS make a presentation to the Preservation Board in the near future. This will be coordinated by Ms. Ferrell and Ms. Illes'.

TAMPA HEIGHTS LINEAR PARK Goals and Objectives

Goals

A. Design solutions should promote the preservation and revitalization of the historic community

Objectives

- 1. Preserve and encourage an overall neighborhood identity that portrays the following images: friendly, historic, diverse, fun, urban, residential
- 2. Preserve visual character of forms, shapes, etc.
- 3. Consider alternative uses for the "old school"
- 4. Preserve residential patterns
- 5. Revitalize: give new and improved feeling that will stand the "test of time"
- 6. Consider adjoining parcels of land and their current and potential use
- 7. Preserve trees

B. Mitigate the impact of the interstate expansion on the neighborhood

- 1. Provide visual buffers, both hard and softscape to the extent that the highway is imperceivable from the residential area
- 2. Provide noise buffers
- 3. Address pedestrian circulation routes which provide "neighborhood connections between east and west Tampa Heights" and which potentially may be shut off by the interstate.

C. Provide primarily passive recreational uses within the park

- 1. Provide pedestrian/jogging paths
- 2. Provide bicycle paths
- 3. Provide passive activity areas

D. Provide for the users of the park

- 1. Provide a variety of activities that respond to the anticipated neighborhood age ranges
- 2. Consider the unwanted users; homeless, drug dealers, etc.
- 3. Respond to the interstate driver perspective
- 4. Respond to Grove Street driver perspective

E. Plan the park to strengthen its "sense of place"

- 1. Design for three fundamental patterns; activity, circulation, and physical forms
- 2. Develop graphic identity, forms, shapes, etc. to help strengthen the neighborhood identity
- 3. Explore opportunities for public art
- 4. Respond to conditions and their effect on human scale
- 5. Explore the "unique"
- 6. Design the park to feel secure
- 7. Recognize that the park is being developed in the 90s and the park elements should relate to the present, but respect historic styles
- 8. Recognize that the neighborhood is in a mode of transition

F. Provide solutions that promote health and safety

- 1. Provide visual access into/through the park for safety
- 2. Plan lighting that allows 24 hour visual observation
- 3. Provide solutions that follow codes and standards including handicap accessibility
- 4. Avoid potential hazards

G. Provide solutions that respect low maintenance

- 1. Plan for realistic maintenance levels for upkeep of structures, art, benches, landscape, water features, etc.
- 2. Recognize the potential for vandalism and misuse of park improvements

H. Provide physical and visual access

- 1. Develop designs which emphasize connections from one end of the linear park to the other
- 2. Respond to the "river" connection
- 3. Respond to other future connections; Riverwalk, Bayshore, Robles, and the bikeway

I. Provide solutions for the park that will let it stand on its own in regards to style

Program Requirements

- 1. Preserve existing quality of trees for character, shade and buffer
- 2. Provide a noise wall for the residential section of the park
- 3. Use landscape to help screen undesirable views of the highway
- 4. Identify wall materials that reflect the image of the neighborhood and that will help the structure visually relate with the overall environment
- 5. Provide input for highway structure, form, and materials that will help blend the bridges, columns, walls, etc. into the neighborhood
- 6. Provide input for the highway structure design for the overpasses above Columbus Avenue, Palm Avenue, and the HOV Transit area
- 7. Provide a separate bicycle path of 8' width with a complete connection from Columbus Avenue to the river; avoid slopes over 1:20
- 8. Provide pedestrian walks of 5' minimum width along the residential section of the park with a connection from Columbus Avenue to the river
- 9. Provide seating that discourage sleeping, unwanted loitering, or vandalism
- 10. All walks, bike paths, should be handicap accessible
- 11. Provide approximately one place to sit for every linear block of park length
- 12. Provide a fitness course
- 13. Provide roller blading use and the possibility of a skate rental facility
- 14. Provide boat dock facilities at the river
- 15. Provide opportunities for children's creative play
- 16. Provide a community center for community functions such as neighborhood parties, teen socials, weddings, etc. and as a headquarters for children's play
- 17. Provide parking for visitors near the industrial area rather than the residential
- 18. Provide suggestions to the DOT Engineers for noise wall design along the interstate
- 19. Design Grove Street to be shady, narrow, scenic, secure, and a parkway signed for slow traffic and not a short cut
- 20. Restrict plant growth in the 2' to 7' height range to allow open views
- 21. Do not place structures in the park which will provide hidden walls
- 22. Orient homes to face the park to encourage "neighborhood watch"
- 23. Provide sufficient lighting so that all areas of the park can be seen at night
- 24. Avoid lighting that will glare into homes
- 25. Provide two levels of lighting; low level, friendly character toward street and homes, and a medium-level for efficient park lighting
- 26. Restrict interstate lighting from glaring into homes
- 27. Encourage police presence possibly a police sub-station which could be within the old school or similar existing building
- 28. Identify a committed level of maintenance with the Parks Department (Bayshore Blvd. vs Rubbles Park)
- 29. Select landscape materials that are native or indigenous for low maintenance
- 30. Select hardscape materials that have minimum vandalism potential
- 31. Identify maintenance requirements for special features such as artwork or water features



MEMORANDUM

TO:

Mike Coleman (FDOT)

Elaine Illes'

FROM:

Ron Gregory

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402, FAP #IR-9999(43) - December 10 Tampa Architectural Review Meeting

A presentation was made by the TIS Team to the Tampa Architectural Review Commission. The meeting was held on December 10, 1992 at 3:30 pm in the Hillsborough Lodge #25, F.&A.M. Building located at 508 East Kennedy Boulevard. Meeting participants, in addition to the Tampa Architectural Review Commission members, were:

Michael Coleman

FDOT PD&E

Elaine Illes'

Greiner, Inc (TIS)

Ron Gregory

Greiner, Inc.(TIS)

The attached agenda was provided by the Tampa Architectural Review Commission. Agenda Item X.A New Business, Seminole Heights was the item addressed by the TIS Team.

Mr. Coleman provided an introductory statement to the Tampa Architectural Review Commission members concerning the overall objectives of the Department's interstate program. Mr. Gregory provided details concerning the recent public meeting (November 12, 1992) concerning cultural and historic resources in the area of the interstate. Mr. Gregory provided each of the Tampa Architectural Review Commission members a complete set of the November 12, 1992 meeting handouts and a copy of the October 1992 edition of the Tampa Interstate Study Newsletter; copies attached.

Mr. Gregory displayed two (2) sets of aerial photography showing the EIS Preferred Alternative and the 1989 adopted Master Plan for the area from south of Dr. Martin Luther King, Jr. Boulevard to north of Hillsborough Avenue. Mr. Gregory explained the EIS plans actually transition back to the existing interstate at Hillsborough Avenue. He further explained that the Master Plan adopted in 1989 does provided for additional improvements to I-275 north of Dr. Martin Luther King, Jr. Boulevard and north of Hillsborough Avenue. Tampa Architectural Review Commission members questioned the number of lanes provided by the improvements and the response was that the number varies depending upon what ramp movements were included; however, the total number of interstate lanes was 10 or less.



Memorandum/Tampa Architectural Review Commission C2380 B21, C3B, E15 December 23, 1992 Page 2 of 2

Ms. Illes' provided the Tampa Architectural Review Commission with a review of recent cultural and historic research conducted in the area of the interstate near the proposed Seminole Heights Historic District. Several potentially contributing structures were highlighted on the mapping. A discussion of the impact of these structures, and how to avoid them, was held. The fact that the drainage ponds were relocated to avoid potentially contributing structures was noted.

Some members asked about shifting the improvements to Dr. Martin Luther King, Jr. Boulevard from the north to the south side to reduce right-of-way costs; it was noted that the former Hillsborough School Board facility is now vacant. The members were advised that the Preferred Alternative alignment is based on least right-of-way impacts; however, the actual alignment will be determined during final design.

The aerial photography of the two (2) sets of plans were left with the Tampa Architectural Review Commission for their use.

TAMPA ARCHITECTURAL REVIEW COMMISSION

December 10, 1992, 3:30 p.m.
The Hillsborough Lodge #25, F. & A.M.
508 East Kennedy Boulevard

<u>AGENDA</u>

T	MEETING	CALLED	TO	ORDER
1	MEDITIO			

II SILENT ROLL CALL

III APPROVAL OF MINUTES: November 12, 1992

A. Amendment to Minutes of October 8, 1992 to Read:

As a property owner of a contributing structure in the Seminole Heights District, Commissioner Gluckman declared a Conflict of Interest and abstained from the vote. (Schedule A)

IV CONFLICT OF INTEREST ANNOUNCEMENTS: None

V APPLICATIONS FOR CERTIFICATES OF APPROPRIATENESS:

- A. #93-017 Carl Johnson 1505 W. Morrison Final approval for new garage (Preliminary 11-12-92).
- B. #93-029 Philip White 912 S. Oregon Remodeling of front porch; replace windows.
- C. #93-033 Selena's Restaurant 1623 Snow Ave. Installation of canopy over outdoor cafe.
- D. #93-034 Warren and Sandy Johnston 1406 S. Albany Restore front of house into porch and entry; restore brick column on front; addition to side.
- E. #92-126 James Shelton/Jan Abell 839 S. Newport Final approval for new garage (Preliminary 8-13-92).
- VI STAFF REPORT: None
- VII STAFF APPROVALS: November 11, 1992 December 9, 1992

VIII A.R.C. RECOMMENDATIONS TO CITY DEPARTMENTS: None

IX OLD BUSINESS: None

X NEW BUSINESS

- A. Joe Thompson, Florida Department of Transportation: Seminole Heights Historic District.
- B. Review draft of A.R.C. Appeal Form.

XI ANNOUNCEMENTS/ADJOURNMENT

C2380 C3B, D16 January 20, 1993

MEMORANDUM

TO:

Mike Coleman

FROM:

Ron Gregory

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-9999(43) - 1/12/93 Hillsborough School District Staff Meeting

on Magnet School

A meeting was held on Tuesday, January 12, 1993 from 8:30 am to 10:00 am in Greiner's office with representatives of the School District of Hillsborough County. This meeting was attended by Ron Gregory and Dick Combs of the TIS team, Dr. John P. Miliziano (Administrative Assistant to the Superintendent of Schools) and Mr. Lee Martin the School District's TIS liaison. The meeting was requested by Dr. Miliziano.

Dr. Miliziano provided a brief overview of the School District's search for an urban high school campus site. This site will house the District's proposed "magnet school" for the urban core area of Tampa. The District has tentatively selected the "Clara Fyre Hospital" site; named after Clara Fyre a native black Tampa nurse who started the first hospital for blacks on the site. The site is immediately north of I-275, west and south of the Hillsborough River and east of North Boulevard.

The School District staff were provided 1": = 100' scale aerials of the site area with the EIS Preferred Alternative concept shown. A brief review of future site accessibility was provided. The key points were:

- A. New access to and from the west via the new ramps at North Boulevard to the local freeway collector distributor roadways.
- B. Improvement to the alignment of Laurel Place between the Hillsborough River bridge and North Boulevard.
- C. The provision of noise barriers to protect the site from future noise generated by I-275.
- D. Maintenance of local access to and from North Boulevard and Laurel Place after construction of TIS improvements.

MEMORANDUM/School District Meeting C2380 C3B, D16 January 20, 1993 Page 2 of 2

A review of various site-related topic was held and addressed issues such as:

- E. Pedestrian access and constraints for students.
- F. Parking demands and supply on site.
- G. Status of Presbyterian Village housing complex. The School District's architect had assumed the entire village would be removed by the TIS improvements; the actual limits of right-of-way taking associated with TIS was shown.
- H. Stormwater management concerns.
- I. Section 6(f) research needed to determine if any Section 6(f) applicability existed on the site.
- J. Permit and agency coordination/approvals required to construct the school.

Dr. Miliziano indicated he would review the information and let the TIS team know if there were any additional questions.

C2380 B5, C3B February 23, 1993

MEMORANDUM

TO:

Lee Martin (School Board)
Mike Coleman (FDOT)
Pam Gancy (FDOT)

Dick Combs (TIS) Elaine Illes (TIS) Jane Burmer (TIS)

FROM:

Ron Gregory

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-9999(43) - February 17 Hillsborough County School Board

Meeting

A Project Review Meeting was held on February 17, 1993. The meeting was held in Greiner's Boardroom. Meeting participants were:

Lee Martin School Board
Pam Ganey FDOT PD&E
Ron Gregory Greiner, Inc.
Jane Burmer Greiner, Inc.

The meeting was held to review all school board properties affected by the proposed TIS improvements within the limits of the current Phase II Environmental Assessment and Environmental Impact Statement. TIS EA and EIS Preferred Alternative Plans and School Board site plans were used to review the properties. Provided below are brief summaries of these discussions.

Jefferson High School

Jefferson High School is located on Cypress Street between Trask Street and Manhattan Avenue. Access to the school will be enhanced by improvements to the interstate. No right-of-way is required and there are no direct noise impacts anticipated.

MacFarlane Elementary School

Site is located at on MacDill Avenue between Main and Chestnut Streets. MacFarlane Elementary is now known as MacFarlane Center and is used as a school for pregnant students. There are no access changes resulting from the TIS improvements and no right-of-way is required. Noise barriers are proposed in the area of the school to ameliorate for potential noise impacts.

MEMORANDUM/School Board C2380 B5, C3B February 23, 1993 Page 2 of 4

Hillsborough County School Maintenance Facility

This facility, located at the intersection of Habanna Avenue and Union Street, is now closed and is on the market for sale by the School Board. There are no access changes resulting from the TIS improvements and no right-of-way is required.

Dunbar Elementary School

The school is located in the block bordered by Main and Union Streets, between Fremont and Rome Avenues. There are no access changes resulting from the TIS improvements and no right-of-way is required.

Instructional Materials Depository Facility

This facility is located at Green Street and Fremont Avenue. This facility is scheduled for closing. Access will change as a result of the TIS improvements; however, no right-of-way is required.

Carver Center

This facility is located in the block bordered by Laurel and LaSalle Streets, between Willow and Delaware Avenues. The Carver Center is used as an Early Childhood Development Center for children 6 months to 5 years of age. TIS improvements will require about one-half of the existing site. Noise abatement will likely be required to mitigate for noise impacts.

The central issue for the Carver Center facility is whether it can be reconfigured on the remaining site and continue operations after the interstate taking. Mr. Martin will discuss the facilities future operations with his staff and provide an evaluation to the TIS team.

Clara Frye High School Site

This site is located at North Boulevard and Spruce Cove, west and south of the Hillsborough River (north of I-275). The site is scheduled for development as a new high school and is expected to be under construction within 18-24 months. The Clara Frye facility will be associated with the Blake Middle School and Just Elementary and Community Service Center located west of North Boulevard on an interim basis for recreational facilities. Long term recreational facilities at Riverfront Park are being sought through agreement with the City of Tampa.

Key issues for this site are noise impacts, right-of-way takings of adjacent properties, vehicular access, pedestrian access and stormwater. The site area is also considered small for a high school facility.

MEMORANDUM/School Board C2380 B5, C3B February 23, 1993 Page 3 of 4

The FDOT could eventually take all of the Presbyterian Village property located immediately south of the Clara Frye site due to economic damages. If the Department does acquire the entire Presbyterian Village property, the school board may wish to negotiate with the FDOT about cooperative efforts related to stormwater, right-of-way and pedestrian access.

Henderson Facility

This facility is located in the southwest corner of Henderson and Jefferson Streets. The Henderson Facility is now closed and is available for purchase. The School Board staff would prefer a full take instead of the large partial take now shown on the TIS plans, which takes a significant portion of the site's parking area. A discussion of the site's potential use as part of the proposed Linear Park was held; this will be considered as part of the TIS Tampa Heights Linear Park planning efforts.

Instructional Services Center

The center is located at Columbus Avenue and Mitchell Street adjacent to I-275. The facility is now closed and not occupied. There are no reuse plans by the School Board at this time. The site is considered a total take due to proposed TIS improvements.

Hillsborough Adult High School

This facility, located at Dr. M.L. King, Jr. Boulevard and I-275, was torn down by the School Board a year ago and is now on the market for sale. A review by TIS and FDOT staff of the site for potential right-of-way will be made during the continuing TIS efforts.

Valaseco Building

This is a new building located at Palm Avenue and 14th Street in Ybor City; next to the existing Hillsborough Community College campus. It is an Administrative Center and has no instructional functions. TIS improvements will increase the site's accessibility due to the interchange at 14th & 15th Streets. No right-of-way is required by TIS plans.

Ybor City Elementary School Building

This facility located at the intersection of 15th Avenue and 15th Street is no longer owned by the School Board. It was recommended that the TIS team add the word "FORMER" to the designation on the plans. TIS improvements will increase the site's accessibility due to the interchange at 14th & 15th Streets. No right-of-way is required by TIS plans.

MEMORANDUM/School Board C2380 B5, C3B February 23, 1993 Page 4 of 4

Gary Adult School and Community Center

This site is located at 36th Street and 10th Avenue. There are no access changes resulting from the TIS improvements and no right-of-way is required.

Oak Park Elementary School

This school is located at 14th Avenue and 50th Street (US 41). The site has recently been reconfigured to increase it capacity and has an entirely new access pattern and stormwater configuration. TIS plans show the taking of land along the entire north boundary of the site. Further efforts related to shared stormwater facilities and impact to school site access will have to be undertaken.

The meeting adjourned with no further questions. Meeting Action Items are:

Action Item #1 - Mr. Martin will provide the TIS Team with two (2) prints of individual site layout plans for the specific school board properties discussed.

Action Item #2 - Mr. Martin will evaluate the ability to reconfigure the Carver Center facilities on the existing site for continued use of that facility. This evaluation will be provided to the TIS Team.

Action Item #3 - TIS/FDOT will evaluate the potential of a full right-of-way taking of the Presbyterian Village site and meet with Mr. Martin to review further the Clara Frye site implications.

Action Item #4 - TIS/FDOT will consider the Henderson Facility for use in the proposed Tampa Heights Linear Park Planning.

Action Item #5 - TIS/FDOT will evaluate use of the former Hillsborough Adult High School site at Dr. M.L. King, Jr. Boulevard and I-275 for right-of-way acquisition.

Action Item #6 - TIS will relabel "Ybor City Elementary School" to read "Former Ybor City Elementary School".

Action Item #7 - TIS/FDOT will meet with School Board staff to consider appropriate course of action relating to Oak Park Elementary School site impacts.



C2380 B5, C3B May 3, 1993

TAMPA INTERSTATE STUDY The Greiner Team

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

FAX: (813) 286-6587

MEMORANDUM

TO:

Lee Martin (School Board)
Mike Coleman (FDOT)
Pam Gancy (FDOT)
Bill Walsh (KAS)
Larry Sly (TIS)

Jim Randall (School Board) Richard Phagan (FDOT) John Menard (DEM&M) Elaine Illes (TIS)

FROM:

Ron Gregory Run

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402, FAP #IR-9999(43) - April 29, 1993 Hillsborough County School Board

Meeting

A Right-of-Way Review Meeting was held on April 29, 1993. The meeting was held in Greiner's Boardroom. Meeting participants were:

Lee Martin Jim Randall School Board School Board

John Menard

DeLaVergne Ellis McKeon & Menard

Richard Phagan

Florida DOT Right-of-Way

Mike Coleman Pam Ganey Florida DOT PD&E Florida DOT PD&E

Ron Gregory Elaine Illes' Larry Sly

Greiner, Inc. Greiner, Inc. Greiner, Inc.

Bill Walsh

Knight Appraisal Services

The meeting was held to review all school board properties directly affected by the proposed TIS improvements within the limits of the current Phase II Environmental Impact Statement. TIS EIS Preferred Alternative Plans and School Board site plans were used to review the properties. Provided below are brief summaries of these discussions.

Carver Center

This facility is located in the block bordered by Laurel and LaSalle Streets, between Willow and Delaware Avenues. The Carver Center is used as an Early Childhood Development Center for children 6 months to 5 years of age. TIS improvements will require about one-half of the existing site.



MEMORANDUM/School Board C2380 B5, C3B May 3, 1993 Page 2 of 4

The central issue for the Carver Center facility is whether it can be reconfigured on the remaining site and continue operations after the interstate taking. Mr. Martin and Mr. Randall indicated that School Board staff have evaluated the site and have concluded that the site is not suitable for continued activities as the Carver Center. No replacement operations are envisioned for this site under the limitations of the remainder of land available after the interstate improvements.

Clara Frye High School Site

This site is located at North Boulevard and Spruce Cove, west and south of the Hillsborough River (north of I-275). The site is scheduled for development as a new high school and is expected to be under construction in about 12 to 18 months. The School Board expects construction to take approximately 2 years, with the facility open to students by 1997. The attached site analysis layout and "Information" sheets provide further information concerning the Clara Frye site.

The Clara Frye facility will be associated with the Blake Middle School and Just Elementary and Community Service Center located west of North Boulevard on an interim basis for recreational facilities. Long term recreational facilities at Riverfront Park are being sought through agreement with the City of Tampa; however, no such agreement has been reached at this time.

Key issues for this site are noise impacts, right-of-way takings of adjacent properties, vehicular access, pedestrian access and stormwater. The site area is also considered small for a high school facility and right-of-way available from any FDOT taking could play a pivotal role in the ultimate school site development plans.

There was a general discussion of the Presbyterian Village property and its relationship to both the Clara Frye Site and other School Board properties directly impacted by TIS improvements. It was noted that one scenario could be that the FDOT could take all of the Presbyterian Village property located immediately south of the Clara Frye site due to uneconomic remainder issues and damages. If the Department did acquire the entire Presbyterian Village property, the school board may wish to negotiate with the FDOT about cooperative efforts related to stormwater, excess right-of-way and pedestrian access on the Clara Frye Site, as well as mitigation of impacts to other School Board facilities discussed during the meeting.

Mr. Gregory and Mr. Randall discussed their separate conversations with Dr. Cliff McKay concerning the Presbyterian Village property. The essential points by Dr. McKay are: 1) The property will suffer a reduction of assets; 2) existing loan or loan



MEMORANDUM/School Board C2380 B5, C3B May 3, 1993 Page 3 of 4

guarantees from HUD will not be available after purchase; 3) property not viable with remaining units on site; 4) "condemnation" notice may be necessary to satisfy HUD; 5) operation is a business and returns a profit to the corporation. Mr. Phagan noted that the Presbyterian Village is essentially an apartment complex and that the other HUD technicalities would need to be taken into consideration. Mr. Phagan also noted that the "relocation" portion of any FDOT offer would be for the residents of Presbyterian Village and not the management or corporation.

Mr. Phagan also recommended that Dr. McKay be approached about providing specific economic information to both FDOT and the School Board to help evaluate the economic value of the Presbyterian Village property. Mr. Gregory suggested that both Mr. Menard and Mr. Walsh provide a draft list of necessary information to Mr. Gregory. Mr. Gregory would provide this draft list to the Department for review and comment. After receipt of the Department's comments, the list would be transmitted to Dr. McKay and Presbyterian Village for their use in cooperating with both Mr. Menard and Mr. Walsh.

Mr. Phagan and Mr. Coleman noted that Presbyterian Village will need to eventually sign some form of agreement (such as a Memorandum of Agreement or a Memorandum of Understanding) with assurances to all parties that no litigation will be undertaken; essentially the Presbyterian Village owners should be ready to waive their rights to litigation under the law. This will protect the Department if the Presbyterian Village decided to negotiate in "bad faith" and take the Department to court for litigation.

Mr. Martin inquired about the ability of the proposed noise walls along the interstate to protect against a possible "blast effect" from exploding hazardous materials transported on the interstate. Mr. Gregory indicated Greiner would contact FANWALL Corporation, which manufactures such walls, to inquire about the effectiveness of noise walls during such an accidental blast.

Henderson Facility

This facility is located in the southwest corner of Henderson and Jefferson Streets. The Henderson Facility is now closed and is available for purchase. The School Board staff would prefer a full take instead of the large partial take now shown on the TIS plans, which takes a significant portion of the site's parking area. A discussion of the site's potential use as part of the proposed Linear Park was held; this will be considered as part of the TIS Tampa Heights Linear Park planning efforts. Mr. Martin said that someone with the Hillsborough County Tampa Historic Preservation Board had indicated the Henderson Building was "historic" or eligible for "historic status". Mr. Gregory indicated that Piper would be contacted about the status of the Henderson Building.



MEMORANDUM/School Board C2380 B5, C3B May 3, 1993 Page 4 of 4

Instructional Services Center

The center is located at Columbus Avenue and Mitchell Street adjacent to I-275. The facility is now closed and not occupied. There are no reuse plans by the School Board at this time. The site is considered a total take due to proposed TIS improvements.

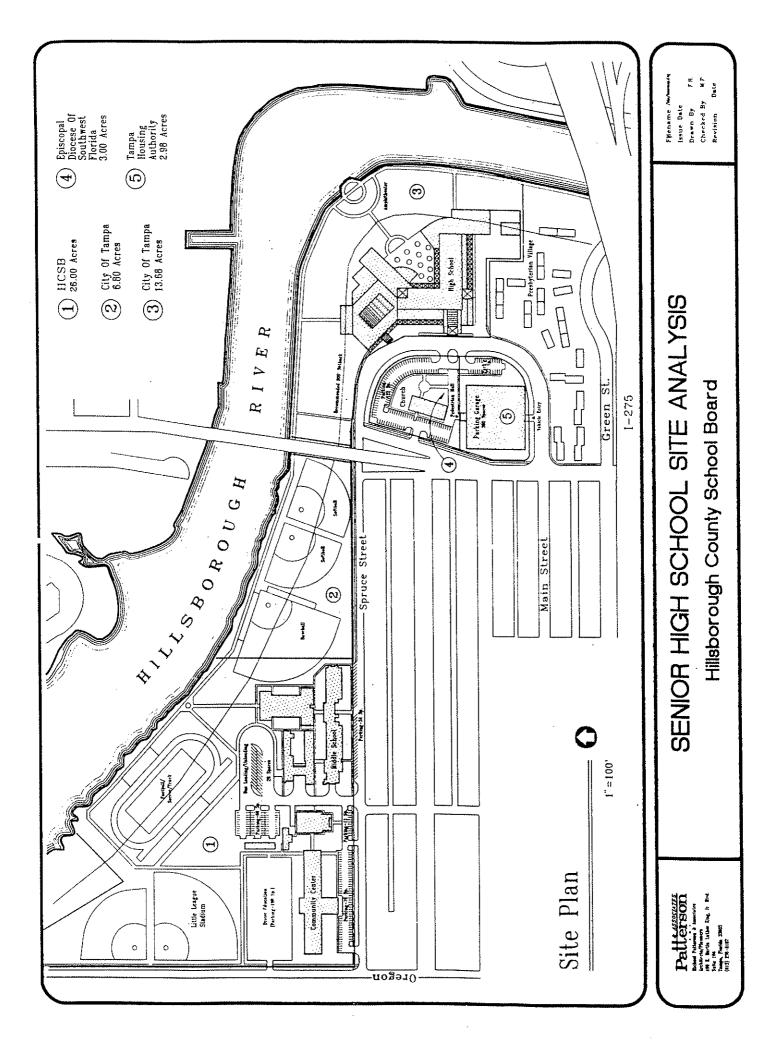
Oak Park Elementary School

This school is located at 14th Avenue and 50th Street (US 41). The site has recently been reconfigured to increase it capacity and has an entirely new access pattern and stormwater configuration. TIS plans show the taking of land along the entire north boundary of the site. Further efforts related to shared stormwater facilities and impact to school site access will have to be undertaken.

Meeting Action Items are:

- 1. John Menard and Bill Walsh will provide draft information lists to Ron Gregory for compilation and transmittal to Mike Coleman and Richard Phagan at FDOT for review;
- 2. Ron Gregory will incorporate FDOT comments and transmit an economic information request to Dr. Cliff McKay at the Presbyterian Village prior to John Menard and Bill Walsh contacting Dr. McKay.
- 3. John Menard and Bill Walsh will research each of the subject properties and determine a basis for estimating the economic value of the properties individually; including the Presbyterian Village property.
- 4. Ron Gregory will contact FANWALL Corporation to request "blast protection" information relating to the noise barriers anticipated along I-275 near the Clara Frye school site.

The meeting adjourned with no further questions.



Information on New Downtown High School

April 13, 1993

- 1. Downtown high school will be built with a capacity for 1,800 students.
- 2. The school will open August, 1997 with a student population of approximately 1,600 to 1,700.
- 3. Approximately 400 students will be able to walk to the school from the North Boulevard homes area. The remainder of the student body of approximately 1,300 students will require bus transportation.
- 4. Of the anticipated student body of 1,700, approximately 25 percent or as many as 425 students may drive to school.
- 5. The faculty and staff at this school should require approximately 100 to 125 parking spaces.
- 6. The time of heavy traffic to the school will be 7:00 8:00 A.M. and 2:30 3:30 P.M. Since this school will also include a magnet school program, we anticipate that many students, faculty, and staff will remain extended hours as late as 7:00 P.M. This does not take into account sporting/cultural events that will take place on evenings and weekends.
- 7. We anticipate approximately 28 buses servicing this school population.
- 8. Types of activities which will occur on this high school campus at night and/or weekends:
 - a. Athletic contests including football, track, basketball, baseball, etc.
 - b. Performances and showings related to the visual, performing, and communication arts magnet theme.
 - Night school activities.
- 9. This school will likely be a three story structure. A two to three story parking facility will be constructed next to the church property. The church may collaborate with the school to provide additional parking on the church site.
- 10. Because the City wishes to maintain free public access to the waterfront, the security design of the school will have to be carefully considered.

Information on Downtown High School Continued April 13, 1993 Page Two

- The high school site will share Blake's athletic and physical education facilities, therefore, it will be necessary for high 11. school students to walk to and from the Blake campus throughout the day.
- Students from the visual, performing, and communications magnet school will be walking to cultural centers located on 12. the east side of the Hillsborough River, i.e., Tampa Bay Performing Arts Center, museum, library, etc. These activities will occur during the day, evenings, and weekends.
- The football and track stadium will be constructed on the Blake site. During evening athletic events at this stadium, 13. parking will be very limited in adjacent areas.
- 14. Access roads to the high school site will have to be evaluated given that the widening of the interstate will provide an on/off ramp on North Boulevard.
- The present Blake seventh grade center will house a 6-8th grade middle school of approximately 800 students. 15. Approximately 600 students will be bused to the school which will require 12-15 buses. The faculty and staff at Blake will number approximately 60 driving adults. Peak traffic times for Blake will be 8:00 - 9:00 A.M. and 3:30 - 4:30 P.M. Blake will have very limited activities beyond their school hours. e de la companya de la co

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NAME	ORGANIZATION	PHONE
Ron Gregory	Greiner	286-1711
Ron Gregory Rom Caron Bill WALSH	FOOT FAIGHT APPRAISAL	229-0161
Jim RANDALL	Hizzs Co Schr	271-49
JOHN S. Menard	Dela Cergne Ells M. Fern + Menon	0 229-310
LEE MARTIN	Hices. Ctg SCHOOLS	272-40
Elaine C. Illes	Greiner	286-17
Larry Sly	Greiner	286-1711
MICHIEL COLEMAN	F&T	975-607
Reland Phagas	n FOOT	975-676

and the second second

Inter-Office Memorandum

Greiner

	File: TIS Guidelines - C27, B5		September 23, 1993
То	,	Date	
4	Pat Roberson		C2380.40
From		Project No	
	Ideas for Public Art for Tampa Inter		
Subject			

A meeting was held on September 16, 1993 to discuss using Art in Public Places in conjunction with the Tampa Interstate Study Improvements. A copy of the agenda is attached.

Attendees:

Marianne Eggler-Gerozissis, City of Tampa

Jane Burmer, Greiner, Inc. Elaine Illes, Greiner, Inc. Pat Roberson, Greiner, Inc.

Attendees viewed the slides that Marianne brought to the meeting. These slides illustrated the following elements:

- 1. Relief sculpture, murals and fences for wall areas
- 2. Parks/Environments/Architectural structures
- 3. Neon
- 4. Paving
- 5. Amenities (benches, water fountains, trash cans, etc.)
- 6. Miscellaneous decorative
- 7. The personal touch (ways to get the public involved)

Marianne brought several articles of interest; copies of which are attached.

Items discussed:

- 1. ISTEA application for funding unclear and probably not a good source of funding for this project.
- 2. FHWA and Historic Preservation must mitigate effects to historic resources and FHWA provides funding if it relates to a transportation improvement. No real avenue for funding, but it could be possible. The Urban Design Amenities Guidelines may also be an avenue for funding since the FDOT has committed to an amenities package.
- 3. Public art on this project needs to be functional, (fencing, benches, murals on interchange retaining walls) in order to be incorporated into system.

Memo/T.I.S. Art September 23, 1993 Page 2

Action Items:

- 1. Exchange of slides between Greiner and Marianne. Greiner is to receive some of today's slide presentation plus some additional slides of selected artists. Marianne is to receive copies of Greiner's City of Phoenix, 1 Percent for Public Art slides.
- 2. Greiner asked about public involvement on city projects such as the proposed new park, where Curtis Hixon is presently located. Consultants are required to involve the public and agencies to receive input, but the City generally does not involve the public on major projects. Marianne said that she would look into more involvement of public on the park project.

PDR:go

Attachments

xc: Marianne Eggler-Gerozissis

Jane Burmer Elaine Illes Ron Gregory



CITY OF TAMPA

Sandra W. Freedman, Mayor

Parks, Recreation and Cultural Services

Art in Public Places

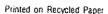
IDEAS FOR PUBLIC ART FOR TAMPA INTERSTATE EXPANSION 9/16/93

- 1) Relief sculpture, murals and fences for walls areas
- 2) Parks/Environments/Architectural structures
- 3) Neon
- 4) Paving
- 5) Amenities (benches, etc.)
- 6) Misc. decorative elements
- 7) The personal touch (ways to get the public involved)



Marianne Eggler-Gerozissis Program Coordinator Art in Public Places

1420 North Tampa Street Tampa, Florida 33602 813/227-7736







C2380 November 17, 1993

MEMORANDUM

TO:

Distribution

FROM:

Elaine C. Illes

SUBJECT: Tampa Interstate Study

WPI No. 7140004

State Project No. 99007-1402

FAP No. IR-9999(43)

Agency Coordination Meeting - October 26, 1993

An agency coordination meeting was held on October 26, 1993 beginning at 8:00 AM at Greiner, Inc. in the 7th Floor Board Room. A list of those in attendance and the meeting agenda is attached. The following summarizes the concerns discussed and conclusions reached at the meeting.

T. INTRODUCTIONS

Everyone introduced themselves. It is of special note that Tim Haugh of the Federal Highway Administration (FHWA) from Atlanta was in attendance. Most of the project background information was for his benefit.

THE PURPOSE OF THE MEETING II.

Due to the complexity of the project, the length of time in which the project has been going on, and the anticipation that the Environmental Impact Statement (EIS) and supporting documents could be confusing to someone completely unfamiliar with the project, the past six years of work will be explained and summarized for FHWA (Atlanta) to aid in a smoother review process of the environmental document.

In addition, because of the size of the project and the amount of documentation required, the project schedule tends to fluctuate depending upon the amount of familiarity the reviewer has with the project. The more information all agencies have up front the less it should affect the overall schedule.

BACKGROUND INFORMATION III.

Phase I (Master Plan)

Ron Gregory (Greiner) summarized the activities completed during the Master Plan phase including major milestones of the Notice to Proceed (NTP), Public Meetings, FHWA acceptance of the Master Plan in 1989, and the local MPO adoption of the Master Plan also in 1989.



MEMUKAND C2380

TIS - Agency Coordination Meeting 10-26-93

November 17, 1993

Page 2

B. Phase II (Environmental Documentation)

The EA/FONSI (Design Segment 1A) was completed and approved by FHWA on August 16, 1993. The original EIS schedule has been delayed by historic evaluations associated with the Section 106 process.

1. Interstate Policy

Mike Coleman (FDOT) explained that, in 1991, Florida implemented a policy which limits interstate improvements to a maximum of 10 lanes: 6 for general use and 4 for HOV/through lanes. The typical sections were shown and the four-roadway system was discussed. Mr. Coleman stated that every Master Plan in the state has been withdrawn with the exception of the TIS Master Plan, since it was multi-modal when it originated and meets the interstate policy. District V was required to disregard all Master Plan work completed to date and start over.

Mr. Coleman explained the intent of the interstate policy, and evacuation problems were discussed. It is possible that, for evacuation purposes, additional lanes could be utilized. Signing, of course, is a major issue on a four-roadway system, with or without evacuation considerations. A Master Signing Plan must be completed in the near future.

2. Detention Areas/Water Quality

Rick Adair (FDOT) questioned the intent of the requirements of the latest Water Quality Section and asked FHWA to qualify the level of analysis required to ensure FHWA participation. Melissa Ridenour (FHWA) reminded the group that the Chapter 20 requirements were developed by Central Office - FDOT. The water quality analysis must show that there is an impact to receiving water bodies. The analysis must estimate the amount of pollutants generated by the proposed improvements. Research data can be utilized in the analysis in lieu of sampling data. Water quality impacts would not have to be evaluated for the full length of the project; a representative section or worst-case scenario could be extrapolated for the project. In addition, stormwater ponds versus outfall improvements were also discussed. If improving the outfall is required from a hydrological standpoint, it must be proven that this, instead of stormwater ponds, is the most economical way to address this matter. The Ybor area was proposed as a possible segment for evaluation of outfall improvements.



MEMOR ANDÜM C2380

TIS - Agency Coordination Meeting 10-26-93

November 17, 1993

Page 3

3. High Speed Rail

Mr. Coleman discussed the typical sections and the 54-foot envelope designated for HOV or high speed rail. Priority ramps are located at Trask Street, CBD, and Orient Road. From Hillsborough Avenue through the downtown interchange, the HOV envelope is physically separated by the priority ramps. Much coordination has been conducted to ensure the potential for including high speed rail in the envelope. The conclusion of a separate High Speed Rail Study was that the median of the interstate was the only reasonable place to locate mass transit facilities. There is enough horizontal width and adequate vertical clearance for inclusion.

4. Urban Design Amenities/Mitigation

Jane Burmer (Greiner) discussed the Urban Design Amenities outlining levels of treatment, urban design elements, and the potential for integrating the urban design guidelines with mitigation for impacts to historic resources. Comments and concerns received at the Historic Resources Public Workshop conducted the previous night were highlighted as follows: a concern for low maintenance vegetation due to currently poorly maintained grounds, safety, vagrancy complaints particularly in large long expanses, and a preference for landscaping and attractive hardscape were expressed. Ms. Burmer discussed the commitment of the City of Tampa and other local agencies. The MPO has formed a Livable Roadways Committee and a separate subcommittee to specifically address the interstate as a Livable Roadway.

IV. SECTION 4(f) EVALUATION/SECTION 106 PROCESS

A. Section 4(f) Evaluation Process

Ms. Burmer outlined the parks analysis and discussed the one direct impact to the Perry Harvey Park. The proposed mitigation and coordination with the city was outlined. In addition to the Perry Harvey Park discussion, the relocation of the retention pond due to possible city designated recreational use adjacent to Riverfront Park was dicussed. A copy of the Parks and Recreation Effects Analysis Report will be provided to FHWA along with a letter from the city stating their concurrence, once this letter is secured.

1. Staged Documentation

After a very lengthy discussion of the pros and cons of submitting the Section 4(f) Evaluation Report in two stages, Ms. Ridenour decided that



MEMORANDUM C2380

TIS - Agency Coordination Meeting 10-26-93

November 17, 1993 Page 4

> one report with one draft should be submitted. Based upon the previous meeting in July 1993, it had been proposed to submit the Section 4(f) Evaluation Report as follows. Write a draft that would include full documentation of 4(f) properties that include park or recreational uses, archaeological sites, and all historic properties that are direct impacts (within the proposed right-of-way). In the meantime, complete the Area of Potential Effect (APE) survey, pursue SHPO concurrence on potentially eligible National Register properties and begin drafting the Memorandum of Agreement (MOA). Once all historic properties are identified, if any properties in the APE constitute a constructive use, this documentation would be prepared. The advantage of this proposal was to try to reduce the time it might take to complete the normal, non-staged process. The DEIS would be circulated with the above information. Previously, the district agreed to circulate the Section 4(f) Evaluation Report between the DEIS and FEIS to ensure complete circulation and allow opportunity for all agencies to comment. This strategy was abandoned and the decision was made to follow through with the standard review/circulation process.

> As part of the normal review process, it was pointed out that Tallahassee FHWA does not make determinations on constructive use issues. A letter should be drafted, in which SHPO would have to concur, outlining the direct and indirect effects the project potentially has on historic resources. It was debated as to whether one or two letters would be more appropriate. It was concluded that one letter should be drafted but sent to Tallahassee and Atlanta. FHWA could make a determination of applicability for both direct and indirect (constructive use) effects. Atlanta office will send the information to FHWA in Washington, D.C.

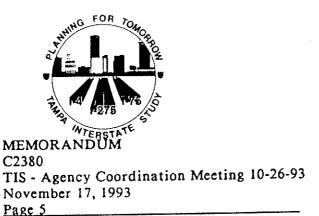
2. Schedule

Based upon the decision to abandon the staged Section 4(f) Evaluation Report, the schedule will become dependent upon the completion of the APE survey, the review and concurrence by SHPO on the APE information provided as a result of the survey, and the timeliness of the City of Tampa's review and concurrence of the impacts and proposed mitigation to park and recreational properties.

B. Section 106 Process

1. Background

With FHWA having to leave and noon and time running short, a quick discussion followed concerning the Advisory Council's first visit in March



20, 1992. As a result, the Cultural Resources Committee (CRC) met several times to develope criteria by which to delineate the APE. Additional surveys of historic properties were completed, enabling SHPO to concur with the alignment selected once slight shifts were made to minimize impacts to historic resources.

With time constraints, the topic quickly moved to the whole parcel issue. The explanation of the whole parcel takes was discussed. Each situation in which historic resources were concerned was reviewed. It was concluded that possibly one or two historic properties could be saved but they would be the only structures left standing in the entire block. Tim Haugh recommended that this be discussed and explained in the EIS.

The meeting adjourned although the discussions on several issues were not completed.

ECI:isc

TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING October 26, 1993

Sign-In Sheet

Name	Representing
8:00 AM	
1) Elaine C. Illes	Greiner, Inc.
2) Michael Coleman	FDOT - District VII
3) Ron Gregory	Greiner, Inc.
4) Steve Fennel	FHWA
5) Gary Phillips	FHWA
6) Tim A. Haugh	FHWA - Region 4
7) Maiser Khaled	FHWA
8) Rick Adair	FDOT - District VII
9) Melissa L. Ridenour	FHWA
10:00 AM	
10) Laura Kammerer	SHPO
11) Tom King	Consultant to Greiner
12) George R. Ballo	FDOT - CEMO
13) Bill Thurston	SHPO
14) Roy Jackson	FDOT - CEMO
15) Laura Weant	Janus Research/Piper Archaeology
16) Ken Hardin	Janus Research/Piper Archaeology
17)	·
18)	
19)	
20)	
21)	
22)	
23)	
24)	
25)	



TAMPA INTERSTATE STUDY

The Greiner Team

PO. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074 FAX: (813) 286-6587

C2380 B21

foliusing to do representative section analysis

TAMPA INTERSTATE STUDY AGENCY COORDINATION AGENDA OCTOBER 26, 1993

- I. INTRODUCTIONS
- II. PURPOSE OF MEETING
 - A. Update Regional FHWA on Project
 - B. Define Schedule for Completion
- III. BACKGROUND INFORMATION
 - A. Phase I (Master Plan)
 - B. Phase II (Environmental Documentation)
 - 1. Interstate Policy
 - 2. Detention Areas/Water Quality-work w/ Robert
 - 3. High Speed Rail
 - 4. Urban Design Amenities/Mitigation

IV. SECTION 106 PROCESS SECTION 4(f) EVALUATION

- A. 4(f) Evaluation Process
 - 1. Staged Documentation
 - 2. Schedule
- B. Section 106 Process
 - 1. Background
 - 2. Work Completed to Date
 - 3. MOA
 - a. direct effects
 - b. indirect effects

C2380. C3B November 9, 1993



MEMORANDUM

To:

Files

From:

Elaine C. Illes

Subject:

Parks and Recreational Coordination

Meeting with the City of Tampa

WPI No.: 7140004

State Project No.: 99007-1402

Tampa Interstate Study

A coordination meeting was held on October 13, 1993 at 1:30 p.m. in the 7th floor board room of Greiner Inc. This meeting served as a follow-up to the September 10, 1993 meeting. It should be noted that Joe Abrahams was not present at this second meeting and standing in for Ross Ferlita was Diana Kyle. A copy of the agenda and a list of attendees is attached. The following summarizes the concerns and conclusions of the meeting.

I. FOLLOW-UP ON PERRY HARVEY PARK

The impacts and proposed mitigation were reviewed for those who were not at the first meeting. As requested in the September meeting, a swimming pool has been added to the conceptual plan as well as the circulation path widened from 8 to 10 feet to allow patrolling in vehicles throughout the park. Parking spaces which are currently used by downtown business people, not by park patrons, have been reduced as requested. Diana Kyle wanted to talk to the Police Department about the picnic area that is being proposed to be moved to the east end of the park; there is a safety concern because people gather there at night.

The Parks and Recreational Departments do not know where they want to move the skateboard facility but it should be to a low use park to bring people into the park. They are also in the process of identifying property to purchase for additional parks. Purchasing new land will be left as an option instead of relocating the facility in an existing park.

II. DETENTION POND LOCATIONS

A. Riverfront Park

Two possible new sites, both on the north side of the interstate, were displayed. Diana Kyle stated they preferred anything but impacting the property adjacent to Riverfront Park. The city has bought a building across the street from the park for their new permit center and employees will be parking on this land. The city has already changed the bus routes to accommodate this location. Diana also stated that the property being considered for the pond is designated for recreational use. It was agreed that the pond would be moved to the north side of the interstate to take the remaining parcel of the Presbyterian Village.

C2380. November 9, 1993 Memo/Files Page 2

B. Nebraska Avenue Park

After some discussion, it was decided that people could jog around the berm of the pond in its proposed location. Although making the pond part of the park is a nice idea, no action can be taken that would encroach on park property or affect its access. Once the pond is constructed, if the City wants to bollard off a portion of the city street and add a jogging trail around the pond that leads into the park that is acceptable. The city would have to relocate their parking to the front of the park at that time. There was some discussion as to whether the FDOT could deed over a corner of the pond property to the city at a later date. This can be discussed later.

Kid Mason Fendell Recreation Center provides staff for the park. Park programs are coordinated at the facility and staff currently escort young children across the street. This facility with the roadway improvements will no longer be able to service the community south of Orange Avenue. The facility should be relocated to the same side of the street as the park, possibly closer to Ybor City.

III. NOISE BARRIERS

A. MacFarlane Park

The city prefers no noise barrier even through they may purchase property to build a community center adjacent to the park. If a wall is required to abate noise impacts to the surrounding neighborhood, the city prefers a vegetative buffer so they do not have to see the wall.

B. Robles Park

The city prefers no noise wall. Currently, the proposed plans call for a wall that extends approximately 300 feet into the north end of the property. Greiner will evaluate removing the 300 feet of the proposed wall and the effects that will have on the adjacent neighborhood.

C. Nebraska Park

Greiner will also examine the effects of removing the wall for just the length of the park.

IV. OTHER ISSUES

The city will provide the Department with a letter that includes the following information:

- 1) Number of parking spaces currently at Nebraska Avenue Park.
- 2) A statement that the area adjacent to Riverfront Park (previously proposed as a detention pond) is designated for recreational use.
- 3) The outcome of Diana Kyle's conversation with the police department concerning the picnic area at Perry Harvey Park.

C2380. November 9, 1993 Memo/Files Page 2

- 4) A statement that the Kid Mason Fendell Recreational Center is an integral part of the Perry Harvey Park and will be severed by the roadway improvement.
- 5) The acreage of the Perry Harvey Park and the estimated acreage of impact (the comprehensive plan and the Parks Department have different acreage).

This letter should be provided to the FDOT prior to FDOT submitting the Parks Effects document for the city's review and requesting a letter of concurrence on effects.

ECI:dlw

Attachments

OCTOBER 13, 1993 TIS MEETING WITH CITY OF TAMPA

Name	Organization	Phone	
Michael Coleman	FDOT D-7	975-6077	
Pam Ganey	FDOT D-7	975-6460	
Diana Kyle	COT-Parks	223-8230	
Don Saltzman	COT-Recreation	223-8018	
Jane Burmer	Greiner	286-1711	
Rick Adair	FDOT	975-6447	
Mark Jennings	Greiner	286-1711	
Robert Johnson	Greiner	286-1711	
Elaine C. Illes	Greiner	286-1711	



HILLSBOROUGH COUNTY X C E laine METROPOLITAN PLANNING ORGANIZATION CITIZENS ADVISORY COMMITTEE MEETING OF NOVEMBER 17, 1993 (WEDNESDAY) AT 1:30 PM

SZ320 C38

THE PLANNING COMMISSION BOARDROOM 201 E. KENNEDY BOULEVARD, SUITE 600

AGENDA

I. CALL TO ORDER

II. APPROVAL OF MINUTES

Commissioner	Eď	Turanchik	
		Chairman	

Mayor Bob Woodard Vice Chairman

Laura Blain, Chairman Expressway Authority

Commissioner Joe Chillura Hillsborough County

Mayor Sandra Freedman City of Tampa

Commissioner Randy L. Larson, P.E. City of Plant City

Commissioner Lydia Miller Hillsborough County

Councilman Scott Paine City of Tampa

Councilwoman Linda Saul-Sena City of Tampa

Commissioner Ed Turanchik Hillsborough County

George Wise HARTline

Mayor Bob Woodard City of Temple Terrace

Bill McDaniel, P.E. (Ex-Officio) FDOT District Secretary

Jan T. Smith (Ex-Officio) The Planning Commission

Thomas L. Thomson, P.E., AICP Executive Director

III. ACTION ITEMS

- A. 1994 Schedule of Monthly Meetings
- B. TIP Amendment Bus Purchase
- C. Project Development and Environmental Studies
 - 1. 22nd Street/Causeway Blvd.
 - 2. Westshore Blvd.
 - 3. US 92
 - 4. SR 39
- D. FDOT Five Year Work Program

IV. STATUS REPORTS

- A. Project Development and Environmental Studies
 - 1. South Crosstown/Gandy Connector
 - 2. Tampa Interstate System
- B. Rice Road Extension
- C. 1990 Emissions Inventory and Maintenance Plan

V. <u>UNFINISHED BUSINESS</u>

VI. NEW BUSINESS

- A. Members' Interests
- B. Agenda Items for Next Meeting

VII. PUBLIC INPUT

VIII. ADJOURNMENT

IX. ADDENDUM (for information only)

- A. FDOT's response concerning Plan Amendment 93-1 (Brandon Area) to the 2010 Long Range Transportation Plan
- B. Truck Route Study

Hillsborough County Metropolitan Planning Organization 201 E. Kennedy, Suite 600 Tampa, Florida 33602-5117 813/272-5940 FAX NO: 813/272-6258

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Cooperative Comprehensive Multi-Modal Transportation Planning for the Local Governments and Transportation Agencies in Hillsborough County, Florida

I-275 - SEGMENT 1A WPI NUMBER: 7140004

STATE PROJECT NUMBER: 99907-1402 FEDERAL AID NUMBER: IR-9999-(43)

Contact: Lee Royal, Public Information Officer or Pamela D. Ganey, Public Involvement Coordinator

Project Description:

The limits of the project are from the Howard Frankland Causeway to the Dale Mabry interchange (including the transition area to Himes Avenue). It also extends approximately 1000 feet north along Memorial Highway to just north of Cypress Street.

Existing 6 lane limited access facility on the Florida Intrastate Highway System.

Proposed Improvements:

4 roadway system consisting of interstate express lanes, collector/distributor lanes serving local access needs and HOV/Transitway lanes.

Existing interchanges at Westshore Boulevard, Lois Avenue and Dale Mabry Highway will remain.

Major non-interstate improvements include the extension of Sherrill Street north from Memorial Highway and Kennedy Boulevard under I-275 to Cypress Street, and the Lemon Street Connector to Westshore Blvd. from Occident Street.

Project Schedule:

Notice to Proceed	May 21, 1990	
Public Workshop	April 30, 1991	
Approval of Draft Environmental Document	January 5, 1993	
Public Hearing	March 22, 1993	
Approval of Final Environmental Document/LDA	August 16, 1993	

Project Impacts & Estimated Costs:

Business Relocations:

21

Cost Estimates:

Residential Relocations:

140

Wetland:

3.9 acres

ROW:

\$ 57,517,000

Construction:

\$222,807,088

Adopted Work Program Funding:

Design

FY 1993/94

Right-of-way

FY 1994/95

Construction

Not programmed

I-275 - EIS SEGMENT WPI NUMBER: 7140004

STATE PROJECT NUMBER: 99907-1402 FEDERAL AID NUMBER: IR-9999-(43)

Contact: Lee Royal, Public Information Officer or Pamela D. Ganey, Public Involvement Coordinator

Project Description:

The limits of the project are from the Dale Mabry Highway Interchange north to Dr. Martin Luther King Jr. (MLK) Blvd., and I-4 from I-275 (including the interchange) to east of 50th Street (US 41); a new controlled access facility from I-4 south to the existing Tampa South Crosstown Expressway (Crosstown Connector); and improvements to the Tampa South Crosstown Expressway form the Kennedy Blvd. overpass east to Maydell Drive, Hillsborough County.

Existing 6 and 4 lane limited access facility on the Florida Intrastate Highway System.

Proposed Improvements:

4 roadway system consisting of interstate express lanes, collector/distributor lanes serving local access needs and HOV/Transitway lanes.

Existing interchanges at Himes Avenue, Howard/Armenia Avenue, Ashley Street, Orange/Jefferson Street, and 50th Street will remain.

New interchanges at I-275 and North Blvd., I-4 and 14th/15th Street and the Crosstown Connector.

The interchanges on I-275 at Floribraska Ave., 40th Street and I-4 and the direct ramps at I-4 and 21st/22nd Street will be removed.

Addition of westbound and southbound ramp movements for the Orange/Jefferson Street interchange.

<u>Project Schedule:</u>

Notice to Proceed
Public Workshop
Approval of Draft Environmental Document
Public Hearing
Approval of Final Environmental Document/LDA

May 21, 1990 April 30, 1991 January 1994 April 1994 December 1994

Project Impacts & Estimated Costs:

Business Relocations:

201*

Residential Relocations:

814

Wetlands:

2.5 acres

* Includes 58 on-premise ID signs to be either moved to a new site or onto a portion of the remaining existing site.

Cost Estimates:

Right-of-way

\$ 335,486,000

Construction

\$ 956,388,991

Adopted Work Program Funding:

Design (I-4 & Crosstown sections only)

FY 1993/94

Right-of-way

Not programmed

Construction

Not programmed

WPA INTERSTATE STUD

PHASE I MILESTONES

NOTICE TO PROCEED (MASTER PLAN)

SEPTEMBER 16, 1987

ALTERNATIVES PUBLIC WORKSHOP #1

JULY 13, 1988

ALTERNATIVES PUBLIC WORKSHOP #2

ALTERNATIVES PUBLIC WORKSHOP #3

JANUARY 26, 1989

NOVEMBER 7, 1988

NOVEMBER, 1989 FHWA APPROVAL OF MASTER PLAN REPORT

AMPA INTERSTATE STUD PHASE II MILESTONES

NOTICE TO PROCEED (EA & EIS)

MAY 21, 1990

PUBLIC WORKSHOP (EA & EIS)

APRIL 30, 1991

HISTORIC RESOURCES PUBLIC WORKSHOP

NOVEMBER 12, 1992

EA PUBLIC HEARING

MARCH 22, 1993

FHWA APPROVAL OF ENVIRONMENTAL

DOCUMENT(EA/FONSI) AND

LOCATION DESIGN ACCEPTANCE

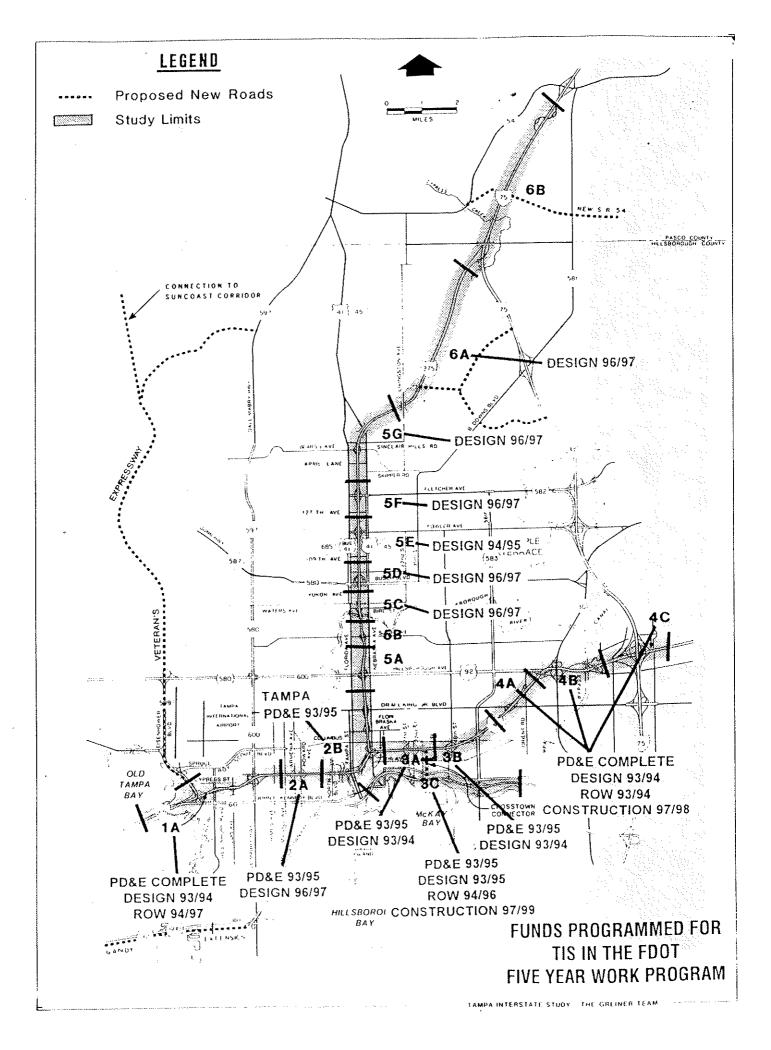
AUGUST 16, 1993

HISTORIC RESOURCES PUBLIC WORKSHOP

APRIL, 1994

OCTOBER 25, 1993

EIS PUBLIC HEARING TENTATIVE



Han Shegery

Greiner

C2380.17 Files C3B, B\$, B5, B2 November 18, 1993 XC Elaine

MEMORANDUM

TO:

Files

FROM:

Robert E. Johnson, P.E. (ET)

SUBJECT:

Tampa Interstate Study Drainage Coordination Meeting

WPI No. 7140004 State Project No. 99007-1402 FAP No. IR-9999(43) Hillsborough County

On Wednesday, November 17, 1993 a Drainage Coordination Meeting on the Tampa Interstate Study was held at the Greiner Tampa office. An attendees list is attached. The following major topics were discussed.

- The attendees introduced themselves. It was noted that the Florida Department of Environmental Protection (FDEP) was invited to the meeting, but did not attend.
- Greiner provided a brief overview of the project background. Greiner identified the TIS study limits, Environmental Assessment (EA) study limits and Environmental Impact Statement (EIS) Study Limits. The focus of the meeting was on the EIS study limits; I-275 from Dale Mabry Highway Interchange north to Dr. Martin Luther King, Jr. Boulevard, and I-4 from I-275 to cast of 50th Street, the Crosstown Connector from I-4 south to the existing Tampa South Crosstown Expressway; and improvement to the Tampa South Crosstown Expressway from Kennedy Boulevard east to Maydell Drive. Greiner indicated that the EA had been approved by FHWA and that the Draft EIS was being finalized.
- o Greiner provided an overview of the proposed detention pond locations within the EIS study limits. The ponds were located either within or directly adjacent to the TIS proposed right-of-way. Currently, the majority of the existing interstate roadway within the TIS study area receives no water quality treatment or peak attenuation.
- O Greiner reviewed the design criteria utilized in the preliminary design of the detention ponds. The ponds were designed to provide water quality treatment of new impervious areas. Peak attenuation for the 25-year, 24-hour (pre-post) storm event was provided. For areas discharging to the Hillsborough River, only water quality treatment is proposed. No peak attenuation for these areas is proposed since the River is a "more than adequate outfall". The proposed ponds were preliminary sized using SCS TR-55 methodology. No on-site field data is yet available for the pond design.
- O Greiner discussed the option of the "trade-offs" for treatment of new pavement within the Crosstown Expressway project limits. In lieu of providing stormwater treatment along the entire Crosstown Expressway length, compensatory treatment is proposed at the Crosstown Connector/Crosstown Expressway Interchange for off-site areas. SWFWMD said that this trade-off could be

considered. SWFWMD and the City of Tampa indicated that the SWFWMD SWIM program is currently reviewing projects to help clean up McKay Bay. Greiner will contact Dr. Brandt Henningson and Joann MacRina at SWFWMD SWIM to discuss the TIS project.

- O SWFWMD indicated that in future permit submittals for the TIS project, the consultant will need to show that direct discharge (following stormwater treatment) to the Hillsborough River will not impact downstream bridges due to the flow increase.
- O SWFWMD also said that the seasonal high water table (SHW) elevations will be important to all pond designs. This information should be obtained as soon as possible in the design phase of the project.
- O During design, SWFWMD can provide a list of all permitted facilities adjacent to the project to determine if TIS will impact these projects.
- SWFWMD said that "offline" treatment ponds are normally dry. Greiner said the ponds are also to be a project amenity and some would be included in the proposed linear park east of the Hillsborough River. SWFWMD said that these ponds could be considered in their permit review.
- The City of Tampa said that a study is currently underway to evaluate improvements to the 10th Street Outfall.
- The City said that their drainage criteria was a 25-year post-5 year preattenuation requirement. FDOT indicated that FHWA would not participate in funding "retrofit" projects. Therefore, the City criteria could not be met.
- FDOT and the City discussed providing outfall improvements in lieu of providing peak attenuation (water quality treatment still required). Possible outfall improvements include 13th Street and 4th Avenue. Greiner will preliminarily evaluate outfalls in PD & E phase of the TIS project. Outfalls to evaluate include Ybor City, 16th Street, 29th Street, 43rd Street, and 50th Street. Greiner to select two outfalls to evaluate whether outfall improvements or pond construction would be more cost effective. Greiner will coordinate with City of Tampa. FDOT will provide example of outfall evaluation to Greiner.
- O Permitting options were discussed. A SWFWMD conceptual permit could be obtained to tie down project existing conditions and proposed concepts. FDOT indicated that the projects would be under design at different times and that individual permits would be preferred. Ponds must be included in design even if not located within design segment.
- Greiner to set up meeting with SWFWMD to further discuss stormwater treatment trade-off issues.
- Greiner to evaluate stormwater pollutant loadings to satisfy FHWA criteria. FDOT is putting on a seminar on water quality in mid-December.
- Future drainage coordination meetings to be held as the TIS project progresses.
- O Meeting adjourned at 10:15 a.m.



To:

Michael J. Coleman, P.E.

From:

Elaine C. Illes

Subject:

Coordination Meeting on Perry Harvey Park

WPI No.: 7140004

State Project No.: 99007-1402

FAP No.: IR-9999

Tampa Interstate Study - EIS

I was contacted by Mike Salmon's office (City of Tampa) on Monday, December 13, 1993 and requested that we bring the proposed conceptual mitigation plan of Perry Harvey Park to a meeting on December 14, 1993 at 10:00 a.m. at the Central Park Village Boys and Girls Club located behind Perry Harvey Park. People to be at the meeting include Mike Salmon and Bobby Bowden, City of Tampa; Joe Abrahams and Steve LaBoure representing the Parks and Recreation Departments and the neighborhood organizations; the Board of the Nebraska Avenue Public Housing Resident Council (5 people); representatives from the local Baptist Church and the Peter Claver private Catholic school, and Perry Harvey, Jr. (City Council).

The following summarizes the meeting - presentations, concerns and conclusions. Mike Coleman (FDOT) introduced the project and briefly summarized the impacts to the park and stated that there is no current schedule for improvements because design and right-of-way are not currently in the five-year work plan.

Elaine Illes explained the 4(f) process, discussed avoidance alternatives and asked people to join her around the table to review the proposed plans. Two sets of aerials were available. Jane Burmer fielded questions at one set and Elaine Illes at the other.

Jane Burmer discussed the proposed mitigation plan highlighting the changes including the noise wall and change in elevation, the swimming pool, the relocation of walking trails and the skate board facility.

Major Concerns

Perry Harvey was concerned that the project would impact the Longshoreman's Building. The plans no longer require the relocation of that building.

December 17, 1993 Memo/Michael J. Coleman, P.E. Page 2

The Peter Claver and Baptist Church representatives were concerned about Scott Street being closed off and requested we check to see if clearance allows access to remain open under the ramps.

Everyone was concerned about accessing the Kid Mason Recreation Center because it is dangerous now and it will be virtually inaccessible once the interstate is improved. Several possible locations for relocation were discussed.

Conclusions

Greiner will review the concept plans to see if Scott Street can remain open without causing geometric problems.

Greiner will evaluate the possibility of relocating the Kid Mason Recreation Center at the far east end of Perry Harvey Park.

In addition, the city will be contacted to identify vacant city-owned property in between the interstate and Nebraska Avenue and Henderson Avenue and Scott Street.

Greiner will meet with the city in mid-January and then again with the same community representatives in late January/early February.

ECI:dlw

x: Jane Burmer, Greiner
Ron Gregory, Greiner
Rick Adair, FDOT



C2380 B8, B20, B21, C3B, C22B December 20, 1993

TAMPA INTERSTATE STUDY

The Greiner Team

PO. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

FAX: (813) 286-6587

MEMORANDUM

TO:

Stephanie Ferrell (Historic Tampa / Hillsborough County Preservation Board)

Elaine C. Illes (Greiner)

Michael Coleman (FDOT)

Jane Burmer (Greiner)

Rick Adair (FDOT)

Jack Overdorff (Greiner)

Pam Ganey (FDOT)

Ron Gregory (Greiner)

FROM:

Larry E. Sly

SUBJECT:

TIS Update Meeting with Stephanie Ferrell of the Preservation Board - December

10, 1993 WPI #7140004, State Project #99007-1402, FAP #IR-9999(43) -

Tampa Interstate Study

A meeting was held for the above referenced project on December 10, 1993 at 11:00 a.m. in Greiner's 5th floor TIS conference room. Stephanie Ferrell, Elaine Illes, Jane Burmer, Jack Overdorff and Larry Sly were in attendance. The following summarizes the meeting discussions.

TAMPA HEIGHTS LINEAR PARK WORK BY HOH - Stephanie Ferrell stated that she and Martha Sherman have been reviewing the work completed by HOH but are not satisfied with it at this time. The previous draft which Greiner reviewed with Martha Sherman is being revised to include comments.

Stephanie expects to complete revisions and present it to FDOT/Greiner by the end of January 1994. She will confer with Jeff Dix on the final report. Jane Burmer requested a copy of the program summary prior to receiving the final submittal from Stephanie so that Greiner does not duplicate efforts. Jane has taken the "wish list", incorporated the three main goals of the Preservation Board, and has started the site analysis and inventory of the area. Jane Burmer explained the three stage process to identify levels of participation and justify the FDOT's participation in a proposed linear park.

- 1. Will the park be viable using just remaining parcels?
- 2. What is required to meet the objectives of the park?
- 3. What is the city's willingness to participate and add to the park?





The Urban Design Guidelines will define mitigation techniques and need to be in accordance with the program summary defined by the community meeting and the Preservation Board.

Stephanie reemphasized the Preservation Board's three main goals.

- 1. Protection of historic structures in Tampa Heights, Ybor City, West Tampa and Seminole Heights.
- 2. Relocation of all sound structures should be relocated within districts.
- Rehabilitation by the City of Tampa and nonprofit organizations.

Stephanie stated that the Board is very concerned about Tampa Heights redevelopment and that Carl Shriver has walked the district, house by house and personally set the boundaries for the proposed district. She expects to complete the recommendation of the District's eligibility by late April / early May in time for the National Preservation Board's spring review. The board reviews quarterly.

Elaine Illes updated the group on the Memorandum of Agreement. The department has for some time now committed to moving historic structures, providing funds for rehabilitation and protecting other historic structures from indirect effects. She also explained the difficulty in preparing a document that will stand up for 20 years and bind future city administrations to the commitments made by the current administration. She addressed the following issues of concern to the Preservation Board:

1. Preserving Historic Structures - The FDOT would like to coordinate a package deal to transfer ownership of sound historic structures within the project limits to one governing body (most likely the City of Tampa). As designated by the MOA, the city would work with interested parties (i.e. non-profit organizations). Possibly an open-ended list of qualified non-profit organizations could be included in the MOA.

Stephanie suggested Greiner contact Fernando Noriega at the City of Tampa to coordinate eligible non-profit participation in the distribution of structures. Stephanie listed several non-profit organizations that have been very active in this type of coordination: Redevelopment Alliance, YMCA, Tampa Preservation Inc. (specializes in single-family homes), Tampa Junior League, Episcopal House of Prayer and Tampa United Methodist (have staff to screen low income loan program for city, specialize in owner occupied and renter units). Stephanie will research the capabilities of the various non-profit organizations and bring the results to the January 11th meeting.

2. Relocating structures - The FDOT is prepared to ensure that historic structures are moved and rehabilitated, however, logistics is the problem. Coordination with several regulatory agencies will be required. The FDOT would prefer an agency with experience in these matters to handle the coordination. Elaine stated a concern with meeting current codes involved with relocating structures. The city is going to have to be flexible in code requirements.



Stephanie stated that the city has waived setback requirements in the past with Ybor and Hyde Park. Historic setbacks will have to be designated in the city plan. Stephanie will send over design guidelines for Ybor and the proposed guidelines for Tampa Heights.

Stephanie stated that TPI has acquired 40 parcels to relocate structures and has identified structures within the proposed roadway right-of-way and linear mitigation area to be moved to these parcels. Elaine stated that the city is also compiling a list of city owned vacant property.

Elaine asked if TPI has completed structural inventories before without entering the buildings. Stephanie suggested that someone from the Board or TPI participate with a structural engineer to complete a review of the structures to identify those structures that can be moved. This would be a preliminary survey, done from the outside of the buildings, to eliminate structures from the list of which can be relocated. Elaine asked if Stephanie could recommend a structural engineer who works in the historic community to perform the survey.

Stephanie suggested three well known engineers: Tom Dixs, Steven Whithouse or Bill Wrast all who are structural engineers knowledgeable of historic moves. A structural engineer could survey properties with a person from TPI. They should be instructed to coordinate with a local mover (Roche or Masonry) to write a report. A rehabilitation specialist would assist with estimating total costs.

Stephanie suggested that Greiner contact David Ferro (SHPO) to assist in writing the MOA. She said he would be the person to review the MOA.

The meeting adjourned at 12:20. Stephanie Ferrell emphasized that she would attend the January 11, 1994 Relocation Task Force meeting.

UP COMING EVENTS

Community meetings as part of the Agency Liaison Group meetings:

- 1. West Tampa
- 2. Downtown & Tampa Heights
- 3. Ybor
- 4. Westshore

These are tentatively scheduled for late February / early March.

Relocation Task Force - January 11, 1994



C2380. B16, B21, C3B January 26, 1994

MEMORANDUM

TO:

Files

FROM:

Elaine C. Illes

SUBJECT: Coordination with Ybor Development, Inc.

WPI No.: 7140004

State Project No.: 99007-1402

Federal Aid Project No.: IR-9999(43)

Tampa Interstate Study

A coordination meeting was held with John Ranon and Rebecca Gagalis. Rick Adair of FDOT and Jane Burmer and Elaine Illes of Greiner were present to informally discuss the current status of the Tampa Interstate Study.

John Ranon began by explaining the background of the Ybor Development, Inc. It has a 24-member board of which only Rebecca is a full-time employee. All other board members are similar to John, a professional with a full-time job that volunteers his time. The Ybor Development, Inc. is a not-for-profit organization.

Elaine Illes provided a study update. The EA/FONSI was approved in August of 1993. The latest efforts have involved continuing the Section 106 process and working on the Urban Design Guidelines. The tentative date for submitting the first draft of the Urban Design Guidelines is the end of February.

There was some confusion after speaking to the City as to intentions in the Ybor City area. The impacts to the Landmark District were discussed, and the possibility of moving some of the structures as proposed mitigation was explained.

The issue of noise walls on the south side of Ybor City was discussed. Many people in the Ybor business community do not want a noise wall on the south side. It was explained that the concept plans show noise walls that were cost-reasonable at the time of the analysis. If the community prefers no wall, this could be acceptable to FDOT/FHWA.



MEMORANDUM C2380. B16, B21, C3B TIS - Ybor Development, Inc. January 26, 1994 Page 2

John Ranon displayed the 13th Street extension that is planned to tie into Nick Nuccio Parkway. A Highway Beautification Grant was received for the 13th Street improvement. This connection is planned to be completed prior to the completion/opening of the Aquarium, which is scheduled for February 1995.

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ECI:isc



TAMPA INTERSTATE STUDY

The Greiner Team

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FAX: (813) 286-6587

C2380.30 B20, C3B, C20B March 30, 1994

MEMORANDUM

To:

Elaine C. Illes

From:

Kasey C. Cursey Larg Clives

Re:

Relocation of City of Tampa Fire Department 911 Dispatch Facility

WPI: 7140004 SPN: 99007-1402 FAP: IR-9999(43)

Tampa Interstate Study - Phase II

Hillsborough County

On Monday, March 28, 1994 at 9:00 a.m., Mr. Elbert Johnson (FDOT), Elaine Illes (Greiner), and Kasey Cursey (Greiner) met with Mr. Brian Gummoc (Tampa Fire Department, Specifications Officer) and Chief Paul Logan (Tampa Fire Department) to discuss the relocation of the Tampa Fire Department 911 Dispatch Communications Facility located at 2904 Mitchell Avenue. A 100' communications antennae is part of the facility and the antennae and the securing cables are located within the proposed right-of-way of the TIS Preferred Alternative. communications building is also part of the facility, but the building is not within the proposed right-of-way. Mr. Gummoe explained that the antennae and the building are electronically connected and the entire facility will need to be relocated as one unit.

The City of Tampa Police Department receives all 911 calls and routes the calls to the appropriate emergency service facility, fire calls are routed to the facility at 2904 Mitchell Avenue. Mr. Gummoe and Chief Logan said the current service area covers Tampa Palms to Picnic Island and they both felt that the facility needed to remain somewhere in centralized downtown to most effectively service this area. Mr. Gummoe commented that the Fire Department would have to research the impacts of moving the antennae. Mr. Gummoe stated that a few dead zones already exist with the current antennae location and minimizing the dead spots would be very important.

Mr. Johnson explained that the normal relocation process for this segment of the interstate may not begin for another 10 years. Mr. Johnson discussed the possibility of the FDOT receiving early acquisition funds from FHWA in order to relocate the 911 Dispatch Center as early as 1996/97. The Fire Department would need to work out several of the details necessary to move the facility and FDOT would use the information to create a plan requesting early acquisition and relocation funds.

Mr. Gummoe and Chief Logan pointed out a few issues to be considered in relocating the facility. The first item discussed was mentioned above and concerns relocating the facility within an established service area. This issue will need to be further researched by the Fire Department.

The second issue discussed concerns relocating the facility to property that is above sea level in order to avoid the chance of flooding during severe storms. The facility must stay operable during hurricanes for evacuation purposes. The facility is currently located on a piece of property that is 41' above sea level. Mr. Gummoe stated that the higher the elevation the better the location.

The third issue discussed relates to City of Tampa code requirements which restrict the height of the communications tower to a height of 100'. Mr. Gummoc stated that there might be a new city code that the Fire Department would have to adhere to even though the Facility is considered an emergency service. Ms. Illes asked Mr. Gummoc if he would locate a copy of the ordinance for the file for informational purposes.

The fourth item discussed was that the existing building has already been reinforced to withstand high winds and thoroughly grounded to avoid energy surges from lightening. If the Communication Center were to be relocated, the building would have to be replaced as it is with a basement and steel girders to reinforce the structure. Mr. Johnson pointed out on the aerials that additional property could be purchased on the east or north side of the building for relocating the antennae allowing the continued use of the current building. This option may be pursued at a later date.

Chief Logan stated that one disadvantage to remaining in the current residential neighborhood is the necessity of running the generator. A large diesel generator is located at the site and is run the first Monday of every month for 12 hours. In addition, it is often run every Monday for 2 hours. The generator is extremely noisy during operation and residents in the area have complained in the past about the noise impacts.

The group took a quick tour of the facility. After the tour, Mr. Gummoe stated that he would collect information on sea level requirements, height restrictions, possible relocation areas that are within accepted service areas, approximate cost estimates for building a new facility, and an estimated time frame for building a new facility and getting it on line. Ms. Illes requested that the information be sent to her within three weeks.



C2380 C3B April 5, 1994

TAMPA INTERSTATE STUDY The Greiner Team

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MEMORANDUM

TO:

Ed Johnson (FDOT)

Elaine C. Illes (Greiner)

FROM:

Larry E. Sly

SUBJECT:

Tampa Boys and Girls Club Board Meeting - April 13, 1994 WPI #7140004,

State Project #99007-1402, FAP #IR-9999(43) - Tampa Interstate Study

REMINDER: A meeting with the Boys and Girls Clubs of Greater Tampa as been scheduled for 12:00 p.m. on April 13th at the MacDill Ave location (the smaller office building behind the main center). The FDOT and Greiner have been requested to up-date the Boys and Girls Club's board of directors on the status of TIS and FDOT's acquisition process. Don Sadola will be your contact and lunch will be provided.



C2380.30 B20, C3B, C20B April 14, 1994

MEMORANDUM

To:

Elaine C. Illes

From:

Kasev C. Cursev

Re:

Relocation of Boys and Girls Clubs of Tampa Bay, Inc. - West Tampa Facility

WPI: 7140004 SPN: 99007-1402 FAP: IR-9999(43)

Tampa Interstate Study - Phase II

Hillsborough County

On Wednesday, April 13, 1994 at noon, Mr. Elbert Johnson (FDOT), Ms. Elaine Illes (Greiner), and Ms. Kasey Cursey (Greiner) met with representatives from the Boys & Girls Clubs of Tampa Bay, Inc. The representatives included Mr. Glen Permuy, Executive Director, Mr. Dan Cedola, Vice-President and Chief Financial Officer, Mr. Joe Buehler, Chairman of Land and Building Committee, and Mr. Leo J. Diaz, Board of Directors. The meeting was held at the General Services Center, 3020 West Laurel Street, Tampa, Florida. The purpose of the meeting was to discuss the relocation of the West Tampa facility also located at the same site as the General Services Center. Both buildings are located within the proposed right-of-way of the Tampa Interstate Study (TIS).

Ms. Illes began the meeting by explaining the environmental impact documentation process and showing the group the West Tampa facility on the aerials. Ms. Illes explained that the West Tampa facility is located in Design Study Segment 2A and would not be acquired as part of the Environmental Assessment transition which ends just west of MacDill Avenue. The facility, however, may be eligible for early acquisition funds. Mr. Permuy mentioned that he has had some conversations with Mr. Joe Abrahams of the City of Tampa Recreation Department about the relocation of the facility. Mr. Abrahams is a member of the Board of Directors for the Boys & Girls Clubs of Tampa Bay, Inc.

Mr. Permuy stated that the Board has briefly discussed the idea of moving the General Services Center building to the vacant area on the existing parcel and possibly relocating the West Tampa facility to a city block that is for sale next to MacFarlane Park. The square block is owned by the Guedos family and is located to the west of the front section of the park. Mr. Diaz mentioned the property as a possible relocation spot. Mr. Permuy stated that it would be most efficient for the West Tampa facility to be located near a park to continue operating several of the facility activities. Presently, the vacant area on the current parcel is used for open space. Mr. Buehler estimated that the current piece of property measures approximately seven acres. Mr. Permuy stated that he thought the vacant segment of the lot is approximately the size of a football field.

Memo/Elaine C. Illes C2380.30 B20, C3B, C20B April 14, 1994 Page 2

Mr. Permuy explained that he wanted to relocate the facility to a parcel that is located within the vicinity of the current service area, has access to open space, and is visible from the interstate. The representatives from the Boys & Girls Clubs suggested that the current service area for the West Tampa facility is Himes Avenue to the Hillsborough River including youth from Blake Middle School. Mr. Permuy suggested two possible relocation areas would be next to MacFarlane Park or adjacent to St. Joseph's School which has plenty of land near Columbia.

Ms. Illes explained that the Boys & Girls Clubs facility would not be seen from the interstate regardless of the chosen relocation site because of the proposed noise barriers. Ms. Illes stated that the Boys & Girls Clubs would have to request that the noise barriers be removed, however, residents in the area may oppose the removal of the noise barriers. Consequently, it was stated that it may be better to move completely away from the interstate.

Mr. Diaz pointed out that the property for the West Tampa facility was deeded to the Boys & Girls Clubs by the City of Tampa under the requirement that the property always be used to help youth in the area. The buildings located on the property are owned by the organization, but the property will remain under the ownership of the City once FDOT purchases the property and the buildings. Mr. Diaz pointed out that the funds received from the sale of the buildings and property currently located in the proposed right-of-way area may go towards funding a new facility, but the remaining property on MacDill will continue to be under the ownership of the City unless utilized by the Boys & Girls Clubs. Mr. Diaz suggested that the Board talk to Mr. Fernando Noreiga, City of Tampa, about the possibility of acquiring the property next to MacFarlane Park through grant money.

Mr. Permuy asked, if early acquisition funds become available, how the existing facility would transition to the new facility. Mr. Diaz pointed out that the community could not afford to have the facility shut down during the interim of building a new facility. The West Tampa facility serves approximately 1000 youths and several of the parents rely on the facility for day care needs so they can maintain a job. The West Tampa facility would need a building for temporary operations to avoid any economic impacts to the community. Mr. Johnson, FDOT, suggested that one option would be for the FDOT to purchase the buildings and then lease the old facility to the Boys & Girls Clubs until a new facility was built. Mr. Diaz suggested that the City start applying for grant money right away to expedite the process of acquiring a piece of property for a new facility. Due to the services the Boys & Girls Clubs of Tampa Bay, Inc. West Tampa facility provides to the community, the possibility of being accepted for early acquisition is better. Mr. Johnson suggested that Mr. Permuy document all of the services provided by the West Tampa facility as part of the request for early acquisition; the more information supporting the services to the community the better the case for early acquisition.

Mr. Buehler asked Ms. Illes about the funding schedule for the interstate. Ms. Illes explained that design for this area is scheduled for 96/97, but no money is in the budget for right-of-way acquisition and relocation. Under normal circumstances, the estimated acquisition schedule for the West Tampa facility would begin, at the earliest, in 1998. However, Mr. Johnson stated that the early acquisition process could speed up the schedule. Once appropriate documentation is presented requesting early acquisition it may be as soon as three months before money became available. Mr. Johnson stated that the fair market value purchase price for the facility may not cover the price of buying property and building two entirely new buildings. Mr. Diaz suggested that the Board ask the City of Tampa to buy the property and deed it over to the Clubs.

Memo/Elaine C. Illes C2380.30 B20, C3B, C20B April 14, 1994 Page 3

Mr. Permuy stated that the Boys & Girls Clubs have 14 facilities in Hillsborough County. The Clubs owns five of the locations, and leases nine of the locations for \$1 a year. The nine locations are leased from Hillsborough County, Plant City, City of Tampa, and Tampa Housing Authority. Mr. Permuy explained that the Boys & Girls Clubs of Tampa Bay, Inc. receives twenty-five percent of its funding through the United Way and the remaining budget comes from grants and donations.

Mr. Diaz suggested that a meeting between members of the Board and Fernando Noriega needs to be scheduled to discuss possible relocation options. Ms. Illes and Mr. Johnson stated that, if the Boys & Girls Clubs of Tampa Bay, Inc. is interested in early acquisition, the agency needs to put together a relocation proposal and submit it to Mr. Johnson. Ms. Illes left a set of aerials with Mr. Permuy.

KCM:dlw



C2380.30 B20, C3B, C20B May 5, 1994

MEMORANDUM

To:

Elaine C. Illes

From:

Kasey C. Cursey

Rc:

Meeting with Mr. Rotella - Relocation of Structures in Westshore Area

WPI: 7140004 SPN: 99007-1402 FAP: IR-9999(43)

Tampa Interstate Study - Phase II

Hillsborough County

On Friday, April 29, 1994 at 1:30 p.m., Mr. Elbert Johnson (FDOT), Ms. Elaine Illes (Greiner), Ms. Kasey Cursey (Greiner) met with Mr. Ron Rotella (Westshore Alliance) at the Westshore Alliance office off of Cypress Street. The meeting was held at the request of Mr. Rotella to discuss the status of the TIS project in the Westshore area and to address questions Mr. Rotella had concerning the formation of a not-for-profit Transportation Corporation to assist FDOT with the moving of structures in the Westshore area.

Mr. Rotella began the meeting by handing out copies of documents including Florida Statutes relating to the Transportation Corporation Act and FDOT Articles of Incorporation for a Florida Transportation Corporation, Articles of Incorporation for the proposed Westshore Transportation Group (as approved by General Counsel), and a letter from Mayor Sandra Freedman written to the Honorable Mr. Ben Watts, Secretary, FDOT. Mr. Rotella pointed out Section 339.404, Authorization of Corporations, which requires a written application to be filed with the FDOT requesting authorization of the corporation to act on behalf of FDOT. Mr. Rotella stated that he has not filed an application because he was not sure if he needed to wait on the MOA between FHWA, SHPO, and the Advisory Council on Historic Preservation to be signed. Ms. Illes explained that Mr. Rotella did not need to wait because all of the structures that he is proposing to handle are within Design Segment 1A (the Westshore area) and are not historic; the current draft MOA only deals with historic structures.

Mr. Rotella stated that he believed the City of Tampa did a windshield survey of the approximate 200 structures located within the proposed right-of-way of Design Segment 1A and would like to acquire and relocate approximately 130 of the houses. Mr. Rotella stated that he thought the transfer of the structures to the Transportation Corporation would be handled similarly to the Tampa United Methodist Center (the not-for-profit agency used to help relocate

houses for the Expressway Authority). The structures would be deeded directly to the Transportation Corporation and the City would reimburse the Corporation for administrative costs. Mr. Rotella stated that one of the problems for the Transportation Corporation would be how to get the initial money to purchase property and begin the moving and rehabilitation process. Mr. Rotella suggested that he would ask the City if money would be available through the Mayor's Challenge Fund.

Mr. Rotella stated that he had been researching the cost of moving a structure and he had talked to the Roesch company out of Clearwater. They estimated moving a wood frame structure for \$10.00 per/sq.ft. and a concrete structure for \$12.00 per/sq.ft. with no distance limitation. Ms. Illes suggested that those quotes must include the provision that the City covers the cost of utility connections. Ms. Illes pointed out that someone needed to consider which agency would be responsible for coordinating the removal of utility lines that prohibit moving the structures through the streets. Mr. Rotella stated that he thought the utility issue needed to be explored further and he would talk to the City about it.

Mr. Johnson stated that FDOT originally wanted to begin relocating hardship cases first. However, with the Acquisition stage scheduled to begin in July 1994, the approximately 75 units from Westshore to Lois will be acquired almost simultaneously with the hardship cases. Hardship acquisitions are handled in-house by FDOT. Ms. Illes pointed out that the City is preparing a list of all of the available lots in the EIS area and suggested that Mr. Rotella ask the City to do the same for the Westshore area. Mr. Rotella stated he would talk to the City about a possible property list.

Ms. Illes stated that Mr. Rotella could go ahead and submit an application to FDOT for the Transportation Corporation. Mr. Rotella stated that he would probably get with the City the following week to discuss the details of drafting the application.



C2380.30 B7, B20, C3B, C20B May 26, 1994

MEMORANDUM

To:

Elaine C. Illes

From:

Kasey C. Cursey Later Cursey

Re:

Relocation of Hillsborough Area Regional Transit (HART) Facility

WPI: 7140004 SPN: 99007-1402 FAP: IR-9999(43)

Tampa Interstate Study - Phase II

Hillsborough County

On Friday, May 20, 1994 at 9:00 a.m., Mr. Elbert Johnson (FDOT), Elaine Illes (Greiner), and Kasey Cursey (Greiner) met with representatives from the Hillsborough Area Regional Transit (HART) office. The representatives included Ms. Sharon Dent, Executive Director, and Diana Carsey, Director of Planning.

Ms. Illes began the meeting by showing Ms. Dent aerials of the Preferred Alternative and pointing out the HART facility located at Kay Street and Marion Street that is within the proposed right-of-way for Design Segment 2B. The facility is located on a block bordered by Kay Street on the north, by Scott Street on the south, by Marion Street on the east, and by Florida Avenue on the west. A portion of the facility is located underneath the interstate.

Ms. Dent explained that the Kay Street facility currently provides space for 18 buses and supports approximately 40 routes (within the next two years four downtown trolley routes will be added). Ms. Dent also explained that an administrative building is located on the property and the building houses an information center, public restrooms, lost & found, security, driver waiting rooms and restrooms, and four offices.

Ms. Illes stated that the purpose of this meeting was to preliminarily discuss the acquisition and relocation of the HART facility at Kay Street by FDOT. Ms. Illes explained that because HART is a public entity, the Kay Street facility may receive some special consideration for early acquisition and relocation. The possibility of functional replacement was discussed. Relocation through the functionally equivalent program would provide funds for the FDOT to replace the Kay Street facility with an in-kind facility in an appropriate location. Ms. Dent pointed out on the aerials that a possible location for a new facility would be on the blocks bound by Scott Street on the north, Laurel Place on the south, Marion Street on the east, and Tampa Street on the west. This location would tie into the current transit stops along Marion Street to the south.

Ms. Dent stated that the Kay Street facility is currently operating over capacity and a functionally equivalent facility would not serve the future needs of HART. Ms. Dent suggested that HART would prefer to have an expanded facility constructed that would meet the future transit needs of the Tampa Bay region. Ms. Dent offered the suggestion that since a portion of the funding for HART comes through FDOT, FDOT might consider helping HART construct an expanded facility rather than paying for an in-kind facility that may not meet future needs. Ms. Dent suggested that a possible location for the expanded facility would include the area mentioned for the Kay Street facility plus an additional block to the east, allowing the expanded facility to connect to the additional block by way of a crosswalk over Marion Street. This location differs from the parking garage area designated during the Master Plan that was envisioned to be shared by HARTLINE. Ms. Dent suggested the construction of an expanded facility be similar to the multi-purpose transfer facility under design for downtown Tampa at Marion Street and Whiting Street; Ms. Dent referred to the project as HARTLINE'S southern intermodal project. The multi-purpose transfer facility under design at Marion Street and Whiting Street is scheduled to open in 5 to 6 years and is being designed to include 1800 parking spaces, berths for 25 buses to load simultaneously, and a light rail transit center including an electric trolley car charging area. The facility will be designed to include such activities as a day care center for children and the elderly and minimal commercial such as a newsstand, a dry cleaning drop-off station, a small grocery store, and a snack shop.

Ms. Illes stated that funding for the design and construction of Segment 2B is not in the FDOT five year plan so funds for construction of the Preferred Alternative may not be available for a long time. Ms. Illes stated that it is possible while waiting for Preferred Alternative funding, FDOT may budget funds for interim improvements as is currently taking place on I-275 from Busch Boulevard to Bearss Avenue. If this were to occur in the downtown area prior to the ultimate geometry being constructed, the Kay Street facility would need to be relocated. Ms. Illes suggested that, although the ultimate plan may be a facility similar to the southern intermodal project, it may be productive for HART to consider possible interim plans for relocating the Kay Street facility. Any construction in this area would require the relocation of the Kay Street facility to be completed prior to beginning construction to avoid an interruption of operations.

Ms. Dent agreed that planning for the interim would be necessary to avoid the facility being moved twice. Ms. Dent suggested that some kind of footprint be developed that initially provided the same functions as the current Kay Street facility, but also provided for the expansion of the facility to meet future needs. Ms. Dent stated that the City of Tampa has hired a consultant (Barton-Aschman) to develop the footprint for HARTLINE'S southern intermodal project and the City is using funds from an existing parking structure to pay for the footprint design.

Mr. Johnson stated that getting started on a footprint for the Kay Street facility as soon as possible would help HART be better prepared for the relocation process. Ms. Dent asked which agency would be responsible for paying for the footprint. Ms. Dent suggested that FDOT amend their contract with Greiner and let Greiner staff begin developing the footprint. Mr. Johnson asked who at the FDOT had HART been dealing with on the southern intermodal project. Ms. Dent said David Twiddy (FDOT, District VII) and Nick Seriani (State Public Transportation Administrator, Tallahassee). Ms. Illes suggested that she call Mr. David Twiddy, FDOT Planning Department, and ask his opinion on the best way to proceed with the northern intermodal facility. Ms. Illes stated that she or David Twiddy would get back to Ms. Dent once she has spoken to Mr. Twiddy.



C2380:30 B20, **C3B**, C20B June 6, 1994

MEMORANDUM

To:

Elaine C. Illes

From:

Kasey C. Cursey Kascy C. Cursey

Rc:

Relocation of City of Tampa Fire Department 911 Dispatch Facility

WPI: 7140004 SPN: 99007-1402 FAP: IR-9999(43)

Tampa Interstate Study - Phase II

Hillsborough County

On Friday, June 3, 1994 at 9:30 A.M., Mr. Elbert Johnson (FDOT), Ms. Elaine Illes (Greiner), and Ms. Kasey Cursey (Greiner) met with City of Tampa representatives Mr. Brian Gummoe (Tampa Fire Department, Specifications Officer), Mr. Gary B. Clark (Transportation Division, Traffic Operations Chief) and Mr. Terry Nehring (Transportation Division, Communications Supervisor) to discuss the relocation of the Tampa Fire Department 911 Dispatch Communications Facility located at 2904 Mitchell Avenue. This meeting was the second meeting held to discuss the relocation of the facility, the first meeting was held on March 28, 1994.

Mr. Clark began the meeting by explaining that he had recently become aware of the proposed relocation of the Fire Department. Mr. Clark stated that he had learned from Mr. Gummoe that the FDOT right-of-way requirements fell within approximately 10 feet of the existing antennae. Two of the guy wires are located within the proposed right-of-way; consequently, the antennae would have to be relocated. The Fire Department and the FDOT had been discussing at the last meeting whether or not the entire facility would be required to be relocated or possibly just the antennae. Mr. Clark stated that he asked Mr. Nehring to look into the possibility of replacing the existing antennae with another antennae in the same area. Mr. Nehring stated that the current antennae could be replaced with a free standing tower ideally right next to the existing building. The free standing tower would be approximately 150' in height and would require a 20' boxed area to surround the steal legs of the antennae. Mr. Clark stated that he had checked with the City and replacing the antennae with a free standing antennae may require a zoning variance. The facility is located in a residential area and is considered a special use. Replacing the existing antennae with a free standing tower would not be considered a normal residential use and would require a variance. Mr. Clark stated that the

neighborhood may object to the zoning variance in an effort to force the 911 facility out of the neighborhood; the facility can generate a reasonable amount of noise with required testing.

Mr. Clark stated that he is currently negotiating with Jones Intercable to purchase two sites that will be used to replace two City of Tampa communication towers. The Jones Intercable sites include existing towers; building two new towers to replace the old ones would cost approximately \$300,000 verses \$200,000 to buy the existing towers from Jones Intercable. Mr. Clark stated that he would like to know if the FDOT would be interested in helping to purchase the Jones Intercable sites in lieu of an in-kind replacement for the Mitchell Avenue facility. Mr. Clark suggested that the FDOT may want to consider settling the relocation issue early by using the funds that would normally be used to relocate the 2904 Mitchell Avenue facility to help purchase the Jones Intercable sites.

Mr. Clark stated that he had looked into the cost of replacing the existing antennae with a free standing antennae. Mr. Clark stated that North Florida Tower estimated that installing a 150' free standing tower and making the tower operational would cost approximately \$80,000 to \$100,000. Mr. Clark stated that North Florida Tower was the only estimate he had acquired.

Mr. Clark stated that, if the Jones Intercable towers are used for 911 service, the towers could be linked to the Mitchell Avenue facility through phone lines. The Jones Intercable towers could provide backup for the existing facility and be used for parallel testing and eventually as full communications service if the antennae at the Mitchell Avenue facility is torn down. Since the towers would be connected through phone lines, one of the towers could be the main communications tower and the other tower could be connected to a second set of phone lines established as a safety precaution. Mr. Clark stated that if the Jones Intercable sites are used for 911 communications, a yearly phone line service fee would be part of the operating budget. Mr. Clark mentioned that one of the Jones Intercable sites is located at the corner of Martin Luther King, Jr. Blvd. and 29th Street. Mr. Johnson asked if microwave communications have been considered. Mr. Clark stated that \$1.5 million has been included in the budget every year for microwave communication systems, but no funding is available.

Mr. Clark stated that he is interested in the FDOT schedule for early acquisition and relocation of the facility. Ms. Illes stated that originally a two year time frame was envisioned depending upon available funding. Even if early acquisition funds were available it is a very lengthy process. Mr. Clark stated that he is interested in trying to purchase the Jones Intercable sites by October of this year. Mr. Johnson stated that he did not think that FDOT would be able process a relocation package by October. Mr. Johnson stated that the appraisal process takes approximately six months to complete and the entire relocation process requires at least 14 to 18 months to complete. Mr. Johnson suggested that, even if the FDOT cannot make the October deadline, the City should continue to put together a package detailing the cost of replacing the land, the building, and the antennae. Ms. Illes suggested that Mr. Gummoe acquire several estimates for the relocation package to help substantiate the cost of relocating this particular facility.

Mr. Johnson suggested that one possible way to shorten the relocation process would be for the City to donate the land at the facility removing the need for an appraisal and possibly eliminating four to six months from the schedule. A contract could be negotiated to continue using the 2904 Mitchell Avenue facility by leasing the property from FDOT for a nominal fee.

If the City wants to keep the existing building and place a free standing tower next to the facility, additional land would not be necessary; however, the remainder parcel may need to be reconfigured to better facilitate parking. If additional land was needed due to the location of the antennae, closing off one of the surrounding streets or possibly condemning a residential lot to the east is a possible solution. Mr. Johnson stated that the City would be responsible for

condemning the residential lot if it was needed because FDOT does not have eminent domain rights when replacing property.

Mr. Clark stated that he will speak to his boss, Mr. Elton Smith who sits on the Executive Staff, regarding the possibility of donating the portion of the land required for the proposed right-of-way at 2904 Mitchell Avenue to expedite possible funds for the purchase of the Jones Intercable sites. Mr. Clark stated that the City's Executive Staff needs to address this option.

Ms. Illes suggested that Mr. Clark present three options to the Executive Staff:

1. The City donates the land in an effort to expedite the acquisition process and meet early budgetary constraints;

2. The City pursues the early acquisition and relocation process schedule by submitting a package to FDOT to relocate the facility; or

3. The City and the City Fire Department wait until the normal acquisition process begins.

Mr. Clark stated that he will get back to Mr. Johnson and let him know which option the City wishes to pursue, but they definitely would not wait for the normal acquisition process given the importance of the facility.



TAMPA INTERSTATE STUDY The Greiner Team

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1-800-624-0074 FAX: (813) 286-6587

MEMORANDUM

TO:

Elaine C. Illes (Greiner)

FROM:

Larry E. Sly

SUBJECT:

Coordination Meeting with TECO and PBQD - June 17, 1994 WPI #7140004,

State Project #99007-1402, FAP #IR-9999(43) - Tampa Interstate Study - TECO

12th Ave. Substation

A coordination meeting was held on June 17, 1994 at 2:00 p.m. in TECO Plaza to discuss TECO's 12th Avenue substation. In attendance at the meeting were the following people.

Mike Garcia (TECO Substation Engineer) Zouheir Farah (PBQD) Larry Sly (Greiner) Dick Duttenhoeffer (PBQD) Mike Falini (Greiner)

The following summarizes the meeting discussions and issues raised.

Mike Garcia opened the meeting by displaying TIS EIS aerial A-18 with a schematic overly of the 12th Ave. substation. Mike explained that this substation is a vital link in TECO's downtown power grid. A 230,000 volt line, direct from the power plant, is transferred through the 12th Ave. substation to several other substations that feed south Tampa. This substation also "drops down " a portion of the 230,000 volts for local use.

Required Right-of-Way and vertical profiles for the proposed interstate improvements and Crosstown Connector have given rise to the following concerns:

1. The main, 230,000 volt, lines enter the substation from the east at 11th Ave. and connect to two "dead heads" on the east side of the parcel. The lines are approximately 50 ft above the CSX tracks at this time. Because of the high potential these lines carry additional clearance is required. As a result of the Crosstown Connector and its various ramps heights an oilstatic line or super elevated line will be required to supply the substation. Oilstatic lines are underground power lines that must be encased in an oil filled tube, with continuous circulation, to prevent overheating.

Mike stated that either method could be used to solve the problem. However, initial costs and continued maintenance favor the overhead method.

C2380 C3B
Coordination Meeting - February 1, 1994
June 28, 1994
Page 2

2. On the front north-east corner of the substation are four lines that have been stepped down to supply local power needs. Three of these lines leave the station and proceed north crossing 30ft above the interstate at 29th Street. In the future these lines must clear the proposed vertical profiles of I-4 at 29th with a high rise, use an exceedingly expensive oilstatic line or the preferred method would be to move the lines further west parallel to the interstate and cross at an area with lower vertical profiles, possibly 26th Street.

Zouheir Farah asked, referring to the plan sheets, how much ROW TECO estimates they would need to parallel I-4 to 26th Street. Mike will talk with the Line Engineers.

- 3. The current location of the transformers for the three local lines are extremely close to the proposed horizontal geometry provided by Dick Duttenhoeffer. Mike is concerned that there will be insufficient clearance to angle the lines out of the substation and away from the transformers. If the transformers must be moved to the rear of the station the northern 2/3 of the substation will also require relocation.
- 4. Mike was concerned with construction activities and pile driving in the area damaging sensitive circuit controls in the west side building. Dick Duttenhoeffer explained that the interstate design plans call for caissons and will not require piles in this area.
- 5. Mike stated that he was aware of survey crews entering the substation to take borings without a TECO representative or written authorization. Mike explained that any work on the substation must be pre-approved and supervised by TECO personnel for liability purposes. Mike provide Dick with recent boring information compiled by TECO. Mike indicated that the substation was built over artisan wells and all concrete structures on the station have wooden piles.

Action Items:

- 1. Dick Duttenhoeffer will forward two prints of PBQD's current 3A & B design plans to Larry Sly.
- 2. Larry Sly will highlight M/L, ramp and ground elevations on the TIS EIS Preferred Alternative plans and forward the elevation sheet and PBQD's design plans to Mike Garcia.
- 3. Mike Garcia will have TECO line and substation engineers analysis the situation and devise the most appropriate action.

Greiner

C2380.11 July 19, 1994

MEMORANDUM

To:

Files

From:

Elaine C. Illes

Reference:

Presentation to Ybor Coalition Interstate Expansion Subcommittee

WPI No.: 7140004

State Project No.: 99007-1402

FAP No.: IR-9999(43) Tampa Interstate Study

A presentation to the Ybor Coalition was given at 2025 East 7th Avenue (above J.D.'s) at 4:00 p.m. on July 13, 1994. Of the nine subcommittee members, the following were in attendance: Casey Gonzmart, Stephanie Ferrell, Rebecca Gagalis, Cookie Ellis, Sanya Ziegler, and Andy Ham. (Del Acosta, John Ranon, and Yoli Capin were absent).

Elaine Illes gave a brief background of the Master Plan and the selection and refinement of the Preferred Alternative through the PD&E process. The schedule for design and right-of-way acquisition for several design segments was discussed.

Mike Falini explained the four-roadway system and the changes in access and how this would affect Ybor City. The 14th/15th Street interchange and Crosstown Connector interchange was discussed. The attached cross section was passed out to meeting attendees. Mr. Gonzmart asked about truck traffic. Ms. Illes stated that during the Master Plan it was established that the Crosstown Connector would be signed for all truck traffic.

Rebecca Gagalis asked about noise barriers. Ms. Illes outlined the location of noise barriers and stated that much discussion has occurred in the past as to whether or not Ybor City wants noise barriers on the southside of the interstate. Projected noise levels are 66 to 67 dBA. Based upon the cost reasonable evaluation, the plans currently show a noise barrier on the southside. Ybor City needs to come to a consensus and, if they do not prefer a noise barrier, have the City write FDOT requesting no noise barrier in this area. Ms. Gagalis stated that she thinks noise barriers and the noise analysis completed should be the topic of a separate meeting.

Mr. Ham asked about the type of aesthetics that have been incorporated into the project. Ms. Illes explained the Urban Design Guidelines, their goals and purpose, the levels of treatment, the elements included and then showed some draft computer graphics and artist renderings of the Ybor City area.

Greiner

Memo/Files C2380.11 July 19, 1994 Page 2

Ms. Gagalis was concerned about the plant list included in the guidelines because Ybor City has their own specific plant list, recently adopted.

Mr. Ham was concerned that they (the Coalition) could continue to be involved. Ms. Illes explained the DRC and suggested they maintain close contact with the selected City representative. Mr. Ham suggested multiple DRC's for each area. Ms. Illes explained that the purpose was to provide continuity between design segments and not just oversee one design segment.

Other concerns discussed:

- How would Ybor City be signed; it should reflect that it is a historic district.
- Assurance that truck traffic would remain signed for the Crosstown Connector.
- Having a DRC member that understands the historic significance of Ybor City.
- Available soundproofing methods for planned residential development between 18th and 19th Streets between Palm Avenue and 12th Avenue.

ECI:dlw

Attachment



C2380 C3B August 11, 1994

TAMPA INTERSTATE STUDY The Greiner Team

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MEMORANDUM

TO:

Elaine C. Illes

Michael Falini

FROM:

Larry E. Sly

SUBJECT:

Informal Discussion with Mike Salmon of the City of Tampa - August 9, 1994

WPI #7140004, State Project #99007-1402, FAP #IR-9999(43) - Tampa Interstate Study

An informal discussion was held for the above referenced project on August 9, 1994 in Greiner's 5th floor conference room at 10:00 a.m. Those listed above were in attendance. The following summarizes the issues

Mike Salmon explained that the City/Mayor is concerned about the lack of funding and consequently the FDOT schedule for the rehabilitation and reconstruction of the Tampa Interstate system. It has come to the City's attention, after discussions with Bill McDaniel, that the FDOT is working on a quick fix for several areas of the interstate including Busch to Fowler and the downtown interchange. The City is interested in assisting in any manner possible to assure the ultimate geometry is constructed and planned capacity becomes available. The City is interested in pursueing other means to secure funding for TIS. Mike Salmon asked the Greiner Team to explain the TIS design segments and discuss their priority and costs.

Elaine Illes explained the design segments and the priorities set for each segment in a December 1987 document and how these might have changed over the years. Elaine also discussed estimated segment costs and FDOT's current 5-year work program.

Mike explained that the City's priorities for reconstruction would be: the Veterans Expressway link, the capacity increase in segments 5D-G, the Crosstown Connector and design segments 3A & B.

Mike Salmon asked Greiner to provide him with a map, ROW and construction costs per segment and W.P.I. and F.A.P. numbers for the five highest priority segments he outlined earlier by August 25th.. Mike Salmon will be discussing the importance of TIS with Tampa's lobbiest in Washington D.C.

In closing, Elaine mentioned the recent MOA discussions and the efforts being made to mitigate for historic resources by moving historic structures within the proposed right-of-way. Mike Salmon stated that he had been briefed on the subject and thought a full presentation to the Mayor and senior staff would be appropriate when the issues have been resolved between SHPO and FHWA.



C2380. C3B, B21, C17B1 September 20, 1994

MEMORANDUM

TO:

Files

FROM:

Elaine C. Illes

SUBJECT: Agency Coordination Meeting - September 13, 1994 - 10:30 a.m.

WPI No.: 7140004

State Project No.: 99007-1402

Federal Aid Project No.: IR-9999(43)

Tampa Interstate Study

An agency coordination meeting was held at 10:30 a.m. in the CEMO Law Annex Conference Room 412 on September 13, 1994. A copy of the agenda and a list of attendees are attached.

FHWA Comments on Environmental Documents (3/94) I.

Review Division Outstanding Issues Α.

Maiser Khaled previously reviewed any comments he had on the response to comments in the September 2, 1994 meeting at District VII. A copy of the minutes to that meeting is attached. Maiser stated that Gary Phillips would be available at 1:30 to discuss environmental questions. The morning meeting was spent addressing Victoria Bernreuter's comments. The major discussion of the meeting centered around the need for increased SOV capacity and the requirement of the project to comply with a Congestion Management System (CMS). Victoria stated that although a CMS plan will not be adopted until October 1995, the FDOT should be operating under the interim plan. It was not a known fact that there was an interim plan. Victoria questioned the local agency input; do they have any objections to the project? Dan Doebler explained that DEP and other local agencies have not addressed regional air quality issues as part of the DEIS review process. Rather, agency comments have been directed towards microscale or project level air quality issues, since this is the focus of the Air Quality Report. Agencies use a different



methodology (FDEP guidelines) for performing a microscale analysis and any agency comments have generally been a result of the differences in methodology.

Mike Coleman stated that agencies should have been part of the review process for the Long Range Transportation Plan (LRTP) conformity determination. Since the project is part of the LRTP, it seems all of this discussion is a moot point.

Victoria Bernreuter suggested that a letter of concurrence/approval might be required. Buddy Cunill does not recall ever reading any requirements for a concurrence letter.

Victoria volunteered to check into this issue further. Buddy suggested that she clarify the interim plan requirements, if one exists, and if a concurrence letter is required, how it can be more appropriately handled in the document based upon what information she gathers.

B. Review Region's Comments

Maiser Khaled handed out copies of comments from Tim Haugh, Environmental Coordinator, FHWA Regional Office dated 9/13/94. The group reviewed the comments and noted that they were very similar to the "informal" comments received two weeks prior to the meeting. Maiser requested that we draft responses to Regional comments and send them to him for his review.

II. CEMO's Comments on Environmental Documents

Outstanding issues/responses to comments that have not been resolved to date: the HSR issue, alternative analysis, transition area and segmenting the project.

It was explained that the potential for HSR was never evaluated as part of the TIS. The proposed improvements include HOV/Transitway lanes, but there is no regional model that allows an analysis of HOV/SOV/HSR. The vertical and horizonal alignment was reviewed when the idea of HSR was being locally considered in order to verify that the use of the TIS



corridor was viable, but a separate environmental study will have to be completed, if and when it is determined to be cost-feasible.

Elaine Illes passed around a paragraph that had been drafted in response to some of the HSR comments. CEMO thought the responses looked good. Roy Jackson warned that language such as "providing an envelope" should be eliminated from the document because it is misleading. The fact that extensive coordination has taken place concerning transit and specifically HSR should be reflected in the needs and multi-modal section of the document. Interfacing of each mode should not be confused with "providing" for a mode.

Alternative Analysis - Elaine Illes discussed the difficulty of this EIS due to the length of the study, the changing of staff and the fact that a Master Plan was completed for the study area. The fact that a Master Plan was completed makes the EIS more difficult to read because of numerous references to reports and summary statements from other reports. Normally, a preferred alternative has not been adopted as part of a Master Plan prior to beginning the PD&E Phase. To aid the reader/reviewer that is unfamiliar with the extensive alternatives evaluation that took place, and at the suggestion of Regional FHWA, it has been decided to append the three Tier Evaluation Reports to the EIS.

Transition Area - The original P-DEIS prepared in 1991 had no transition areas. At the request of FHWA, transitional geometry was added to the study area in the event that one environmental document segment of roadway is under construction and another adjoining segment is not under construction at the same time. When originally added to the document, three transitions were required because there were no approved environmental documents adjacent to the project. The P-DEIS has been revised numerous times and consequently the transition (now there is only one) has been addressed separately to avoid having to reassess the impacts to the overall study area if the transition becomes no longer necessary. Buddy Cunill said he understands the reasoning and as long as FHWA does not have a problem with it, neither does CEMO. FHWA has no problems with discussing the transition area separately.

Segmenting the Project - Buddy Cunill felt that for the ease of reading, the document should be segmented. Design segments are not necessary but maybe discussions should be divided



by neighborhoods. After some discussion it was decided that in long sections of descriptive language (i.e., land use section) the document would include headers identifying which neighborhood the reader is about to read about. In addition, the general location map will display neighborhoods for readers to more easily identify specific areas.

Gary Phillips' comments on the response to comments were discussed from 1:30 - 2:00 p.m. after a lunch break. Gary had four areas of discussion: 1) Environmental Justice, 2) the Contamination Assessment Report, 3) non-attainment/conformity, and 4) noise abatement criteria.

Environmental Justice - A copy of President Clinton's February 16, 1994 policy was handed out to those who did not have a copy. The difference between Title VI and this new policy was discussed. More quantification and discussion concerning potential impacts on minority, elderly and low-income people will be included in the document to fulfill the intent of this new policy.

Contamination Assessment - FHWA does not care what the final outcome is in terms of the rating of sites, but the FDOT criteria should be consistent. Rick gave the CEMO and FHWA comments to Nahed to review. The District and CEMO need to decide how to proceed. Several other districts use the same rating system as District VII. The system is in contradiction to the PD&E Guidelines yet has been used for the last 6-7 years on every project. This system is as acceptable as what is presented in the Guidelines; it is just different.

Non-attainment - Gary Phillips commented that the carbon monoxide analysis did not address opening year. The discussion centered on the problem of developing traffic for partial segments of the project. Gary then asked if an opening year analysis would be useful. Mike Coleman stated that considering the state of the construction scheduling, the analysis would not be useful. Dan Doebler further commented that the CO analysis was done to satisfy PD&E requirements, but the CO analysis did not address the real concerns for Hillsborough County. As a non-attainment area for ozone, the pollutants of concern are NO_x and hydrocarbons, both of which are precursors to O₃ formation. Furthermore, these two pollutants are to be analyzed on an area-wide basis to meet the requirements of the



Transportation Conformity Rule (40 CFR, Part 51). The project is included in a conforming LRTP; therefore, it has been included as part of an area-wide analysis.

Noise abatement - Gary Phillips commented that the barrier analysis seems to only consider Dan Doebler explained that early public cost when recommending a noise wall. involvement showed that local officials and the public desired noise barriers. Where barriers were determined to be feasible, an analysis to determine economic reasonableness was performed with the Noise Study Report, which was used as a means of documenting the analysis. However, the Noise Study Report does not make recommendations. Economically reasonable barriers were then included on the concept design plans for gathering further public comment. The most current version of the PD&E noise guidelines, two versions beyond which the analysis was performed, lists 21 items that should be evaluated when considering abatement. Items other than cost reasonableness and community desire will be evaluated as part of the re-evaluation process during final design. Elaine Illes commented that, in addition to the regular analysis, a noise evaluation specific to historic properties has been completed. It is possible that other barriers that do not meet the cost-reasonable criteria may be proposed as mitigation for historic resources. Gary suggested reviewing the verbiage to assure that no misleading language is present that relates to only constructing barriers that are cost-reasonable.

See the afternoon minutes for September 13, 1994 for the continuation of this meeting.

ECI:isc

Attachments with the second and the second and the second and the second at the second



TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING (10:30 A.M.) September 13, 1994

Agenda

- I. FHWA COMMENTS ON ENVIRONMENTAL DOCUMENTS (3/94)
 - A. Review Division Outstanding Issues Concerning Responses to Comments (5-27-94)
- B. Review Region's Comments Yet to be Addressed (8-23-94)
 - II. CEMO'S COMMENTS ON ENVIRONMENTAL DOCUMENTS (8-25-94)
 - III. POSSIBLE APPROACHES TO COMBINING EA/FONSI AND EIS DOCUMENTATION
 - IV. EFFECTS ON SCHEDULE
 - V. OTHER OUTSTANDING ISSUES

LIST OF ATTENDEES TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING (10:30 a.m.) September 13, 1994

Name	Representing	Number
1) Elaine C. Illes	Greiner, Inc.	(813) 286-1711
2) Rick Adair	FDOT, District 7	(813) 975-6447
3) Michael Coleman	FDOT, District 7	(813) 975-6077
4) George Ballo	FDOT/CEMO	(904) 922-7215
5) Roy Jackson	FDOT/CEMO	(904) 922-7213
6) Buddy Cunill	FDOT/CEMO	(904) 922-7207
7) Maiser Khaled	FHWA	(904) 942-9600
8) Victoria Bernreuter	FHWA	(904) 942-9604
9) Daniel Doebler	Greiner, Inc.	(813) 286-1711



C2380 C3B March 29, 1995

MEMORANDUM

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FAX: (813) 286-6587

The Greiner Team

TAMPA INTERSTATE STUDY

P.O. Box 31646 (33631-3416)

7650 West Courtney Campbell Causeway

TO:

Elaine C. Illes (Greiner)

FROM:

Larry E. Sly

SUBJECT:

Coordination Meeting with the City of Tampa - June 17, 1994 WPI #7140004,

State Project #99007-1402, FAP #IR-9999(43) - Tampa Interstate Study - Perry

Harvey Park Avoidance Alternative

A coordination meeting was held with Jim Burnside (City of Tampa), Mike Falini (Greiner) and Larry Sly (Greiner) on March 23, 1995 at 9:00 a.m. in Greiner's 5th floor conference room to discuss the TIS Perry Harvey Park Avoidance Alternative.

The following summarizes the meeting discussions and issues raised.

Mike Falini opened the meeting with a colored aerial depicting the Perry Harvey Park Avoidance Alternative. Mike explained the concept and general design of the avoidance alternative including: moving ramp C's touchdown from Orange St. to Morgan St., the opening of Scott St. east of Jefferson St. and the effects of these changes to the Jefferson/Orange/Cass intersection.

Jim Burnside stated that the City is considering a plan to develop Morgan St. as a two way facility to ease the signing of the arena and aquarium. Ramp C volumes flowing into Morgan St. would work well with this future plan. He stated that the City has not developed traffic for this scenario but will be reviewing several areas of the CBD for possible flow changes. Jim had the following questions about the concept:

Q1. How will this effect Morgan St. or the intersection of Jefferson/Orange/Cass and why does this intersection configuration remain in the plans.

A1. Mike stated that counts and a complete traffic analysis of the Jefferson/Orange/Cass intersection were completed and included in the memorandum provided to the City in Nov. 94. Mike explained that ramp C peak hour volumes were approximately 476 vph and should not adversely effect Morgan St. or the Jefferson/Orange/Cass intersection, should Morgan St. not be developed as bi-directional. Jim stated that he had not received a copy of the analysis and would need a copy to complete his review. Mike supplied him with a copy. Mike added that the Department kept the existing configuration for the Jefferson/Orange/Cass intersection at the City's request.

C2380 C3B Coordination Meeting - March 23, 19954 March 29, 1995 Page 2

- Q2. Why is Jefferson at the NE corner of the jail open? Jim stated that ramp E movement could be confusing at that point.
- A1. Mike stated that the design reflects existing conditions and the Hillsborough County Jail's request to have full movement around the jail facility. Mike stated that he would discuss this with the Department.
- Q3. Jim stated that he was concerned, because of the additions of the arena and aquarium, with the number of lanes provided on ramps C and E. He wanted to know if ramp E could be increased to 3 lanes and ramp C to two lanes.
- A3. Mike stated that Ramp C could be expanded to two lanes, however, the design hour volumes do not justify it. Mike commented that Ramp E should probably be expanded to three lanes south bound through the Scott St. intersection and then transition back to two lanes prior to the tight right-of-way section between Perry Harvey Park and the Greater Bethel Baptist Church. Mike added that the Department is in the process of finalizing their 2015 traffic model in conjunction with the MPO and early indications are that CBD volumes will decrease about 12 15 % from previous estimates. However, this would require some additional review.

Jim stated that he would review the new information and respond to Mike Coleman, FDOT, by March 28, 1995.

Action Items:

- 1. Discuss traffic movement around the County Jail facility with the Department.
- 2. Review ramps E and C for additional lanes.

C2380 C3B November 2, 1995

MEMORANDUM

TO:

Michael Coleman (FDOT)

Rick Adair (FDOT)

Elaine C. Illes (Greiner)

FROM:

Larry E. Sly

SUBJECT:

Meeting with the Hillsborough Area Regional Transit Authority to Discuss their

21st Avenue Facility - May 17, 1995 WPI #7140004, State Project #99007-1402,

FAP #IR-9999(43) - Tampa Interstate Study

A meeting was held for the above referenced project on May 17, 1995 with HART, the FDOT and Greiner in the Department's conference room #2 at 3:30 p.m. The following were in attendance.

Michael Coleman (FDOT) Richard Dreyer (FDOT) Sharon Dent (HART) Bob Potts (HART) Elaine Illes (Greiner) David Twiddy (FDOT)
Debbie Hunt (FDOT)
Chris DeAnnuntis (HART)
Rickey Kendall (HART)
Mike Falini (Greiner)

The following summarizes the meeting discussions.

Chris DeAnnuntis opened the meeting by stating that HART's main facility including operations, finance, maintenance and storage is located at 4305 21st Avenue E. Buses currently use the 40th street ramps to access I-4 for deadheading to and from downtown. The Department's preferred alternative for I-4 indicates that the 40th Street ramps will be removed. The removal of these ramps will directly impact HART's operating budget.

Sharon Dent asked why the Department is closing the 40th Street ramps and if they do close the ramps how will HART access the interstate from their 21st Avenue facility?

Mike Falini explained that the interchanges at US 41 (50th Street) and the proposed Crosstown Connector already have very tight weaving distances. As a result of the Crosstown Connector ramps, the 40th Street interchange was removed from the system. Mike Falini displayed a set of aerials with existing conditions and a set of aerials depicting the TIS Preferred Alternative for the 40th/50th

C2380 HART Meeting - May 17, 1995 November 2, 1995 Page 2

Street area. Mike explained that HART would be able to access I-4 using Columbus Drive to the 50th Street interchange. This route would have sufficient turning radii for bus use.

Chris DeAnnuntis stated that the routes accessing I-4 from HART's 21st Avenue site will add mileage and time to HARTs schedules. He further explained that approximately 100 buses make 2 trips per day using the interstate via the 40th Street ramps. That amounts to approximately 200 trips per weekday, 134 trips on Saturday and 66 trips on Sunday. The costs of even a quarter mile of additional travel for these buses adds up over 365 days a year. Chris stated that HART has an operating cost of approximately \$3 per bus mile traveled. Sharon added that HART's operating budget has been cut 30% for the coming year and HART can not afford additional operating costs.

Sharon Dent asked how HART will use the HOV priority ramps and HOV lanes to get buses downtown?

Mike Falini explained the proposed priority ramp sites on the plans and proceeded to explain how these facilities would be used by HART. Downtown the buses will have priority ramps located at Tampa Street and Morgan Street to provide access to the CBD, proposed Multi Modal Terminal and proposed parking garages. Mike Falini further explained that where buses need to exit the interstate at locations other than where priority ramps are provided, the buses would use the local lanes of the interstate to access the general ramping provided for all vehicle types..

Mike Coleman stated that HART may have to add some mileage to access I-4 from its existing facility on 21st. However, the increased efficiency of the system and priority ramping in other locations should more than make up the difference. Mike asked if HART planned on staying at their existing facility for the next 20 years, because it will most likely take that long for the ultimate improvements to be constructed at current funding levels. Sharon said that it would be preferable if 50% of all system trips were serviced from a northern location and 50% from a southern location: northern terminal in the vicinity of I-275/Bearss, or I-275/MLK, and southern terminal in the vicinity of the Crosstown Connector.

Sharon said that HART would like to move from their existing facility but for now all assumptions for the analysis should be based on the current location because no funding is available to move. HART would be willing to move to another site if the FDOT would build a new facility for them.

Elaine Illes stated that she has reviewed TIS Phase I and II files for any correspondence or comments concerning 40th Street access and was unable to find any documentation related to this issue.

C2380 HART Meeting - May 17, 1995 November 2, 1995 Page 3

Sharon stated that the Master Plan was produced prior to her arrival at HART and that she can not explain why the issue was not addressed during the Phase I coordination with the Department; however, during her first few months at HART she was aware that a problem would arise.

Debbie Hunt said that HART was experiencing an internal reorganization during the time period in question and this issue probably fell through the cracks.

Debbie Hunt asked if HART could use 40th Street to SR 60 as an alternate route for those buses deadheading downtown.

Chris DeAnnuntis stated that the rail line crosses 40th Street and will cause delays. Also, 40th Street is already used for buses deadheading in the southern CBD.

Sharon stated that the freight line runs approximately 6 times a day and can cause a variable delay. This unpredictability can create problems and add mileage and time to the trip. In addition it does not help with access to the CBD.

Chris asked about having a priority ramp on I-4 at 40th Street.

Mike Falini stated that he would look at the potential for a priority ramp at 40th Street and thought it would be a possibility.

Sharon Dent stated that HART wants a win / win situation with the FDOT since FDOT and HART are one and the same. HART does not want to lose access. The FDOT has an obligation to handle surface transportation. If highspeed rail does come through on the TIS corridor then what happens to our HOV lanes and priority ramps? This is a concern.

David Twiddy stated that the FDOT will make all efforts to accommodate HART in their planning process. However, we are limited with what we can do within the interstate's transit envelope. When and if rail comes to Tampa the group planning the HSR will be required to produce an EIS and deal with any impacts to automobile and bus access and travel time. If impacts are projected, mitigation will be identified as part of their environmental documentation requirements. Without the knowledge of an identified HSR corridor the FDOT can only do so much.

Sharon added if the FDOT can not provide an interchange at 40th Street, can we look at the following:

C2380 HART Meeting - May 17, 1995 November 2, 1995 Page 4

- 1. Access at 40th Street via priority ramps.
- 2. Access to the Proposed Crosstown Connector.
- 3. Relocation of HART's 21st Avenue facility.

Mike Coleman stated that FDOT will look at some 40th Street alternatives and provide a response at the next coordination meeting.

The next coordination meeting was scheduled for 1:30 p.m. June 15, 1995. The location is to be determined.

APPENDIX F

RELOCATION TASK FORCE MEETING MINUTES



C2380.30, B20 March 21, 1994

MEMORANDUM

To: Members - TIS Relocation Task Force

From: Kasey C. Cursey

Subject: Minutes of Relocation Task Force Meeting No. 7

State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)

Tampa Interstate Study

On Thursday, March 17, 1994 at 1:30 p.m., the seventh meeting of the Tampa Interstate Study Relocation Task Force was held in the 7th floor boardroom of Greiner, Inc. in Tampa. A list of attendees and the agenda is attached. Each attendee was provided with a meeting agenda. The following presents the major points discussed at the meeting in order of the agenda items.

I. INTRODUCTIONS

Ms. Elaine Illes, Greiner, opened the meeting and the attendees introduced themselves. A copy of the sign-in sheet is attached.

II. UPDATE ON DESIGN SEGMENT 1A (Westshore Area)

Mr. Elbert Johnson, FDOT, briefly explained that FHWA and FDOT have accelerated right-of-way acquisition for the Westshore area (previously scheduled for 1996-97) to start July 1, 1994. Mr. Johnson stated that the FDOT is considering relocating residential structures located within the Trask Street to Lois Avenue area first; final plans are still being refined.

Mr. Clete Belsom, City of Tampa, stated that the City is interested in 122 of the 190 structures from Trask Street to Armenia Avenue. The City and FDOT have conducted a field review and these 122 structures are considered to be movable or sellable under the City's affordable housing program, if some financial help is available.

Mr. Ron Rotella, Westshore Alliance, talked about his involvement with the relocation of structures in the Westshore area and mentioned that he had already met with City staff to discuss relocations in the Westshore area. Mr. Rotella explained that he has been a part of helping to set up a not-for-profit Transportation Corporation to assist FDOT with the moving of structures in the Westshore area. As defined in the 1989 legislation, the articles of incorporation were recently submitted to the General Counsel for approval. The Transportation Corporation will act as a not-for-profit agent of the FDOT and provide assistance with locating lots and relocating structures in the Westshore area. The City will

Memo/TIS Relocation Task Force Minutes of Meeting No. 7 Page 2

handle the relocation of families. Ron Rotella stated that he knows of no other Transportation Corporation that has been set up under this new legislation.

Mr. Steve Fennel, FHWA, stated that a similar Transportation Corporation had been set up in Fort Myers, Florida approximately three years ago for the I-80 project. The project was very small in comparison to TIS, but it could be explored. Mr. Fennel suggested Mr. Rotella call Mr. John Garner (Central Office - FDOT) for more information at (904) 488-3661 Mr. Rotella will follow-up on this information.

Mr. Clete Belsom pointed out that the City does not own any lots in the Westshore area. The process of acquiring funding and purchasing lots is still an issue. Mr. Rotella suggested that a few hardship cases be tried initially to get an idea on how the system will work before moving over 100 structures.

Mr. Steve Fennel mentioned the possibility of using funding from last resort housing through FDOT/FHWA to front the cost of purchasing the lots. Mr. Ron Rotella said he will work with Mr. Elbert Johnson on devising a plan for advance purchases and relocation. Mr. Johnson can provide more information on last resort housing for Mr. Rotella. Mr. Fennel asked if the Transportation Corporation will be providing all the information necessary to complete the Needs Assessment Plan. Mr. Johnson stated that it was the FDOT's intention to coordinate the effort with Mr. Rotella.

Mr. Ron Gregory, Greiner, mentioned that he and Mr. Mike Coleman, FDOT, met with Carver City area residents and many stated they desired to remain within their neighborhood. Mr. Gregory suggested that Carver City would be a good area to start the relocation process since the residents have already expressed an interest in relocating in their current neighborhoods.

III. PROGRESS ON RELOCATING HISTORIC PROPERTIES

Mr. Clete Belsom, City of Tampa, talked about a meeting between the Preservation Board, TPI, and the City concerning historic structures. The group believes that the majority of the 130 historic structures can be relocated; it is their intention to attempt to preserve all 130 structures even if some rehabilitation is required prior to moving the structures. Mr. Belsom said he has been researching the costs associated with purchasing additional lots, moving the historic structures, paying utility fees, and rehabilitating the structures. Mr. Belsom is still working on incorporating additional items into the cost estimates. Mr. Belsom said his estimates will be available in about a week and the City will have these costs completed for discussion at the draft Memorandum of Agreement (MOA) meeting in April.

Mr. Rotella asked if one individual is coordinating the collection of all the real estate information. Mr. Belsom responded that he is coordinating the research and would be the contact person. Ms. Illes stated that the City provided information to Greiner on all of the lots it owns. These lots were identified on the TIS Concept Plans. Ms. Kasey Cursey, Greiner, presented aerials that identified the lots currently owned by the City. Ms. Cursey pointed out that a few lots are available in the West Tampa and Tampa Heights/CBD areas, but the majority of the lots are located in Ybor City. In addition, the Real Estate division is looking at possible land acquisitions through foreclosures. Mr. Belsom said that he would like to put some kind of Master Plan together that would help to identify whole blocks that could be used for relocation rather than scattered lots. Tampa Preservation, Inc. could help in selecting the lots and blocks that would best maintain the historic integrity of the structures being moved.

Memo/TIS Relocation Task Force Minutes of Meeting No. 7 Page 3

Ms. Stephanic Ferrell, Historic Tampa/Hillsborough County Preservation Board, pointed out that selecting specific lots for relocation will require considerable manpower because lot measurements will need to be taken and zoning requirements such as setbacks will need to be researched. Also, someone from the City will need to determine which structures can actually be moved. Ms. Pam Ganey, FDOT, suggested that funding for these types of tasks may be available through non-traditional funding sources such as ISTEA (enhancement funds, most likely). Once the structures have been identified, Ms. Ganey said it would be approximately a 90-day process to determine eligibility and receive the funds.

The Relocation Task Force agreed that a Master Plan should be developed that outlines all of the issues concerning relocation of historic structures. The Master Plan would include priorities for each historic relocation task that needs to be completed including the identification of structures that may need immediate attention due to deterioration and a list of possible friendly acquisitions. The concept for a Master Plan, which would include a budget, needs to be developed into an outline of defined work to be completed, then the group could apply for funding to develop the Master Plan. Karen Simon, Tampa Downtown Partnership, volunteered to help prepare the package to apply for funding. The Preservation Board, TPI, and the City will be the groups working on developing the Master Plan. Ms. Ferrell said she would coordinate the development of a Master Plan concept, and try to complete the proposal by May.

Another issue to be addressed in the Master Plan will be the use of salvaged material from the historic structures that cannot be relocated and must be torn down. Mr. François de la Menardiere, Tampa Habitat for Humanity, stated that he had looked into using architecturally significant salvaged material as part of the RTF in 1991 and found that the use of the material was cost prohibitive.

Ms. Ferrell said that there is a market for these materials; she gets several inquiries a month regarding historic building materials. Removal of the material can be difficult and costly. Ms. Ferrell suggested that an investigation of other communities, such as neighborhoods in Atlanta, and an investigation of salvaging companies, such as the Wrecking Bar, be included in the Master Plan before the issue is discarded.

With the proposed rehabilitation of historic structures, it would be wasteful to demolish architectural material then require mill work to duplicate original materials. It would be less costly and more sensible if these elements could be saved and stockpiled.

Martha Sherman, TPI, suggested that the wrecking companies have very specific performance specifications to remove named items. This was discussed and it was decided that additional information on this topic be collected.

The question of what is a feasible cost for relocating historic structures was posed by the Relocation Task Force. As part of the Section 106 process, the MOA (mitigation of impacts to historic structures) outlines that the FHWA and FDOT will be contributing a dollar figure to ensure structures are moved and rehabilitated.

The structures that are not historic will be addressed under the normal FDOT policies for relocation. The cost to relocate and rehabilitate a structure may not exceed the projected appraisal value of the structure once the rehabilitation is complete. Mr. Ron Rotella pointed out that several of these issues surrounding non-historic structures will be resolved after a few hardship cases are relocated.

Memo/TIS Relocation Task Force Minutes of Meeting No. 7 Page 4

Ms. Kascy Cursey, Greiner, presented information regarding the removal of lead-based paint. Beginning January 1, 1995, the Federal government will have to address the removal of lead-based paint for any unit which is rehabilitated with federal funds. By April 1996, all states shall have enacted legislation regarding lead poisoning prevention and abatement efforts.

IV. UPDATE ON MISCELLANEOUS PROPERTIES

The FDOT has submitted a letter to HUD advising of the intention to purchase a portion of the Tampa Housing Authority property and asking HUD to make a determination as to which option they prefer: 1) Move families directly into North Boulevard homes and replace units with Section 8 certificates, 2) Replace the facility with a similar structure in a location suitable to density requirements, or 3) Move into single-family homes if land could be found. THA would prefer moving people to North Boulevard homes and receiving Section 8 certificates.

The Presbyterian Village property is under discussion by the Presbyterian Village Board. Ms. Illes, Greiner, stated that the Board will receive recommendations to relocate the residents and eliminate the facility, but she does not have a final decision from the Board as of yet.

The Clara Frye School site was not discussed at this meeting.

V. TAMPA HABITAT FOR HUMANITY

Mr. François de la Menardiere, Tampa Habitat for Humanity, pointed out that once a decision is made regarding Tampa Housing Authority and the Presbyterian Village property, he could begin identifying families that may be eligible for Habitat.

Ms. Illes noted that Presbyterian Village currently has a program run by a local bank. Those who are interested in that program could be targeted as the group to be reviewed for interest and eligibility.

Mr. de la Menardiere notified the group about the latest EPA ruling that forbids anyone from discarding fluorescent light bulbs (when there are 10 or more bulbs) as of July 1, 1994.

VI. OTHER ISSUES

Ms. Illes discussed the latest proposal for the relocation of the Kid Mason Fendall Center. The proposal is to move the Center onto Perry Harvey Park property to help maintain the current functions of the Center and to maintain access to the park.

The group also discussed the issue of union labor laws and whether or not the Davis Bacon wage rate requirements will apply to this project. Mr. Steve LaBrake, City of Tampa, pointed out that the City cannot provide a cost estimate until the Davis Bacon (Department of Labor union wage rate requirements) determination is made. It was decided that two costs should be computed: one assuming Davis Bacon applies and one without Davis Bacon additional costs. It was decided that FDOT should contact the Department of Labor or the FDOT's attorneys for advice on the applicability of Davis Bacon.

VII. NEXT MEETING

- A. Date: Second Week of May 1994. Ms. Illes will send a meeting notice.
- B. Topics of Discussion: Agenda will be attached to meeting notice.
 - 1. A report on the Master Plan/funding application will be given
 - 2. Update on Westshore relocations.

Attachments KCC/dlw

TAMPA INTERSTATE STUDY RELOCATION TASK FORCE March 17, 1994

François de la Ménardiere

(for Jim Bailey)

Tampa Habitat for Humanity

Elbert Johnson

FDOT - District VII

Clete Belsom

City of Tampa - Comm Redevelopment Division

Stephanie Ferrell

Historic Tampa/Hillsborough Preservation Board

Ron Gregory

Greiner, Inc.

Kasey Cursey

Greiner, Inc.

Karen Simon

Tampa Downtown Partnership

Ron Rotella

Westshore Alliance

Harris Mullen

Ybor Square

Steve LaBrake

City of Tampa

Glorida Monda

Zoning, LDC

Martha Sherman

Tampa Preservation, Inc.

Steve Fennel

FHWA(R/W)

Elaine Illés

Greiner, Inc.



TAMPA INTERSTATE STUDY RELOCATION TASK FORCE March 17, 1994

Agenda

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- II. UPDATE ON DESIGN SEGMENT 1A (Westshore Area)
 - A. FDOT
 - B. City
- III. PROGRESS ON RELOCATING HISTORIC PROPERTIES
 - A. City
 - B. Preservation Board
 - 1. Vacant Properties
 - 2. Salvaging Historic Components

IV. UPDATE ON MISCELLANEOUS PROPERTIES

- A. Tampa Housing Authority
- B. Presbyterian Village Property
- C. Update on Clara Frye School Site
- V. TAMPA HABITAT FOR HUMANITY
 - A. Potential to Work With Relocatees
 - B. Potential to Work to Rehabilitate Structures
- VI. OTHER ISSUES
- VII. NEXT MEETING



TAMPA INTERSTATE STUDY
The Greiner Team

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

FAX: (813) 286-6587

C2380.30, B20 January 20, 1994

MEMORANDUM

To:

Members - T.I.S. Relocation Task Force

From:

Kasey C. Cursey

Subject:

Minutes of Relocation Task Force Meeting No. 6

State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)

Tampa Interstate Study

On Tuesday, January 11, 1994 at 1:30 p.m., the sixth meeting of the Tampa Interstate Study Relocation Task Force was held in the 7th floor boardroom of Greiner, Inc. in Tampa. A list of attendees is attached. The following members were not in attendance: Mr. Harris Mullen (Ybor Chamber of Commerce), Mr. Otis Anthony (City of Tampa - Mayor's Office), Mr. Charles Knight (Architectural Review Board), Senator James T. Hargrett, Jr. (District 21), and Mr. Ron Rotella (Westshore Alliance). Each attendee was provided with a meeting agenda. The following presents the major points discussed at the meeting in order of the agenda items.

I. INTRODUCTIONS

Elaine Illes, Greiner, opened the meeting and the attendees introduced themselves. A copy of the sign-in sheet is attached.

II. FDOT RIGHT-OF-WAY AND RELOCATION PROCESS

Mary Arend from FDOT, District 7, passed out the attached handout that detailed the right-of-way and relocation process for a typical relocation project. The information included a schedule detailing the approximately 24-month process. Property owners are typically given the option of moving to another home or moving their home to another site. The FDOT Relocation Department is responsible for moving people and the Property Management Department is responsible for relocating structures.

The relocation process will need to be adapted to TIS, which is an extremely complex project requiring a large number of relocations. Many of these relocations are historic properties. The FDOT does not intend to be in the business of moving and rehabilitating historic structures; consequently, FDOT is coordinating with a third party to help convey titles for the structures to non-profit organizations that want the structures and have experience with restoration of historic buildings.

Rick Adair, FDOT, stated that District 7 has experience with moving only two historic structures in Hillsborough County.

III. TAMPA HOUSING AUTHORITY REPORT ON CURRENT POLICIES/POSITION

Angelo DePaul, Tampa Housing Authority (THA), reported that no decision has been made by the Authority regarding relocations. The Authority is currently considering two options: THA may replace the current housing stock with Section 8 certificates from the Housing & Urban Development Department (HUD) or THA may request FDOT to rebuild the current stock of public housing and relocate the residents to the new housing (this process takes longer and is more complicated). Section 8 certificates help to subsidize rent payments for low income residents. Mr. DePaul stated that there is an adequate supply of Section 8 properties; in fact, there is a waiting list to become a Section 8 property. The only unfortunate aspect to Section 8 certificates is the residents of THA do not necessarily get the certificates because there may be several families in front of them on the waiting list. THA would prefer to replace housing with Section 8 certificates because it is an easier process, but the Board has not discussed this yet and no recommendation has been made to HUD. HUD will make the final decision.

FDOT is drafting a notice of intent to purchase the property for the THA. This allows the evaluation/decision process to begin.

Ms. Illes mentioned that she will be coordinating with Presbyterian Village regarding the relocation process next week.

IV. LOCAL AGENCIES' COMMITMENT OF RESOURCES

A. <u>City of Tampa</u>

1. Desired Structures

Clete Belsom, City of Tampa, Community Redevelopment Division, reported that the City is interested in acquiring some of the structures if FDOT will assist with the costs of the moves. Mike Coleman, FDOT, stated that FDOT will cover the cost of moving historic structures, but he does not know about relocating non-historic structures. The FDOT would most likely assist up to the cost of demolishing the structure. Mr. Belsom mentioned that the City would be able to receive relocation funding assistance from the Challenge Fund, but the City could probably not acquire any structures that would require more than \$20,000 of rehabilitation costs.

Non-profit organizations may want to participate. Based on previous moves, the City estimates moving costs of approximately \$30,000 per structure. The City would be interested in all the structurally sound historic buildings suitable for relocation if the costs are borne primarily by FDOT. Problems to consider include termites, asbestos, and the size of the structure.

The City prefers not to take title; it is a much smoother process if the FDOT transfers the subsidies to the City but the title transfers directly to the non-profit groups who will rehabilitate and sell the structures as low-income housing. A subsidy would be through the Challenge Fund.

2. Code Requirements/Exceptions

Mr. Belsom explained that currently exceptions are made for affordable housing. He does not believe that the City will waive impact fees for the relocation of the structures even if the structure is moved to the same street or neighborhood; however, zoning is less stringent for historic districts than for other residential areas.

3. Fire Districts

Kasey Cursey, Greiner, stated that she had worked with Bill Ryan, Supervisor of Inspections-Tampa Fire Department, to outline the boundaries for the Fire Districts in the historic areas. The Fire Districts run primarily along commercial corridors or in areas that have a greater potential for the spread of fire. Greiner has a copy of the Fire District map sections for West Tampa, Tampa Heights, and Ybor City. Mr. Ryan suggested we contact Nick D. Andrea, Jr., City of Tampa Building Department, once we start trying to match up structures with vacant parcels that are in the Fire Districts.

Ms. Illes pointed out that Tampa Heights has a limited Fire District area and moving structures in this area should not be a problem. The desired vacant lots in the West Tampa area are not in a Fire District, so relocating structures in this area should not be a problem either. Fire District boundaries in the Ybor City Landmark District cover a large part of the Historic District and we would need assistance in matching up parcels with structures that meet the Fire District codes.

Mr. DePaul mentioned that in addition to restrictions concerning Fire Districts, we need to be aware of the upcoming EPA regulations regarding lead-based paint. Before demolition, houses that were constructed prior to 1978 must be tested for lead-based paint. Restoring these homes may require meeting EPA hazardous material regulations for possible soil contamination. In addition, rehabilitation will require using fire-resistant paint. Ron Gregory, Greiner, requested that someone from the meeting look into EPA regulations. Ms. Cursey will be collecting information from EPA.

Massachusetts and Maryland have already adopted legislation dealing with the lead-based paint issues. Once EPA has completed their requirements, all states will have to adopt their own regulations or they will be required to comply with EPA's guidelines.

4. Inventory of City-Owned Vacant Property

Mr. Belsom brought an inventory of vacant lots in the project area, but suggested we not limit ourselves to considering only vacant lots.

5. Historic versus Low-Income Housing

Ms. Illes stated that there is a higher priority for trying to relocate historic houses because it is required as part of the mitigation plan. She asked if someone from the City would be interested in driving by all of the historic properties that are under consideration. Ms. Illes will set up a time and contact City staff to arrange the survey. It was later decided that all relocations (not just the historic ones) should be reviewed on the same day.

B. <u>Historic Tampa/Hillsborough County Preservation Board</u>

Stephanic Ferrell, Historic Tampa/Hillsborough County Preservation Board, updated the Task Force on the latest efforts of the Board. Ms. Ferrell discussed her involvement in the writing of a Redevelopment Plan for Tampa Heights. She said that Tampa Preservation, Inc. (TPI) has been trying to buy properties in the Tampa Heights area, and currently either owns or has the option to buy a total of 40 vacant properties. The lots would be available for the relocation of historic structures impacted by the interstate improvements and proposed mitigation. TPI would be the logical recipient of relocated historic homes in the Tampa Heights area. In addition, 25 new compatible houses are being built in the area by TPI.

Ms. Ferrell stated that the City has agreed to maintain the proposed Tampa Heights mitigation area but that this agreement needs to be pursued in writing.

Ms. Ferrell discussed participating in the evaluation of the structural condition of each historic property and said the Preservation Board would be the logical agency to help with the evaluation.

Ken Hardin, Piper Archaeology/Janus Research, asked Ms. Ferrell what role the Preservation Board and TPI play in revitalizing West Tampa and Ybor City. Ms. Ferrell said that other non-profit groups may play a greater role in helping in these areas.

C. Tampa Habitat for Humanity

Francois de la Menardiere, Tampa Habitat for Humanity, discussed how the organization may be able to help with the relocation of residents along the project. Francois stated that Habitat for Humanity provides housing for economically disadvantaged families in exchange for sweat equity from the family and a \$200 monthly mortgage payment. A new three-bedroom house can be built for \$30,000.

Habitat for Humanity could participate in the project by helping to rehabilitate relocated structures or structures that may otherwise be demolished. Mr. de la Menardiere said that a 30 lot development is about to be finished in the area of Orient Park (near I-4 and Orient Rd.) and the development will be called Hope Park. Another development is planned for the area of Grant Park (near I-4 and Martin Luther King, Jr. Blvd.). Mr. de la Menardiere would like to see a map illustrating the structures to be relocated particularly at the eastern end of the project and in the Westshore area.

Tampa Habitat can help by screening for potential applicants in Presbyterian Village and getting these families into homes rather than putting them on the list for Section 8 certificates. Mr. Belsom said the City would only be able to help relocate and restore structures if the cost does not exceed \$20,000. Ms. Illes suggested that we explore our options and come up with some creative financing to keep from demolishing as many structures as possible. FDOT, the City of Tampa, and Tampa Habitat could all work together on this issue. Ms. Illes mentioned that the Westshore area will have funds available for possible early acquisition to initiate relocating people and structures.

Mr. Gregory asked that FDOT provide the average square footage prices for relocating several different types of structures, for example, slab on grade. The group was curious to know if \$30,000 was an average estimate for relocating structures.

D. Tampa Preservation Inc.

Martha Sherman, Tampa Preservation, Inc., suggested that TPI is a willing third party (non-profit) to help with the relocation of the historic structures. Ms. Illes asked if anyone had any objections to the City of Tampa acting as the facilitator to the non-profit groups. The group agreed that the City of Tampa would be a good choice. The MOA will reflect this concurrence.

E. Other Agency Interests

No discussion.

V. OTHER ISSUES

Ms. Illes discussed the upcoming Urban Design Guideline (UDG) meetings with West Tampa, Westshore, Tampa Heights and Downtown Tampa, and Ybor City. Ms. Illes invited Lee Martin, Hillsborough County Schools, to the March 7th, Tampa Heights - CBD meeting from 4:00 to 8:00

p.m. and told Mr. DePaul she would speak with him at a later date about representatives from the North Boulevard Homes attending the West Tampa Community Meeting.

VI. NEXT MEETING

- A. Date: Week of March 14th, 1994. Ms. Illes will send a meeting notice.
- B. Topics of Discussion: Agenda will be attached to meeting notice.



TAMPA INTERSTATE STUDY RELOCATION TASK FORCE January 11, 1994

François de la Ménardiere

(for Jim Bailey)

Tampa Habitat for Humanity

Rick Adair

FDOT - District VII

Mary Arend

FDOT - District VII

(for Ed Johnson)

FDOT - District VII Carol Kingston

Hillsborough County Schools Lee Martin

Clete Belsom

(for Fernando Noriega)

City of Tampa - Comm Redevelopment Division

Angelo De Paul

(for Audley Evans)

Tampa Housing Authority

Jan Smith

HCCCPC

Stephanie Ferrell

Historic Tampa/Hillsborough Preservation Board

Ron Gregory

Greiner, Inc.

Mark Jennings

Greiner, Inc.

Michael Coleman

FDOT - District VII

Kasey Cursey

Greiner, Inc.

Deborah Alderson

Historic Tampa Preservation Board

Jim Cloar

Tampa Downtown Partnership

Pam Ganey

FDOT - District VII

Ken Hardin

Janus Research

Martha Sherman

Tampa Preservation, Inc.

Elaine Illés

Greiner, Inc.

Otis Anthony

Executive Assistant to the Mayor

TAMPA INTERSTATE STUDY RELOCATION TASK FORCE January 11, 1994

Sign-In Sheet

Name	Representing	
1) François de la Ménardière	Tampa Habitat for Humanity	
2) Rick Adais	FDOT DISTRICT 7	
37 Mary Arend	FPOT - District 7	
4) Carol Kingsten	F007-1	
5) LEE MARTIN	HILLS. COUNTY SCHOOLS,	
6) Clote Belson	City of Tempa - Cown. Reder, Dis	
7) Justo Dollar	Tanga llossing Acthority	
8) Jan Amuth	ACCCPC	
9) Stephanie Ferrell	Historic Tampa/Hillshorough BesBo	
10) Ron Gregory	Cereinan, Fry 715	
11) Mark Jennings	И	
12) MICHAEL COLEMAN	FDOT DISTRICT 7	
13) Kasey Cursey	Thener fore. TIS	
14) Debra Alderson	Historic Tampa Pres. Bd.	
15) JIM CLOAR	TAMPA DOWNTOWN PARTNERSHIP	
16) Jan Sara	[Enter 0 - 1007	
17) Ken Hardin	Janus Researce	
18) Ma, the Sherman	Tampa Preservation, Inc	
19) Elaino C. Illo	Greiner Inc.	
20)		
21)		
22)		
23)		
24)		
25)		
26)		
27)		
28)		



TAMPA INTERSTATE STUDY
The Greiner Team

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667

1-800-624-0074 FAX: (813) 286-6587

C2380. B1, B20 December 7, 1993

MEMORANDUM

To:

Members - T.I.S. Relocation Task Force

From:

Elaine C. Illes, Project Coordinator

Subject:

Minutes of Relocation Task Force Meeting No. 5

Tampa Interstate Study, State Project No. 99007-1402,

WPI No. 7140004, FAP No. IR-9999(43)

On Tuesday November 16, 1993 at 1:30 p.m., the fifth meeting of the Tampa Interstate Study Relocation Task Force was held at Greiner, Inc. in Tampa. A list of attendees as indicated on the sign-in sheet is attached. Each attendee was provided with a handout of project materials and a meeting agenda. The following presents the major points discussed at the meeting.

Elaine Illes briefly updated the task force on the project including the recent Historic Resources Public Meeting, the Section 106 process, and the revised FDOT Five-Year Work Program.

Shifts in the proposed alignment were discussed and shown on a set of plans. The proposed alignment has been slightly tightened in West Tampa and shifted to the south in Ybor City in order to reduce the number of residential relocations in these historic areas.

A retention pond previously proposed for the south side of I-275, just to the north of Riverfront Park, has been moved to the north side of the interstate in order to avoid potential Section 4(f) involvement at the park. This move will require additional relocations



at the Presbyterian Village, requiring total displacement of that facility. Such an acquisition will constitute a functional replacement.

The latest estimates of business and residential relocations were discussed by project segment. A summary sheet of the relocations was included in the handout materials.

Hillsborough County School Board properties were discussed. Lee Martin provided an update on the status of the five school board properties which will be impacted by the proposed project.

- Carver Center is an early childhood development center for children under five years of age. The School Board would prefer that FDOT acquire the entire property rather than most of it, leaving a small piece that would be unusable. It is uncertain at this time where the children attending Carver Center will be relocated.
- 2) At the Velasco Building (old), which is proposed for acquisition, most of the programs and staff have been moved to other locations. Some administrative activities are still there and will be relocated, but most activities have already been moved to the new Velasco Building in Ybor City.
- 3) The Henderson School is now vacant and proposed for partial right-of-way acquisition (a large portion of the parking). The School Board has no objection should the FDOT wish to acquire the entire site.
- 4) At Oak Park Elementary, the project would require right-of-way acquisition along the school's northern boundary, impacting the stormwater retention facility and playground. The School Board is also concerned about noise impacts at the school. The FDOT and Greiner will study the situation further.



structures to new appropriate locations as mitigation. A big issue is maintaining the historical integrity of the displaced structures.

The City of Tampa has indicated that is owns numerous residential lots which may be candidate relocation sites for many of the structures. It would be preferential to relocate several historic structures within the same vicinity so as to maintain historical integrity.

A Memorandum of Agreement (MOA) is currently being developed which will outline in detail the mitigation plan for impacts to historic resources. The MOA will be a binding commitment and will be signed by the FDOT, FHWA, SHPO, and the Advisory Council of Historic Preservation (ACHP).

Since the FDOT is primarily in the business of building and maintaining roads, they would prefer that a local entity oversee the mitigation plan once the MOA is signed. The City of Tampa Housing Department may be able to be the major recipient of the structures. The City would work with the non-profit agencies such as Tampa Habitat for Humanity and Tampa Preservation Inc. These agencies pledge to work with the City to carry out the defined and agreed-upon actions in the MOA. If the City of Tampa takes a leading role in the moving of structures, they will also be a signature of the MOA.

Prior to completion of the MOA, the FDOT would like to obtain a commitment from the various interested agencies as to how many structures each would like to acquire. Harris Mullen indicated that private enterprise may be interested in participating as long as historic structures are relocated within the historic districts.



At the proposed location for the new Clara Frye School, the City of Tampa is preparing to sell the property to the School Board. The School Board is willing to share stormwater retention facilities at that location with those proposed by the FDOT. Construction is scheduled to begin within two years (most likely several years before the interstate improvement). Further coordination on this site will be pursued.

In general, Mr. Martin indicated that the School Board is committed to cooperation with the FDOT and would like to work toward negotiating a package agreement.

A representative from the Tampa Housing Authority was not present at the meeting. Early acquisition of Housing Authority property in West Tampa is being considered due to the time-consuming and complicated process involved. It is not known at this time whether or not the FDOT will be required to pay for actual replacement housing. Several years ago, HUD was moving toward rent supplements. A separate coordination meeting will be set up to further discuss the North Boulevard property.

Recent policy involving public housing is to place the residents in smaller groups, in order to avoid large concentrations such as complexes or "projects." Replacement housing needs to be in place for all the displaced residents prior to the actual displacement, otherwise, transitional housing is required. The approval process for acquiring HUD properties and providing relocation opportunities can take as long as two years.

Historic resources were discussed. As part of the Section 106 process, mitigation for impacts to historic resources must be addressed. The FDOT is considering moving historic



It was indicated that some city codes and fire regulations could make the relocation of many structures infeasible. Regulations may prohibit the movement of older wooden structures into certain fire districts. The City will provide Greiner with information on fire districts. City impact fees could make the relocated structures economically infeasible for low income housing. Some city codes or regulations may require waiving or exemptions in order to make the relocation of structures a viable plan. These are the types of issues that the City must make determinations about.

Ron Rotella indicated that the City regulation requiring rehabilitated structures meet new building codes when the cost of such rehabilitation exceeds 50 percent of the value of the structure, may be unreasonable for many of the relocated structures. The issues of impact fees, building codes and fire regulations will have to be settled prior to completion of the MOA. Ron Gregory requested that the City of Tampa prepare a map showing the locations of potential in-fill lots.

The next meeting of the Tampa Interstate Study Relocation Task Force has been scheduled for January 11, 1994 at 1:30 p.m. in the 7th Floor Boardroom at Greiner in Tampa. It was requested that all participants come to the next meeting prepared to discuss their specific desires and their commitments to the relocation process. Specific topics will include: fire codes, rehabilitation codes, vacant parcels, specific moving problems, and interagency agreements

The meeting was adjourned.



TIS - RELOCATION TASK FORCE November 16, 1993

LIST OF ATTENDEES

Name	Organization	Phone No.
Tom Johnston	City of Tampa	223-8146
Rick Adair	FDOT - District VII (PD&E)	975-6447
Ron Gregory	Greiner	286-7667
Ken Hardin	Janus/Piper Archaeology	821-7600
François de la Ménardière	Tampa Habitat for Humanity	229-2021
Ed Johnson	FDOT	975-6740
Bill Walsh	Knight Appraisal	229-0161
Ron Rotella	Westshore Alliance	289-5488
Lee Martin	Hillsborough County Schools	272-4079
Martha Sherman	Tampa Preservation, Inc.	251-4199
Pam Ganey	FDOT - District VII	975-6460
Michael Coleman	FDOT - District VII	975-6077
Thom Snelling	City of Tampa - HDC	223-8405
Harris Mullen	Ybor City Chamber/Ybor Square, Ltd.	876-9786
Elaine C. Illes	Greiner, Inc.	286-1711
Mark Jennings	Greiner, Inc.	286-1711
Cletus Belsom	City of Tampa - HDC	(did not sign in)

C2380.14 B21 April 2, 1991

MEMORANDUM

To:

Relocation Task Force

From:

Elaine C. Illes

Reference:

Tampa Interstate Study No. C2380.04;

W.P. Item No. 7140004; State Job No. 9007-1402; F.A.P. No. IR-9999 (43); FEID No. 59208795

The fourth meeting of the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:30 a.m. on March 7, 1991 in the 7th floor board room at Greiner, Inc. Attendees include the following:

Harris Mullen - Ybor Square

Lee Martin - Hillsborough County School Board

Stephanie Ferrell - Tampa Historic Preservation Board

Bob Harrell - City of Tampa Housing and Community Development

Michael English - Hillsborough County City/County Planning Commission

Otis Anthony - City of Tampa

Charles L. Knight III - Architectural Review Board

John Maynard - Knight Appraisals

Angelo DePaul - Director of Operations, Tampa Housing Authority

Ron Crew - FDOT, Relocation

Mary Arends - FDOT, Right of way Acquisition

Ed Johnson - FDOT, Relocation

Ron Gregory - Greiner, Inc.

Elaine Illes - Greiner, Inc.

Those who did not attend include the following:

Cecil Edge - Tampa Downtown Partnership Representative James Hargrett, Jr. Francois de la Merandiere - Tampa Habitat for Humanity Ron Rotella - Westshore Alliance

The meeting began by everyone introducing themselves. Bobby Atwell had taken ill the night before; consequently, Ron Crew presented information on the TIS schedule and funding.

The right-of-way for Segment 1A, the Environmental Assessment study area, has been programmed for purchase in July 1994-95. Sixty million dollars is allocated to include appraisals and support cost. For the next two years, 1.5 million dollars per year of

Relocation Task Force C2380.14 B21 April 2, 1991 Page 2

advanced relocation monies are available as discretionary money. A property on Lemon Street has already been identified for a portion of the funds. Nothing else related to TIS has been funded in the 5-year program.

Question: Bob Harrell - City of Tampa Housing and Community Development

Once you begin purchasing right-of-way, how long will it take to complete acquisition and relocation?

Response: Ron Crew - FDOT

The standard schedule requires two years to complete this stage of the study. It can be completed more quickly given certain circumstances.

Mr. Gregory opened the discussion by providing a background of the concerns discussed at previous meetings.

For example, Representative Hargrett at the first meeting was concerned about relocating businesses outside of their current neighborhood. It is possible that if relocation money is provided, the people will receive payment and leave the area, adding to the downward spiral. Could there be an issue of moving homes instead of always destroying them?

Comment: Angelo DePaul - Tampa Housing Authority

Specific to the Housing Authority, housing has to be replaced within certain census tracts. It is possible to purchase existing housing, build new housing or use Section 8 funds to subsidize private owners.

Bob Harrell presented the Tampa Policies and Goals as a representative of the city. He outlined seven objectives and prefaced the objectives by stating that the main concern of the city is not to relocate outside of the city limits any persons that currently live within the city limits.

Policies and Goals will be transmitted to Greiner, Inc. to be distributed to the Relocation Task Force. The city's objectives include:

- * No business loss within the city limits.
- * Keeping city expenditures to a minimum.
- * Avoiding waste by relocating homes instead of demolishing, if economically feasible.
- * Relocating public housing tenants to scattered sites no more than 50 dwelling units per site.

Relocation Task Force C2380.14 B21 April 2, 1991 Page 3

Mr. Harrell also discussed the need to coordinate the schedule of demolition and the timing of notification with the State for both residential and commercial relocations. Mr. Harrell outlined six components relocatees should be aware of in which the city could aid in reducing costs of relocation.

Comment: Ron Gregory - TIS

Maybe it would be beneficial to end up with a joint governmental office to deal with the relocation issues and to coordinate city and state staff and information.

Response: Bob Harrell - City of Tampa Housing and Community Development

The city is not financially able to staff an office for six years. If funding is available from the state and if the state wishes the city's assistance, we would be happy to assist. It would seem to operate better if the city operated as a technical assistant to the state. How did Atlanta or other large cities with large interstate improvement projects handle the coordination of city, state and federal agencies?

Response: Ron Gregory - TIS

The Atlanta program was very minimal. Greiner, Inc. will contact the Georgia Transportation Commission; however, I think we will find that the relocation program was not that significant.

Comment: Mary Arends - FDOT Relocation

Coordination may be particularly important for zoning issues. Moving of existing structures may require the need for variances.

Ouestion: Michael English - Hillsborough County City/County Planning Commission

Is the city confident that the state will agree with all of the city goals and that the state will represent the city's interests? Why not take advantage of a joint office and represent your interest?

Response: Bob Harrell - City of Tampa Housing and Community Development

It is more economical if the Department (one group) handles the public issues. It is amazing how the perception of the public can be misdirected. It may become confusing for the public if they interface with state and city representatives. It would seem more appropriate for city staff to be available to assist state staff.

Relocation Task Force C2380.14 B21 April 2, 1991 Page 4

Comment: Mary Arends - FDOT Relocation

The Department needs key people to contact for specific questions.

Comment: Ron Gregory - TIS

Comments should be addressed to one person; otherwise, no one person will have a handle on everything that is happening in the process.

Comment: Bob Harrell - City of Tampa Housing and Community Development

If the Department can provide us with a list of issues they usually deal with during the relocation, the city can provide them with a contact person for each issue.

Mr. Angelo DePaul was in attendance for Audley Evans representing the Tampa Housing Authority. Mr. DePaul outlined the Tampa Housing Authority Relocation Policy. Replacement units have to be 1 for 1 based upon HUD restrictions. It is preferable to have new housing in place but if it is not available at the time of relocation, transition housing will be required. We can try to keep housing within the city limits, but HUD is not under any obligation to remain within the city limits. When processing the relocation paperwork, it must be reviewed by the Jacksonville Office, the Atlanta Office and then the Washington Office. Depending upon the number of relocatees, it can take 6 months to 18 months to actually complete the relocation process. Once the number of units have been identified, then replacement locations can begin to be identified.

Comment: Ron Gregory - TIS

The meeting with FHWA to review right-of-way is scheduled for early March. The April 30, 1991 Alternatives Public Meeting will display the defined right-of-way limits. We need to get with the Tampa Housing Authority to coordinate the process and contact the Board.

Comment: Otis Anthony - City of Tampa

We need to be sensitive to the residents of the public housing. Residents act independently from HUD, and the TIS team should meet with the people. Many people have lived there for years. Although the Presbyterian Village is not governed by the same entity as the North Boulevard property, there are tenant associations for both housing units. When a presentation is made, it should be made to both associations. There are few vacancies in the units that people consider more desirable. For example, Central Park Village has only 2 vacancies out of 483 units.

Relocation Task Force C2380.14 B21 April 2, 1991 Page 5

Comment: Bob Harrell - City of Tampa Housing and Community Development

Very little property is available to the Presbyterian Village for the relocation of existing units; the city and Episcopal Church own most of the vacant land adjacent to the village. The city has a deed restriction and this property is planned for a park. The city prefers scattering the tenants to groups of 50 units or less; however, the city will support Tampa Housing Authority to move wherever they desire inside the city of Tampa.

Comment: Angelo DePaul - Tampa Housing Authority

HUD will have a preference as to where the housing is relocated based upon the location of existing public housing.

Comment: Otis Anthony - City of Tampa

There is a feeling among public housing tenants that certain housing units are better than others. Neighborhoods are established and generally people are not going to want to move from one neighborhood to another. North Boulevard is a high priority housing and many people are waiting to move to North Boulevard. Are minorities bearing the burden of relocations in the TIS project?

Response: Ron Gregory - TIS

I am not sure but I would guess that the answer is yes, strictly on the basis that it is typically minorities and low income people who tend to end up living next to the interstate.

Question: Stephanie Ferrell - Tampa Historic Preservation Board

Can the relocatees be moved into small multi-family units, rehabilitated units and infill housing?

Response: Bob Harrell - City of Tampa Housing and Community Development

If the units are too small, it becomes cost prohibitive to maintain.

Comment: Angelo DePaul - Tampa Housing Authority

If we are unsure as to when the tenants will be relocated due to uncertain funding, is it a good idea to be discussing relocation when we have no details and it may not occur for five years?

Comment: Bob Harrell - City of Tampa Housing and Community Development

Relocation Task Force C2380.14 B21 April 2, 1991 Page 6

You could sell the Tampa Housing Authority property to the Department as soon as replacement housing has been specified and then lease it back from the Department.

Comment: Angelo DcPaul - Tampa Housing Authority

If relocation sites are not identified and housing is not available, temporary housing must be provided when it is time to relocate.

Comment: Bob Harrell - City of Tampa Housing and Community Development

We should avoid this if possible. It is not politically smart to put ourselves in that position.

Mr. Gregory requested the city and the Tampa Housing Authority to provide in written format their goals and objectives, any geographic areas that are preferable for relocatees and any requirements that need to be met. If the Tampa Housing Authority has any defined potential housing sites based on the latest relocations, please provide us with this information. If the city has census tracts they prefer, please identify these.

Mr. Gregory concluded the meeting by providing a quick update on the Oak Park Elementary School site. The preliminary evaluation is that the surrounding property does not contribute to the historic nature of the school structure. Greiner is preparing cost estimates for shifting the alignment across the street onto the Motel 8 and gas station properties, but preliminary evaluations indicate that it is cost prohibitive. Mr. Lee Martin requested a meeting be held with the School Board consultants, Greiner and FDOT to coordinate the issue of stormwater runoff and FDOT requirements.

The meeting adjourned at 11:00 a.m.

Please Note: We have not yet received written Policies and Goals from the city; please bring them to the April 11, 1991 meeting.



C2380.04B21 February 18, 1991

MEMORANDUM

To:

Relocation Task Force Members

From:

Elaine C. Illes

Subject:

Tampa Interstate Study Project No.: C2380.04 W.P. Item No.: 7140004, State Job No.: 99007-1402 F.A.P. No.: IR-9999 (43), F.E.I.D. No.: 59208795

Relocation Task Force Third Meeting

The third meeting of the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:30 a.m. on February 6, 1991 in the 7th floor board room at Greiner, Inc. Attendees include the following:

Harris Mullen - Ybor Square

François deta Menardiere - Tampa Habitat for Humanity

Lee Martin - Hillsborough County School Board

Ron Rotella - Westshore Alliance

Stephanie Ferrell - Tampa Historic Preservation Board

Audley Evans - Executive Director Tampa Housing Authority

Ken Hardin - Piper Archaeology

Dick Combs - Greiner, Inc.

Ron Gregory - Greiner, Inc.

Elaine C. Illes - Greiner, Inc.

Those who did not attend include the following:

Bob Harrell - City of Tampa Housing & Community Development (1 meeting) Michael English - Hillsborough County City/County Planning Commission (2 meetings)

Otis Anthony - City of Tampa (3 meetings)

Cecil Edge - Tampa Downtown Partnership (2 meetings)

Representative James Hargrett, Jr. (2 meetings)

Charles L. Knight III - Architectural Review Board (2 meetings)

Scott Trundle - The Tampa Tribune (3 meetings)

Ms. Illes began by reviewing the socioeconomic profile of the Environmental Impact Statement (EIS) study area. The land use proposed for relocation within the EIS study area was highlighted in aerials and classified by land use type.

Business relocations were included in the meeting handout attached to this memo. Please note: Relocations in the Presbyterian Village and the North Boulevard Homes have not been included on the list of businesses to be relocated.

C2380.04B21 Memo to Relocation Task Force Members February 18, 1991 Page 2

Similar to trends in the Environmental Assessment (EA) study area, the EIS study area has been affected by the decrease in the population and increase in housing. The result is that Tampa's person per household unit has decreased to 2.45 in 1985 from 2.51 in 1980. The number of single-family units has decreased while the number of multi-family units has increased. Unlike the EA study area, the number of people owning houses increased from 1980 to 1985 and the number of renters decreased.

The meeting was then turned over to Ken Hardin of Piper Archaeology to provide an update of the historic and archaeological findings in the EIS study area. Mr. Hardin recapped the findings of the EA for the people who were not present at the last meeting. Twelve prehistoric sites were found in the EIS study area; none of these sites are significant. Of the 403 structures which were originally identified for historic evaluation, approximately 200 of the structures were within the three historic districts of Ybor City, West Tampa and Tampa Heights.

The meeting in Tallahassee on January 18, 1991 centered around the structures outside of the three historic districts. Twelve separate structures have been identified for further determination of eligibility for listing on the National Register of Historic Places.

Mr. Hardin said he would coordinate with the work that Stephanie Ferrell has undertaken through the Tampa Preservation Board, Inc. Through this organization, options on 50 properties have been acquired; some of the properties are vacant lots. There is the potential to move some of the structurally sound structures to be acquired to these properties outside of the right-of-way. Ms. Ferrell noted that they are also examining the possibility of new construction that would be compatible with the local neighborhood for some of the 50 parcels.

Comment: Ron Rotella, Westshore Alliance - Impact fees again will become an issue. There needs to be some type of policy from the city in terms of if we move Decent, Safe and Sanitary Housing out of the proposed right-of-way, will people have to pay impact fees to occupy the home in a new location? Is the city willing to waive some costs in order to provide affordable housing? Does the Greiner team have a copy of the Housing Feasibility Study, prepared by Dr. Solomon?

Response: Ron Gregory, TIS - I think we have a copy, if not we will secure one.

Comment: I think it may be helpful, Dick, if you explain the Section 106 process for those of you who are probably not familiar with the historic and archaeological requirements.

Mr. Combs explained that once potential impacts are identified, the Historic Preservation office along with FHWA and the FDOT work out a mitigation plan that results in a Memorandum of Agreement (MOA).

Comment: Ron Gregory, TIS - I agree that some type of policy needs to be developed concerning the goals and objectives of this task force and the objectives or possibly the willingness of the city to participate in the relocation policies for TIS. We need Bob Harrell to be present.

C2380,04B21 Memo to Relocation Task Force Members February 18, 1991 Page 3

Comment: Ron Rotella, Westshore Alliance - Houses are being abandoned and condemned everyday. Will the city allow people to move Decent, Safe, Sound and Sanitary homes to locations where they will be needed? Will the city share in the cost of moving?

Question:

Stephanie Ferrell, Tampa Historic Preservation Board - Will the local government have to put up any funding for the project. I thought the project was funded by 90% federal monies and 10% state monies.

Response:

Ron Gregory, TIS - No, the state does not necessarily carry the entire 10%. It is possible that a portion of the 10% could be asked for at the local level.

Mr. Lee Martin gave his presentation concerning the proposed impacts to the School Board properties and how it will impact the educational buildings. Four properties will be directly impacted as a result of the proposed takings. The following outlines these four properties and the impacts anticipated.

- Carver Center the proposed improvements will require the two-story classroom media and main office storage building. Only the cafeteria will remain. The School Board could relocate Carver to Blake, three blocks away. This school is currently being examined as a magnet school and as a result it may not be feasible to relocate Carver to Blake. Of course, it is also costly to relocate a school.
- Henderson Building The proposed improvements are not affecting the building but taking one-third of the parking. The School Board will need to purchase property to replace the acquired area.
- Velasco Building The School Board is totally replacing this three-story brick building. Construction should begin this year at Palm Avenue and Nick Nuccio Parkway.
- Oak Park Elementary School The School Board was expanding this site by eight acres. The TIS project takes property but not structures; however, with expansion of the area, the State Department requirement for square feet of building/open area will not be met. The School Board has stopped the architects because of the uncertainty of how this will be resolved.

General concerns are centered around the Oak Park Elementary School. Opening up 49th Street will increase the traffic load on the west side. There may be some problem with school buses. Buses come from the north, pick up children and leave to the south. The staff would prefer that the FDOT purchase the facilities so that the School Board could build new schools or remodel old schools. Between the time the Department actually needs to acquire the building and now, the School Board and FDOT could work out a lease back agreement.

Comment: Ken Hardin, Piper Archaeology - Both the Oak Park Elementary and the Velasco Building are being looked at for historic significance; however, the Velasco Building already has some identified structural problems.

C2380.04B21
Memo to Relocation Task Force Members
February 18, 1991
Page 4

Mr. Martin concurred and offered to provide his master site atlas. This atlas includes property boundaries and structure boundaries for every school property.

- Comment: Audley Evans, Executive Director of Tampa Housing Authority Board Unlike the School Board, the public Housing Authority has no problems with the cost of relocating to new properties just as long as the Housing is being replaced; however, it might be best if we follow a three-step procedure:
 - 1. Define the area we need
 - 2. Get this area approved by Washington (through his office)
 - 3. Develop a relocation plan
- Question: Ron Gregory, TIS At what point do you tell the people? They are tenants; as a result, they are not individually notified unless they read the newspaper. They most likely won't be informed. The Alternatives public meeting is scheduled for April.
- Response: Audley Evans, Executive Director of Tampa Housing Authority Emotions can run very high. It is best if a relocation plan has already been devised so that people know how the relocation is to be handled.
- Question: Harris Muller, Ybor Square Can't we do occupancy mailing?
- Response: Ron Gregory, TIS That is really not identified as a cost in our project.

 Yes, it could be done but based on what Audley has said, I don't think we want to pursue this. Instead, maybe some type of public involvement program with the Housing Authority at a later date.
- Question: Ron Rotella, Westshore Alliance Who is the Relocation person for the city? It used to be David ___?_.
- Comment: Audley Evans, Executive Director of Tampa Housing Authority We definitely need to have Fernando and Bob Harrell present at the next meeting. But can I request that we handle the North Boulevard and the Presbyterian Village as separate meetings? The Presbyterian Village has a mortgage from HUD, and HUD owns the North Boulevard Homes.
- Comment: Ron Rotella, Westshore Alliance There are going to be many Decent, Sound, Safe and Sanitary homes in Segment 1A (The EA study area) that could be moved to vacant lots for other people to occupy. Most likely, many people would take the compensation offered by the Department and purchase a new home. The possibility of moving homes to vacant lots should be broached with the city.
- Response: Ron Gregory, TIS The vacancy rates for each area will be revisited.
- Comment: Dick Combs, TIS Moving historic structures to some of the 50 properties Stephanie Ferrell and Ken Hardin were speaking of is a separate issue from moving Decent, Safe, and Sanitary Housing to vacant land. These two issues should both be addressed, but they are separate issues. The

C2380.04B21 Memo to Relocation Task Force Members February 18, 1991 Page 5

FDOT needs to be present when we discuss this issue because with the exception of the historic structures, the Department will most likely want to demolish the houses. It is both less expensive and easier.

Question: Ron Rotella, Westshore Alliance - What is the city's policy?

Comment: Ron Gregory, TIS - It is not so much that demolishing houses within the right-of-way is a Department policy, but it is more a policy by default. The city policy needs to be defined by city representatives.

Comment: Ron Rotella, Westshore Alliance - Mr. Beasley could get a good estimate of how much it would cost to move homes and do a quick assessment of if the homes are structurally stable enough to move. If this is possible, then why not provide and promote affordable housing?

Question: Audley Evans, Executive Director of Tampa Housing Authority - Why would the city be opposed to moving the Decent, Safe, and Sanitary homes?

Comment: Ron Gregory, TIS - Bobby Atwell of the FDOT Relocation Department should be available along with Fernando Noreiga.

It was decided that the next Task Force Meeting should be held sometime soon after March 5th. A special invitation should be extended to Bob Harrell and Otis Anthony.

Comment: Audley Evans, Executive Director of Tampa Housing Authority - The Mayor should be informed specifically about the relocation impacts the TIS study may potentially have upon the city.

It was decided that once goals and objectives of the Relocation Task Force have been defined, a presentation should be made to the Mayor. Mr. Gregory will contact Bill McDaniels to see if he would like to attend.

Comment: Ron Rotella, Westshore Alliance - Many of the businesses are tenant occupied and not owners; consequently, they will not be notified of the public meeting in April. It is possible to notify the businesses?

Response: Ron Gregory, TIS - This is not in the budget, but we can talk to the Department about it.

Mr. Gregory informed the Task Force that due to the requirement of tieing into the existing roadway, the project has been extended a longer distance. For instance, in the EA study area instead of ending at Himes Street the transition ends at Rome just under two miles of transition.

The meeting adjourned at 10:30 a.m.



C2380.04B21 November 14, 1990

MEMORANDUM

To:

Relocation Task Force Members

Files

From:

Elaine C. Illes

Subject:

Tampa Interstate Study #C2380.; W.P. Item #7140004 State Job #99007-

1402; F.A.P.#IR-9999(43); F.E.I.D. #59208795 - Relocation Task Force

Second Meeting

The second meeting of the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:30 a.m. on November 14, 1990 in the 7th Floor Board Room at Greiner, Inc. Attendees include the following:

Harris Mullen - Ybor Square

Bob Harrell - City of Tampa Housing & Community Development

François de la Menardiere - Tampa Habitat for Humanity

Elbert Johnson - FDOT R-O-W Relocation

Mary E. Arend - FDOT, Relocation Assistance

Lee Martin - Hillsborough County School Board

Ron Rotella - Westshore Alliance

Stephanie Ferrell - Preservation Board

Michael English - Hillsborough County City/County Planning Commission

Elaine C. Illes - Greiner, Inc.

Dick Combs - Greiner, Inc.

Ron Gregory - Greiner, Inc.

Those who did not attend include:

Otis Anthony - City of Tampa (2 meetings)

Cecil Edge - Tampa Downtown Partnership (1 meeting)

Audley Evans - Executive Director Tampa Housing Authority (2 meetings)

Representative James Hargrett, Jr. (1 meeting)

Charles L. Knight, III - Architectural Review Board (1 meeting)

Scott Trundle - The Tampa Tribune (2 meetings)

The meeting opened with introductions of the attendees since new FDOT representatives were involved in the meeting. Ms. Illes began by summarizing the progress since the last meeting. Traffic counts were taken at the proposed street

closures in Ybor and data for the Relocation Report was collected. Sources to be used to compile the Relocation Report include but are not limited to: 1988 County and City Data Book on diskette published by the U.S. Census Bureau; 1985 Test Census Data for Tampa, General Population and Housing Statistics; the Hillsborough County City-County Planning Commission Comprehensive Plan, July 1989.

Ms. Illes then reviewed the profile of the Environmental Assessment area (referenced as the "Westshore Area"). The land use which is proposed for relocation within the Environmental Assessment was highlighted on aerials and classified by land use type. Business relocations were included in the meeting handout, attached to this memo. A preliminary count of relocations for the EA area includes approximately 100 residential units, fifteen commercial properties and one church.

The overall Tampa trend has been a small decrease in population with an increase in housing units. This has resulted because the persons per household has decreased to 2.45 in 1985 from 2.51 in 1980. The number of single family units has decreased while multi-family units have increased. Overall, the number of people owning their home has decreased while the percent of renters have increased. The cost of housing (both owner and renter) has increased four-fold.

The City of Tampa in 1980 was 74% white and 24% black. The Environmental Assessment portion of the Tampa Interstate Study is included within two census tracts: 46 and 47. The Environmental Assessment census tracts 46 and 47 are both quite racially different from Tampa as a city. Census Tract 46 is 70% black and 28% white while Census Tract 47 is 6% black and 85% white.

Ms. Illes outlined the historic and archaeological results which have been completed for the Environmental Assessment. One historic site is located within the area for relocation and two within the study area, however, none of the sites are considered to be eligible for the register. Three archaeological sites have been identified with none being eligible for the register.

Comment: Mr. Rotella - Westshore Alliance

When will property owners receive notices that their property will be acquired?

Response: Mr. Gregory - TIS Project Director

The actual notice won't be sent for at least two years; however, April, 1991 a Public Alternatives Meeting will be held in which all property owners along the TIS Project will be contacted to participate and view the proposed takings.

Comment: Mr. Rotella - Westshore Alliance

My concern is that when people receive notices of meetings, if the notices do not say "You should attend; this will impact your property" people do not attend.

Response: Mr. Gregory - TIS Project Director

Greiner sends out a Newsletter before each meeting. We will specialize a section of the Newsletter in attempt to help in Mr. Rotella's concern.

Comment: Mr. Rotella - Westshore Alliance

Once the Expressway Authority got to the stage TIS is at, people requesting a permit for home improvements are informed of the proposed plans or acquisition by stamping the approved permit to show knowledge of the proposed taking. Can't we work with the city to get something like that approved? When will R-O-W acquisition actually begin?

Response: Mr. Gregory - TIS Project Director

It is always possible some people could request early acquisition and this may be achieved with the Advance R-O-W Bond Money. Only a certain amount of budgeted money is available each year, but it is one avenue a person could explore. Currently, the R-O-W Acquisition could be scheduled for 1993/1994, if money is available. It, however, is not in the current work program.

The Westshore area is an exception to the remainder of the project because the Design Consultant is already underway. There is the possibility R-O-W acquisition could occur earlier than the 93/94, if the money is available.

If the State could leverage State funds from Amendment 4 with IR Federal money to get a 10 to 1 match, the \$400 million the FDOT has state-wide could become \$4 billion.

Of course limited "hardship money" is sometimes available for purchase of properties for those who can prove hardship. This is determined by the District on a case by case basis.

Question: Bob Harrell - City of Tampa Housing and Community Development
Is the Department planning on handling the acquisition phase themselves?

Response: Mary Arends - FDOT R-O-W Acquisition

We have been interviewing people the last few days and beefing up the staff. We would like to do TIS all in-house but we will not hire people just to complete TIS and then let them go. Consequently, we will probably have FDOT Staff Project Managers overseeing a hired consultant(s).

Response: Ron Gregory - TIS Project Director

The Department is planning to hire an Interstate Program Manager to oversee Interstate Study technical staff and consultants. This FDOT Program Manager will have his own input and ideas, I'm sure. According to the latest information, he is to be hired early next year.

Mr. Gregory then began Item III on the attached agenda, Issues from Last Meeting - Closures of Streets. Representative Hargrett at the last meeting brought up the issue of street closures impacting local businesses. He was particularly concerned about the Tampa Heights/Ybor area. Greiner put out traffic counters for Thursday 11/08/90 through Monday 11/12/90 to determine the volume of traffic which would be forced to use a different east/west cross road. The results are attached.

Columbus Drive and Palm Street are the predominant streets for traffic movement with 8,366 and 7,109 daily trips, respectively. 7th Avenue and Central Avenue have very low average directional volumes at 838 and 389. Henderson Street has more Average Directional trips at 2,925.

Question: Mr. Rotella - Westshore Alliance

When do we go to design for the EIS portion of the project?

Response: Mr. Gregory - TIS Project Director

The answer to that will be decided by the FDOT and their new Program Manager in early 1991. The design could be run concurrently with the completion of this environmental phase (similar to the EA portion). Most importantly, it would be most helpful to the process if the MPO would adopt the Master Plan as part of the long range transportation plan. As a result, anything that was consistent with the Master Plan would be consistent with the MPO plan. Currently, the MPO only has the TIS Study as an "8 lane or more freeway" with no other specifications. If adopted, we could give them a copy of the Master Plan to use as a guide.

Comment: Michael English - HCCCPC

There seems to be a lot of confusion about the TIS Project as to how big, how many lanes, if there will be mass transit, etc. This was particularly evident at the last MPO meeting.

Response: Mr. Gregory - TIS

The meeting got off to a bad start with the USF students presenting their model which is not consistent with the TIS Master Plan or the adopted development plans for the CBD.

Comment: Mr. Rotella - Westshore Alliance

Now that we have a new Secretary of Transportation and it may be viewed that the Department has a new approach, maybe a presentation to the MPO with Mr. McDaniels and the TIS Group would be appropriate.

Response: Mr Gregory - TIS Project Director

That probably would be a good idea to re-clarify the Project, particularly the mass transit portion. Greiner has already reduced the number of lanes by four by adding an HOV lane which later could be used for rail and using maximum vehicle service flow rates based on Tampa driving characteristics.

Question: Mr. Mullen - Ybor Square

Do we know how many business relocations are proposed in the Ybor area?

Response: Mr. Gregory - TIS Project Director

We can send you preliminary numbers. These preliminary numbers are attached.

Comment: Ron Rotella - Westshore Alliance

Maybe since Audley Evans has not come to the two meetings we should get an alternate to represent him. I would suggest the Division Director Angela DePaul. Response: Mr. Gregory - TIS Project Director

We will contact each of the RTF members about their attendance.

Comment: Dick Combs - TIS Project Manager

Back to the topic of the closures, where street closures will occur Greiner can look at design amenities to improve the adverse impacts which normally occur. The linear park that Stephanie Ferrell has been working on is a great example of how the closures can be turned into a positive

affect.

Question: Mr. Harrell - City of Tampa Housing and Community Development

When Palm and Columbus are left open, will provisions be made for

widening/improving those facilities?

Response: Mr. Gregory - TIS Project Director

Yes, all bridges will be built to allow for the maximum width required for the crossroads according to adopted plans. This will also include allowance for a 14' outside travel lane for bicycles and sidewalks for pedestrians.

Other issues from last meeting which we will focus on next meeting will include the saving, storing, and re-using of historic materials from structures designated to be demolished.

Comment: Ms. Ferrell

I have been working on the storage area problem and may have come up

with a solution.

Response: Mr. Gregory - TIS Project Director

Perhaps you could discuss this with Charles Knight and report back to us

at our next meeting?

The next meeting will be held on Wednesday, January 23, 1991 from 8:30 - 11:00 a.m. at Greiner, Inc. The profile of the EIS area will be presented and related topics such as encouraging healthy commercial areas and saving historic materials will be discussed. In addition, Mr. Lee Martin of the Hillsborough County School Board will give a presentation on their properties and how a plan could be developed to systematically purchase these properties over an extended period of time.

The meeting adjourned at 10:15.



C2380.04 B21 October 15, 1990

MEMORANDUM

TO:

Files

FROM:

Elaine C. Illes

SUBJECT:

Tampa Interstate Study #C2380.; WP Item #7140004; State

Job #99007-1402; F.A.P. #IR-9999(43); F.E.I.D. #59208795 -

Relocation Task Force Kick-Off Meeting

The kick-off meeting for the Tampa Interstate Study (TIS) Relocation Task Force was held at 8:00 a.m. on October 4, 1990 in the Florida Department of Transportation (FDOT) 5th Floor Conference Room. Attendees include the following:

Francois de la Menardiere - Tampa Habitat for Humanity
Cecil Edge - Tampa Downtown Partnership
Stephanie Ferrell - Historic Tampa/Hillsborough County
Representative James T. Hargrett Jr.
Bob Harrell - City of Tampa Housing and Community Development
Charles L. Knight, III - Architectural Review Board
Lee Martin - Hillsborough County School Board
Ron Rotella - Westshore Alliance
Bobby Atwell - FDOT, Relocation Department
Bill McDaniel - FDOT, District VII
Ronald Gregory - TIS Project Director
Elaine Illes - Task Force Coordinator

Mr. McDaniel opened the meeting by stressing the importance of the TIS project. He explained that the Relocation Task Force is one step the Department is taking in an attempt to identify any problems and propose solutions to assure smooth implementation once the financing becomes available. Mr. McDaniel then turned the meeting over to Mr. Gregory.

The meeting followed the attached Agenda, with the group first introducing themselves and identifying the particular interest of each individual in the Task Force.

Mr. Gregory gave a brief overview of what TIS has accomplished to date and what is scheduled to be completed in the next phase of the study. The study has been divided into two funded segments, one of which will require an Environmental Assessment

(EA) and the other, potentially having some significant impacts, requiring an Environmental Impact Statement (EIS).

Mr. Atwell handed out relocation information and a standard relocation schedule. He discussed the advanced work being completed to shorten the early portion of the relocation phase but explained that once the door-to-door identification and negotiation begins the schedule cannot be shortened any further. The EIS schedule will run parallel to the EA, but 2-4 months behind schedule events in the EA.

Following the study update, the meeting was opened up for discussion of individual's perspectives on goals and objective of the Relocation Task Force. The following summarizes the discussion and issues identified to be addressed throughout the next several meetings:

Comment:

Bob Harrell - City of Tampa Housing and Community Development A primary concern is to provide replacement housing in the immediate area so that people can remain in their neighborhoods. This is of particular interest in the Tampa Heights area. In other neighborhoods, vacant housing and vacant land is available. In the Tampa Heights area, it will be important to rehabilitate or construct housing.

Comment:

Bobby Atwell - FDOT, District R-O-W Administrator I am encouraged to hear that there is available housing. In order to receive Federal funds, replacement housing must be available. The relocation plan requires relocating people to generally the same environment.

Comment:

Ron Gregory - TIS Project Director

If they do not inhabit a decent, safe and sanitary residence, we will obviously not move them to a similar structure. Instead, relocation would also equate to upgrading their living environment.

Comment:

Representative Hargrett

Many of the low income areas are undesirable from a commercial standpoint. If you are going to retain people in these areas then something should be done to provide commercial amenities. Incentives need to be provided to bring in commercial development, i.e., supermarkets, drugstores, etc. The commercial development will provide the community local jobs that do not require transportation to get to work.

Comment:

Cecil Edge - Tampa Downtown Partnership

The city will have to address the commercial problem. The Tampa Downtown Partnership is aware of the problem and makes an effort to stay in touch with the situation; however, the city will need to continue their efforts.

Ouestion: François de la Menardiere - Tampa Habitat for Humanity

Do we know how many people will require relocation?

Response: Ron Gregory - TIS Project Director

We do not know the actual number of people; however, in June 1989 a Preliminary Relocation Estimate report was completed. We have not done any house-to-house data collection in terms of the income, race,

owner/tenant information as of yet.

Comment: Ron Rotella - Westshore Alliance

The westshore area will be the first impacted, as defined by the Department as their first priority. The Westshore area is very diverse ethnically and economically. People become very interested once they know they may be impacted as to when they will receive their money. We should emphasize the timing of the relocation in an effort to keep people's

anxieties down.

Comment: Representative Hargrett

The inner city is set-up in the lot and block segments. Existing commercial development will be faced with the decision of pocketing the money and moving out of the inner city or re-investing the money in the community. Incentives need to be provided through zoning changes. The city lot/block set-up does not encourage commercial development; we need

new zoning policies.

Comment: Ron Rotella - Westshore Alliance

One may run into the "Low Growth" Act where you can only change the zoning twice a year. We need to build flexibility into the process. The Board of Adjustments might be the only way to pursue zoning changes under the existing process; otherwise it could take up to 1-1/2 years to

change zoning with the "Low Growth" Act.

Comment: Bob Harrell - City of Tampa Housing and Community Development

We have 2 to 3 years to work this into the process if we decide it should be recommended. I agree with Representative Hargrett in that we want to keep the residents and commercial development in their neighborhoods. We should concentrate on street access to residential and commercial properties, lighting, linear parks and upgrading the right-of-way along the

interstate.

Comment: Representative Hargrett

Access dictates the health of business. If the study is cutting off access to the few thriving commercial nodes, businesses will be impacted. We want to avoid creating another situation such as Florida Avenue where east/west access has been cut off, businesses die and the community surrounding the area falls too. East/west access through Tampa is key to healthy communities and commercial development. Of particular concern is Nebraska Avenue and Scott Street, 7th Avenue/Nebraska Avenue and Nebraska Avenue/Columbus Drive.

Comment: Ron Rotella - Westshore Alliance

A question that will be prevalent is "Should I make the improvement to my property that I had planned?" People need to know simply when they will be compensated and what types of improvements are appropriate to make in the meantime.

Response: Ron Gregory - TIS Project Director

The TIS Study Team is available to answer questions, as well as the FDOT Relocation Department. We also have a 24-hour phone line available for people. In response to Mr. Rotella's concern about informing citizens about making improvements to their homes, planning to move, etc., Greiner will get together with the Department and construct a specific response for each area. A newsletter is being sent out next week to all property owners. It is possible that tenants were not informed by owners of the project and potential for relocation. We will send the Task Force members extra copies of the newsletter for members to distribute to concerned citizens who may not be on the mailing list.

Comment: Representative Hargrett

Re-emphasize that everything south of Martin Luther King Boulevard (MLK) will be harmed because of lack of east/west access.

Question: Cecil Edge - Tampa Downtown Partnership

Is the study closing off a lot of streets?

Response: Representative Hargrett

Yes. For example, Henderson Boulevard leads into downtown. Closing this access will make it more difficult to get into Ybor City. We are also closing off 7th Avenue, Palm Street, 22nd Avenue at Hillsborough River and 15th Street. Ybor City's arterials are being restricted. Access is poor between downtown and south of MLK. North of MLK, the access is pretty good from an east/west standpoint. The access issue will have a major impact on local commercial properties.

Comment: Stephanic Ferrell - Historic Tampa/Hillsborough County

Concurs with Representative Hargrett and re-emphasizes that this is an

important point.

Comment: Charles Knight - Architectural Review Board

It is important to have information on relocations available to citizens as soon as possible. Providing information about the benefits of relocation early-on will allow the process to move more smoothly. If the houses to be acquired are historic, will they be preserved by moving them? If the entire house cannot be preserved, many portions of the houses have usable materials that could be used to help rehabilitate other historic houses. For

example, wooden siding is very expensive and some types are not available any more. An "Inventory Holding Area" could be developed to store materials to rehab houses.

Comment: Stephanie Ferrell - Historic Tampa/Hillsborough County

Possibly when the Demolition Contracts are let, they could pull historic

materials and maybe we could find a place to store them.

Comment: François de la Menardiere - Tampa Habitat for Humanity

> This would be too expensive and costly to store but with volunteers something may be workable. When will people become aware of

relocations?

Comment: Ron Gregory - TIS Project Director

> At the Public Alternatives Meeting, people can view the plans with the proposed acquisitions. Letters will be sent out to all property owners for

the public hearing also.

Comment: Stephanie Ferrell - Historic Tampa/Hillsborough County

> David Christian, President of Black Business Corp., could be a possible candidate for serving on the Task Force. He is working to increase

minority business by providing start-up financing.

Comment: Ron Gregory - TIS Project Director

We should have one meeting that focuses on commercial development and

invite several people from the development community to attend. Mr:

Christian could be included on the list of guests.

Comment: Ron Rotella - Westshore Alliance

> Impact fees hinder the people that are being relocated from purchasing a vacant lot and building a home when existing housing is not available.

> Impact fees will take all their compensation and leave them with little

money to replace their home.

François de la Menardiere - Tampa Habitat for Humanity Comment:

Impact fees have even been applied where existing houses were destroyed

and then rebuilt on the property.

Comment: Bob Harrell - City of Tampa Housing & Community Development

> Impact fees have become such a controversial subject matter it would be better to remove them from the discussion in order to avoid external

groups from prejudging this Task Force.

Comment: Representative Hargrett

> One possible alternative to the existing problems of impact fees is to create a fund which will pay the fees in order to afford people the option

to purchase vacant land when being relocated.

Comment: Ron Gregory - TIS Project Director

All issues that relate to right-of-way and relocation should be openly discussed on the Task Force. If issues are ignored, they historically come back to haunt you. The issue is not one of helping the commercial developer in the Westshore Area but a question of affordable housing, as

how it relates to low income housing.

Question: Ron Rotella - Westshore Alliance

What is the city's role?

Response: Ron Gregory - TIS Project Director

Possibly one of the products of this Task Force will be formulating a list of action items the city should address as a response to the effect of the

TIS project.

Comment: Lee Martin - Hillsborough County School Board

A request that meetings be held at 8:15-8:30 from now on.

The next meeting will be at Greiner Inc. on the Courtney Campbell Causeway in approximately one month. Lead time will be provided so you can work it into your schedule.

The meeting adjourned at 10:00 a.m.

ECI/hd

APPENDIX G

MEMORANDUM OF AGREEMENT (MOA)

MEMORANDUM OF AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE FLORIDA STATE HISTORIC PRESERVATION OFFICER, AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING THE TAMPA INTERSTATE PROJECT IN TAMPA, FLORIDA

WHEREAS, the United States Department of Transportation Federal Highway Administration (FHWA) proposes to provide financial assistance to the Florida Department of Transportation (FDOT) for the proposed improvements to I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to east of 50th Street, the Crosstown Connector from I-4 south to the existing Tampa South Crosstown Expressway in the vicinity of 31st Street, and the South Tampa Crosstown Expressway from Kennedy Boulevard east to Maydell Drive in Tampa, Florida, as shown on the map entitled, "Project Map," and attached hereto as Appendix 1 (State Project No. 99007-1402, WPI No. 7140004, Federal Aid Project No. IR-9999(43), hereinafter the Project); and

WHEREAS, pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 4701), and pursuant to Section 110(1) of the same Act (16 U.S.C. 470h-2(1), FHWA has:

- Determined that the area of potential effect of the Project, as defined in 36 CFR 800.2(c), is as described in the document entitled "Effects Analysis," dated November 1995, and as shown on the "Project Map," attached hereto as Appendix 1.
- Pursuant to 36 CFR 800.5, determined that the Project will have an adverse effect on the Ybor City National Historic Landmark District, the West Tampa Historic District and the Tampa Heights Historic District, all of which are included in the National Register; and three individual properties: Fernandez y Rey House, Washington Junior High School, and Arguelles, Lopez and Brothers Cigar Factory, all of which are eligible for the National Register, and all of which properties are identified in the document entitled "Effects Analysis," and a summary list from this report is attached hereto as Appendix 2.

 Consulted with the Florida State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) to address the Project's adverse effects and afforded the Council a reasonable opportunity to comment on the Project.

WHEREAS, the FDOT, the City of Tampa (City), and the National Park Service (NPS) have participated in the consultation, and have been invited by FHWA to concur in this Memorandum of Agreement (MOA); and

WHEREAS, the definitions given in Appendix 3 are applicable throughout the MOA.

NOW, THEREFORE, FHWA, the Florida SHPO, and the Council agree that upon FHWA's decision to participate in the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the Project on historic properties.

STIPULATIONS

FHWA will ensure that the following stipulations are implemented:

I. Design and Construction of the Project

- A. FDOT will construct the Project within the right-of-way and elevations delineated on the preferred alternative concept plans, dated January 1995, subject to alterations that may be necessary during further Project design to achieve the Project's purposes.
- B. It is expressly understood that the Project right-of-way and elevations delineated in these plans have been designed with the goal of minimizing adverse effects on the historic properties not identified in the document entitled "Effects Analysis." FDOT will ensure that this goal continues to be observed as Project design proceeds.
- C. FDOT will notify the FHWA, who in turn will notify the SHPO and the Council, of any substantive alteration in the Project design that could result in adverse effects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to Stipulation VII.L.
- D. Any Interstate Highway-related construction beyond the limits shown in Appendix 1 is not the subject of this MOA, and will require separate compliance with 36 CFR Part 800.

II. Urban Design Guidelines

- A. The FDOT will follow the Tampa Interstate Study (TIS) <u>Urban Design Guidelines</u> (December 1994), summarized in Appendix 4, in continuing design of the Project, providing for the use of retaining walls, noise barriers, bridges, and other design amenities to minimize or avoid adverse visual and auditory effects on historic properties, users of the Project, the adjacent communities.
- B. The FDOT will follow and document adherence to these guidelines necessary for project implementation approval by the FHWA. In the event that the Guidelines cannot be met, the FDOT will summarize the issues and submit the information to SHPO and the Council, pursuant to Stipulations VII.E., F. and G.

III. Relocation and Rehabilitation of Historic Structures

A. FHWA will participate in funding the relocation and rehabilitation of the 35 historic structures that FDOT judges to be most suitable for relocation and rehabilitation among those proposed for acquisition as outlined in the Historic Structures Preliminary Moving Feasibility Study included in the Tampa Interstate Study (TIS)

Environmental Impact Statement (EIS), Appendix D, November 1995. The following measures will be carried out as part of the relocation and rehabilitation of the 35 historic structures:

- 1. FDOT will judge suitability of structures for relocation and rehabilitation in consultation with the City and the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB) or its designee based on the building's structural condition, and the physical feasibility and appropriateness of relocating and rehabilitating each structure. Methodology for determining the physical feasibility (height, structural, etc.) and appropriateness (based on cost of relocation, available and similar setting of relocation site, percentage of historic material remaining as part of the structure, groupings of structures, etc.) of moving a structure will be based upon the Historic Structures Preliminary Moving Feasibility Study included in the TIS EIS Appendix D, November 1995.
- 2. FDOT will have the 35 structures moved to a site(s) approved by the HT/HCPB, either within the historic district to which it contributes, within the district or cluster of historic buildings determined by the HT/HCPB to be most compatible, or elsewhere in Tampa if the HT/HCPB determines that the building is not compatible with any district or cluster.
- 3. FDOT will ensure that each building is sited in its new location in accordance with the following guidelines:
 - (a) Whenever feasible, the new site must allow for placement and use of the building in a manner similar to those allowed by its original site, and/or for placement and use compatible with the appearance and use of the district or cluster of historic buildings surrounding its new site;
 - (b) Whenever feasible, relocated buildings will be sited to be compatible with the spacing, setback, and rhythm of the streetscape of the new site and the former site; and
 - (c) The new site must not possess historical (including known archeological) resources that would be adversely affected by siting the building there.
- 4. FDOT will ensure that the building is moved to its new site in accordance with the approaches recommended in Moving Historic Buildings (John Obed Curtis, 1979, American Association for State and Local History; hereinafter MHB), by a professional mover who has demonstrated the capability to move historic structures properly.

- 5. Where FDOT determines that it is feasible to relocate and rehabilitate any of the 35 historic structures, FDOT will attempt to relocate people within the historic districts displaced by the Project into the rehabilitated structures. If this is unsuccessful, these structures will be made available to any relocatees from the project.
- 6. Should a relocated structure not be occupied by a relocatee pursuant to Stipulation III.A.5., FDOT will advertise and sell the structure as outlined in Appendix 5.
- B. FHWA will participate in funding the relocation of an additional 29 historic structures and fund the additional costs of moving the structures, disconnecting and reconnecting the utilities, and stabilizing the structures once they are moved. FDOT will deed the structures to the City, providing the City agrees to:
 - 1. Provide the sites for relocating the structures. Consult with the HT/HCPB to ensure the most suitable relocation site within the historic district or elsewhere in Tampa if HT/HCPB determines the site to be compatible.
 - 2. Make a reasonable and good faith effort to ensure that the building is maintained in such a way as to contribute to, and not detract from, the character of the district or cluster of historic buildings surrounding its new site, and will at a minimum ensure that the building when rehabilitated meets the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for decent, safe and sanitary housing.
- C. Where it is not feasible for a building to be moved in accordance with Stipulation III.A or B, FDOT may demolish the building after completing documentation and allowing architectural salvage in accordance with Stipulation V.

IV. Interim Protection

- A. In order to ensure public safety and to better effect the preservation of the historic properties, the FDOT will pursue protective buying and advanced acquisition of these identified properties so as to safely relocate historic properties capable of being moved.
- B. Whenever FDOT acquires title to a historic property, FDOT will ensure protection of the structures from vandalism, illegal occupancy, and weather damage until the terms of Stipulations III.A and B and V.A and B have been fulfilled, taking into account the guidelines set forth in the National Park Service publication "Mothballing Historic Buildings" (Preservation Brief 31, Sharon C. Park, NPS Preservation Assistance Division, September 1993).

V. Documentation and Architectural/Historical Salvage

- A. Pursuant to Section 110(b) of the National Historic Preservation Act, FHWA will ensure that:
 - 1. FDOT will complete the documentation required by the Stipulations V.A.6, 7, or 8, whichever is applicable, and ensure that such documentation is submitted to and accepted by the National Park Service for transmittal to the Library of Congress, before allowing a historic building to which such stipulation is applicable to be demolished or moved.
 - 2. All final documentation will be completed in accordance with "Preparing Documentation for Transmittal to the Library of Congress."
 - 3. FHWA will submit draft copies of all documentation to the National Park Service (NPS), Southeast Regional Office prior to submission of the final documentation for review and assignment of an Historic American Buildings Survey (HABS) project number.
 - 4. FHWA will file copies of all documentation prepared pursuant to this MOA with the SHPO and the HT/HCPB.
 - 5. For the Fernandez y Rey House; Washington Junior High School; and the Arguelles, Lopez and Brothers Cigar Factory, which are **individually eligible** for the *National Register of Historic Places* and are slated for demolition or relocation, FDOT will prepare the following documentation:
 - a. Drawings Select existing drawings, where available, with large-format negatives or photographically reproduced on mylar.
 - b. Photographs Photographs with large-format negatives of exterior and interior views or historic views, where available.
 - c. Written Data History and description.
 - 6. For contributing buildings within the Ybor City National Historic Landmark District which are slated for demolition or relocation, FDOT will prepare the following documentation:
 - a. District Overview
 - i. <u>4" x 5" Large Format Photography</u> (Following Photographic Specifications)

- Streetscape views of all sides of all blocks which provide full photographic coverage of buildings and green space impacted by the Project.
- Area photograph(s) of impact area shall clearly illustrate existing vegetation and hardscape.

ii. Written Documentation

- Narrative report of Ybor City
- Sanborn maps of areas impacted by building removal as well as the new location.
- iii. 24" x 36" Measured Drawing (Following Field Instructions for Measured Drawings)
 - Site plan of Ybor City (scale 1"=100'.0") with all buildings represented.

b. Historic Properties

- i. 4" x 5" Large Format Photography (Following Photographic Specifications)
 - One view of all elevations, two 3/4 views and exterior/interior views of significant features.
- ii. <u>8 ½" x 11" Sketch Drawings Photocopies of Original Drawings</u> (Following Guidelines for Preparing Written Historical and Descriptive Data)
 - Plan(s) of all floors of each building.
 - Site plan for Ybor City with the building's location labeled.
- iii. Written Documentation (Following Guidelines for Preparing Written Historical and Descriptive Data)
 - Architectural Data Form (short form) for each residential building.

Note: A single document recording typical design maybe produced for a group of similar buildings. Dissimilar buildings will be documented separately.

- 7. For contributing buildings within the West Tampa National Register Historic District which are slated for demolition or relocation, FDOT will prepare the following documentation:
 - a. Drawings Sketch plan.
 - b. Photographs Photographs with large-format negatives of exterior and interior views.
 - c. Written Data Architectural data form.
- 8. For contributing buildings that are part of the **Tampa Heights National**Register Historic District which are slated for demolition or relocation,
 FDOT prepares the following documentation:
 - a. Drawings Sketch plan.
 - b. Photographs Photographs with large-format negatives of exterior and interior views.
 - c. Written Data Architectural data form.
- B. As FDOT acquires title to historic buildings and after the documentation prescribed in Stipulation V.A is completed, FDOT will afford the City in coordination with the HT/HCPB at least 30 days access to each building that is scheduled for demolition, for the purpose of salvaging architectural elements for use in rehabilitating other historic structures in accordance with the "Salvaging Architectural Elements" (June 1996) attached hereto as Appendix 6.

VI. Archeological Monitoring/Discoveries

- A. Should unmarked human burials be encountered during construction of the Project, FDOT will ensure that they are recovered and treated in accordance with Chapter 872.05, Florida Statutes.
- B. The FDOT will ensure that any discoveries of historic properties during advanced design and construction are addressed according to 36 CFR 800.11. FDOT will also ensure that any unanticipated effects of the Project be addressed according to 36 CFR 800.11.

C. FDOT will ensure that all records resulting from archeological monitoring are in accordance with 36 CFR 79, and that all materials resulting from such monitoring that are not disposed of in accordance with Stipulation VI.A are curated in accordance with 36 CFR 79.

VII. Administrative Stipulations

- A. Should a question arise subsequent to execution of this MOA about whether any property within the area of potential effect is eligible for the National Register, FHWA in coordination with SHPO will exercise its discretion to resolve the question in accordance with either 36 CFR 800.4(c) or 36 CFR 800.11(d)(1).
- B. FDOT will ensure that information resulting from the work completed for this MOA is provided to the SHPO in a form acceptable to the SHPO for inclusion in the SHPO's files, historic properties inventory, and archives.
- C. FDOT will ensure that all recordation of historic buildings and structures carried out pursuant to this MOA is conducted by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards for Architectural History (48 FR 44739); and that all archeological work is carried out by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards for Archeology (48 FR 44739).
- D. FDOT will not change any contract let to implement work specified by this MOA without first affording the SHPO the opportunity to review the proposed change and determine whether to invoke Stipulation VII.L.
- E. At the beginning of each phase (design, right-of-way acquisition and construction) of the Project, a re-evaluation of the Project will be undertaken by FDOT. As part of the re-evaluation process, the FDOT will prepare and provide to all parties to this MOA a Section 106 MOA Status Report (hereinafter the Report). The following topics will be addressed in the Report:
 - 1. General status of the Project;
 - 2. Historic building(s) acquired;
 - 3. How each stipulation of this MOA has been implemented;
 - 4. Any problems encountered in implementation;
 - 5. How such problems (if any) have been addressed; and
 - 6. Any recommendations for changes to the MOA or the Urban Design Guidelines or their means of implementation.

- F. FDOT will ensure that its Report is made available for public inspection, that known and potentially interested members of the public are made aware of its availability, and that interested members of the public are invited to provide comments regarding the Report to the Council and SHPO as well as to FHWA and FDOT.
- G. FHWA will submit the Report to the SHPO and Council for their review comments. Comments should be submitted to the FHWA within 30 days. At the request of any party to this MOA, including any concurring party, a meeting or meetings will be held to facilitate review and comment, to resolve questions, or to resolve comments that are adverse.
- H. Based on this review of the Report, this agreement may continue in force or be amended or terminated by any party to the MOA in accordance with Stipulation VII.L.
- I. Should any party to this MOA object to any action or proposed action that relates to this MOA and its subject matter, within 30 days after learning of such objection, FDOT will consult with the objecting party to resolve the objection. If after initiating such consultation, FDOT determines that it cannot resolve the objection, FDOT will request assistance from FHWA. If FHWA determines that it cannot resolve the objection, FHWA will forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the Council will exercise one of the following options:
 - 1. Advise FHWA that the Council concurs in FHWA's proposed final decision, whereupon FHWA will respond to the objection accordingly;
 - 2. Provide FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding its response to the objection; or
 - 3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800.6(b) and proceed to refer the objection and comment. The resulting comment will be taken into account by FHWA in accordance with 36 CFR Part 800.6(b) and Part 110(1) of NHPA.

Should the Council not exercise one of the above options within 30 days after receipt of all pertinent documentation, FHWA may assume the Council's concurrence in its proposed response to the objection.

J. FHWA and FDOT will take into account any Council recommendation or comment provided in accordance with Stipulation I with reference only to the subject of the objection; FHWA's and FDOT's responsibilities to carry out all actions under this MOA that are not the subjects of the objection will remain unchanged.

- K. At any time during implementation of the measures stipulated in this MOA, should an objection to any such measure, its manner of implementation, or any other aspect of the Project that relates to historic properties management be raised by a member of the public, FDOT will notify the other parties to this MOA of such objection, take the objection into account, and consult as needed with the objecting party, the SHPO, and/or the Council to resolve the objection.
- L. Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.5(e) to consider such an amendment.

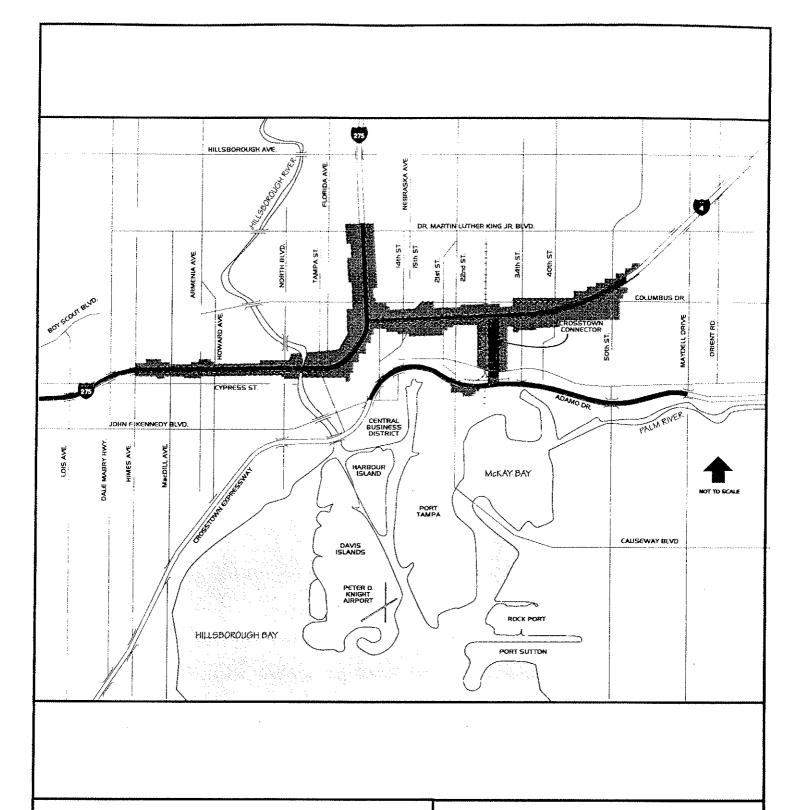
Execution of this Memorandum of Agreement and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the Tampa Interstate Project [No. IR-9999(43)] and its effects on historic properties, and that FHWA has taken into account the effects of the Project on historic properties. FEDERAL HIGHWAY ADMINISTRATION Date: _____ Approved by: J.R. Skinner, Division Administrator FLORIDA STATE HISTORIC PRESERVATION OFFICER Approved by: George W. Percy, SHPO ADVISORY COUNCIL ON HISTORIC PRESERVATION Date: Approved by: Cathryn B. Slater, Chairman FLORIDA DEPARTMENT OF TRANSPORTATION Date: ____ Concur by: Ben G. Watts, P.E., Secretary CITY OF TAMPA

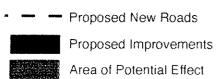
Date: _____

Dick Greco, Mayor

Concur by:

APPENDIX 1
PROJECT MAP





FLORIDA DEPARTMENT OF TRANSPORTATION MEMORANDUM OF AGREEMENT TAMBA INTERCTATE OTUDY

TAMPA INTERSTATE STUDY PHASE II

Hillsborough County, Florida PROJECT MAP

APPENDIX 1

APPENDIX 2

PROPOSED FOR ACQUISITION AND POSSIBLE RELOCATION

INDIVIDUAL PROPERTIES ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER

<u>I.D. No.</u>	FMSF No.	<u>Description</u>	Property Address
123	8HI4096	Fernandez y Rey House	3300 Laurel Street
124	8HI4172	Washington Junior High School	707 Columbus Drive
125	8HI964	Arguelles, Lopez, and Brothers Cigar Factory	2503 East 21st Street

WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
027	8HI4106	Private Residence	1920 Laurel Street
026	8HI4105	Private Residence	1924 Laurel Street
022	8HI4101	Private Residence	1928 Laurel Street
021	8HI4100	Private Residence	1930 Laurel Street
023	8HI4102	Private Residence	2312 Laurel Street
024	8HI4103	Private Residence	2324 Laurel Street

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
404	8HI4472	Private Residence	907 East 12th Avenue
405	8HI4432	Private Residence	909 East 12th Avenue
140	8HI4174	Private Residence	916 East 12th Avenue
142	8HI4176	Private Residence	920 East 12th Avenue
406	8HI4433	Private Residence	922 East 12th Avenue
143	8HI4177	Private Residence	1004 East 12th Avenue
144	8HI4178	Private Residence	1006 East 12th Avenue
145	8HI4179	Private Residence	1010 East 12th Avenue
147	8HI4181	Private Residence	1018 East 12th Avenue
149	8HI4183	Apartment	1022 East 12th Avenue
435	8HI5458	Private Residence	1210 East 12th Avenue
436	8HI5459	Private Residence	1212 East 12th Avenue
437	8HI5460	Private Residence	1214 East 12th Avenue
438	8HI4561	Private Residence	1216 East 12th Avenue
439	8HI5457	Private Residence	2301 North 12th Street
407	8HI4434	Private Residence	2302 North 12th Street
150	8HI4184	Private Residence	2305 North 12th Street
151	8HI4185	Duplex	2307 North 12th Street
152	8HI4186	Private Residence	2309 North 12th Street
153	8HI4187	Private Residence	1209 East 13th Avenue
154	8HI4188	Private Residence	1211 East 13th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES (Continued)

156	I.D. No.	FMSF No.	Description	Property Address
157 8H14191 Private Residence 1219 East 13th Avenue	156	8HI4190	Private Residence	1215 East 13th Avenue
158				
433 8H15463 Private Residence 2300 North 13th Street 236 8H14269 Private Residence 2501 North 13th Street 238 8H14271 Private Residence 2502 North 13th Street 239 8H14272 Private Residence 2509 North 13th Street 159 8H14193 Private Residence 910 East 14th Avenue 160 8H14195 Private Residence 914 East 14th Avenue 161 8H14195 Private Residence 918 East 14th Avenue 162 8H14196 Private Residence 918 East 14th Avenue 163 8H14197 Apartment 920 East 14th Avenue 164 8H14198 Private Residence 1002 East 14th Avenue 166 8H14201 Private Residence 1006 East 14th Avenue 167 8H14201 Private Residence 1007 East 14th Avenue 170 8H14201 Private Residence 1018 East 14th Avenue 171 8H14204 Duplex 1018 East 14th Avenue 175 8H1421 Private Residence 1020 East 14th Av				
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239			Private Residence	2503 North 13th Street
160			Private Residence	2509 North 13th Street
160	159	8HI4193	Private Residence	910 East 14th Avenue
162	160	8HI4194	Private Residence	914 East 14th Avenue
163	161	8HI4195	Private Residence	916 East 14th Avenue
164	162	8HI4196	Private Residence	918 East 14th Avenue
166	163	8HI4197	Apartment	920 East 14th Avenue
180	164	8HI4198	Private Residence	1002 East 14th Avenue
167	166	8HI4200	Private Residence	1006 East 14th Avenue
177	180	8HI4214	Private Residence	1007 East 14th Avenue
170	167	8HI4201	Private Residence	1008 East 14th Avenue
176	177	8HI4211	Private Residence	1017 East 14th Avenue
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175	176	8HI4210	Private Residence	1019 East 14th Avenue
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292 8HI4323 Private Residence 1701 East 15th Avenue				-
	292	8HI4323	Private Residence	1/01 East 15th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES (Continued)

I.D. No.	FMSF* No.	Description	Property Address
293	8HI4324	Duplex	1703 East 15th Avenue
294	8HI4325	Private Residence	1705 East 15th Avenue
295	8HI4326	Private Residence	1707 East 15th Avenue
296	8HI4327	Private Residence	1709 East 15th Avenue
297	8HI4328	Duplex	1711 East 15th Avenue
298	8HI4329	Private Residence	1713 East 15th Avenue
299	8HI4330	Private Residence	1715 East 15th Avenue
312	8HI4343	Private Residence	1803 East 15th Avenue
313	8HI4344	Private Residence	1805 East 15th Avenue
314	8HI4345	Private Residence	1811 East 15th Avenue
316	8HI4347	Private Residence	1815 East 15th Avenue
317	8HI4348	Private Residence	1821 East 15th Avenue
220	8HI4253	Private Residence	1901 East 15th Avenue
219	8HI4252	Private Residence	1905 East 15th Avenue
218	8HI4251	Duplex	1909 East 15th Avenue
217	8HI4250	Duplex	1911 East 15th Avenue
215	8HI4248	Duplex .	1915 East 15th Avenue
266	8HI4299	Private Residence	2501 North 15th Street
263	8HI4296	Private Residence	2502 North 15th Street
267	8HI0957	Private Residence	2503 North 15th Street
264	8HI4297	Private Residence	2504 North 15th Street
268	8HI1052	Private Residence	2505 North 15th Street
265	8HI4298	Private Residence	2506 North 15th Street
284	8HI4315	Private Residence	2504 North 17th Street
285	8HI4316	Storage Building	2510 North 17th Street
308	8HI4339	Private Residence	2507 North 18th Street
309	8HI4340	Private Residence	2509 North 18th Street
301	8HI4332	Private Residence	2514 North 18th Street
222	8HI4255	Private Residence	2501 North 19th Street
221	8HI4254	Private Residence	2509 North 19th Street

TAMPA HEIGHTS MULTIPLE PROPERTY LISTING PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
080 410 079	8HI3663 8HI4437 8HI3753	Private Residence Private Residence Apartment	2004 North Lamar Avenue 506 East Palm Avenue 508 East Palm Avenue
073 076 051	8HI3672 8HI812 8HI917	Faith Temple Missionary Baptist Church Apartment Building Otto Stallings House	602 East Palm Avenue 1902 North Lamar Avenue 408 East 7th Avenue

PROPERTIES WITH INDIRECT ADVERSE EFFECT

WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT PROPERTIES WITH INDIRECT ADVERSE EFFECT

I.D. No.	FMSF No.	Description	Property Address
B8a		Commercial	1403 N. Howard Avenue
B9b		Private Residence	1907 La Salle Street
B8e		Private Residence	2115 La Salle Street
B8f		Private Residence	2117 La Salle Street
B5i	8HI4121	Private Residence	2307 La Salle Street
B5h	8HI4122	Private Residence	2309 La Salle Street
B5g	8HI4104	Private Residence	N. Howard Avenue
B5f	8HI4124	Private Residence	2321 La Salle Street
B5e	8HI4125	Private Residence	2329 La Salle Street
B5d	8HI4126	Private Residence	2331 La Salle Street
B5c	8HI4127	Private Residence	2333 La Salle Street
B5a	8HI4129	Private Residence	2337 La Salle Street

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES WITH INDIRECT ADVERSE EFFECT

I.D. No.	FMSF* No.	Description	Property Address
Bla	•••	Private Residence	909 East 15th Avenue
Bld		Private Residence	2514 North 10th Street
Ble		Private Residence	2518 North 10th Street
B2a	***	Private Residence	1009 East 15th Avenue
B2b	•	Private Residence	1011 East 15th Avenue
B2c		Private Residence	1011 1/2 East 15th Avenue
B2d	w=	Private Residence	1013 East 15th Avenue
B2e	••	Private Residence	1019 East 15th Avenue
B2f		Private Residence	1021 East 15th Avenue
B2g		Private Residence	2516 North 12th Street
B3b	8HI4242	Private Residence	2505 North 12th Street
B3c	8HI4262	Private Residence	1203 East 15th Avenue
B3d	8HI4263	Private Residence	1205 East 15th Avenue
B4a		Private Residence	911 East 12th Avenue
B4b		Private Residence	915 East 12th Avenue
B4c	40 M	Private Residence	917 East 12th Avenue
B4d		Private Residence	919 East 12th Avenue
B4e		Private Residence	921 East 12th Avenue
B4f		Private Residence	2105 Nebraska Avenue
B4g		Private Residence	906 East 11th Avenue
B4j		Private Residence	920 East 11th Avenue
B4k		Private Residence	2202 North 10th Street
B41		Private Residence	2204 North 10th Street
B5a		Private Residence	905 East 11th Avenue
B5b		Private Residence	907 East 11th Avenue
B7a		Private Residence	1001 East 12th Avenue
B7b		Private Residence	1007 East 12th Avenue
B7d	***	Private Residence	1011 East 12th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES WITH INDIRECT ADVERSE EFFECT (Continued)

I.D. No.	FMSF No.	<u>Description</u>	Property Address
B7e		Private Residence	1019 East 12th Avenue
B7f	70 da	Private Residence	2206 North 12th Street
B8f		Private Residence	1203 East 12th Avenue
B8g		Private Residence	1205 East 12th Avenue
B8h		Private Residence	1207 East 12th Avenue
B8i		Private Residence	1211 East 12th Avenue
B8j		Private Residence	1213 East 12th Avenue
B81	***	Private Residence	1219 East 12th Avenue
B8m		Private Residence	1221 East 12th Avenue
B8n		Private Residence	2214 North 13th Street
B9a	8HI4264	Private Residence	1211 East 15th Avenue
B9b	8HI4265	Private Residence	1215 East 15th Avenue
B9c	8HI4267	Private Residence	2508 North 13th Street
B12a	8HI4322	Private Residence	1605 East 15th Avenue
B12b	8HI4321	Private Residence	1609 East 15th Avenue
B12c	8HI4320	Private Residence	1611 East 15th Avenue
B12d	8HI4319	Private Residence	1613 East 15th Avenue
B12e	8HI4318	Private Residence	1615 East 15th Avenue

TAMPA HEIGHTS MULTIPLE PROPERTY LISTING PROPERTIES

I.D. No.	FMSF* No.	Description	Property Address
PAa	8HI3751	Private Residence	407 East Palm Avenue
PAb	8HI0271	Private Residence	405 East Palm Avenue
PAi	8HI0279	Apartments	2003 North Central Avenue
PAj	8HI0689	Day Care Center	2005 North Central Avenue
PAk	8HI0283	Private Residence	2007 North Central Avenue
MPL1	8HI3649	Tampa Heights Methodist	
		Church (Tyer Temple	
		United Methodist Church)	503 East Park Avenue

^{*} Florida Master Site File Form

APPENDIX 3
DEFINITIONS

APPENDIX 3

MOA DEFINITIONS

Criteria of Adverse Effect: An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on National Register or eligible properties may occur under conditions which include but are not limited to:

- (1) Physical destruction, damage, or alteration of all or part of a property;
- (2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;
- (3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
- (4) Neglect of a property resulting in its deterioration or destruction;
- (5) Transfer, lease, or sale of a property without adequate conditions or restrictions regarding preservation, maintenance, or use.

Advisory Council on Historic Preservation: The National Historic Preservation Act of 1966, as amended, established the Advisory Council on Historic Preservation (ACHP) as an independent agency of the United States to advise the President and the Congress on historic preservation matters, recommend measures to coordinate Federal historic preservation activities, and comment on Federal actions affecting properties included in or eligible for inclusion in the *National Register of Historic Places*. The Council protects properties of historical, architectural, archeological, and cultural significance at the national, State, and local level.

Agency Official: The Federal agency head or a designee with authority over a specific undertaking, including any State or local government official who has been delegated legal responsibility for compliance with Section 106 and Section I 10(f) in accordance with law.

Area of Potential Effect: The geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist.

Cultural Resources: Resources that are considered to be properties with ethnic, historic, architectural, industrial, and/or personal significance to the community.

Federal Relocation Assistance: Anyone displaced by a Federal or Federally-assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property which meets the federal requirements for decent, safe. and sanitary housing. Public

Law 91-646, the Uniform Relocation Act of 1970 as amended, ensures fair and consistent

treatment of people who are required to move to make way for new road construction. Relocation services are provided by qualified personnel employed by the Department of Transportation.

Florida Master Site File: The State's clearinghouse for information on archaeological sites, historical structures, and field surveys for such sites. The system is administered by the Bureau of Archaeological Research, Division of Historical Resources, under the Florida Department of State. The Master Site File depends on the reporting of outside individuals and organizations for its information. The Master Site File Form Number which organizes all files includes a prefix of "8" for the state of Florida, a two letter county code, the number in assignment order within the county, and an optional terminal letter designating spatial or other subdivisions of the site.

HABS: The Historic American Buildings Survey (HABS) is a federal government program which documents locally, regionally, and nationally significant architectural properties that are listed in or eligible for the *National Register of Historic Places*. The National Park Service manages the program and all HABS records are maintained in the Prints and Photographs Division of the Library of Congress. The Historic American Engineering Record (HAER) is administered in conjunction with the HABS program.

Historic Property: Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register. This term includes, for the purposes of these regulations, artifacts, records, and remains that are related to and located within such properties. The term "eligible for inclusion in the National Register" includes both p properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria.

Historic Tampa/Hillsborough County Preservation Board of Trustees (HT/HCPB): The HT/HCPB consists of nine members who are appointed by the Governor, confirmed by the Senate, and serve 4-year terms. The HT/HCPB is a not-for-profit Board of Trustees and operates as part of the Department of State under the Division of Historical Resources. The purpose and functions of the Board are to restore, preserve, maintain, reconstruct, reproduce, and operate for the use, benefit, education, recreation, enjoyment, and general welfare of the people of this state and nation certain ancient or historic landmarks, sites, cemeteries, graves, military works, monuments, locations, remains, buildings, and other objects of historic or antiquarian interest of Hillsborough County.

Individually Eligible: A historic property that the Secretary of the Interior has designated as individually eligible for listing on the *National Register of Historic Places*.

Mayor's Challenge Fund Partnership: An organization comprised of government, local non-profit, and private lending organizations committed to improving Tarnpa's housing stock. Funds pledged or committed by Partnership lending institutions are used by the City and local nonprofit housing corporations in order to make low interest loans to Tampa's low and moderate income families through the Challenge Fund Program. The Challenge Fund guarantees private bank

loans for 5 years which eliminates the need for mortgage insurance, insures lower rates, and requires 0 points to obtain a loan.

Mitigation: If an adverse effect on historic properties is found, the Agency Official shall notify the Advisory Council on Historic Preservation (ACHP) and shall consult with the State Historic Preservation Officer (SHPO) to seek ways to avoid or reduce the effects on historic properties. This process is referred to as mitigation. If the Agency Official and the State Historic Preservation Officer agree upon how the effects will be taken into account, they shall execute a Memorandum of Agreement (MOA).

National Historic Landmark: A historic property that the Secretary of the Interior has designated as a National Historic Landmark.

National Register of Historic Places: The National Register of Historic Places maintained by the Secretary of the Interior.

Protective Buying:

Secretary of Interior Guidelines: "Standards and Guidelines for Archaeology and Historic Preservation" (48 FR 447716) used to identify historic properties and to evaluate the eligibility of these properties for the *National Register of Historic Places*.

Section 106 Process: The National Historic Preservation Act requires consultation between the State Historic Preservation Officer (SHPO) and the FHWA to determine the effects of a proposed improvement project on properties listed or eligible for listing on the National Register of Historic Places and properties identified as contributing to National Register Historic Districts. The identification of these historic properties as well as agreed upon mitigation for impacts to properties based on consultation activities is referred to as the "Section 106 process." The Federal Register sites 36 CFR Part 800, "Protection of historic Properties," which outlines the regulations that govern the Section 106 review process established by the National Historic Preservation Act of 1966, as amended.

APPENDIX 4 URBAN DESIGN GUIDELINES SUMMARY

INTENT OF THE GUIDELINES

From the inception of the Tampa Interstate Study Master Plan project, visual quality and aesthetics have been an integral component of the planning process. Goals and objectives outlined in the Master Plan are as follows:

- To improve the overall aesthetics and unity of the interstate system;
- To establish a hierarchy of areas for special visual emphasis; and
- To develop a palette of man-made and natural design elements to be used in the implementation of the project.

The <u>Urban Design Guidelines</u> for the Tampa Interstate Study have been developed to minimize adverse visual and auditory impacts to both users of the freeway and land use neighbors adjacent to the system. The goal of these guidelines is to ensure a consistent, aesthetically pleasing treatment for design and to minimize visual effects throughout the limits of the interstate study.

The objective of these guidelines is to provide the design team guidance on specific aesthetic requirements contained in approved environmental documents, the Section 4(f) Evaluation and Section 106 commitments. It is emphasized that the aesthetic requirements have been agreed upon by federal, state and local agencies as appropriate and in some areas serve as mitigation. These measures must be followed and documented as are any other project criteria necessary for project implementation approval by the Federal Highway Administration.

While these guidelines present concepts and examples, their goal is to encourage the design team to exercise fully their own talents and intuition in shaping the aesthetic experience of any design. The Liban Design Guidelines should be used to provoke, not to inhibit, design expression. It should be used to facilitate observation, develop an awareness of aesthetic responses and evaluate the relative

success of alternative solutions. Although sharing the common framework of the interstate corridor, every project is unique. Only through the design team, with intimate project knowledge and first-hand participation in the design evolution, can the intent and objectives of this document be realized.

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Tampa Interstate Study Urban Design Guidelines

The Greiner Team

LIST OF EXHIBITS (Continued)

Page		4-4	50	5.9	5-15	5.17	5-19	5-20	5-22	5-23	5-25	5-26	5-27	5-28	5-31	5-32	5-33	5-45	5-46	5-47	97.2
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INTRODUCTION

Tampa Interstate Study Urban Design Guidelines

INTRODUCTION

1.0

In 1989, the Tampa Interstate Study team produced a plan for the proposed reconstruction of 37 miles of Tampa's interstate system. This multi-modal transportation project, referred to as the Tampa Interstate Study (TiS) Phase I Master Plan, consisted of the full range of master planning and impact analyses for several reconstruction alternatives to safely accommodate transportation needs in the year 2010. The TIS Master Plan was approved by the Federal Highway Administration (FHWA) in November 1989. The limits of the study include portions of I-275, I-75 and I-4, as illustrated on Exhibit I.1. The Master Plan study area was divided into 6 geographic study segments and 20 design segments for planning and analysis. The design segments are shown on Exhibit I.2 and discussed in Appendix A. The FHWA-approved TIS Master Plan concept is documented in the Florida Department of Transportation's (FDOT) Master Plan Report (August 1989).

From the inception of the project, visual quality and aesthetics of the interstate expansion have been an integral component of the Master Plan process for both the system user and the adjacent land area. Goals and objectives outlined in the Master Plan are as follows:

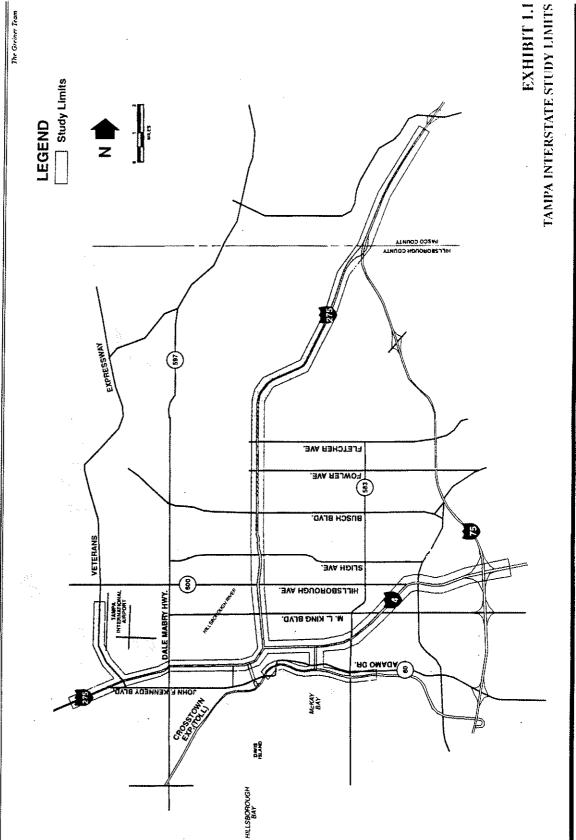
- To improve the overall aesthetics and unity of the interstate system;
- To establish a hierarchy of areas for special visual emphasis; and To develop a palette of man-made and natural design elements to be used in the implementation of the project.

The intent of the Phase I Master Plan was to document visual quality and provide the framework for tempering design decisions so that these goals and objectives are not overlooked or compromised in the subsequent phases of the project. While aesthetics is an integral part of functional roadway design, no design features should be proposed that would interfere with current roadway safety standards and criteria. The TIS project is included in the Hillsborough County MPO 2010 Long Range Lransportation Plan, adopted September 10, 1991.

Phase II of the TiS began in May 1990 and involves the environmental documentation necessary for state and federal approvals and funding for those concepts approved in Phase I. Environmental documentation completed to date is discussed in Appendix B. The Environmental Impact Statement portion of the TiS includes the Section 106 and Section 4(f) analyses, which address mitigation for impacts on cultural, historic, and recreational resources. A Memorandum of Agreement (MOA), developed as part of the Section 106 process, will be signed by coordinating and cooperating agencies to establish the appropriate mitigation required to be carried forth in subsequent project phases. The Urban Design Guidelines will be incorporated as part of the MOA, which is a legally binding agreement. The reality of such a complex project is that a multitude of consultants will be involved with the design of the project. This underscores the importance of providing a concise set of guidelines that will ensure integration and continuity of design standards throughout the different contracts so the overall aesthetic goals of the interstate reconstruction are achieved.

The design documentation, or final design for the proposed improvements, will be accomplished in Phase III of the TIS. Selected design consultants will complete bid documents by geographic segment as outlined in the Master Plan. At designated submittals, design consultants will be required to address aesthetic issues in writing, detailing compliance with the <u>Urban Design Guidelines</u>. Presentations to a Design Review Committee will be required, at specified intervals of project completion, to ensure compliance with the <u>Urban Design Guidelines</u> and coordination with adjacent design segments.

Phase IV of the TIS will involve right-of-way acquisition, relocation, and construction of the proposed improvements. Purchase of additional properties necessary for the proposed interstate reconstruction, as well as the construction of the improvements, will be completed by design segment.



Tanpa Interstate Study Urban Design Guidelines

A Florida Department of Transportation Project

2.0 PURPOSE OF THE URBAN DESIGN GUIDELINES

The TIS <u>Urban Design Guidelines</u> have been developed to minimize adverse visual and auditory impacts to users of the freeway and to land uses adjacent to the system. The goal of the guidelines is to ensure a consistent, aesthetically pleasing design and to minimize adverse effects in the project area. A description of the various levels of treatment throughout the 37-mile corridor is provided in Section 3.2 of this document.

An objective of these guidelines is to provide the designer with specific aesthetic requirements relative to the approved environmental documents, Section 4(f) Evaluation and Section 106 commitments and requirements. It should be noted that the aesthetic requirements have been approved by federal, state, and local agencies as appropriate mitigation of adverse effects in some design segments. These specific mitigation measures must be followed and documented as any other project criteria and commitment.

A AESTHETIC DESIGN THEME

It is the intent of this document to refine the general design concepts and performance standards established in the Master Plan, and to defineate requirements for conformance to an aesthetic design theme and criteria. These criteria are for use by the government agencies responsible for maintaining the design process, by the professional design consultants responsible for preparing final design documents, and for the construction administration of the design segments.

Because the interstate reconstruction is scheduled for implementation by individual design segments over an estimated 20-year time frame, coordination to ensure consistency and continuity among adjacent design segments is essential to the long-term success of the project. This coordination will require continued agency liaison efforts throughout the duration of the project.

2.2 MINIMIZING VISUAL IMPACTS

In addition to improving the overall unity and visual quality of the project, the <u>Urban Design</u> <u>Guidelines</u> address specific performance standards for unique areas within the corridor. These areas include West Tampa, Ybor City, Seminole Heights and Tampa Heights, recognized for their historic resources, and downtown Tampa and Westshore, which encompass several culturally significant and historic resources. These special design areas are discussed in Section 3.3. These areas are the subject of environmental analysis and documentation as required by Section 106 of the National Historic Preservation Act and Section 4(f) of the Federal Highway Act/Department of Transportation Act of 1966 (in conjunction with the National Environmental Policy Act).

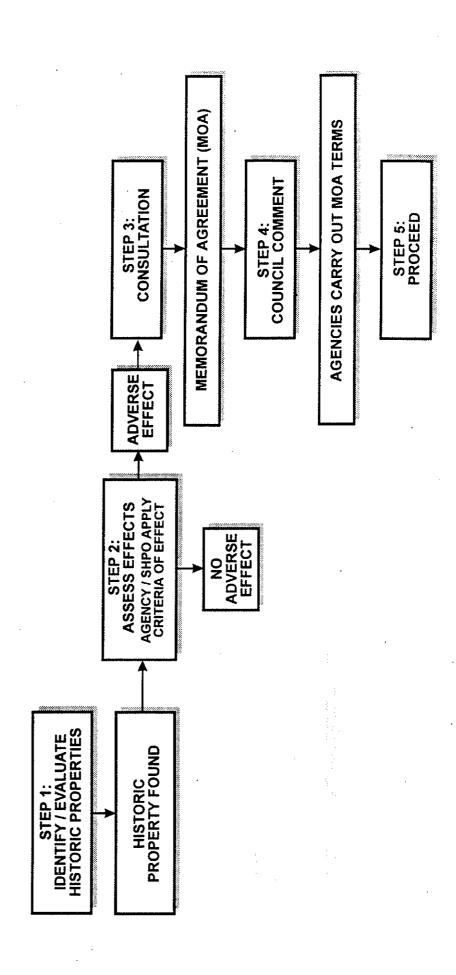
The Section 106 process, as illustrated on Exhibit 2.1, considers the potential effects of proposed actions on historic properties. In addition to addressing such direct impacts as physical destruction, isolation or alteration of setting, and neglect of historic properties, the Section 106 evaluation criteria of adverse effects includes alteration of visual, audible or atmospheric elements to a property's setting. Consultation among the State Historic Preservation Officer (SHPO), the Federal Highway Administration (FHWA), and the Advisory Council on Historic Preservation and the FDOT will result in a Memorandum of Agreement (MOA), which will outline agreed upon measures that will reduce, avoid, or mitigate adverse effects. The City of Tampa and the FDOT will be concurring signatures to the MOA. Therefore, the visual components of the urban design elements in the area of potential effect as outlined in these Urban Design Guidelines will serve as mitigation measures for the negative impacts created by the proposed interstate improvements.

Section 4(f) protected lands impacted by the project include historic sites and publicly owned properties used for parks and recreational facilities. Proposed actions which may directly or indirectly impact such properties are subject to the Section 4(f) process. Direct impacts include property acquisition for additional right-of-way and access to the facilities. Indirect impacts include, among other elements,

2.1

SECTION 106 PROCESS

EXIIIBIT 2.1



Tampa Interstate Study Urban Design Guidelines

The Greiner Team

Tampa Interstate Study Urban Design Guidelines

visual aesthetics and noise. Similar to the Section 106 concerns, the <u>Urban Design Guidelines</u> are intended to minimize adverse indirect impacts to Section 4(f) properties in the vicinity of the proposed interstate improvements.

Due to the small size of parcels in many locations, right-of-way for the interstate improvements in these areas will be acquired by parcel. The remainder parcels will be available for aesthetic treatments outlined in this report to be a "good neighbor" to the surrounding community. No partial parcels will be left which would be unusable by the property owner due to code or setback requirements.

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APPENDIX 5
MARKETING PLAN

APPENDIX 5

MARKETING PLAN

- I. The Federal Highway Administration (FHWA), in consultation with the State Historic Preservation Officer (SHPO), shall ensure that a plan is prepared and implemented for marketing any of the historic structures referenced in Stipulation III.A of the Memorandum of Agreement (MOA) that have not been occupied by a relocatee pursuant to Stipulation III.A5 of the MOA. FHWA shall ensure that the marketing plan includes the following elements:
 - A. An information package for each relocated and rehabilitated structure that is not occupied by a relocatee, including but not limited to:
 - 1. Photographs of the property;
 - 2. A parcel map;
 - 3. Information on the property's historic significance;
 - 4. Information on the property's cost;
 - 5. Information on tax benefits for rehabilitation of historic properties;
 - 6. Notification that the purchaser shall be required via protective covenant to maintain the property in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Properties (U.S. Department of the Interior, National Park Service, 1992); and
 - 7. Notification that the covenant shall be included in the documents transferring the property to the purchaser.
 - B. A distribution list of potential purchasers.
 - C. An advertising plan and schedule.

- D. A schedule for receiving and reviewing offers.
- II. Upon SHPO's agreement with the marketing plan or after resolution of any disagreement in accordance with Stipulation I of the MOA, FDOT shall implement the marketing plan.
- III. In consultation with SHPO, FDOT shall review each offer it receives in response to the marketing plan and select one that meets the following requirements:
 - A. The offeror has the financial and technical ability to carry out the terms of the offer; and
 - B. The offeror agrees to accept transfer of the property with the covenant.
- IV. If FDOT receives no offer that it determines conforms to the requirements of paragraph III above, FDOT, in consultation with SHPO, may modify the requirements and re-offer the property, or may deed the property to the City of Tampa or a non-profit organization. Should SHPO not agree with FDOT's decision regarding the property(ies), FDOT may implement the dispute resolution stipulation outlined in the MOA.

APPENDIX 6
SALVAGING PLAN

APPENDIX 6

SALVAGING ARCHITECTURAL ELEMENTS

I. GENERAL RESPONSIBILITIES

A. Intent

Pursuant to Stipulation III.C of the Memorandum of Agreement (MOA), the Florida Department of Transportation (FDOT) shall establish and implement the following plan for assuring the salvage of architectural elements and materials from all structures located in the National Register Historic and Historic Landmark Districts and from any individually listed or eligible buildings located in the planned interstate right-of-way expansion.

B. Phasing

FDOT shall undertake a phased right-of-way acquisition plan for relocation, rehabilitation, documentation, salvage and/or demolition of the structures subject to terms of the MOA. The FDOT will coordinate the effort with the City of Tampa, Tampa Preservation, Inc. (TPI) and the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB).

C. Purpose

The purpose of salvaging the architectural elements and material shall be to aid in the restoration of other contributing structures in the historic districts. First priority shall be given to structures relocated and rehabilitated by FDOT. Second priority for distribution of materials shall be given to those structures being relocated by FDOT and deeded to the City of Tampa. All remaining materials shall be made available for use in historic neighborhoods or structures to the extent possible.

II. PROCESS

A. Establishment of Salvage Identification Team

The FDOT shall participate in a Salvage Identification Team which shall consist of a representative from FDOT (or its designee), the City of Tampa and TPI and a staff member of the HT/HCPB. The team may include a structural engineer or other technical expert as deemed appropriate by the HT/HCPB. The HT/HCPB staff member shall be chairman of the committee and coordinate the Team's activities.

B. Identification of Elements and Materials

- 1. Upon acquisition of each structure, FDOT shall immediately secure each site per Stipulation IV.B of the MOA.
- During the documentation process outlined in Stipulation V.A, the Salvage Identification Team shall have access to evaluate each structure prior to its scheduled demolition. The evaluation process shall begin as soon as possible following property acquisition.
- 3. The Salvage Identification Team shall inventory and mark or otherwise stipulate those elements to be salvaged. The team shall note any materials which appear to be particularly fragile to help assure care in their removal.

C. Removal

1. Within 60 days of completion of documentation and salvage identification, FDOT, in consultation with HT/HCPB and TPI, shall contract for the removal of the identified objects with a qualified licensed contractor experienced in the rehabilitation or salvage of historic structures. The FDOT will give first

consideration to qualified licensed contractors with experience in both the salvaging and demolition of historic structures.

- 2. Salvage of identified materials shall begin within 30 days of date of salvaging contract execution.
- 3. The salvage contractor shall coordinate with the Salvage Identification Team the removal of the identified materials to an interim storage site.

D. Storage

- 1. The City of Tampa and FDOT shall identify and provide a secure, convenient, adequately sized and fumigated facility for storage and distribution. (It is anticipated that said storage facility will be an existing building adjacent to the interstate that will be acquired by FDOT as the TIS project is completed.)
- 2. The facility or facilities shall be available for the life of the salvage, relocation and rehabilitation process associated with the interstate expansion.
- 3. The salvaging contractor shall have the materials fumigated and in a clean and "useable" condition prior to delivery to the storage facility.

E. Distribution/Administration

1. Distribution of the salvage materials shall be administered in accordance with the purposes set forth in Paragraph I.C of this plan by a non-profit organization specializing in historic preservation, rehabilitation and redevelopment to be selected by FDOT in consultation with the HT/HCPB.

- 2. The non-profit organization may charge a minimal fee to the recipients of the materials to cover overhead expenses associated with the maintenance and distribution of the salvaged materials for any structures being rehabilitated or relocated from the interstate right-of-way.
- 3. Once it has met the priorities set forth in Paragraph 1.C. of this plan to the satisfaction of the FDOT, which shall consult with the HT/HCPB in determining whether these priorities have been satisfied, the non-profit organization may distribute or sell any material not required to meet such priorities.

APPENDIX H

MINUTES OF CULTURAL RESOURCE COMMITTEE MEETINGS



C2380, C3B, B21, C17B1 September 20, 1994

MEMORANDUM

TO:

Files

FROM:

Elaine C. Illes

SUBJECT: Agency Coordination Meeting - September 13, 1994 - 1:30 p.m.

WPI No.: 7140004

State Project No.: 99007-1402

Federal Aid Project No.: IR-9999(43)

Tampa Interstate Study

An agency coordination meeting was held on September 13, 1994 at 1:30 p.m. at the CEMO Law Annex Building, Room 412. A copy of the agenda and a list of attendees are attached.

MOA I.

Copies of the results of the Historic Structures Survey were distributed. Elaine Illes explained the completed analysis and the tables provided with the summary write-up. She also explained the assumptions made to arrive at the estimated cost of relocating and rehabilitating historic structures. Several items should be noted:

- Once ranked by category and then in descending order of priority, it was decided to rank only 64 structures. This is more than half of all structures inventoried and these were felt to be the best structures for the most reasonable cost.
- Based upon information supplied to us from TPI's experience at moving structures, \$35/s.f. was allocated for rehabilitation.
- Rehabilitation was assumed to be Secretary of Interior standards for the exterior of the structure and Decent, Safe, and Sanitary for the interior of the structure.

After some discussion, FHWA stated that they could agree to move all 64 structures but they would need to further discuss how many of the 64 structures they will pay to have



rehabilitated. They are meeting on Thursday with Jennings R. Skinner and this will be discussed further. All agreed that this survey provided very useful information.

A copy of the latest MOA was distributed for further review. All items have been discussed and edited at least once by everyone with the exception of the topic of infill-moving historic structures. There has been some question as to how a dollar amount or number of structures is going to be addressed in the MOA. Elaine Illes asked Melisa Ridenour to keep that in mind during her Thursday meeting with Jennings Skinner.

Central Office expressed concern that if the city does not adequately oversee the moving of the structures, FDOT could be left holding the bag. There was discussion of adding a "failure to perform" clause that would then allow the Department to market the structures. Instead, it was proposed that the wording be changed to reflect the fact that under a "failure to perform" clause, the Department would have the option of choosing another party to oversee moving the structures other than the city.

It was agreed that the one paragraph that references the *Urban Design Guidelines* sufficiently handles the indirect effects associated with the project.

II. Effects Analysis Report

- A. FHWA Comments and Responses
- 1. Maiser Khaled still had questions about the consistency of applying the criteria for visual adverse effects in regards to changes in vertical elevations of the proposed roadway. Elaine Illes committed to re-examine "substantial changes" discussed in the document.
- 2. Maiser Khaled questioned the response to the comment concerning Criteria Nos. 2 or 4 on Page 4-8. Elaine Illes read the revised text to the group and it was agreed that the changes were appropriate. The response should be changed to reflect the additions to the text.
- 3. Elaine Illes explained that existing noise levels have been included in the text for structures that exceed the criteria. The group was presented with



information concerning the Tampa Heights area. The Tampa Heights neighborhood is the only historic neighborhood where the lack of density results in a barrier not being cost-reasonable. Noise levels approach or exceed criteria in this neighborhood. Eight residential units and two churches could receive a 5 to 6 dBA reduction with the construction of three noise walls. Including the non-historic benefited structures in the area, the noise barrier would cost approximately \$39,500/structure. This exceeds the FDOT cost-reasonable guidelines of \$25,000/benefited structure. At first review, Laura Kammerer thought this to be a bit excessive. She suggested that this information be written up with a recommendation and presented for review.

B. CEMO Comments and Responses

CEMO's comments have not been officially responded to; however, some of the comments needed clarifying and some questions had already been discussed in earlier meetings. For Comment No. 1, Elaine Illes requested clarification of how this information could be displayed differently. CEMO's document did not include Exhibits 7 through 10, which presents this information. Comment No. 3 was concerning the HSR topic discussed and resolved in the morning meeting. Comment No. 5 was similar to FHWA's comment concerning Criteria Nos. 2 or 4 and addressed earlier. Comment No. 14, the status of the Linear Park, now referred to as the Greenway, was discussed. It is being proposed as indirect mitigation for the Tampa Heights neighborhood. It is discussed briefly in the *Urban Design Guidelines* and is a portion of the overall plan for mitigating indirect adverse effects.

C. Schedule for SHPO's and ACHP's Review

The Effects Analysis Report will be revised as agreed upon in this meeting and submitted to FHWA for them to transmit to SHPO by the beginning of October. It was requested that SHPO review the document within a month. Laura Kammerer felt this was reasonable.

D. Official Consultation

Once SHPO has reviewed the report, FHWA can initiate official consultation with SHPO. Any changes that need to be made to the document will be made at this time



and then the document will be forwarded to the ACHP for their review along with a draft copy of the MOA by the beginning of November. It is the intent of FHWA to have the moving structures portion of the MOA better defined within the next month for inclusion in the submittal.

A question was asked whether we should be continuing with the Section 106 process with the possibility of the EA/EIS having to be combined. There were no impacts to historic resources in the EA/FONSI so this should not hold up the Section 106 process. The documentation has not been seen by the ACHP and the review period could be lengthy.

Remaining agenda items that were not discussed in the morning meeting were briefly discussed in the afternoon.

III. Possible Approaches to Combining EA/FONSI and EIS Documentation

Melisa Ridenour stated that she was not in the meeting with Regional, but she has been told that no new Advanced Notification Package will be sent out. No Technical Reports should be changed or updated. Only the already-approved information in the EA/FONSI should be added to the EIS; nothing should be updated to current standards/models. Elaine Illes asked about notifying people for the public hearing. Those people located in the EA/FONSI study limits have already attended a Public Hearing and notifying them again could be confusing. On the other hand, if they are not notified, then we have not notified everyone in the study area for the "new" document and that could also cause problems for FHWA/FDOT in the future. Elaine Illes said that combining the two documents could potentially cause more problems than it is attempting to avoid. It was left that the Division FHWA would draft a letter outlining how FDOT should proceed with combining the EA/EIS. The letter would include guidance on:

- Advanced Notification
- Technical Reports
- Public Hearing Notification and material presented (i.e., video coverage)
- Any effects on the design and right-of-way schedule for Design Segment 1A.



Melisa Ridenour stated that the signed EA/FONSI is a legally binding document and design and right-of-way can proceed as scheduled.

After additional discussion, it was decided that, in the front of the Summary in the EIS, a statement will be included to indicate that "all technical reports have been approved in 1992 and the information on Design Segment 1A is taken from these approved reports."

Division will copy Region on the letter outlining FDOT's required actions to be taken concerning combining the EA/FONSI and EIS as confirmation to the previous meeting's agreements. One week will be allowed for Region to respond prior to FDOT asking their consultant to begin work.

ECI:isc

Attachment



TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING (1:30 P.M.) September 13, 1994

Agenda

_	3 C A
I.	MOA
	IVICA

- A. Mitigation of Direct Effects
- B. Historic Structures Survey Findings
- C. Indirect Effects

II. EFFECTS ANALYSIS REPORT

- A. FHWA Comments and Responses
- B. CEMO Comments and Responses
- C. Schedule for SHPO and ACHP's Review
- D. Official Consultation

LIST OF ATTENDEES TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING September 13, 1994

Name	Representing	Number		
1:30 p.m.				
1) Elaine C. Illes	Greiner, Inc.	(813) 286-1711		
2) Steve Fennel	FHWA	(904) 942-9611		
3) Rick Adair	FDOT, District 7	(813) 975-6447		
4) Michael Coleman	FDOT, District 7	(813) 975-6077		
5) George Ballo	FDOT/CEMO	(904) 922-7215		
6) Roy Jackson	FDOT/CEMO	(904) 922-7213		
7) Buddy Cunill	FDOT/CEMO	(904) 922-7207		
8) Maiser Khaled	FHWA	(904) 942-9600		
9) Gary Phillips	FHWA	(904) 942-9677		
10) Daniel Doebler	Greiner, Inc.	(813) 286-1711		
2:00 p.m.				
11) Laura Kammerer	SHPO/DHR	(904) 487-2333		
12) Melisa L. Ridenour	FHWA	(904) 942-9598		



C2380. March 29, 1994

MEMORANDUM

To:

Mike Coleman, P.E.

From:

Elaine C. Illes

Subject:

Cultural Resources Committee Meeting - March 15, 1994

WPI No.: 7140004 SPN No.: 99007-1402 FPN IR - 9999(43) Tampa Interstate Study

A Cultural Resources Committee Meeting was held on March 15, 1994 beginning at 10:30 a.m. in the SHPO third floor conference room in Tallahassee. A list of attendees and the agenda are attached. Several people who do not normally attend the CRC meeting were in attendance for the first agenda item. Introductions were made.

I. PROJECT UPDATE

A. URBAN DESIGN GUIDELINES

Ms. Burmer began by presenting the goals and objectives of the Urban Design Guidelines. Ms. Burmer explained the intended audiences for the guidelines and how the guidelines differ from the current process.

Ms. Ridenour questioned the purpose of the Design Review Committee (DRC) proposed in the draft Urban Design Guidelines document and stated her concern that it would lengthen review time and appear to restrict the authority of FDOT/FHWA.

A lengthy discussion followed explaining that the purpose of the DRC is four-fold: 1) establish an independent committee to ensure that the intent of the guidelines is being carried out; 2) provide additional coordination between design segments; 3) add to the expertise of the FDOT with another landscape architect/architect to review Phase I, II, III, and IV plans; and 4) provide a mechanism for community representatives to participate in the process and monitor its progress. Ms. Ridenour stated that the FDOT should have ample qualified staff to carry out all reviews in-house.

Mr. Edwards of FHWA/Structures stated he was encouraged by the document and thought the concept was great. However, he had several concerns: 1) how much additional cost will the guidelines add to the structures, and 2) who has reviewed the document. Mr. Edwards stated that the draft guidelines showed a large number of closed-box structures. Ms. Illes explained that PD&E, Design and Ken Hartmann of District VII have reviewed the document. The document was sent on February 19, 1994 to the Agency Liaison Group (ALG), a task force for TIS, for review and comment. A list of the ALG members is attached. The document is still

in rough form and currently being revised; consequently, a formal draft submittal has not been made to Central Office or FHWA. The document should be submitted for review and comment by the end of March.

Mr. Gregory noted that if the guidelines are followed and the amenities are incorporated into the design, the project will be more cost efficient and additional costs should be minimized.

Ms. Illes asked Mr. Gregory to explain the background of the guidelines for those people who were not involved with the project in earlier phases. Beginning in the Master Plan phase, design amenities were incorporated into the project as both the "correct choice" and in response to community concerns. The Master Plan in its entirety was adopted by the MPO in 1990. In addition, certain design amenities were identified to minimize harm to historic properties. Mr. Gregory emphasized that the Urban Design Guidelines are not new concepts. These concepts were developed and approved during the Master Plan.

Ms. Ferrell reinforced the fact that response from the local community has been favorable and not as active recently because they feel the interstate will be designed with the necessary amenities. She emphasized the importance of community input and concurred that a DRC is appropriate for this project.

Ms. Ridenour expressed her concern that the guidelines had been reviewed by the public, especially since the issue of including the DRC is not yet definite and could be misleading. Ms. Illes discussed the format of the four community meetings held in March. Minutes from each of the four meetings were distributed, as well as the questionnaire used at the meeting. It was reemphasized that the draft Urban Design Guidelines document was not distributed to the public at this stage and that the district did not intend for the FHWA to receive the draft version of the document.

Mr. Irwin observed that FHWA seems to feel they have been left out of the loop. It is recognized that FHWA is the lead agency; however, the document has not been adequately revised/edited. Once the document has been revised to the satisfaction of the District, it will be submitted for FHWA review.

B. PARKS AND RECREATIONAL FACILITIES

1. Perry Harvey Park

Ms. Illes explained that the 15 parks located adjacent to the interstate were reviewed. Only one park, Perry Harvey Park, will be directly impacted by the proposed improvements. Ms. Burmer outlined the impacts to the park and the proposed locations of replacement facilities. A 50-foot linear strip of the park property will be required as part of the widening of Orange Street for an exit ramp from the interstate. The skateboard facility along with paths providing a continuous flow through the park will no longer be able to be located there. Coordination meetings have been held with the City of Tampa and they prefer the skateboard facility be relocated into another park to be designated. In addition to the displaced activities within the park, the Kid Mason Community Center currently provides after-school activities and staff for the Perry Harvey Park. The Orange Street improvements will be constructed on retained earth and the facility will no longer be accessible by crossing Orange Street. Another change in access will affect the ability of the Central Village Park Community to use the pool at

Riverside Park. Both facilities, the community center and the pool, are being considered for inclusion within the park boundaries.

Mr. Irwin asked whether the plan includes additional recreational elements or whether it is strictly replacing impacted facilities. Ms. Burmer repeated the explanation of replacement facilities.

2. Tampa Heights Greenway

Ms. Burmer discussed the proposed Tampa Heights Greenway. This mitigation is an effort to create a visual buffer between the downtown four-level interchange and the historic properties and the Tampa Heights community. The existing site inventory was explained. The Stage I (remainder parcel) concept deficiencies were reviewed and then Stage II was presented.

The issue of maintenance was discussed. Ms. Ferrell stated that the City has verbally agreed to maintain the greenway. FHWA expressed concern that without maintenance there was little point in expending funds. Ms. Illes acknowledged this concern and stated that many of the community comments expressed the same concerns: no greenway is better than a greenway with no maintenance.

C. COMMUNITY MEETINGS

Minutes from each of the four community meetings were distributed. Discussion of the meetings is covered under Item I.A.

D. CITY OF TAMPA AND NON-PROFIT COORDINATION

Relocation Task Force Meeting

The minutes from the last two Relocation Task Force (RTF) meetings were distributed. Ms. Illes explained that the RTF meetings tend to be informational in the sense that all groups stay in touch with recent development around the city.

2. <u>City Community Development Coordination</u>

The City reviewed the housing stock - both historic and non-historic. The City seems very interested in working with FDOT/FHWA in relocating the historic properties and even many structures in the Westshore area. Ms. Ferrell explained the Mayor's Challenge Fund and that it has a \$40 million rotating fund that last year successfully relocated 900 structures. The City is putting together a proposal to be reviewed by the Mayor and then submitted to FHWA to request that the City be responsible for both moving the structures and for relocating families for FDOT.

At 12:45 p.m., the group broke for lunch. The meeting resumed at 1:45 p.m. beginning with a discussion of the Section 106 Process.

II. SECTION 106 PROCESS

Ms. Illes explained the Section 106 Process and what has been completed to date. A copy of the handout is attached. It was noted that some consultation with the National Parks Service has

been undertaken and should be reflected on the handout under Step 3 - Consultation. The first step to completing the Section 106 Process was defined as submitting the Cultural Resources Survey (CRS) Assessment Report to FHWA for review. It was decided by the end of the meeting that it would be acceptable, in the interest of time, to submit a separate copy of the CRS Report to the SHPO so that both agencies could review concurrently. Once the review is complete, FHWA will request SHPO's opinion of document completeness. Because SHPO has periodically reviewed all of the information beginning in 1991, it is anticipated that the review would not require a long time. FHWA stated they would try to review the CRS Report in the next two to four weeks.

III. MEMORANDUM OF AGREEMENT DISCUSSION

The documentation to be included with the Memorandum of Agreement (MOA) was discussed. The documentation should be stand-alone to include all references made in the MOA and information such as the effects to historic properties within the APE. The documentation is tentatively scheduled to be submitted to FHWA and SHPO by the end of March. It was recognized that this documentation will be under review as refinements are made to the draft MOA.

A first draft MOA was distributed during the meeting for review. Mr. Irwin suggested that a one-day working session with a representative from each agency revise and negotiate the draft MOA. The day would conclude with a draft MOA that satisfies the FHWA, FDOT, SHPO, and the City of Tampa. It was noted that the City of Tampa should be added as a concurring signature. Mr. Irwin suggested reordering the signature page as follows: FHWA, SHPO, FDOT, and City of Tampa with the Advisory Council's acceptance signature line listed last. Mr. Irwin asked who would be at the MOA working session: Mike Coleman, District VII - FDOT; Elaine Illes, Greiner; Laura Kammerer, SHPO; Roy Jackson, CEMO FDOT; Stephanie Ferrell, HT/HCPC; and Melisa Ridenour, FHWA. Ms. Illes said she would call Fernando Noriega of the City of Tampa to determine an appropriate representative from the city. All comments on the MOA should be sent to Ms. Illes by April 11th so that they can be compiled prior to the MOA working session. Ms. Ridenour will check her schedule, but the working session is tentatively scheduled for April 18th or 19th.

Mr. Gregory suggested trying to coordinate the structures meeting to discuss the Urban Design Guidelines around the same time as the MOA working session. There was concern that the FHWA and the Central Office would not have enough time to review the Urban Design Guidelines and that the structures meeting should be scheduled for the following week, schedules permitting.

Once FHWA has consulted with SHPO on the effects documentation, the draft MOA has been agreed upon and any documentation revisions have been completed, the draft MOA and documentation can be submitted to the Advisory Council for review and comment.

Ms. Illes noted that the local city government will be changing in March of 1995 and it would be best to complete these agreements by that time.

IV. <u>SECTION 4(f) EVALUATION PROCESS</u>

The discussion moved to the Section 4(f) evaluation process. Mr. Adair explained the proposed process. A copy of the handout is attached. The CRS Report is being delivered today (March

15). A preliminary draft Section 4(f) Evaluation will be submitted to FHWA for review as soon as possible. It was decided to submit the parks and recreation documentation for the Section 4(f) Evaluation to FHWA this week for review and comment. The city is currently reviewing the document and FDOT is waiting for a concurrence letter. Once this letter is received, the revised document and letter from the city will be forwarded to FHWA.

The required level of documentation for individually eligible structures identified within the APE was discussed. SHPO has reviewed photographs and limited information and has identified 20 eligible structures. In addition, one structure, the Greater Bethel Baptist Church, was originally proposed to be acquired. As part of the effort to minimize harm, the alignment was shifted from the property. Therefore, 21 individual properties within the APE are listed or eligible for listing on the National Register.

FHWA's concern is that with limited information on the historic significance of each structure, it would be impossible to make a determination of Section 4(f) use. Laura Weant, Janus Research, distributed an example of an expanded site file form that she felt would provide sufficient information to make this determination. The group discussed the possibility of providing less information than in the example, but it was decided by all parties that the level of information in the example was most appropriate and probably more helpful than a complete Determination of Eligibility (DOE). Information on 3 structures already exists. It was estimated that the 18 expanded site file forms could be complete within 9 weeks.

The discussion shifted to the project schedule. Originally, the Public Hearing was scheduled for March 1994. After the July 27 and 28 CRC and coordination meetings and the decision to hold another Historic Resources workshop, notifying all property owners within the APE, the tentative public hearing schedule was moved back to May 1994. If the District has to wait to proceed with the Public Hearing until the entire Section 4(f) Evaluation and documentation is completed, the hearing date will have to be significantly later. FHWA stated that all information/reports should be submitted as they are completed to finish portions of the review (i.e., the above discussed parks/recreation report). This will help expedite the process. However, FHWA cannot make the determination of Section 4(f) use until all 18 expanded site file forms are completed. Allowing nine weeks to complete the work, two weeks for FDOT to review and submit to FHWA, four weeks for FHWA to review, three weeks for revisions and signature, four weeks for printing and distribution, the Public Hearing could be held in late August 1994. Tallahassee FHWA cannot make determinations of indirect 4(f) use ("constructive use"). If there is any question of "constructive use," the document will be sent to the Regional FHWA to make the determination prior to the draft document being signed. This could add months to the schedule and further delay the Public Hearing. Mr. Humeston of Regional FHWA is scheduled to be in Tampa April 27 and 28 for the CEMO conference. Maiser Khaled is trying to arrange a meeting with him to discuss the project. A plea for a timely review will be a topic of discussion if this meeting is scheduled. Mr. Irwin stated that he thought it unlikely that there would be any indirect 4(f) uses within the project. He envisions that the four Section 4(f) evaluations would be combined into one: one for West Tampa National Historic District, one for the Ybor City National Historic Landmark District, one for the Historical Architectural Resources of Tampa Heights, and one for any individual structures within the right-of-way.

Ms. Ridenour stated that regardless of potential "constructive use", she wants Regional FHWA to review the draft document prior to signature. Mr. Coleman requested that, for the sake of the project schedule, if "constructive use" does not apply, Ms. Ridenour not wait for the Region

to review before the draft document is signed and circulated. Ms. Ridenour said in that case, she would not have to wait to sign the document but she did not commit to signing.

V. OTHER OUTSTANDING ISSUES

Ms. Burmer mentioned that CEMO in conjunction with a consultant is developing statewide guidelines for <u>Highway Safety and Landscape Design</u>. There is some concern that they could contradict some elements of the proposed draft Urban Design Guidelines. Mr. Irwin, who is overseeing the development of the statewide guidelines, assured the group that there is no conflict between the two documents. A copy of the statewide guidelines was requested, but Mr. Irwin stated the they are still being developed and not ready for release. However, they will be a presented at the CEMO Conference at the end of April.

The meeting concluded by summarizing the dates of submittals and upcoming meetings and defining the following steps for each process:

Urban Design Guidelines

- * Draft submitted end of March to FHWA for review
- * Structural meeting (FHWA, CEMO, DEMO & Greiner) to be scheduled in April to work out comments/questions.

Section 106 Process

- * Submit Cultural Resources Assessment Survey on March 15, 1994 to FHWA and a copy to SHPO within the week for concurrent review.
- * Submit Effects Analysis Report to FHWA and SHPO concurrently by end of the month to aid in the MOA work session.
- * FHWA consults with SHPO on adverse effect and mitigating adverse effects on historic properties.
- * Submit documentation and Draft MOA to Advisory Council once agreed upon by participating parties.

Section 4(f) Evaluation

- * Submit preliminary draft Section 4(f) Evaluation as soon as possible (probably by end of April) without complete information on individual properties within the APE.
- * Submit expanded site file forms for the individual properties within the APE by May 16, 1994.

Environmental Documentation

* The P-DEIS was submitted for FHWA review. Two additional copies were sent to FHWA this week to be forwarded for Regional FHWA review. (Some information is incomplete).

* Any completed technical memorandums will be submitted the week of March 21, 1994.

The meeting adjourned at 5:20 p.m.

ECI:isc

Attachments

TAMPA INTERSTATE STUDY CULTURAL RESOURCES COMMITTEE MEETING March 15, 1994

Sign-In Sheet

Name	Representing	Phone Number
1) Stephanie Ferrell	Historic Tampa/Hillsborough County Preservation Board	(813) 272-3843
2) Laura Kammerer	SHPO/DHR	(904) 487-2333
3) Bill Thurston	SHPO/DRH	(904) 487-2333
4) Rick Adair	FDOT - District 7	(813) 975-6447
5) Michael Coleman	FDOT - District 7	(813) 971-6077
6) Elaine C. Illes	Greiner, Inc.	(813) 286-1711
7) Jane Burmer	Greiner, Inc.	(813) 286-1711
8) Laura Weant	Janus Research	(813) 821-7600
9) Ken Hardin	Janus Research	(813) 821-7600
10) Melisa L. Ridenour	FHWA	(904) 942-9598
11) Maiser Khaled	FHWA	(904) 942-9600
12) Ron Gregory	Greiner, Inc.	(813) 286-1711
13) Leroy Irwin	FDOT/CEMO	(904) 922-7201
14) Buddy Cunill	FDOT/CEMO	(904) 922-7207
15) Roy Jackson	FDOT/CEMO	(904) 922-7213
16) Steve Fennel	FHWA/Right-of-Way	(904) 942-9611
17) Reuben Plachy	FHWA/Bridge	(904) 942-9606
18) Doug Edwards	FHWA/Bridge	(904) 942-9588
19)		
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25)		
26)		
27)		



C2380 November 17, 1993

MEMORANDUM

TO:

Distribution

FROM:

Elaine C. Illes

SUBJECT: Tampa Interstate Study

WPI No. 7140004

State Project No. 99007-1402

FAP No. 1R-9999(43)

Agency Coordination Meeting - October 26, 1993

An agency coordination meeting was held on October 26, 1993 beginning at 8:00 AM at Greiner, Inc. in the 7th Floor Board Room. A list of those in attendance and the meeting agenda is attached. The following summarizes the concerns discussed and conclusions reached at the meeting.

INTRODUCTIONS Ĭ.

Everyone introduced themselves. It is of special note that Tim Haugh of the Federal Highway Administration (FHWA) from Atlanta was in attendance. Most of the project background information was for his benefit.

THE PURPOSE OF THE MEETING II.

Due to the complexity of the project, the length of time in which the project has been going on, and the anticipation that the Environmental Impact Statement (EIS) and supporting documents could be confusing to someone completely unfamiliar with the project, the past six years of work will be explained and summarized for FHWA (Atlanta) to aid in a smoother review process of the environmental document.

In addition, because of the size of the project and the amount of documentation required, the project schedule tends to fluctuate depending upon the amount of familiarity the reviewer has with the project. The more information all agencies have up front the less it should affect the overall schedule.

BACKGROUND INFORMATION III.

Phase I (Master Plan) Α.

Ron Gregory (Greiner) summarized the activities completed during the Master Plan phase including major milestones of the Notice to Proceed (NTP), Public Meetings, FHWA acceptance of the Master Plan in 1989, and the local MPO adoption of the Master Plan also in 1989.



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TIS - Agency Coordination Meeting 10-26-93

November 17, 1993

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B. Phase II (Environmental Documentation)

The EA/FONSI (Design Segment 1A) was completed and approved by FHWA on August 16, 1993. The original EIS schedule has been delayed by historic evaluations associated with the Section 106 process.

1. Interstate Policy

Mike Coleman (FDOT) explained that, in 1991, Florida implemented a policy which limits interstate improvements to a maximum of 10 lanes: 6 for general use and 4 for HOV/through lanes. The typical sections were shown and the four-roadway system was discussed. Mr. Coleman stated that every Master Plan in the state has been withdrawn with the exception of the TIS Master Plan, since it was multi-modal when it originated and meets the interstate policy. District V was required to disregard all Master Plan work completed to date and start over.

Mr. Coleman explained the intent of the interstate policy, and evacuation problems were discussed. It is possible that, for evacuation purposes, additional lanes could be utilized. Signing, of course, is a major issue on a four-roadway system, with or without evacuation considerations. A Master Signing Plan must be completed in the near future.

2. Detention Areas/Water Quality

Rick Adair (FDOT) questioned the intent of the requirements of the latest Water Quality Section and asked FHWA to qualify the level of analysis required to ensure FHWA participation. Melissa Ridenour (FHWA) reminded the group that the Chapter 20 requirements were developed by Central Office - FDOT. The water quality analysis must show that there is an impact to receiving water bodies. The analysis must estimate the amount of pollutants generated by the proposed improvements. Research data can be utilized in the analysis in lieu of sampling data. Water quality impacts would not have to be evaluated for the full length of the project; a representative section or worst-case scenario could be extrapolated for the project. In addition, stormwater ponds versus outfall improvements were also discussed. If improving the outfall is required from a hydrological standpoint, it must be proven that this, instead of stormwater ponds, is the most economical way to address this matter. The Ybor area was proposed as a possible segment for evaluation of outfall improvements.



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November 17, 1993

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3. High Speed Rail

Mr. Coleman discussed the typical sections and the 54-foot envelope designated for HOV or high speed rail. Priority ramps are located at Trask Street, CBD, and Orient Road. From Hillsborough Avenue through the downtown interchange, the HOV envelope is physically separated by the priority ramps. Much coordination has been conducted to ensure the potential for including high speed rail in the envelope. The conclusion of a separate High Speed Rail Study was that the median of the interstate was the only reasonable place to locate mass transit facilities. There is enough horizontal width and adequate vertical clearance for inclusion.

4. Urban Design Amenities/Mitigation

Jane Burmer (Greiner) discussed the Urban Design Amenities outlining levels of treatment, urban design elements, and the potential for integrating the urban design guidelines with mitigation for impacts to historic resources. Comments and concerns received at the Historic Resources Public Workshop conducted the previous night were highlighted as follows: a concern for low maintenance vegetation due to currently poorly maintained grounds, safety, vagrancy complaints particularly in large long expanses, and a preference for landscaping and attractive hardscape were expressed. Ms. Burmer discussed the commitment of the City of Tampa and other local agencies. The MPO has formed a Livable Roadways Committee and a separate subcommittee to specifically address the interstate as a Livable Roadway.

IV. SECTION 4(f) EVALUATION/SECTION 106 PROCESS

A. Section 4(f) Evaluation Process

Ms. Burmer outlined the parks analysis and discussed the one direct impact to the Perry Harvey Park. The proposed mitigation and coordination with the city was outlined. In addition to the Perry Harvey Park discussion, the relocation of the retention pond due to possible city designated recreational use adjacent to Riverfront Park was dicussed. A copy of the Parks and Recreation Effects Analysis Report will be provided to FHWA along with a letter from the city stating their concurrence, once this letter is secured.

1. Staged Documentation

After a very lengthy discussion of the pros and cons of submitting the Section 4(f) Evaluation Report in two stages, Ms. Ridenour decided that



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TIS - Agency Coordination Meeting 10-26-93

November 17, 1993

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one report with one draft should be submitted. Based upon the previous meeting in July 1993, it had been proposed to submit the Section 4(f) Evaluation Report as follows. Write a draft that would include full documentation of 4(f) properties that include park or recreational uses, archaeological sites, and all historic properties that are direct impacts (within the proposed right-of-way). In the meantime, complete the Area of Potential Effect (APE) survey, pursue SHPO concurrence on potentially eligible National Register properties and begin drafting the Memorandum of Agreement (MOA). Once all historic properties are identified, if any properties in the APE constitute a constructive use, this documentation would be prepared. The advantage of this proposal was to try to reduce the time it might take to complete the normal, non-staged process. The DEIS would be circulated with the above information. Previously, the district agreed to circulate the Section 4(f) Evaluation Report between the DEIS and FEIS to ensure complete circulation and allow opportunity for all agencies to comment. This strategy was abandoned and the decision was made to follow through with the standard review/circulation process.

As part of the normal review process, it was pointed out that Tallahassee FHWA does not make determinations on constructive use issues. A letter should be drafted, in which SHPO would have to concur, outlining the direct and indirect effects the project potentially has on historic resources. It was debated as to whether one or two letters would be more appropriate. It was concluded that one letter should be drafted but sent to Tallahassee and Atlanta. FHWA could make a determination of applicability for both direct and indirect (constructive use) effects. Atlanta office will send the information to FHWA in Washington, D.C.

2. Schedule

Based upon the decision to abandon the staged Section 4(f) Evaluation Report, the schedule will become dependent upon the completion of the APE survey, the review and concurrence by SHPO on the APE information provided as a result of the survey, and the timeliness of the City of Tampa's review and concurrence of the impacts and proposed mitigation to park and recreational properties.

B. Section 106 Process

1. Background

With FHWA having to leave and noon and time running short, a quick discussion followed concerning the Advisory Council's first visit in March



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TIS - Agency Coordination Meeting 10-26-93

November 17, 1993 Page 5

20, 1992. As a result, the Cultural Resources Committee (CRC) met several times to develope criteria by which to delineate the APE. Additional surveys of historic properties were completed, enabling SHPO to concur with the alignment selected once slight shifts were made to minimize impacts to historic resources.

With time constraints, the topic quickly moved to the whole parcel issue. The explanation of the whole parcel takes was discussed. Each situation in which historic resources were concerned was reviewed. It was concluded that possibly one or two historic properties could be saved but they would be the only structures left standing in the entire block. Tim Haugh recommended that this be discussed and explained in the EIS.

The meeting adjourned although the discussions on several issues were not completed.

ECI:isc

TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING October 26, 1993

Sign-In Sheet

Name	Representing
8:00 AM	
1) Elaine C. Illes	Greiner, Inc.
2) Michael Coleman	FDOT - District VII
3) Ron Gregory	Greiner, Inc.
4) Steve Fennel	FHWA
5) Gary Phillips	FHWA
6) Tim A. Haugh	FHWA - Region 4
7) Maiser Khaled	FHWA
8) Rick Adair	FDOT - District VII
9) Melissa L. Ridenour	FHWA
10:00 AM	
10) Laura Kammerer	SHPO
11) Tom King	Consultant to Greiner
12) George R. Ballo	FDOT - CEMO
13) Bill Thurston	SHPO
14) Roy Jackson	FDOT - CEMO
15) Laura Weant	Janus Research/Piper Archaeology
16) Ken Hardin	Janus Research/Piper Archaeology
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C2380 B21 October 15, 1993

TAMPA INTERSTATE STUDY The Greiner Team

P.O. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074

FAX: (813) 286-6587

MEMORANDUM

TO:

Cultural Resources Committee

FROM:

Elaine C. Illes

REFERENCE:

Minutes to Meeting for July 27, 1993

WPA: 7140004

State Project #99007-1402

FAP #IR-9999(43) Tampa Interstate Study

Attached is a copy of the July 27th Cultural Resources Committee Meeting minutes. I had intended to wait until the video presented at the meeting was ready to send along with the minutes. Unfortunately, the case being made by the vendor for the videos has taken much longer than expected. I apologize for the extended wait. The minutes are attached; the videos will follow, hopefully soon. Hope to see you at the Historic Resources Public Workshop on October 25, 1993.



C2380. August 27, 1993

MEMORANDUM

To:

Cultural Resources Committee

From:

Elaine C. Illes

Subject:

Tampa Interstate Study

WPA No. 7140004 SP No. 99007-1402 FAP No. IR-9999(43)

Cultural Resources Committee Meeting - July 27, 1993

A Cultural Resources Committee (CRC) Meeting was held on July 27, 1993 at 10:30 a.m. in the R.A. Gray Building in Tallahassee, Florida. A list of attendees and the agenda are attached. The following documents the outcome of the meeting.

I. INTRODUCTIONS

Introductions were made and all agencies were represented including the Historic Tampa/Hillsborough County Preservation Board and the Advisory Council on Historic Preservation (ACHP).

II. STUDY UPDATE

Since the last time the ACHP was in Tampa at the Historic Resources Public Meeting on November 12, 1992, much work has been completed on defining the Area of Potential Effect (APE). Previously on September 17, 1992, the APE methodology was agreed upon for indirect effects which could be satisfactorily addressed at this stage of the study (i.e., there are no signing and striping plans available at this stage of the study; consequently, any visual effects due to the placement of signs could be dealt with during design) and the noise and visual evaluation was completed. The results were presented at this meeting. The Department has determined it best to hold



another Historic Resources Public Meeting to receive more specific input on effects of visual vs. noise impacts and other topics of interest.

III. OBJECTIVES

Michael Coleman outlined the objectives of the meeting. Prior to preparing for the Historic Resources Public Meeting, the Department needs to identify the APE (outside of the proposed right-of-way) and survey the APE to identify any additional historic resources that will be addressed in the later phases of the Section 106 process. There is a concern that if the APE survey is not completed prior to the (tentatively set) October 1993 public meeting, many people will be confused and misled that the entire project will be provided the same level of mitigation as those areas where historic resources are identified. To minimize public confusion and maintain the established schedule, there are two objectives. The first, leave this meeting with a defined APE, enabling the Department to stay on schedule and hold a DEIS public hearing in March, 1994. Secondly, outline the scope of the Historic Resources Public Meeting to ensure that the true spirit of public involvement for the Section 106 process is fulfilled.

IV. AREA OF POTENTIAL EFFECT

A. <u>Visual</u>

The attached handout was distributed. Included is a copy of an explanation of the previously agreed upon methodology to define the visual APE. Second, a list of the 250 structures from which the existing and proposed view was shot. Each listing includes a category of 1, 2, 3, and 4. The following describes each category:

- 1) Individual Designated Structures and Parks/Recreational Facilities.
- 2) Contributing Structures within National Register Districts.



- 3) Historic Structures Outside National Register Districts but with the previously surveyed area included in the Cultural Resources Survey (CRS) report.
- 4) Properties outside of the previously surveyed area included in the CRS Report.

In addition, the list provides vital information for each perspective as follows: the address, land use, site file form number (if available), a CRS reference number (to cross reference some information provided in the CRS Report), the date the photograph was taken, time, and probably most importantly to better understand the perspectives - the distance to the existing interstate structure from the camera view, the elevation of the existing interstate structure, the distance to the proposed structure, the elevation of the proposed structure, and the height of the cost-reasonable barrier currently proposed to be built if the local community so desires.

Third, a spreadsheet numbered 1 through 250 for each perspective. The purpose of the spreadsheet was explained: While watching the video of each perspective, meeting attendees were requested to circle "in their opinion" whether the perspective represented an effect, adverse effect or no effect.

After a lengthy discussion concerning the validity of this method and the understanding that the adverse effect column was only added for a point of interest in individual perceptions, and that the true task at hand was to determine a reasonable APE based upon any area that was affected, it was agreed to proceed with watching the video.

After viewing approximately 190 of the 250 perspectives, the group broke for lunch.



Based upon an earlier sub-group of the CRC completing this same exercise, a draft visual APE was created for purposes of discussion at the CRC meeting. The end result was the question of how to treat the street view as it related to the APE. At many locations, the interstate cannot be seen from two or three blocks away; however, when driving a major or minor thoroughfare that leads to the interstate, there may be a visual "effect" from ten blocks away. The question of reasonableness must be addressed for purposes of defining the APE.

If required to notify those property owners within the APE for the DEIS public hearing, there must be some reasonable cut off point for all cross streets. After a lengthy discussion about making determinations of effect, the FHWA's concern of having to notify a large portion of the city on such a large project and the legal ramifications, MaryAnn Naber advised the CRC to use the outermost boundary of the common areas to determine the cross street area to be included within the APE. This would in effect create a smoother boundary and eliminate the spikes at each cross street that the draft visual APE included.

B. Noise

The methodology for the noise APE previously agreed upon was included in the handout. After evaluating noise impacts for the project without any noise barriers (worst-case), a noise APE was defined on the aerial maps. It was agreed in the meeting that the outer boundary of this area will be combined with the outer boundary of the agreed upon visual APE to become the Final APE. The aerial also displayed the remaining structures impacted if a cost-reasonable barrier were constructed. Once the survey of the APE is conducted and historic properties within the APE are identified, an additional noise evaluation will be completed to determine the height and length of barrier required to mitigate noise for the identified historic



resources within the APE. It should be noted that depending upon public input, there will have to be a trade off in many locations between the protection from noise that the noise barrier would provide and the visual effect on historic resources caused by the noise barrier.

V. USE OF THE APE

A. Identify Mailing List for Public Hearing

It was decided after some discussion that the property owners on the current mailing list will receive a standard letter of invitation as required for the public hearing and those located within the APE but outside the 300 feet from the existing edge of pavement will receive a notice of the public hearing via a newsletter.

B. Inventory of Potential Historic Properties

The APE survey will be conducted by a qualified architectural historian from Janus Research. A windshield survey will be conducted. Each building that appears to have been built prior to 1945 will be photographed in color with a 35mm camera and its address noted. Buildings that are already on a National Register district will not be included, as their eligibility has already been determined. This information will be submitted to SHPO for review. Once reviewed, SHPO may request additional information on specific structures of interest or concern. Depending upon the depth of information requested, complying with the SHPO's request may take place prior to obtaining a Record of Decision (ROD) from FHWA.



Memorandum Cultural Resources Committee August 27, 1993 Page 6

VI. POTENTIAL MITIGATION

A. Urban Design Amenities

Jane Burmer, the Task Master for Urban Design, explained the Urban Design Element flowchart included in the handout. The FDOT has committed to writing and providing Urban Design Guidelines that outline amenities that will be required to be followed in the design phase of the project. The levels of treatment and examples of these levels were discussed. The majority of the EIS study area is located within the Level 3 treatment category, which is the urban core area. Level 3 can most easily be distinguished from the other two levels by the guideline that money expenditure is not the first concern.

A video was shown of typical noise barriers and retaining walls currently being used in Florida. In addition, more attractive treatments from other states that are being used were also shown as examples of some ideas that can be incorporated into the Urban Design Guidelines.

VII. HISTORIC RESOURCES PUBLIC MEETING #2

The set-up of the meeting was discussed. Greiner proposed having three rooms: one for the video, one for historic resources, and one to present a background of the entire project from 1987. This was proposed due to the expanded mailing list of the APE that may now include many people who may have never attended a TIS meeting. It was agreed that this was a good idea. In addition, it was decided to set up two computers that would call up the perspectives viewed earlier in the day. The public will be able to look at the aerials and choose a representative site, then ask an operator to pull up the five-frame perspective for their viewing. This should stimulate good public involvement and response.



Memorandum Cultural Resources Committee August 27, 1993 Page 7

VIII. AGENCY INPUT

Because of travel schedules, comments were short. MaryAnn Naber, ACHP, thought that the overall progress and techniques were very impressive and requested copies of the videos. She did, however, caution the CRC not to become too caught up in the micro analysis so that we lose the intent of the process to preserve the historic properties as best as possible while balancing that with reasonableness and the betterment of the community.

The meeting adjourned at 4:15 p.m.

ECI:dlw

Attachments

TAMPA INTERSTATE STUDY

CULTURAL RESOURCES COMMITTEE July 27, 1993

		The state of the s
<u>Name</u>	Organization	<u>Phone</u>
Jane Burmer	Greiner, Inc.	(813)286-1711
Kenneth L. Hardin	Janus Research/Piper Archaeology	(813)821-7600
Debra Alderson	НТ/НСРВ	(813)272-3843
Jennifer Williams	Tampa Preservation	(813)248-5437
Bill Thurston	SHPO/DHR	(904)487-2333
Rick Adair	FDOT D-7	(813)975-6447
Michael Coleman	FDOT D-7	(813)975-6077
Ron Gregory	Greiner, Inc.	(813)286-7667
Maiser A. Khaled	FHWA	(904)681-7241
Gary Phillips	FHWA - Environmental Coordination	(904)681-7324
Roy A. Jackson	FDOT - CEMO	(904)922-7213
George R. Ballo	FDOT - CEMO	(904)922-7215
Melisa L. Ridenour	FHWA	(904)681-7239
Laura Kammerer	SHPO/DHR	(904)487-2333
MaryAnn Naber	АСНР	(202)606-8505
Elaine C. Illes	Greiner, Inc.	(813)286-1711

Please circle the most appropriate for each location number.

LOCATION	CATEGORY	NO		ADVERSE
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4	4	N	E	(A)
5	4	(N)	E	A
6	4	N	E	
7	1	N	E	(A)
8	3	N	E	A
9	4	(A)	Е	A
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56	4	N	(E)	A
57	3	N	E	(A)
58	4	(1)	E	A
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60	3	N	(E)	Α
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LOCATION	CATEGORY	NO		ADVERSE
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205	4	N	E	Α
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207	2	N	E	Α
208	2	N	E	Α
209	2	N	E	Α
210	4	N .	Ε	Α
211	4	N	Ε	Α
212	4	N	E	Α
213	4	N	E	Α
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225	2	N	Ε	Α
226	1	N	E	Α
227	1	N	Ε	A 50
228	2	N	E	A
229	2	N	E	Α
230	2	N	E	Α
231	4	N	E	Α .
232	4	N	E	Α.
233	2	N	E	Α
234	4	N	E	Α
235	4	N	E	Α



TAMPA INTERSTATE STUDY The Greiner Team

PO. Box 31646 (33631-3416) 7650 West Courtney Campbell Causeway Tampa, Florida 33607-1462 (813) 286-7667 1-800-624-0074 FAX: (813) 286-6587

C2380 B21 August 14, 1993

TO:

Files

FROM:

Elaine C. Illes

REFERENCE:

Tampa Interstate Study

WPA No. 7140004 SP No. 99007-1402 FAP No. IR-9999(43)

Agency Coordination Meeting - July 28, 1993

An agency coordination meeting for the above referenced project was held on July 28, 1993 at 9:00 a.m. in the Central Office Environmental Management Office (EMO) 3rd Floor Conference Room. A list of attendees and the agenda are attached. The following summarizes the outcome of the meeting.

I. 4(f) DOCUMENTATION

A. Parks and Recreational Areas

All parks within the vicinity of the project will be addressed. Only one park requires property for roadway improvements. Documentation for each park will be prepared and presented to the City of Tampa Parks and Recreation Departments. This meeting should be held in late August or early September. The purpose of the meeting will be to discuss possible indirect effects to park properties and request a letter stating their opinions of the conclusions regarding indirect effects in a Proximity Effects Analysis documentation. This letter along with the documentation will be forwarded to FHWA for an initial determination of 4(f) use of the property. This information will be included in the DEIS/Draft 4(f) Evaluation Report. It is anticipated that there will be only one 4(f) use -Perry Harvey Park.

B. Historic Properties

Due to the schedule and the magnitude of the 4(f) evaluation as it relates to historic properties, it was proposed that only the direct impacts be included in the Draft 4(f) Evaluation Report with an explanation of the indirect effect analyses completed to date. Discussion centered around whether it was acceptable for SHPO



to document an opinion in writing on only the direct effects. Although this is not the "normal procedure," this should not be a problem as long as the intent is clear to only discuss direct effects. The Cultural Resources Survey (CRS) Report should be approved for the direct effects and leave the remainder of the report which documents historic resources that are within the Area of Potential Effect (APE) open for additions/revisions that can be approved once these resources are identified and documented.

FHWA's concern was that the indirect effects on the historic properties portion of the Draft 4(f) Evaluation Report would not be circulated to the agencies as normally occurs with the signed draft document. The district FDOT agreed to circulate the revised P-FEIS for agency comment to be included prior to the signing of the FEIS/4(f) Evaluation. It was agreed that only the direct effects for historic properties along with a complete discussion of the parks and archeological sites would be included in the DEIS/4(f) Evaluation Report. There should be a discussion of the percentage of takes to total structures within each district, including non-contributing structures. In addition, in the Archaeological section, there should be a discussion of the construction phase procedures.

As part of the discussion concerning documenting direct takes, the topic of whole parcel acquisition came up. It was pointed out that the decision was made early in the Master Plan Study - 1987 - to acquire entire parcels if the parcel was directly affected. Second, it should be pointed out that the concept plans display the edge of roadway lane. Consequently, the 10-foot shoulder as well as the construction easement required for building ramps, retaining walls and noise barriers are not shown on the concept plans. If this were shown on the plans, it would be more evident that whole parcel acquisition is necessary. It was agreed upon that FHWA (Tallahassee and Atlanta) would be interested in having the total takes justification reviewed and summarized since new people are now involved that were not involved during the Master Plan phase. This will be completed for the meeting with Regional FHWA (whenever they can meet with us).

II. MOA

A. Documentation

There seems to be no apparent reason why the Memorandum of Agreement (MOA) could not begin addressing the direct effects issues. All historic structures



within the proposed right-of-way have been identified for quite some time now. A methodology or approach to the indirect effects will be developed and discussed prior to beginning this effort. The indirect effects will be addressed by type of effect, not by individual structure. Although Janus Research will have completed a preliminary survey of the APE, it is possible that over time new structures will be added to the historic properties list. Consequently, if mitigation is agreed to by type of effect instead of by individual structure, the proposed mitigation becomes more timeless and it is more probable that additional work will not have to be completed at a later phase of the study.

As an aside, it was discussed that although surveys often identify historic properties 50 years and beyond, when the original work was completed any structures constructed in 1945 or earlier were recorded. Considering the time that may elapse prior to construction of the proposed improvements, it was agreed that to be more conservative, the previous methodology used should be carried forth for the APE survey - 1945 or older.

It was suggested by Mr. Gregory that a reproducible set of aerials be produced that displays the agreed upon APE. This will be completed after these meetings.

B. Moving Structures

It was mentioned that a substantial amount of coordination will be required to come to agreements concerning moving structures. Mr. Jackson pointed out that all covenants will have to be prepared prior to the MOA completion. Signature on the MOA could be dependent on signed covenants with the City of Tampa and preservation organizations.

III. SCHEDULE

It was recognized that the schedule is very ambitious but if it is not on a project such as this, it is easy to get bogged down. It is the contention of District VII and the staff at Greiner, Inc., that the schedule is achievable assuming timely reviews. The first draft of the MOA should be circulated as part of the DEIS/4(f) Evaluation Report to receive preliminary comments prior to the circulation of the final draft MOA when its circulated at the time of the P-FEIS. The DEIS/4(f) Evaluation would be circulated for agency review in February/March 1993.



Memo to File August 14, 1993 Page 4 of 3

The next CRC meeting should be held following the Historic Resources Public Meeting in October.

The meeting was adjourned at 11:15 a.m.

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Attachments

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TAMPA INTERSTATE STUDY

AGENCY COORDINATION MEETING July 28, 1993

Name	Organization	Phone
Jane Burmer	Greiner, Inc.	(813)286-1711
Kenneth L. Hardin	Janus Research/Piper Archaeology	(813)821-7600
Rick Adair	FDOT D-7	(813)975-6447
Michael Coleman	FDOT D-7	(813)975-6077
Ron Gregory	Greiner, Inc.	(813)286-7667
Maiser A. Khaled	FHWA	(904)681-7241
Gary Phillips	FHWA - Environmental Coordination	(904)681-7324
Roy A. Jackson	FDOT - CEMO	(904)922-7213
George R. Ballo	FDOT - CEMO	(904)922-7215
Melisa L. Ridenour	FHWA	(904)681-7239
Elaine C. Illes	Greiner, Inc.	(813)286-1711



C2380.00 June 2, 1993

MEMORANDUM

To:

Mike Coleman

From:

Elaine Illes

Subject:

Tampa Interstate Study

State Project No. 99007-1402 Work Program Item No. 7140004 Federal Aid Project No. IR-999(43)

Cultural Resources Committee Meeting - May 4, 1993

A Cultural Resources Committee (CRC) Meeting was held on May 4, 1993 at 2:30 p.m. in the Tallahassee Environmental Management Office (EMO) second floor conference room. A list of attendees and the agenda are attached.

I. Project Update

- A. The Historic Resources Public Meeting held on November 12, 1992 was summarized. The meeting was well attended and we received good public input. The Advisory Council on Historic Preservation representative, Mary Ann Naber, attended as well as a representative from SHPO.
- B. After the November 12, 1992 Public Meeting, two representatives from Janus Research and one representative from Greiner, Inc. attended the Advanced Seminar on Preparing Agreement Documents sponsored by the Advisory Council on Historic Preservation. This was a very beneficial seminar and specific recommendations concerning TIS were received.

II. Defining Areas of Potential Effects

- A. The conclusions of the September 17, 1992 meeting, concerning effects methodology, were summarized.
- B. A demonstration video was shown that depicted the use of the methods previously agreed upon. The video was shown to ensure that, prior to beginning a major work effort, all CRC members still agreed that the method chosen is the most effective means to determine effect. All attendees concluded that the video method was very effective. In selecting the up-to-500 perspectives, four categories were established, each with a different color code. A plan set with colorcoded categories 1, 2, and 3 was

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displayed. The following outlines these categories, and the handout that was distributed is also attached.

- Category 1 Individual or Designated Structures and Parks/Recreational Facilities (green)
- Category 2 Contributing Structures within National Register Districts (orange)
- Category 3 Historic Structures Outside National Register Districts but within Survey Area (blue)
- Category 4 Properties Outside Survey Area (pink)

Approximately 150 perspectives within Categories 1, 2, or 3 were selected prior to the CRC meeting. The methodology for choosing Category 4 sites was decided at the meeting. In areas where there are no parks or individually eligible properties and areas that are not included in a National Register district, or are outside previously surveyed areas, Category 4 sites will be chosen every 1,000 feet alternating 1 block and 2 blocks away from the interstate. The initial perspectives will begin to define the viewshed. In areas where perspectives are determined to have an effect or an adverse effect, a second group of sites farther from the interstate will be visited to further define the viewshed.

It was agreed upon that the video perspective should be taken from the common place view, if possible. Due to the nature of some neighborhoods, it will not always be reasonable to access the common place. In areas such as portions of the Crosstown where there are no elevation changes or the roadway is merely widened on the inside, multiple perspectives are not necessary to prove "no effect."

In addition, it was concluded by SHPO that it would be appropriate to address Seminole Heights in the adjacent environmental document.

III. Community and Agency Involvement in the Effects Process

A. CAC Meetings and B. Urban Design Community Meetings

It was discussed that individuals will have different perceptions of whether something constitutes an effect, no effect or an adverse effect. The Citizens Advisory Committee and Urban Design Community Meetings could be used to solicit opinions concerning effects. It was decided that these meetings should discuss the Section 106 process and exhibit perspectives for their input. In addition, a Historic Resources Public Meeting should be held in September 1993 to show the video perspectives and potential mitigation. The purpose of the meeting will be to receive public input and to formulate consensus on what is an effect and what types of mitigation are preferred.

Memo/Mike Coleman C2380.00 June 2, 1993 Page 3

C. Park Service

It was agreed that FHWA would send a courtesy package of information to the Parks Service concerning the Tampa Interstate Study EIS. This will provide some basic information to familiarize them with the demand, the basic transit assumptions, the resources potentially impacted, etc.

IV. Schedule

Due to the addition of the Historic Resources Public Meeting in September and the need to include this information in the documentation, the proposed schedule was changed. The tentative public hearing date of December 1993 was moved forward to March 1994. Attached is a copy of the schedule passed out at the meeting and the updated schedule based upon the addition of the Historic Resources Public Meeting #2. The MOA draft should be completed in September to be submitted for review along with the DEIS/4(f).

ECI:dlw

1

Attachments

TAMPA INTERSTATE STUDY

COORDINATION MEETING MAY 4, 1993

1.	Elaine C. Illes	Greiner, Inc.
2.	Kenneth L. Hardin	Janus Research/Piper Archaeology
3.	Laura Kammerer	SHPO/DHR
4.	Bill Thurston	SHPO/DHR
5 .	Maiser A. Khaled	FHWA
6.	Roy A. Jackson	FDOT - CEMO
7.	George R. Ballo	FDOT - CEMO
8.	Gary Phillips	FHWA - Environmental Coordination
9.	Melisa L. Ridenour	FHWA
10.	Rick Adair	FDOT D-7
11.	Michael Coleman	FDOT D-7
12.	Buddy Cunill	FDOT - EMO
13.	Ron Gregory	Greiner, Inc.



TAMPA INTERSTATE STUDY

CULTURAL RESOURCES COMMITTEE MAY 4, 1993

AGENDA

- I. Project Update
 - A. Historic Resources Public Meeting
 - B. Advanced Seminar on Preparing Agreement Documents
- II. Defining Areas of Potential Effects
 - A. Summary of Agreed Upon Methodology
 - B. Example of Visual Effects Analyses
- III. Community and Agency Involvement in the Effects Process
 - A. CAC Meetings
 - B. Urban Design Community Meetings
 - C. Park Service
- IV. Schedule
 - A. MOA
 - B. Public Hearing

FIELD LOG EXAMPLE FORMAT

Time of Day 2:02 Date Shot 4/6/93 Site File Form # Description Cuban Club 2nd Floor Ent on Palm Ave. Address 2010 Repubica De Cuba Ave. Category (A) Perspective

Misc. Comments

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SCHEDULE OF EVENTS

APRIL 1993

- Complete Test Run for Visual APE
- Complete the Noise Shift Analysis and Revise Report
- Identify Visual Perspectives for the APE

MAY 1993

- Meet w/ SHPO, EMO, FHWA for Perspective approvals
- Begin Multiple Properties Listing
- Begin Video Animation for EIS
- Begin Visual Area of Potential Effect Analysis
- Complete Noise Analysis for Transition and complete Addendum
- Begin Noise Area of Potential Effect Analysis
- Complete Video Animation for EIS

JUNE 1993

- Complete Visual Area of Potential Effects Analysis
- Submit Multiple Properties Listing

JULY 1993

- Complete Noise Area of Potential Effect Analysis
- Meet in Tallahassee to present results of APE Analyses (last week)

REVISED

SCHEDULE OF EVENTS

APRIL 1993

- Complete Test Run for Visual APE
- Complete the Noise Shift Analysis and Revise Report
- Identify Visual Perspectives for the APE

MAY 1993

- Meet w/ SHPO, EMO, FHWA for Perspective approvals
- Begin Multiple Properties Listing
- Begin Video Animation for EIS
- Begin Visual Area of Potential Effect Analysis
- Complete Noise Analysis for Transition and complete Addendum
- Begin Noise Area of Potential Effect Analysis
- Complete Video Animation for EIS

JUNE 1993

- Complete Visual Area of Potential Effects Analysis
- Submit Multiple Properties Listing

JULY 1993

- Complete Noise Area of Potential Effect Analysis
- Meet in Tallahassee to present results of APE Analyses (last week)
- Preliminary Review of urban design guidelines by FDOT, HNTB and agency liaison committee.
- Review of ongoing Design Sketches

AUGUST 1993

- Complete 13 Computer Graphic Perspectives (chosen in July Meeting)

SEPTEMBER 1993

- Historic Resources Public Meeting #2
- Submit DEIS/4(f)

OCTOBER 1993

- FDOT review of DEIS
- Revise DEIS based on FDOT Comments

NOVEMBER 1993

- Print DEIS
- FHWA Review DEIS (November 15th December 31st)

JANUARY 1994

1

- Revisions to DEIS based on FHWA comments
- Signature on DEIS

FEBRUARY 1994

- Print and distribute DEIS

MARCH 1994

- Public Hearing



C2380. B21, C3B, C22B May 24, 1993

MEMORANDUM

To:

Mike Coleman, FDOT

From:

Elaine C. Illes, Greiner, Inc.

Reference:

Tampa Interstate Study, WPA #7140004

State Project #99007-1402, FAP #IR-9999(43) Agency Coordination Meeting - May 4, 1993

An agency coordination meeting was held on May 4, 1993 at 1:00 p.m. in the Tallahassee Environmental Management Office (EMO) Second Floor Conference Room. A list of attendees and the agenda are attached.

I. BRIEF EIS PROJECT UPDATE

Mr. Coleman, FDOT, provided a brief update of Phase II of the project. Mr. Gregory then discussed the TIS study from 1987 to present which has included twenty-seven task force meetings, thirty-two local area meetings, three regional scale meetings in Phase I of the Master Plan, and two regional scale meetings in Phase II. The remaining Phase II discussion was targeted to historic resources and particular events related to this topic.

Mr. Gary Phillips, FHWA, asked about the exploration and consideration of multi-modal efforts. Mr. Gregory explained that the current design assumes and provides for significant multi-modal ridership via buses, light rail, or carpool/vanpool.

Mr. Hardin, Janus Research, provided the past history of the project from a historic/archaeological standpoint including the original survey, coordination with SHPO and the Advisory Council on Historic Preservation, the Historic Resources Public Meeting, the participation of the local Preservation Board and the City's support for the project.

II. SECTION 106/4(f) STRATEGY

A. Multiple Property Listing

The Multiple Property Listing (MPL) for the Tampa Heights area will begin immediately. The decision to submit an MPL was the result of many coordination meetings with SHPO, the fact that the proposed Tampa Heights National Register nomination was never submitted and the survey work completed by Janus Research as a result of the Section 106 Process. This course of action was previously recommended by SHPO staff.



Memorandum Mike Coleman, FDOT May 24, 1993 Page Two

B. Defining Areas of Potential Effects

The decisions made in the September 17, 1992 meeting with FHWA, SHPO and EMO were summarized for those who are new to the project (Melisa Ridenour and Gary Phillips). These items included completing an in-depth visual and noise analysis, qualitative discussion of air and traffic effects, and dismissal of potential lighting and signing effects at this stage of the study. Once signing and lighting plans are developed, these effects could be addressed. The agreed upon methods of visual and noise analysis were explained. The discussion led to the conclusion that the results of the effects determinations should be shown at a separate public meeting to receive public comments. This meeting was tentatively planned for early September 1993.

C. Memorandum of Agreement

This was discussed in terms of the schedule and that we should begin working on it as soon as possible. It was agreed that a conventional MOA and not a programmatic agreement was the appropriate course of action.

Some discussion took place and FHWA (Melisa Ridenour) emphasized the preference to have only the required signatories sign the MOA. FDOT should have a covenant with the City if any agreement is required.

III. POTENTIAL DELAYS

A. Parks Service

After a short discussion, it was decided, that Melisa Ridenour would contact the Advisory Council and request that we begin coordinating with the Parks Service if they are receptive.

B. Tampa Heights Linear Park

The Tampa Heights Linear Park was discussed as it relates to mitigation possibilities for FHWA. The three phases were explained and the purpose for the phasing. Melisa Ridenour commented that it may be difficult to fund acquisition of parcels outside of the proposed right-of-way. She suggested the FDOT check with the right-of-way and legal personnel to determine a realistic possibility of funding this mitigation. Since the linear park is mitigation for the visual and cultural impacts, it will most likely be contained within the "project limits".



Memorandum Mike Coleman, FDOT May 24, 1993 Page Three

C. Seminole Heights

The Seminole Heights Historic District has been accepted by SHPO for National Register listing and has been forwarded to the National Keeper. Anticipating an additional National Register District, it was decided that the Section 106 potential indirect effects should be addressed in a separate environmental document for this area which is adjacent to the EIS study area. This assumes SHPO concurrence. This would be consistent with the approach taken with the Environmental Assessment and the Environmental Impact Statement. There are no direct acquisitions in the transition area that are in the proposed district.

IV. SCHEDULE

Due to discussions held concerning item II.B (Defining APES) of the agenda, the schedule that was distributed has become void. With another Historic Resources Public Meeting planned for September, the DEIS/Section 4(f) will also need to be submitted to FHWA for their review in September. Allowing time for review, revisions, printing and distribution, the public hearing is now tentatively scheduled for March 1994. A copy of the revised schedule is attached.

The meeting adjourned at 2:30 in time to begin the Cultural Resources Committee meeting at 2:30 p.m.

ECI:dlw

Attachments

- List of Attendees
- Agenda
- Revised Schedule



TAMPA INTERSTATE STUDY

COORDINATION MEETING MAY 4, 1993

1.	Elaine C. Illes	Greiner, Inc.
2.	Ron Gregory	Greiner, Inc.
3.	Michael Coleman	FDOT D-7
4.	Rick Adair	FDOT D-7
5.	Melisa L. Ridenour	FHWA
6.	Gary Phillips	FHWA - Environmental Coordination
7.	George R. Ballo	FDOT - Central
8.	Roy A. Jackson	FDOT - Central
9.	Maiser A. Khaled	FHWA
10.	Kenneth L. Hardin	Janus Research/Piper Archaeology
11.	Leroy Irwin	FDOT - EMO
12.	Buddy Cunill	FDOT - EMO

Greiner

C2380.00 November 11, 1992

MEMORANDUM

To:

Files

From:

Elaine C. Illes

Subject:

Tampa Interstate Study

Historic Resources Agency Meeting

An agency coordination meeting was held on November 9, 1992 at 1:30 in the Greiner 7th Floor Board Room. A list of attendees is attached. Introductions of each person attending the meeting were made followed by a brief project overview by Michael Coleman of the Department. The video that will be shown at the Historic Resources Public Meeting on Thursday November 12, 1992 was shown to the group. Mr. Hardin of Panus Research/Piper Archaeological reviewed the Archaeological findings. Ms. Illes presented an overview of the Section 106 process and the changes that have already occurred as a result of the effort to avoid or minimize harm to identified historic resources.

Mr. Gregory explained that Urban Design had been addressed in the Master Plan in 1987. Following the master plans recommendation, the Urban Design task will be further developed in the next phase as we are working with mitigation for historic resources. Hardscape, landscape, lighting, bridge type, etc. will all be addressed in this next phase of work to begin in early 1993.

David Ridney noted that it is very important for people to understand where the proposed right-of-way has moved from and where it is proposed now. This should be shown more clearly on graphics. It was noted that additional graphics are being developed that provide this information but they are not complete for this meeting.

Bill Thurston commented on how well prepared the TIS team has been as it relates to historic resources.

Memo/Files C2380.00 November 11, 1992 Page 2

Roy Jackson emphasized the importance of the process and agreed with Bill Thurston on the preparedness of the team.

Ms. Ayer of the Hillsborough County Metropolitan Planning Organization commented that she would like to see housing that is within the proposed right-of-way relocated if possible. Use these houses to in-fill the older neighborhoods and rehabilitate the deteriorated houses. Moving the houses can serve more then one objective.

Bob Harrell commented that whoever is responsible for the Multiple Property Listing (MPL) is brilliant and is to be commended. He also questioned whether the Historic Preservation Advisory Council can "veto" a project? It was explained that the Council was an "advisory" council but that if the Department and FHWA had to break consultation with them, it would be most detrimental to the overall process. Mr. Harrell stated that he felt the linear park was critical the continuation of the revitalization of Tampa Heights. Mr. Hanell is also a proponent of the extension of Grove Street to provide greater safety by eliminating deadends. In addition, Mr. Harrell commented on the importance of the downtown plan tieing into the Convention Center and the "Bayshore Park".

Ms. Ayer commented that people prefer to see pictures not just aerials. It was noted that some pictures in addition to aerials will be provided at the meeting.

Ms. Mareda of the City Zoning Department commented that fencing is an issue that should be addressed in the Urban Design task. Ms. Burmer noted the comment and explained that as we get into the evaluation that the City as well as individual neighborhoods will be involved to individual treatments.

Bob Harrell concluded the meeting by commenting that the current interstate is so ugly that by working together it can be so much better then the current interstate.

ECI:dlw

TIS INTERSTATE STUDY SECTION 106 AGENCY MEETING NOVEMBER 9, 1992

Name

<u>Agency</u>

Ron Gregory

Ed Johnson

Ed Brill

Bob Harrell

Roy Aillai Jackson

Bill Thurston

David Rigney

Lucie Ayer

Maiser Khaled

Rose Petrucha

Laura Weant

Gloria Moreda

Michele Oqiljie

Chris Duncan

Michelle Hutson

John Simpson

Michael Coleman

Jane Burmer

Ken Hardin

Elaine C. Illes

Rick Adair

Greiner, Inc.

FDOT

FDOT

City of Tampa

FDOT - Central

Bu. of Historic Preservation

HTHCPB

нс мро

FHWA

Planning Commission

James Research/Piper Archaeology

City of Tampa, Zoning

Planning Commission

FDOT, PD&E

FDOT

FDOT

FDOT PD&E

Greiner, Inc.

Janus Research

Greiner, Inc.

FDOT, D7



TAMPA INTERSTATE STUDY

HISTORIC RESOURCES AGENCY MEETING NOVEMBER 9, 1992

AGENDA

I.	Project	Overview

- II. Identification of Historic Resources
- III. Section 106 Process
- IV. Effects of the Section 106 Process on the Project
 - A. Additional Survey
 - B. Minimizing Harm to Identified Resources
 - C. Determination of Effect
- V. Next Step
 - A. Formalize Consultation
 - B. Develop Memorandum of Agreement
- VI. Urban Design Measures



C2380 B22, C3B September 21, 1992

MEMORANDUM

To:

CRC Members

Files

From:

Elaine Illes

Subject:

September 17 CRC Meeting

A meeting of the Cultural Resource Committee was convened on September 17, 1992 at 10:30 a.m. in the FDOT Central Office Environmental Management Office's Conference Room. The following persons attended the meeting:

Name

Organization

Ron Gregory	
Elaine Illes	
Bobby Blackman	
Michael Coleman	:
Ken Hardin	
Laura Weant	
Laura Kammerer	
William Thurston	1 . 1
Day Inckson	

Greiner Greiner

Roy Jackson George Ballo Buddy Cunill

Greiner
FHWA
FDOT District 7
Janus Research
Janus Research
DHR-SHPO
DHR-SHPO
FDOT-Environmental Management Office
FDOT-Environmental Management Office
FDOT-Environmental Management Office FDOT-Environmental Management Office

It should be noted that the September 17, 1992 meeting was the follow-up meeting to the May 28, 1992 meeting. During the May 28, 1992 meeting, the following was established: the Archaeological Survey was accepted, the corridor was accepted by SHPO, decisions were made concerning eligibility of the individual resources, Tampa Heights was discussed as a possible multiple properties listing due to a consensus of a "no district" finding, established district boundaries will remain as given, no additional districts were thought to exist, and additional survey work is needed to determine if the preferred alignment is located in the best location within the corridor to minimize cultural resource impacts.



Memorandum C2380 B22, C3B September 21, 1992 Page Two

Based upon decisions made and work efforts defined during the May 28, 1992 meeting, the September 17, 1992 meeting completed all steps previously outlined. A brief summary of this milestone meeting is provided below.

- 1. The TIS Preferred Alternative was selected and agreed to (from a cultural resources perspective) by SHPO representatives Laura Kammerer and Bill Thurston. It is understood that final approval of this action will be solicited from Mr. George Percy, State Historic Preservation Officer. The Preferred Alternative was modified to minimize potential impacts to cultural resources in the following areas:
 - A. West Tampa Historic District SHPO agreed to a shift in alignment that would reduce the number of directly impacted properties (20), that is "takes", by 9 for a new total of 11 takes.
 - B. Ybor City Landmark District SHPO accepted the National Parks Service determination concerning contributing/non-contributing properties within the Landmark District. This reduced the number of directly impacted contributing resources by 50. Furthermore, SHPO's concurrence with the removal of a detention pond (Sheet A-11 of the EIS Preferred Alternative Concept Plans), which reduced the number of directly impacted properties by 17. Lastly, the selection of alignment shift #1, a one-block shift south to miss the cigar factory and the new Post Office, resulted in a reduction of directly impacted properties by an additional 23 properties. It was noted that this shift to the south, while reducing the total number of takes by 90, will directly impact six structures not directly impacted by the original alignment. The new net total of "takes" is now 111 structures instead of 195 structures.
 - C. Tampa Heights A decision was made to pursue the concept of an FDOT revised (minimal additional right-of-way required, if any) linear park. This decision was agreed to by SHPO. The number of takes of significant resources in the Tampa Heights area is unknown at this time, because the number of significant structures involved in FDOT activities is currently being established (see Item 2 below).



Memorandum C2380 B22, C3B September 21, 1992 Page Three

- D. Miscellaneous detention ponds The location of a detention pond (Sheet A-12) will be changed, thereby reducing by 2 the number of takes associated with the pond. SHPO also agreed to a location and configuration change to a detention pond (Sheet B-4) that may result in a reduction of up to 3 takes.
- 2. The SHPO has determined that sufficient data is not available at this time to designate a specific historic district in the Tampa Heights area. Therefore, a Multiple Property Listing determination will be pursued for the involved area adjacent to the Preferred Alternative. This will afford proper protection for historic properties with the FHWA/FDOT activities and still permit the establishment of a historic district in the Tampa Heights area if and when the establishment of such a district is pursued and justifiable. Janus/Piper Archaeological Research, Inc. will begin researching the Multiple Property Listing, once directed by FDOT, and will provide this information to FHWA/FDOT and SHPO.
- 3. Potential Adverse Effect Criteria for secondary/indirect impacts were discussed. Action on each effect is described below:
 - A. Audible (Noise) noise effects will be analyzed and noise barrier placement will be reviewed. The noise report will be revised to include the alignment shift and then supplemented to address noise barriers needed for cultural resources. The Historic Resources Public Meeting will consider displays or provide an opportunity for public input into the location of noise barriers.
 - B. Visual a series of computer-generated images of visual references related to the proposed roadway and associated historic structures will be developed. The analysis will identify historic properties with visual impacts. Once the computer-generated images are complete, the above-listed meeting attendees will select representative locations to photograph beforeand-after sequences to board-mount for public display. These locations will be selected by viewing the Autocadd model. The FHWA Visual Assessment Guidelines will be reviewed for any additional procedures.



Memorandum C2380 B22, C3B September 21, 1992 Page Four

- Air Quality it was determined that microscale analysis results indicate NAAQS would not be exceeded and would be less than the 2010 No Project Alternative; Hydrocarbon burden analysis reaches the same conclusions. Therefore, no additional air quality analysis will be conducted.
- Traffic Circulation it was determined that no network modeling will be conducted. A qualitative assessment of general mobility and circulation in the following areas will be undertaken: * West Tampa
 * Tampa Heights

 - * Ybor City
 - * Individual Resources (if applicable)
- E. Lighting it was determined that no lighting impact analysis will be undertaken. There are currently no lighting plans to base impacts upon and the issue can be addressed in the Programmatic Agreement.
- Other effects discussed were:
- 1) Vibration a review of general geotechnical and soil data will be conducted to determine the likely impact of construction vibration on known historic resources. Bobby Blackman will supply Greiner with the guidelines FHWA uses for vibration analysis.
 - 2) Constructive Use (i.e., Parking) a review of all parking and other constructive use effects on known historic resources will be conducted to determine if there is an impact on those resources as a result of the interstate expansion.
 - 3) Signing it was determined that no signing impact analysis will be undertaken. There are currently no signing plans to base impacts upon and the issue can be addressed in the Programmatic Agreement.



Memorandum C2380 B22, C3B September 21, 1992 Page Five____

- 4. In previous meetings, it was determined that a Programmatic Agreement will be developed for the project. At Mr. Ballo's request, the group will revisit the possible benefits of completing multiple Memoranda of Agreements (MOA's) on the project. MOA's would be related to individual areas of impact, i.e., for each historic district identified.
- 5. It was determined that a Section 4(f) Statement will be prepared and submitted as part of the draft and final EIS reports. The draft Section 4(f) Statement will not address project impacts for the areas of potential effect (APE's); however, this information will be included in the Final EIS/Section 4(f) Statement.
- 6. Based on previous discussions in the July 31, 1992 meeting, it was concluded that the Draft EIS/Section 4(f) Statement for the Tampa Interstate Study will serve as the case study for the project.
- 7. A Historic Resources Agency Coordination meeting will be held on November 9, 1992 at 1:30 p.m. in Greiner's 7th floor Boardroom.
- 8. A Historic Resources Public Meeting will be held on November 12, 1992 from 4:00 to 7:00 pm at Booker T. Washington Junior High School located at 1407 Estelle Street.

ECI:isc

TAMPA INTERSTATE STUDY CULTURAL RESOURCE SURVEY MEETING AGENDA SEPTEMBER 17, 1992

- I. Presentation of Findings from the Additional Survey (Janus/Piper)
- II. Potential Shifts in Alignment, Tightening of Typical Cross Section and Relocation of Retention Ponds
- III. Conclusion Concurrence on Preferred Alternative
- IV. Discussion of Effects Criteria
- V. Project Schedule

TAMPA INTERSTATE STUDY ADDITIONAL HISTORIC RESOURCE SURVEY

Survey Area	Updated <u>Sites</u>	New <u>Sites</u>	Total <u>Sites</u>
West Tampa (WT)		18	18
North Tampa Heights (NTH)	6	44	50
South Tampa Heights (STH)	16	60	76
Expanded Site Files in South Tampa Heights (ESF)	5	1	6
Downtown		erit a Lysi t	A 1
East of Ybor City (EYC)		29 29	29
Crosstown Connector (CC)	***************************************	erana (1 7 – 144) Roman (18 – 14	7
Seminole Heights	<u>6</u>	<u> 17</u>	_23
TOTAL	33	177	210

MINIMIZING IMPACTS

		Contributing Structures	Current Preferred Alternative # of Takes	Reduction of Impacted Properties	Proposed Minimization of Harm - Revised # of Takes
1.	West Tampa Historic District	912	20	9	11 11
II.	Tampa Heights A. HT/HCPB Linear Par	k 11	11 , †		
	B. FDOT Revised Linear Park			11	3 11
III.	Ybor City Landmark District	954	195	and the same of th	
	A. National Park Service Listing	_	195	50*	145
	B. Retention Pond Not Needed/Sheet A-11			17 17 17 17 17 17 17 17 17 17 17 17 17 1	128
	C. Potential Shifts in Preferred Alternative			the Maria	
	1. One Block Shift				
	to South/Miss Cigar Factory	·	128	23	105
	OR 2. One Block Shift to South/Miss Post Office		128	27	101
	OR				
	 Two Block Shift to South/Tie Interchange to Interchange 	_	128	52	76

MINIMIZING IMPACTS

(CONTINUED)

		Contributing Structures	Current Preferred Alternative # of Takes	Reduction of Impacted Properties	Proposed Minimization of Harm - Revised # of Takes
IV.	Misc. Retention Ponds				•
	A. Sheet A-12		6	2	4
	B. Sheet B-4		6	2	4 m
V.	Additional Takes Resulting from Shift			4	
	to the South		0	_	6**

^{*} Structures 50 years or older but severely altered.

^{**} Two block shift also requires acquisition of the Gonzalez Fisher & Co. Cigar Factory (currently listed on NRHP).

SUMMARY OF CURRENT DIRECT IMPACTS VS. BEST CASE MINIMIZATION OF IMPACTS

	Current	Minimized
West Tampa	20	11
Tampa Heights HT/HCPB	44	
Linear Park	11	34 1 . 0 . 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Ybor City	195	76 (2 Block Shift)
Additional Takes from Shift	<u> </u>	*
TOTAL	226	93

POTENTIAL ADVERSE EFFECTS

1. Audible

- 2. Visual
- 3. Air
- 4. Traffic Circulation
 - The control of the co

and the control of th

SUGGESTED METHODOLOGY FOR DETERMINING AUDIBLE EFFECTS

- I. Identify all properties that exceed FHWA Noise Abatement Criteria and therefore constitute an impact.
 - A. 67 Leq(h) for Activity Category B (State considers approach criteria as 65)
 - B. 72 Leq(h) for Activity Category C (State considers approach criteria as 70)
- II. Identify reduction of impacts by property for each barrier wall currently included in the preferred alternative concept plans. (Impact analysis/wall locations will be revisited once the selection of preferred alternative concept is made).
- III. Identify potential additional barrier locations for historic properties as part of the Programmatic Agreement's Mitigation Commitments.
- IV. Estimated time to complete items I & II.

SUGGESTED METHODOLOGY FOR DETERMINING VISUAL EFFECTS

- I. Compose an AutoCadd drawing of the existing conditions in representative areas of the previously identified Historic Resources.
- II. Update the AutoCadd drawing of the preferred alternative to include previously agreed upon design amenity treatments.
- III. Identify several representative locations from which to project the existing and proposed project images.
- IV. Identify properties with visual impacts.
- V. Estimated time to complete items I thru IV.

SUGGESTED REASONS FOR NOT IDENTIFYING AIR QUALITY EFFECTS

- I. Microscale analysis results indicate NAAQS would not be exceeded and would be less than the 2010 No Project Alternative.
- II. Hydrocarbon binder analysis reaches the same conclusions.

SUGGESTED METHODOLOGY FOR DETERMINING TRAFFIC CIRCULATION EFFECTS

- I. Revise the 2010 Traffic Model to reflect no improvements to the Interstate System.
- II. Run the revised 2010 Traffic Model using the Socioeconomic Data for the 2010 Build analysis (based on the Master Plan).
- III. Identify Network Links for each Area of Identified Concern.
- IV. Identify changes (both increases and decreases beyond 25%) in Average Daily Traffic (ADT) volumes on the network links.

SUGGESTED REASONS FOR NOT IDENTIFYING LIGHTING EFFECTS

- I. Currently no lighting plans to base impact analyses upon.
- II. Can be addressed in Programmatic Agreement.
- n de la companya della companya dell

TAMPA INTERSTATE STUDY AGENCY COORDINATION MEETING

Place: Greiner, Inc. 7650 Courtney Campbell Causeway,

7th Floor Board Room

Date: November 9, 1992

Time: 1:30 p.m.

Proposed Invitees

Advisory Council - Ralston Cox

Barrio Latino Commission

City of Tampa - Department of Housing and Development Coordination

FDOT/EMO - Leroy Irwin/George Ballo

FDOT District VII - TIS Team

Federal Highway Administration - Lamar Smith/Maiser Khaled

Hillsborough County City/County Planning Commission

Historic Tampa/Hillsborough County Preservation Board - Stephanie Ferrell

SHPO - Laura Kammerer/Bill Thurston

Tampa Bay Regional Planning Council

Tampa Heights Planning Council - Connie Cauldwell

Ybor City Redevelopment Association - Rebecca Chittum - Gagalis

Others? (see 10/1/92 invitees list)

TAMPA INTERSTATE STUDY HISTORIC RESOURCE PUBLIC MEETING

Place: Booker T. Washington Jr. High School

1407 Estelle Street

Date: November 12, 1992

Time: 4-7 or 5-8

Proposed Invitees

Advisory Council - Raiston Cox

Barrio Latino Commission

Centro Tampa - Adrienne M. Garcia

City of Tampa - Mayor Sandy Freedman

City of Tampa - Department of Housing and Development Coordination

Coalition of Neighborhood Preservation

FDOT Secretary of Transportation-Ben Watts

FDOT/EMO-Leroy Irwin/George Ballo

FDOT District VII - William McDaniel/David Twiddy

Federal Highway Administration-Bobby Blackman/Lamar Smith/Maser Khaled

Florida Governor Lawton Chiles

Florida State Representatives from Districts affected

Florida State Senators from Districts affected

Florida Trust for Historic Preservation

Florida Trust for Historic Preservation "Preservation News"

Hillsborough County Commissioners

Hillsborough County City - County Planning Commission

Hillsborough County MPO

Historic Tampa/Hillsborough County Preservation Board - Stephanie Ferrell

National Trust for Historic Preservation

National Trust for Historic Preservation "Preservation News"

SHPO-George Percy/Suzanne Walker/Laura Kammerer

Tampa Bay Regional Planning Council

Tampa City Council

Tampa Heights Civic Association Buss Bomar

Tampa Heights Planning Council - Connie Cauldwell

U.S. Senators Bob Graham and Connie Mack

U.S. Representative Sam Gibbons

Ybor City Chamber of Commerce

Ybor City Redevelopment Association - Rebecca Chittum - Gaglis

Ybor City Rotary Club

Ybor Development Agency

All property owners within 300' of the proposed right-of-way will be sent newsletters announcing the public meeting.

* A quarter page display ad announcing the meeting shall be published in the area newspaper.



C2380.30 B22,C22,C22A August 24, 1992

MEMORANDUM

To:

Files

From:

Elaine C. Illes

Subject:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-9999(43) - Coordination Meeting July 31, 1992

A coordination meeting was held for the above referenced project on July 31, 1992 in Tallahassee in the FHWA conference room. A list of attendees is attached.

Mr. Twiddy began the meeting with an overview of the focus of the meeting. SHPO is concerned that the project schedule not be delayed. As a result, the meeting was held to discuss proceeding with the 4(f) and Draft Environmental Impact Statement (DEIS).

Mr. Blackmon's major concern is the consistency of the preferred alternative concept with the new Interstate Policy.

Mr. Twiddy explained that the preferred alternative concept would be stage implemented. The TIS Master Plan would be built eventually; however, the initial phase would construct the maximum lanes designated in the Interstate Policy. An implementation plan will be developed. There will be a commitment not to build all 14 lanes at once but, as the need arises, lanes will be added until build-out becomes the preferred alternative concept.

Mr. Blackmon questioned whether the typical section would change. We must be evaluating the worst-case footprint, not an interim section.

Mr. Twiddy explained the typical section is set, and DOT is examining the preferred alternative concept for any minor revisions that may be necessary to reduce the number of impacts to historic resources. Once this concept is refined, the footprint will be set and the 4(f) process can proceed.

Mr. Adair expressed the need to send a letter of adverse effect to the Advisory Council to begin the Section 106 process.

Mr. Irwin stated that it is too early to involve the Advisory Council because the documentation concerning impacts to historic resources needed to present to the Advisory Council has not been prepared.

Ms. Illes stated that the District is concerned about holding agency meetings and a public involvement meeting without the Advisory Council being officially initiated into the process to provide input. In a conversation earlier in the month between Ms. Kammerer and Ralston Cox, a representative of the Advisory Council, Mr. Cox stated that the Advisory Council would not become involved and the Section 106 process would not begin until a letter of adverse effect was received. The District's request to initiate a letter of adverse effect would ensure the Advisory Council's involvement during the public information meetings.

Mr. Irwin stated that the DOT and FHWA had to complete their work to statutory standards before involving the Advisory Council. Once a 4(f) and DEIS are complete, these documents can be submitted to the Advisory Council. The draft 4(f) can serve as the case report and notification of the determination of adverse effects. Mr. Irwin stated that the regular process should be followed, particularly if a chance exists that consultation may have to be broken later if mitigation measures cannot be agreed upon. In addition, the Advisory Council cannot be prevented from participating in this process prior to submittal of the DEIS.

It was agreed that the 4(f) would be written and a Programmatic Agreement (PA) prepared.

Author's Notes and Concerns

The focus of the meeting was intended to be a discussion of proceeding with the DEIS and a 4(f) that would define and discuss all direct impacts. Indirect or secondary impacts would be addressed simply by stating that a PA was being prepared and mitigation for properties with secondary impacts would be defined in the PA. Specific properties with secondary impacts would be defined at a later date.

This approach was never really discussed. The advantage of this approach would be that the District could continue with the EIS process and hold the public hearing. Upon reaching this milestone, the majority of the Section 106 and 4(f) work would be completed between the Draft and Final EIS stage.

A major concern is that if the District adopts this discussed approach of proceeding with the "regular process" it may be doubling the work effort and monies spent as well as lengthening the project schedule. If the Area of Potential Effect (APE) is defined in the PD&E phase, and changes to the alignment (footprint) are made in the design phase, the APE will have to be redefined. Furthermore, if the APE is defined and the survey begins in order to define secondary impacts in the PD&E phase, an additional survey is likely if any changes are made in the design phase. As a result, both the PD&E schedule and the design schedule would be lengthened and additional monies would be spent.

The size of the project virtually dictates a PA. Without a PA, all criteria would have to be defined, each potential impact for the criteria as well as a survey of the area to identify the specific properties impacted. An MOA would be extremely time

Memorandum to Files Coordination Meeting - July 31, 1992 August 24, 1992 Page 3

consuming to define mitigation measures for each specific impacted property and the end result may be no agreement -- break off consultation.

Other states have and are proceeding with very little definitive information but agreeing to mitigate impacts defined at a later date.

Bottom line -- is it in the DOT's/FHWA's best interest to proceed as we are? Does everyone, including Leroy Irwin, understand that the survey to define impacted properties will not be completed in the PD&E phase as we currently have decided? The specifics of a PA should be discussed.

ECI/pph

Attachment

TAMPA INTERSTATE STUDY COORDINATION MEETING JULY 31, 1992

3 22. 3. 3. 3. 3. 3. 3. 3. 3				
NAME	<u>OFFICE</u>	PHONE NUMBER		
	FDOT - District VII	871-7737		
Rick Adair	FDOT	922-7213		
George Ballo	FHWA	681-7239		
Bobby Blackmon	FDOT - District VII	871-7734		
Michael Coleman	EMO	922-7207		
Buddy Cunill		681-7247		
Fred Faridazar	FHWA	821-7600		
Ken Hardin	Janus Research	286-1711		
Elaine Illes	Greiner, Inc.	922-7201		
Leroy Irwin	FDOT	922-7205		
Leroy Jackson	FDOT	(904) 487-2333		
Laura Kammerer	SHPO/DHR	681-7241		
Maiser Khaled	FHWA			
Lamar S. Smith	FHWA	681-7245		
Frank Sullivan	FDOT	922-7225		
Bill Thurston	SHPO	(904) 487-2333		
David Twiddy	FDOT - District VII	871-7740		
Laura Weant	Janus Research	821-7600		



FLORIDA DEPARTMENT OF STATE Jim Smith Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building 300 South Brostough

Taliahasses, Piorida 32399-0230

Director's Office (904) 488-1480

Telecopier Number (FAX) (904) 488-3353

August 21, 1992

Mr. C. Leroy Irwin, Manager Environmental Management Office Department of Transportation Hayden Burns Building, MB \$37 605 Suwannee Street Tallahassee, Florida 32399-0450

In Reply Refer To: Laura A. Kammerer Historic Preservationist Supervisor (904) 487-2333 Project Film No. 920770

RE: Preliminary Cultural Resource Assessment Review Request
A Cultural Resource Assessment Survey of the Tampa
Interstate Study Activity A, Task II (EIS) Project Area
Between the Dale Mabry Interchange and 50th Street, and
North to Buffalo Avenue, Hillsborough County, Florida.
Performed by Piper Archaeology/Janus Research, Final Draft
Version, March 1992.

SPN: 99007-1402; WPN: 7140004; FAPN: IR-9999(43) Greiner No.: CZ380

Dear Mr. Irwin:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Section 257.061, Florida Statutes, we have reviewed the above referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value.

This office has reviewed the above referenced historic property assessment survey performed by Piper Archaeology/Janus Research. Dr. William Thurston, Historic Preservationist Supervisor of our survey and Registration Section provided comments, questions and recommendations regarding the National Register eligibility of the identified historic properties and districts. Please see the attached April 1992 memorandum for these comments, questions and recommendations.

Archeeological Research (904) 687-2299 Florida Folklife Programs (904) 397-2192

Historic Preservation (904) 487-3333

Museum of Florida History

Mr. Irwin August 20, 1992 Page 2

It is the preliminary determination of this office that the project and project related activities will have an adverse effect on many historic properties eligible for listing, and listed in the National Register of Historic Places. We look forward to working with you and District Seven to answer questions and to address recommendations outlined in the memorandum.

If you have any questions, please do not besitate to contact Dr. Thurston or Laura Kammerer. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

George W. Percy, Director Division of Historical Resources

and

State Historic Preservation Officer

GWP/Klk

xc: Elaine Illes, Greiner Rick Adair, FDOT-Dist.7 Enclosure

FLORIDA DEPARIMENT of STATE morandum

TO:

Laura Kammerer, Supervisor, Compliance Review Section

FROM:

Bill Thurston, Supervisor, Survey & Registration Section

DATE:

April 17, 1992

SUBJECT: Tampa Interstate Study

We have reviewed the report, FMSF forms, and requests for determination of eligibility submitted on this project. information is presented in three segments dealing with the West Tampa, Tampa Heights, and Ybor City areas of the project corridor. In addition, two sites were identified in the downtown Tampa area, neither of which is considered to be eligible for NR listing.

Comments on the three segments of the report and the requests for DOE are as follows.

West Tampa area: We concur with the findings and evaluations in the report. While several of the sites identified outside the boundaries of the existing NR district appear to be eligible for consideration as contributing to a district, they are too remote and lack the concentration to justify revision of the present district boundaries. The Pernandez y Rey House should be considered for DOE; see comments below.

Ybor City area: We concur in general with the findings and evaluations presented, but we note a number of discrepencies in the evaluation of sites located within the existing NHL/NR district. The study report identifies these sites as "potentially contributing" whereas the NHL nomination designates most of them as noncontributing. In each of these conflicting evaluations (color coded in blue in the study report map), we agree with the NHL/NR designation. We agree with the study report evaluation of sites outside the existing district, including consideration of the Arguelles Lopez Cigar Factory for DOE.

Tampa Heights area: Here we have a problem. With regard to the sites located outside the proposed district boundaries, we agree that those retaining their integrity are too isolated to contribute to a district, with the possible exception of a cluster of sites located east of Morgan Street and south of Estelle Avenue. But this assumes that the same lack of concentration of historic sites extends to the adjacent areas outside the study corridor, on which we have no information other than Carl Shiver's familiarity with the area. He does not feel that there is a potential NR district in Tampa Heights, although a number of NR eligible sites may be individually eligible. As to the sites located within the district proposed for DOE, two appear to be individually eligible for NR listing, but twelve (out of a total of twenty-one) appear to have integrity problems. See comments on the DOE below.

Requests for Determination of Bligibility:

Pernandez y Rey House, 3300 Laurel - architecturally significant as a good example of Mediterranean Revival style, essentially unaltered, a rarity in the West Tampa area dominated by bungalow residential architecture. Considered NR eligible.

Arguelles Lopez Cigar Factory - significant historically for its association with the Tampa cigar industry and architecturally as one of three remaining wooden cigar factories in the city. The masonry additions reflect its evolution as addressed in the proposal. Considered NR eligible.

Greater Bethel Baptist Church - significant historically for its association with the black community of the early 20th century, and about the only thing left. Also a good example of church architecture which retains its integrity. Considered NR eligible.

Oak Park School, 4916 E. Tenth Street
Washington Junior High School, 707 E. Columbus Drive
Both shoools are proposed for DOE on the basis of architecture,
which is appropriate, but their significance in relation to the
development of education in the Tampa community should be addressed
as well. Both are considered NR eligible.

Carrera House, 703 Forest Street Colonial Revival Duplex, 2306 N. Nebraska Avenue I-Type House, 2210 N. 31st Street Kendrick House, 2814 N. Taliaferro Avenue Murray House, 2822 N. Taliaferro Avenue (Why Murray?) Stallings House, 408 E. Seventh Avenue All six are proposed on the basis of architecture, as good examples of their individual styles. However, no comparative information is provided to indicate that these are better examples than others in the Tampa area, many of which are found in existing NR districts. Although their integrity is generally good, none appears to be particularly noteworthy architecturally, and in the absence of any indication of historically significant associations, their eligibility for individual NR listing appears questionable at best. Perhaps a case could be made for the Kendrick House under Criterion A: Community Development, (but Criterion B is not appropriate as Ernest Kendrick does not appear to be a significant individual in NR terms) and the other turn of the century buildings, but this would require additional research with no assurance of Success.

The Tampa Heights Historic District - what is being proposed here is a small corner of a larger district that the HTHCPB has been attempting to define and document for several years. At this time, however, we have seen no information as to the types, integrity, or concentration of resources within the prospective

district, which has been subject to extensive deterioration, alteration, and demonstron over two or three decades. Therefore, we can only judge the DOE proposal on its own merits without referrence to its larger context. Based on the information available, it appears that:

Faith Temple Missionary Baptist Church (8Hi3672) and apartment building at 1902 Lamar Street (8Hi812) are individually eligible for NR listing.

Five buildings are extensively altered (8Hi3707, 4130,3730, 3781, and 3770), and would not contribute to a potential district.

The remaining seven buildings (8N:3754, 3755, 3726, 3663, 3731,3727, and 4452) have suffered alteration or deterioration that seriously impairs their eligibility as contributing resources in a potential district.

We are, therefore, ambivalent as to the potential eligibility of this area as a district. While it does not appear to have a sufficient concentration of contributing resources, the presence of the two properties considered to be individually eligible, in addition to the other potentially contributing buildings make the request for DOE worth consideration.



C2380.30 June 11, 1992

MEMORANDUM

To:

Michael Coleman

From:

Elaine C. Illes

Subject:

Tampa Interstate Study

WPA No.: 714004

State Project No.: 99007-1402

FAP No.: IR-9999(43)

Cultural Resources Coordination Meeting

On May 27, 1992 from 8:00 a.m. to noon a windshield survey was completed to familiarize representatives of SHPO and the FHWA with the project study area and previously identified historic properties. A cultural resources coordination meeting was held on May 28, 1992 at 8:30 a.m. in the Greiner, Inc. Second Floor Conference Room. A list of attendees and the agenda is attached.

- I. The Archaeological Survey has been accepted by SHPO. Laura Kammerer felt everything was complete in the Cultural Resources Survey concerning archaeology.
- II. The questions that SHPO have been asking seem to imply that the existing corridor rationale has been accepted. This was confirmed by Laura. The corridor has been accepted; however, there may be need for alignment shifts within the corridor.
- III.A. Tampa Heights is still a question. Bill Thurston's comments on his review of the Cultural Resources Survey question the concentration of historic sites and the justification for nomination of a district. After visiting the area in the field, the "no district" feeling was confirmed. Laura and Bill suggested that a multiple properties classification is more appropriate than a district. Many nice properties exist within grouping but overall the cohesiveness is lacking.

To be nominated as a multiple property listing, properties would have to be determined to be individually eligible but would be nominated together based on a common historic theme or time period.

- III.B. Bill and Laura agreed that they did not see any additional districts; however, Laura will ask the Preservation Board about their thoughts.
- III.C. District boundaries (Ybor National Landmark District and the West Tampa National Historic District) will not change for the purposes of the Resources Survey.
- IV.A. Of the already completed DOE's inside the proposed right-of-way, there are some questions as to their eligibility. As discussed in Bill Thurston's comments on the Cultural Resources Survey, it was decided that five of the ten DOE properties would not be forwarded to the keeper of the Register and would be withdrawn from recommendation due to no particularly noteworthy architecture and absence from any indication of historically significant associations. The following properties will be withdrawn:
 - 1. Carrera House, 703 Forest Street
 - 2. Colonial Revival Duplex, 2306 N. Nebraska Avenue
 - 3. I-type House, 2210 N. 31st Street
 - 4. Kendrick House, 2814 N. Taliaferro Avenue
 - 5. Murray House, 2822 N. Taliaferro Avenue

Laura Weant questioned the DOE for the Lopez Cigar Factory due to the major alteration. Bill Thurston felt that since it was one of the few remaining wood frame factories, it should be documented. It was agreed to retain the Lopez Cigar Factory as an DOE realizing that it would not be able to be moved but that it should be documented in accordance with Historic American Building Survey (HABS). Documentation will serve as sufficient mitigation for this property.

The above decisions were made by consensus. Therefore, it is the opinion of the attendees that the following properties are potentially eligible:

- 1. Stallings House, 408 E. Seventh Avenue
- 2. Oak Park School, 4916 E. Tenth Street
- 3. Greater Bethel Baptist Church, 1206 Jefferson Street
- 4. Arguelles, Lopez and Brothers Cigar Factory, 2503 East 21st Street
- 5. Fernandez y Rey House, 3300 Laurel Street
- 6. Washington Junior High School, 707 E. Columbus Drive
- IV.B. Laura Kammerer agreed that no additional DOE's are required within the proposed right-of-way; however, while in the field Laura and Bill agreed they would like to review an expanded site file form on six specific properties adjacent to the proposed right-of-way:
 - 1. Henderson Building/Hillsborough County, 411 E. Henderson Avenue
 - 2. Faith Temple Baptist Church, 602 E. Palm Avenue

- 3. Mediterranean Revival Apartment Building, 1902 N. Lamar Avenue
- 4. Robert E. Lee School, 305 E. Columbus Drive
- 5. Tyer Temple Methodist Church, 503 E. Park Avenue
- 6. El Bethal Primitive Baptist Church, 509 E. Columbus Drive
- V. SHPO's comments which were of special concern to the attendees were the request for additional information outside the proposed right-of-way and the qualification of the requested 2½ block distance from the proposed right-of-way (see attached comments).

Lamar Smith of FHWA stated that from his agency perspective, they have been mitigating for roads for a long time and if there is an impact, they will mitigate. It does not matter to them whether it is indirect or direct. Secondary impacts are impacts to be addressed.

David Twiddy questioned whether documentation and additional historic information would be necessary to determine whether the preferred alternative could be shifted. Would it be possible to have a working session in the field and decide on the spot, by concensus, the quality of the properties outside the proposed right-of-way and whether the alignment can be shifted?

Discussion continued and it was concluded that Laura Kammerer was not comfortable looking at any shifts without additional survey work being completed for at least adjacent properties.

Based upon the process and required additional data discussions, it was suggested by Elaine Illes that the steps taken, as described by various people in the discussions, would be as follows:

- l. Laura and Bill need to express known concerns about the preferred alternative concept.
- 2. Greiner would then, based on those concerns, examine both the advantages and disadvantages of any shifts associated with Laura's concern.
- 3. A meeting to discuss Greiner's findings.
- 4. At the meeting, based on this additional information, areas would be identified for further survey outside the proposed right-of-way.
- 5. Survey completed.
- 6. A meeting to discuss information from the survey and the final decisions could be made as to whether a shift should be made.
- 7. Public meeting for Section 106 process.

David Twiddy emphasized that the public meeting should not be held until the parties in the room concur on the preferred alternative. The alignment should be set as much as possible; comments will always be received that affect the alternative, but the agencies present need to be comfortable.

Lamar Smith reiterated that the approach taken has to be as if each decision is final. If changes are necessary, we will deal with them at that time but the decision should be made as if it is final.

Laura revisited the problem of properties that have been identified as within the proposed right-of-way that may deteriorate waiting to be purchased. Advanced acquisition would be the ideal way to reduce the potential of deterioration.

David Twiddy explained that no federal funding for advanced acquisition is available until after the Record of Decision (ROD). As a result, it is in the best interest for all parties and resources to complete this phase of the study as soon as possible.

All agreed that a Programmatic Agreement was the means by which to proceed.

The current schedule is to complete the Record of Decision by October 1993.

Once the Preferred Alternative (with any required shifts) is agreed upon by the meeting attendees, a public meeting for the Section 106 process should be held. The Draft EIS could then be signed and a public hearing held.

Simultaneously, criteria should be defined and factors identified in order to define the Area of Potential Effect. The Programmatic Agreement would be written and revised and will have to be signed prior to the signing of the Final EIS. This all should be able to be completed within or close to the current schedule. Advanced acquisition should be addressed once the Record of Decision is completed.

VI. The Section 106 Public Involvement was discussed and it was agreed that a separate meeting should be held on a separate date from the Public Hearing of the Environmental Assessment. The mailing list for the Public Meeting was discussed. Local agencies, interested parties, etc. will be individually invited. A newspaper advertisement should be run in local papers as well as a news release. Property owners will not be individually notified; however, the study newsletter will provide an announcement of the meeting. A package of what to present, as well as, who will be invited will be sent to agencies attending this meeting, as well as the Advisory Council, for review and comments.

Laura and Bill's general concerns after driving the study area were discussed and are outlined below:

- The 21st/22nd Street interchange on I-4 is being moved to 14th/15th Streets. Will this change in traffic pattern impact the Ybor Landmark District? The change in traffic circulation patterns should be explored.
- 2. Many cases exist where whole blocks are within the proposed right-of-way leaving properties across the street facing the proposed interstate. Would it make more sense to move the proposed right-of-way to the half blocks so that properties left in place would have the interstate behind their properties?

At this time, it was decided to break for lunch and bring down the plan sets to review concerns sheet by sheet.

Additional areas to be surveyed outside of the proposed right-of-way were agreed upon sheet by sheet.

Areas of particular concern and areas where Greiner will examine slightly (10'-25') tightening the right-of-way within the Ybor Landmark District and West Tampa District were agreed upon.

No other alignment shifts outside of these two areas will be investigated at this time.

For purposes of estimating manhours, it was agreed that site file forms would be completed for an additional 200 properties. (After this meeting it was discovered that five blocks were inadvertently left out. These have been added to the properties. 225 properties are estimated in the manhour estimates.) Expanded site file forms would be completed for the six previously discussed schools, churches and the apartment building and any individually significant properties identified in the additional survey.

Ken Hardin estimated a work effort of 12 weeks to complete field work, complete site file forms and compile information into an addendum to the Cultural Resources Survey.

In the interest of schedule, it was decided that information would be presented in draft form for Laura to review; consequently, we would estimate setting up another meeting six weeks after Janus Research/Piper Archaeological begins work. Janus Research/Piper Archaeological cannot begin the additional work until Supplemental No. 8 has been signed by FDOT. This is a concern since the processing of contracts often takes two months.

Memorandum/Michael Coleman C2380.30 June 11, 1992 Page 6

In conclusion, the second half of the meeting completed steps 1 through 4 of the process identified by Elaine Illes earlier in the morning (outlined on page 4).

Once the supplemental is signed, Janus Research/Piper Archaeological will begin the survey. Six weeks following, another meeting will be held to determine, based on additional historic information, possible tightening of alignments, relocation of ponds, etc., if the preferred alternative should be shifted in certain areas.

Once a concensus of the location of the preferred alternative is reached, the public meeting can be held, the draft documents finalized and the public hearing set.

Greiner's Recommendations

While Janus Research/Piper Archaeological is working on the additional survey, factors should be identified and criteria set for determining the Area of Potential Effect. This could also be discussed and agreed upon at the meeting scheduled for six weeks following the beginning of the survey. During the second six weeks, based on the agreed upon criteria, the Area of Potential Effect could be defined for each factor.

TAMPA INTERSTATE STUDY May 28, 1992

Name	Agency	Phone
Laura Kammerer	DOS/SHPO	904-487-2333
David Twiddy	FDOT	813-871-7740
Maiser Khaled	FHWA	904-681-7241
Michael Coleman	FDOT	813-871-7734
Lamar S. Smith	FHWA	904-681-7245
Dick Combs	Greiner	813-286-7667
Ken Hardin	Janus/Piper	813-821-7600
Elaine C. Illes	Greiner	813-286-1711
Chris P. DeAnnuntis	Greiner	813-286-1711
Rick Adair	FDOT	813-871-7737 SC 542-7737
George Ballo	FDOT/EMO	904-922-7213 SC 292-7213
Bill Thurston	DOS/SHPO	904-487-2333
Laura Weant	Janus/Piper	813-821-7600

PIPER ARCHAEOLOGY / JANUS RESEARCH

Piper Archaeological Research, Inc.

P.O. Box 919 St. Petersburg, FL 33731 (813) 821-7600 (813) 822-2368 (FAX)

TELECOPY COVERSHEET

(-1 ° 71).	
TO: Elaine Illes	
TELECOPY NUMBER:	
FROM: Kentardn	
DATE: 5/20/92	
WE ARE TRANSMITTING PAGES, INCLUDING COIL IF THE TRANSMISSION WAS NOT COMPLETE OR IF THE ME PLEASE CALL US IMMEDIATELY.	VERSHEET. ESSAGE WAS NOT LEGIBLE,
(813) 821-7600 - MAIN OFFICE (813) 822-2368 - FACSIMILE MACHINE	
COMMENTS:	•

HBMORANDUN

TO:

Mike Coloman, Ken Hardin, George Ballo,

Elaine Illes and Lamar Smith

FROM:

Laura Kammarar

DATE:

May 20, 1992

SUBJECT:

TIS Meeting May 27th and 28th

Ybor City National Historic Landmark

1) Keed map of the Ybor City National Historic Landmark (NRL) - automatically listed in the National Register. Historic Tampa/Hillsborough County Preservation Board (HT/HCPB) should have one. Large format. Depict TIS corridor on the map. 2) Need listings of contributing and non-contributing properties if available.

3) Contributing and non-contributing properties on TIS maps should match NHL identifications unless property is gone.

4) Original Ybor City National Register district is encompassed

within the more comprehensive MRL.

- 5) Will need to verify that the contributing properties in TIS corridor and within two and a half blocks north and south of the TIS corridor boundaries still remain and have not been substantially altered. Identify on a list by Florida Site File (PSF) number and street address. If appear to be substantially altered, take photograph(s) or video - and note alterations. Verification of contributing properties will be important when we are discussing specifics of avoiding, minimizing and mitigating effect.
- 6) What does the Barrio Latino Historic District (BLHD) designation mean? Is the BLHD afforded any protections as a district?
- 7) Identify all individually Dational Register listed and/or National Landmark properties in TIS corridor and within two and a half blocks of corridor boundaries. Identify on a list by FSF number and street address.

8) Field inspect while in Tampa.

West Tampa Mistoric District

- 1) Roy Jackson will make copies of the West Tempa Historic District (WIHD) map. Depict TIS corridor on the map.
- 2) All contributing properties, including those originally designated contributing-but altered, need to be shaded black on a WIHD map.
- 3) Will need to verify that the contributing properties in TIS corridor and within two and a half blocks north and south of the corridor boundaries still remain and have not boon substantially

altered. If appear to be substantially altered, take photograph(s) or video - and note alterations.

4) Identify any individually listed National Register and

4) Identify any individually listed National Register and/or National Landmark properties in TIS corridor or within two and a half blocks of TIS corridor boundaries. Identify on a list by PSF number and street address.

5) Field inspection while in Tampa.

Six Individual Determinations of Eligibility (Carrera House - Stallings House

- 1) Are they really individually eligible? Do not really appear to be.
- 2) Will field inspect each while in Tampa. Hay still require additional historical information.

Tampa Reights Historic District

- -1) Overview of proposed district by HT/HCPB representative.
 - 2) Is there really a Tampa Heights Historic District (THHD)?
 - 3) Is there more than one district? Look at east and west sides of I-275 outside the TIS corridor boundaries also. HT/HCPB should play a significant part in this determination.
 4) Does HT/HCPB have copies of the site forms from their surveys.
- 4) Does HT/HCPB have copies of the site forms from their surveys (North Tampa Heights 1986, South Tampa Heights 1989 and South Tampa Heights Additional Sites 1990)? If not, most of the forms should be in the FSP. The 1926 North Tampa Heights survey involved videotaping. Is the video available?
- 5) Get City of Tampa street index from the FSF to identify which properties they have and for site number identification. Will be useful for entire project.
- 6) Identify any individually listed National Register and/or National Landmark properties in TIS corridor and within two and a half blocks of corridor boundaries. Identify on a list by FSF number and street address.
- 7) field inspection While in Tampa.

Linear Park

- 1) Overview of proposal from HT/HCPB representative.
- 2) Need to identify firm boundaries.
- 3) Need to see conceptual plans for the park as soon as available.
- 4) Any maps depicting the proposed park should include all contributing properties within the THHD.
- 5) Does HT/HCPB have site forms for THHD properties not in PSF? Porms were mentioned in 10.23,90 Committee meeting minutes.

Miscellaneous

Identify on one or more maps (not fancy):

 a. areas within one mile of TIS corridor boundaries that
 have been subjected to an architectural/historical survey who and When;

b. all individually listed National Register properties within one block of TIS corridor boundaries - be sure to include those not in identified districts; and c) all National Landmark properties within one mile of TIS corridor.

- 2) Are there any additional potentially National Register aligible districts anywhere in the TIS corridor or within two and a half blocks of the corridor boundaries? Identify general location of such districts on another map. HT/HCPB should play a significant part in this determination. Briefly outline their context and significance.
- 3) Identify individual National Register eligible properties outside districts and within one block of TIS corridor. Identify on a list by PSF number and street address. If do not have site form and photo will need one, not necessarily an DOE form, but an expanded site form. Briefly outline significance.
- 4) Video camera may useful tool. Need to take panoramic streetscape views, not just individual houses up and down each
 side of a street.
- 5) Can this office be provided a copy of the Janus Rasearch/Piper Archaeology video tape of historic properties within the TIS corridor? If so, prior to sending a copy, I will confirm the that we need one. Would like a simple map showing the route travelled while taping of historic properties.

- travelled while taping of historic properties.

 6) Identify where the preferred alignment has been shifted to avoid historic properties.
- 7) Identify other types of avoidances that were made in the preferred alignment.

Greiner

C2380.30 B8,C22 April 22, 1992

MEMORANDUM

To:

Files

From:

Elaine C. Illes

Reference:

Tampa Interstate Study

WPA No.: 7140004

State Project No.: 99007-1402

FAP No.: IR-9999(43)

Advisory Council Coordination Meeting

A meeting was held on March 19 and 20, 1992 in the Greiner, Inc. board room from 9:00 a.m. to 1:00 p.m. and 8:30 a.m. to 11:30 a.m., respectively. A list of the attendees follows:

Ralston Cox Advisory Council on Historic Preservation

Laura Kammerer SHPO
Martha Sherman HT/HCPB
Ken Hardin Piper/Janus
George Ballo FDOT/EMO

Michael Coleman FDOT/District VII

Ron Gregory Greiner, Inc.
Elaine Illes Greiner, Inc.
Chris DeAnnuntis Greiner, Inc.
Dick Combs* Greiner, Inc.

Thursday, March 19, 1992

Mr. Ballo opened the meeting with discussion of the purpose of the two-day meeting. Introductions of those participating in the meeting were made.

Mr. Cox explained that he is currently the liaison for the Advisory Council as a representative from their Southeastern Division for the TIS project. Final staffing could be assigned at a later date. He stated that the Advisory Council's participation at this time is strictly from a review agency perspective and that his involvement at this time is not to be interpreted as an initiation of the Section 106 process.

Mr. Gregory presented the historical overview of both the regional transportation systems and a more specific background of TIS Phase I efforts and outcomes. In the 1989 Master Plan, Phase I was approved and local governments adopted the Plan as part of their long-term highway plans.

Mr. Cox asked when the Crosstown Connector portion of the project was added.

^{*}Attended only the meeting held on March 19, 1992.

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Mr. Gregory explained that Greiner began work on this section after the Master Plan was adopted. Previously, the Crosstown Expressway was being evaluated under a contract overseen by the Expressway Authority. The video produced for the Phase II Public Alternatives Meeting held on April 30, 1991 was shown to provide additional information on the four-roadway system being proposed.

Mr. Cox commented that it was interesting that DOT uses 2010 traffic projections when it could take 10 to 15 years to construct the project, and the recent T.I.P. currently provides no money for the construction.

Mr. Gregory explained that the DOT adopted a policy of reconstructing the interstate to 2010 requirements and then as traffic projections increased, additional traffic would be handled by transit. A separate study has planned 46 miles of rail transit. An envelope in the TIS project corridor initially provides an HOV lane for buses and carpools but if desired later can include a Light Rail Transit System.

Through transportation modeling, it was estimated that a bus fleet of 506 vehicles would be required to fulfill the 2010 desired modal split. Park and Ride lots have been identified as part of the TIS project.

Mr. Cox asked if UMTA had been involved.

Mr. Combs stated that UMTA had not been involved because to date the study is a feasibility study. UMTA will be involved at a later date.

Mr. Gregory reviewed the Tier I, II and III evaluation reports and provided examples of the methodology used to evaluate the alternatives. Project coordination groups and activities were reviewed, including a 12-member Citizens Advisory Committee, a 25-member Agency Task Force and three Public Meetings.

Mr. Cox inquired about the attention and information disseminated at each public meeting specific to the impacts to cultural resources.

Mr. Gregory explained that the West Tampa Historic District was represented by a concerned local property owner who distributed information during the meeting. Historic districts were denoted on concept maps provided at the meetings and staff was available to receive comments. Local organizations such as the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB) were invited and urged to disseminate information. Otherwise, no "special" attention was given to cultural resources.

Mr. Hardin presented the specific findings of the Cultural Resources Survey. In summary, 13 prehistoric and 12 historic archaeological sites were identified and none were determined to be significant. An architectural historian reviewed and videotaped the structures. This video was presented in Tallahassee last year to Louis Tesar, Carl Shriver, Leroy Irwin, Roy Jackson and George Ballo. During that all-day meeting along with information completed in the Master Site file forms, the above

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mentioned individuals as well as representatives from FDOT District VII, Greiner, Inc., and Piper Archaeology determined structures as to be contributing or noncontributing to each historic district. In addition to the 236 contributing structures, currently there are 11 potentially significant individual structures that DOE's have been prepared for as well as the proposed Tampa Heights Historic District. These structures were reviewed and determined by Louis Tesor and Carl Shriver. The Master Site file forms, DOE's and CRS have currently not been reviewed by SHPO for comments.

Mr. Cox requested a copy of both the TIS public meeting tape and Piper's field tape as well as all the Alternative Analyses (Tier Analyses) previously discussed by Mr. Gregory.

Mr. Hardin mentioned briefly the Linear Park proposed as mitigation in the Tampa Heights area. Ms. Sherman explained her understanding of the current situation. Due to concern over neighborhood problems encouraged by dead end streets created by the interstate, Grove Street is proposed to be extended to run parallel to the interstate. The Linear Park located adjacent to the interstate would require the acquisition of additional historic structures, but the HT/HCPB hopes to move these structures prior to demolition.

Mr. Cox asked if additional right-of-way and structures are required to complete the park.

Mr. Hardin explained that at least 12 additional historic structures would need to be acquired to complete the proposed park.

Mr. Cox stated that it seems the Preferred Alternative has basically been identified and it will be years before any property is acquired. Often property owners do not want to do anything to improve or maintain their property because they know eventually it will be acquired. Consequently, the property will continue to deteriorate resulting in an immediate secondary impact prior to beginning construction.

Ms. Illes explained that legally the DOT has no mechanism to avoid the process and the resulting potential deterioration.

Mr. Combs explained that many of these structures are and were prior to the announcement of the Preferred Alternative in poor repair and are currently and for some time have been condemned and were to be destroyed by the City.

Mr. Ballo asked what types of measures historically have been taken by other communities to avoid this situation.

Mr. Cox suggested that if the city were to be more involved, the Code Enforcement Board could assure that homes were maintained.

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The field video was shown while the group ate lunch. The meeting continued with a field tour of 11 DOE sites, the Historic District, the proposed Historic District, and the Landmark District. During the field tour, Mr. Cox inquired extensively about the structures within the right-of-way as well as those structures adjacent to the right-of-way. Mr. Cox also took photographs of the streetscapes and their relationships to the existing interstate. The meeting concluded at 4:30 p.m. with an agreement to reconvene the following day at 8:30 a.m.

Friday, March 20, 1992

Mr. Gregory discussed some additional items concerning the regional transportation system and how the DOT has developed the regional system with the assumption that it would be in place prior to completion of the proposed TIS improvements. In addition, an exception in the headway assumption was approved by FHWA resulting in a higher volume allowed to travel the interstate while maintaining the required LOS D. This modified LOS D normally correlates to volumes associated with LOS F. In conclusion, traffic has been deferred to other systems, transit has been emphasized, and the LOS has been modified in an effort to lessen the number of lanes and width of right-of-way required to safely carry projected 2010 traffic.

Mr. Ballo asked Ms. Kammerer to present her perceptions of the project and information to date.

Ms. Kammerer noted that she was in an uncomfortable position because she had not been involved in the project previously. She said she would have to speak to Louis Tesar to get up to speed on why decisions had been made and decide if she concurred with decisions made in the past. Secondly, further evaluation outside the right-of-way should be undertaken soon.

Mr. Hardin stated that he had brought up this issue to Lois Tesar and Leroy Irwin previously and the response was that the scope of the project is to evaluate impacts within the right-of-way only.

Ms. Kammerer questioned what type of resources are outside of the study area.

Mr. Cox then reflected upon the project and his visit. The potential adverse effects are enormous. Lighting, the difference in the width of the proposed right-of-way required, the difference in visual surroundings, and height and noise effects all need to be addressed. Mr. Cox is concerned that the public is not aware of the enormous impacts this project will have on the local cultural resources and the effects upon the structures near the proposed facility. He feels the public has not been specifically informed about the impacts to the cultural resources.

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Ms. Kammerer reiterated that much work needs to be completed before the Section 106 process can begin.

Mr. Ballo stated that we all are aware of that and that we are moving toward that direction.

Ms. Kammerer continued her concerns about understanding why alternatives were chosen, how well-informed the tenants of the properties are, and how accessibility was addressed. SHPO has not reviewed the CRS or any of the DOE's or Master Site file forms.

Mr. Cox continued by explaining that this would be a three-party agreement and that the Advisory Council needs time to get up to speed before SHPO can commit to any type of schedule. This is an enormous project and only a small portion of the work has been started. There may be other unidentified historic districts. Additionally, existing historic districts may need to be enlarged.

Mr. Cox defined his role as handling the process of the Advisory Council's investigations and coordination. The Advisory Council's role is to help the agencies effectively resolve Historic Preservation "for the public." Because this is a three-party agreement, any information that SHPO receives should also be sent or copied to Mr. Cox. Another uncertainty is when the Park Service will become involved. It could be very soon or not for some time. Mr. Cox will speak to the Park Service to find out their time table. It is the Park Service who makes recommendations to the Advisory Council specifically concerning involvement with National Historic Landmark Districts (NHL).

Mr. Cox noted the unusual boundary of the Ybor City NHL located next to the Crosstown Expressway. Mr. Cox believes this boundary signifies the importance of the Ybor City NHL; boundaries are normally defined further away from major thoroughfares unless particularly significant.

Once Mr. Cox has received the information requested from Mr. Gregory during the first meeting, the information will be reviewed by the Advisory Council and SHPO. Once the review is complete, the next steps will be specifically outlined.

Mr. Gregory continually pursued a step-by-step outline of the next tasks to be completed. Mr. Cox provided the following general steps that are necessary in a three-party agreement:

1. Gather local background information to determine if other potential historic districts exist, redefine existing historic districts, and determine if any potentially significant individual structures are in the vicinity. (The vicinity will be defined at a later date.)

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- 2. Identify procedures to define the Area of Potential Effect (APE). SHPO and FDOT/EMO should be involved in this process.
- 3. Define criteria for evaluating those structures within the APE. Again, all parties should be involved. If the participants encounter problems, Mr. Cox may need to attend another meeting to finalize the criteria.
- 4. Complete field work to determine the indirect effects within the APE.

Once all impacts/effects have been defined and evaluated, a decision will be made as to whether the impacts can be mitigated. If it is determined that these impacts can be mitigated, the Section 106 process will continue and the development of an MOA will begin.

If it is determined that additional, more specific information needs to be provided to the public concerning cultural resources, additional Public Meetings will be held before the Section 106 process can continue.

Finally, if it is determined that the impacts cannot be mitigated for, a Council Meeting will be held or possibly a Full Panel Meeting. A Full Panel Meeting is rare and can be time consuming to coordinate everyone's schedule as well as complete the Advisory Council hearing. The full Council is basically a Presidential Council which reports to the President of the United States. The Secretary of Transportation in Washington, D.C. has the final decision to break off consultation with the Advisory Council and continue the project without their further input.

Mr. Cox informed the group that the process is not pleasant and that there is always fallout all the way down the ranks whenever the process requires a Full Panel Meeting.

Mr. Ballo summarized the two-day meeting. Currently, the FDOT, Greiner, Inc. and Piper Archaeology are waiting for feedback from SHPO on concurrence or dissension on the DOE's and contributing structures. Second, District VII needs to define the role of the Central Office, but Mr. Ballo suggests they be highly interactive with EMO. Third, further survey and effects determination will be required and should begin very soon, assuming the DOT decides to continue in the process.

The Friday meeting adjourned at 11:30 a.m.

ECI:mgr

c: Ron Gregory
Dick Combs
Chris DeAnnuntis
Ken Hardin, Piper/Janus
Michael Coleman, FDOT
David Twiddy, FDOT



C2380 B1, B21, C19B October 4, 1991

TAMPA INTERSTATE STUDY The Greiner Team

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MEMORANDUM

TO:

David A. Twiddy, P.E.

FROM:

Chris P. DeAnnuntis

SUBJECT:

Tampa Interstate Study, WPA #7140004, State Project #99007-1402,

FAP #IR-99999(43) - Cultural Resource Meeting (Tallahassee)

A coordination meeting was held at the FDOT-Central Office in Tallahassee from 10:00 to 12:30 a.m. on September 30. See sign-in sheet for list of attendees:

At the open of the meeting Mr. Twiddy stated that the Ad Hoc Committee's review of the Draft Cultural Resource Survey was behind schedule.

Mr. Hardin responded that eight additional DOE's were completed in the period since the Department's approval of Supplemental Agreement No. 7 (August 1991), thirteen new structures needed determination. Site file forms for 401 structures were gathered and 300 of the 401 were in a historic landmark district, historic district or proposed historic district. All field work analysis is complete with the exception of proposed mitigation areas (e.g. linear park). This proposed mitigation will have its own impact to resources.

Mr. Twiddy indicated he would pursue immediate authorization to fund work effort.

It was estimated by Mr. Hardin that 20-30 contributing structures could be found in the linear park area.

Mr. Ballo advised Mr. Twiddy of receipt of the 1st Draft Cultural Resource Survey and that the FDOT were prepared to review their comments with Mr. Hardin after the meeting. Mr. Hardin noted that he had presented a 2nd Draft CRS to FDOT prior to the start of the meeting.

Mr. Irwin stated a determination if a structure was altered needs to be done. The review process (106) will decide if each structure is contributing. Mr. Irwin requested the Piper advise the FDOT of Piper's opinion whether each structure has been altered significantly enough to compromise its inclusion as a National Register site. Mr. Irwin requested a comparison of the original National Historic District contributing structures with their current conditions. The outcome of the Ad Hoc meeting with SHPO will set the basis for the MOA on the 4(f) and 106 process. The MOA will be programmatic. The Cultural Resources Committee, SHPO, Historic Preservation Board and FDOT Central Office will receive a copy of the Draft Final CRS Report for comment.

Mr. Hardin stated that the Tampa Heights Linear Park issue needs to be addressed.

Mr. Irwin stated that no structures should be moved in the Linear Park area before approval of the 4(f), EIS and LDA. Otherwise, the process can be prejudiced. The Linear Park must be covered by the EIS although work is not covered by the Greiner Team contract or Supplemental Agreement #7. The Linear Park may be mitigation for 4(f) and not section 106. MOA has to address historic resources in Linear Park area. Ms. Ferrell must not take any action to prejudice the project.

Mr. Hardin and Mr. Irwin concurred that a Draft MOA should be developed to present to the Cultural Resources Committee.

Mr. Hardin stated that Piper would need a supplemental agreement for this additional linear park work and Mr. Gregory concurred. Mr. Gregory also noted the urgency for speedy action on the part of FDOT to secure funding for the additional work. Mr. Irwin and Mr. Ballo will determine the extent of Piper's work effort and provide this to Mr. Twiddy.

Mr. Irwin, Piper and Greiner will coordinate efforts for Programmatic MOA. A Case Study Report and MOA would need to be developed prior to inviting the Historic Advisory Council to meet. Mr. Irwin's office will schedule a meeting date with the Advisory Council sometime during the next month. This meeting is expected to occur in early January 1992.

Mr. Gregory will use current Linear Park boundaries to set all impacts to 4(f)/section 106.

Mr. Twiddy discussed the transitional areas for the EA and EIS.

Mr. Blackmon does not feel FHWA can sign EA without EIS available because the EA "would not be technically correct." Mr. Twiddy wants the FHWA to sign-off on EA for public review not for approval of federal funds. Mr. Doctor said the EA would be "incomplete" without the EA transitional area.

Mr. Irwin suggested a Draft EA and Draft EIS submittal concurrently with one public hearing. This would link the EA schedule to the EIS schedule and could lengthen the EA process considerably.

Mr. Blackmon suggested an analysis of moving EA transition area west to avoid impacts on the West Tampa Historic District. Mr. Blackmon stated a "minimal" geometric transition would be acceptable to the FHWA. Mr. Gregory indicated the idea was acceptable and would need further clarification from FDOT.

Greiner will provide transition area impact analysis for all other "normal" areas of concern (e.g. air, noise, hazardous materials, etc.) for the EA. This will allow the EA to be processed and approved as a stand alone document.

Items discussed resulted in a reevaluation of the project schedule. Upcoming target activities/events for the project and their corresponding schedule are attached.

xc: Ron Gregory
Dick Combs
Ken Hardin

ENVIRONMENTAL IMPACT STATEMENT CULTURAL RESOURCE SCHEDULE REVISED SEPTEMBER 30, 1991

Activity/Event	Start Date	<u>Duration</u>
Authorization for Linear Park Cultural Resource work	10/14/91	0 days
Linear Park Cultural Resource field work/analysis	10/15/91	20 days
Develop Pre-Draft MOA	10/15/91	30 days
Revise DOE for Tampa Heights	11/12/91	5 days
Revise EIS CRS document; review with FDOT	11/17/91	5 days
Dustribute CRS document to Ad Hoc	11/25/91	0 days
Ad Hoc meeting to discuss CRS Report; Draft MOA	12/17/91	0 days
Develop case report; Revise MOA	12/18/91	10 days
Ad Hoc meeting with Advisory Council	1/8/92	2 days
Complete Draft 4(f) evaluation	1/24/92	10 days
Submit DEIS	3/6/92	0 days
Public Hearing	8/14/92	0 days

9/30/91 TIS meetins

KEN HARDIN
GEORGE 18A110

Roy Jackson
Mark Doctor

Bobby Blackmon
Chio Dolamunts
Ron Gregory

MIKE COLEMAN

Rick Adam

Davir Vivinoy

PIPER ARCHAEOLOGY / JANUS RESEARCH ENVR. OFFICE FDOT FDOT Talianasee FHWA 11 FHWA TIS/ Greinen Greiner 715/Greiner Greiner POSE DEPT FROT PD FE DEPT. FOOT FOUT



C2380 B8 B21 August 15, 1991

MEMORANDUM

To:

File

From:

Dick Combs

Reference: Tampa Interstate Study, WPA #7140004, State Project #99007-1402, FAP

#IR-9999(43) - Cultural Resources

Attendees: Leroy Irwin (FDOT), David Twiddy (FDOT), George Ballo (FDOT), Mark Doctor (FHWA), Gary Phillips (FHWA), Dick Combs (Greiner).

The above individuals met on August 8, 1991 in Tallahassee to discuss Cultural Resources related to the ongoing Tampa Interstate Study. The primary discussion centered around the preparation of the document's 4(f) section and how it applies to both the EA and EIS. It was concluded that 4(f) will only apply to the EIS and its transition areas. No 4(f) will be necessary for the EA, and furthermore, it will not be necessary to assess any environmental (including 4(f), noise, air, etc.) impacts for the transition area between the EA and EIS. The discussion then turned to scheduling of future CRC activities and development of the 4(f), 106, and MOA activities associated with the EIS. The following schedule and meeting activities were set to complete these activities:

- Week ending 8/16/91: Cultural Resource Survey will be submitted to FDOTby Greiner.
- Week beginning 9/16/91: FDOT and Greiner will meet to discuss and resolve FDOT Cultural Resource Survey comments. Advisory Council will be contacted to set up "106 meeting" in December. Pre-draft MOA development will begin.
- Week beginning 9/23/91: Greiner will submit final Cultural Resource Survey Report to FDOT. Report will be distributed to the Cultural Resource Committee (including SHPO).
- Week beginning 10/14/91: FDOT will schedule a Cultural Resource Committee meeting in Tallahassee. The Cultural Resource Survey Report will be discussed at this meeting along with a MOA agenda. Following this meeting, a draft MOA and Case Report will be prepared and distributed to the Cultural Resource Committee.

- * Weeks of 11/18/91 12/7/91: FDOT will schedule a two day meeting in Tampa for the Cultural Resource Committee and the Advisory Council. Subsequent to this meeting a final MOA will be developed and submitted to the Advisory Council.
- * 2/1/92: Draft 4(f) Evaluation will be completed as part of the Draft EIS (Note: It was concluded that LDA can be obtained for the EA section if the Draft EIS (including Draft 4(f) Evaluation) is approved.
- * 5/92: Public Hearing for EIS section.

Following the above scheduling dates discussion occurred with respect to the proposed Tampa Heights Linear Park. These discussion focused on mitigation relative to both loss of park lands and historic resources. It was concluded the Linear Park may serve as both and should be included as one of the MOA agenda items for discussion at the Cultural Resource Committee meeting occurring the week of 10/14/91.

RLC/pph

cc: Rick Adair
Mike Coleman
Ron Gregory
Ken Hardin
Leroy Irwin
David Twiddy



C2380.B21 November 7, 1990

MEMORANDUM

To:

Cultural Resources Committee (CRC)

From:

Elaine C. Illes

Subject:

Tampa Interstate Study; W.P.I. Item#7140004; State Job #99007-1402;

F.A.P. IR-9999(43); F.E.I.D.#59208795 Cultural Resources Meeting

Enclosed are minutes from the second Cultural Resources Committee (CRC) meeting. Please note we have set aside January 14, 1991 to hold an all day work session at Greiner, Inc. beginning at 8:30 a.m. This should be a very productive day and we will all benefit from a good attendance. A reminder memo with more details will be sent out in the beginning of January.

Minutes of Meeting January 18,1991 Tampa Interstate Study, Tallahassee, D.O.T. Auditorium Carl Shiver Phd., B.H.P., D.H.R. Leroy Irwin George Ballo Louis Tesar Richard Combs Howard Hansen, Piper Archaeology Roy Jackson Ken Hardin, Piper Archaeology David Twitty

absent; Stefanie Ferrell

Discussion of T.I.S. segment 1A . Howard Frankland Bridge eastern approach area, just state in report that the area could not be tested.

EA proportion was discussed.

problems with percentages on 8Hi323

Carl Shiver discussed the degree of alteration necessary to make a historic structure a non-contributing structure within a historic district. In his opinion a house must have serious porch alteration or removal, be clad in a new siding, and have replacement windows to be considered a non-contributing structure.

General discussion by Leroy Irwin, David Twitty, Louis Tesar, and others about the organization of the T.I.S. Report submittal. The FMSF forms should be subdivided first by area e.g. West Tampa, Tampa Heights, Ybor City, etc., and then be subdivided into catagories of individually significant, contributing, and noncontributing. The historic district and individual structure Nat. Reg. D.O.E. nominations shall be appended to the report.

Discussion of Sec. 106 consultation

April meeting (after receipt of report) goal: leave meeting

with post-programmatic agreement.

Review of video of T.I.S. corridor to obtain D.H.R. staff opinion of which structures are Nat. Reg. eligible. Carl Shiver and Louis Tesar selected the following properties for D.O.E. nominations; (1) Residence 33000 Laurel Street, (2) Bethel Baptist Church N.Jefferson St. (3) Stallings House 407 E. Palm Avenue, 4 proposed Tampa Heights district D.O.E.], Apartments 1902 N. Lamar Ave. 6 Buffalo Avenue School 700 Buffalo Ave., 7 Residence 2814 Taliaferro Ave., @ Residence 703 Forrest Ave., Velasco School 707 E. Columbus Drive @ Residence 2306 N. Nebraska Ave., 1 Residence 2210 31st Street, 12 Oak Park School 4900 E.13th Ave., 13 Cigar Factory 2502 n.21st St., 1 Tampa Heights district, bounded by I-275 r.o.w. on east, Columbus Drive on the north, and Palm Avenue on the south.

13 DOE'S (including Tampa Horghts)

Sulob



October 23, 1990

MEMORANDUM

To:

Files

From:

Elaine C. Illes

Subject:

Tampa Interstate Study #C2380.; W.P.Item #7140004; State Job #99007-1402; F.A.P. #IR-9999(43); F.E.I.D. #59208795 Cultural Resources

Committee Meeting #2

The second Cultural Resources Committee meeting (CRC) for the Tampa Interstate Study (TIS) was held at 1:30 p.m. on October 22, 1990 in the Florida Department of Transportation (FDOT) 5th Floor Conference Room. Attendees include the following:

Susan Swift - City of Tampa Land Development Coordinator

Leroy Irwin - FDOT

Louis Tesar - Department of State

Dick Combs - Greiner, Inc.

Elaine Illes - Greiner, Inc.

David A. Twiddy, Jr. - FDOT

Ken Hardin - Piper Archaeology

Stephanie Ferrell - Hillsborough County Preservation Board

Roy Jackson - FDOT Tallahassee

Mr. Combs began the meeting by reviewing the agenda that was discussed at the first CRC meeting. The Linear Park and local landmark issues were to be reported on at

MEMORANDUM October 23, 1990 Page 2

this second meeting by Stephanie Ferrell and Kathy Blaha (TPL). Mr. Twiddy of FDOT stated he was happy to see the city involved and attending the meeting. He emphasized the importance of the TIS project and the potential it has to affect the city as a whole either positively or negatively, depending how it is approached.

Ken Hardin of Piper reviewed the progress/findings since the last meeting. Piper worked predominantly on the EA portion of the project.

The final field investigation of the Tampa Interstate Study Activity A, Task I project area occurred in October and resulted in the identification and documentation of three historic structures, the discovery and testing of two newly discovered archaeological sites, and the relocation and testing of a previously recorded prehistoric archaeological site.

The three historic structures are all highly altered and were difficult to identify on the first drive-through of the project area. One structure is within the proposed right-of-way, the other two abut, or are adjacent to the proposed right-of-way. The structure within the right-of-way is a small one-story wood frame dwelling. It is located at 3911 Nassau Street and was built in a frame vernacular style. According to the current occupant the house was built in a frame vernacular style. According to the current occupant the house was build by her husband in 1939. The structure remains in fair condition, with no obvious structure deterioration. This structure has no known architectural or historic significance.

The second historic structure is located at 4109 Cass Street, and abuts the proposed right-of-way. This two-story balloon frame structure was built in the Colonial Revival style. An estimated date of construction is 1920. The structure has been highly altered by conversion to modern apartments and the addition of a modern enclosed front porch. This structure has no known architectural or historic significance. Two nearly-identical houses were identified along Cass Street and outside the proposed right-of-way.

The third historic structure is located at 4007 Lemon Street, and is adjacent to the proposed right-of-way. This house is a one-story frame vernacular dwelling typical of modest cottages built in the pre-war era. An estimated date of construction is 1940. The structure remains in fair condition, however, the main roof supports appear to bow or sag and may indicate structure damage. This structure has no known architectural or historic significance.

Site 8Hi323 is a previously recorded site adjacent to the project right-of-way northwest of the intersection of I-275 and West Shore Boulevard. The site was recorded in 1972 by Dr. J. Raymond Williams and Karl Karklins of the University of South Florida. The site was described as a "flint working area." The exact location of this site was not noted, and it may have been recorded per an informant's verbal description of the area. Shovel tests throughout this area indicate a fairly extensive lithic scatter, but it appears to have been heavily disturbed by the construction of I-275 and buildings north of the right-of-way. A 1x1 meter test excavation unit was excavated at this location to identify intact cultural strata and determine the extent of site disturbance. This test indicates that portions of the site remain intact within the existing right-of-way and within the proposed right-of-way and retention pond. However, lithic scatter sites are common throughout this portion of the County. The site does not appear to be archaeologically significant.

Two newly discovered prehistoric archaeological sites were located within the proposed right-of-way. The first site is small lithic scatter located near the Walter Corporation Building at I-275 and Dale Mabry Highway. Two positive shovel tests were recorded along the western extent of the I-275/Dale Mabry entrance ramp. Additional testing in this area failed to recover any additional remains within the proposed right-of-way boundary. This site is not considered to be archaeologically significant.

The second site is a single flake find discovered at the intersection of Lois Avenue and I-275. The site is located on the south side of I-275 near the Nevada Bob's Golf Pro Shop. Additional testing in this area failed to recover any additional remains within the proposed right-of-way boundary. This site is not considered to be archaeologically significant.

Extensive field work for archaeological resources has continued. Mr. Tesar questioned the amount of fill they were finding. Mr. Hardin explained that there was about 3 feet of fill on parking lots and ramps. He can penetrate 7 feet down with an auger but problems of accessibility still exists.

Piper has photographed about 200 structures in the EIS study area.

The schedule was discussed in terms of having all field work completed by the end of January and the reports completed by the end of March. Attempting to shorten the schedule was dismissed because it does not seem feasible or effective in terms of the end product.

Landmark District

David Twiddy and Leroy Irwin were in Washington, D.C. on October 19, 1990 attending meetings concerning the Ybor City National Historic Landmark designation.

The letter the Mayor had written was read and Mr Irwin spoke in favor of delaying the designation until after the property had been acquired for the Tampa Interstate Study (TIS). Mr. Charleton from the National Park Service supported the Landmark Designation. Mr. Charlton's position was that the designation must reflect current conditions and not be concerned with effects on land use. The Committee agreed to recommend designation to the National Historic Landmark Committee. The Landmark Committee votes on October 23, 1990.

FDOT sent a letter to the Secretary of Interior advising him that they will have to revise the boundaries within a year if they decide to designate now. Mr. Irwin expressed his concern about having to involve the Advisory Council to revise the boundaries. If the Advisory Council feels it necessary or out of courtesy passes the issue to the National Park Service there is the potential that the efforts of the last 3 years may be overlooked in the decision. The National Park Service operates as an independent review board and is unaware of the efforts Greiner, Inc. has made in coordinating with the city, modifying alignments, moving retention ponds under the roadway and developing the entrance to Ybor City.

The Park Service review may then lead to a delay in the schedule. This could all be avoided if the boundaries were redefined or if the designation of the Landmark District were delayed.

Mr. Twiddy expressed that this comes as bad timing for the TIS project. Once the boundary definitions leave the local level the local input seems to carry little weight.

Ms. Ferrell disagreed that the locals lose input. In qualification of a property there is no room for input but the local level has input in the mitigation.

Based upon the probability of the landmark designation being passed and the request for revision of boundaries being necessary, should Piper begin generally looking into programmatic impacts on the Landmark areas? When should Don Klima become involved?

It was decided that we should complete the report and then invite Don Klima to become involved in the Preliminary Draft MOA. The Draft MOA should be completed before the Draft EIS so agency coordination will be completed. At the end of March, Mr. Klima can review the project and review the impacted resources summarized in Pipers report. The CRC will have already met in late February, early March to review results and prepare a Draft MOA.

There is a possibility of moving and rehabing some of the houses identified for removal within the proposed R-O-W. The tax advantage and the appraised value of moving a historic structure would have to be dealt with. The houses could be donated to the city. Ms. Ferrell is meeting with Bob Harrell on October 26, 1990 to identify what can be done concerning rehab.

Tampa Heights District

Ms. Ferrell reported that the site files, survey, etc. has been completed in preparation of National District designation. She is requesting a Historic Presentation Board grant to complete the remainder of the preliminary information. She would like to submit the request for designation in October 1991. The question arose as to how the boundary would be defined (including the houses to be taken in the TIS study or not including the takings). It was decided that once Piper completes the reports, the CRC will meet and come to a concensus concerning the appropriate boundaries. This will be pursued in attempt to avoid having to redefine the boundaries.

Preservation Board

Mr. Hardin asked Ms. Ferrell about the stability and the current status of the Preservation Board. Ms. Ferrell explained that the local board is considered a model board and has strong support. The political environment is settling and most likely the Board will be reinstated.

MEMORANDUM October 23, 1990 Page 7___

Linear Park

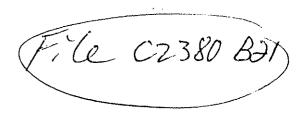
Kathy Blaha (TPL) and Stephanie Ferrell (Preservation Board) met with Bill McDaniel (FDOT) to discuss the Department buying back the R-O-W from TPL. TPL could buy January 1, 1991 but would need to be bought out within 2 years or by January 1993. Mr. McDaniels suggested a MOA. Mr. Twiddy pointed out that the Department could only agree to a milestone not a date for the MOA. He also pointed out that it is always possible that the property would not need to be purchased if the proposed roadway plans change at a later date. It may be necessary to involve a 3rd party such as the City. The proposed park property would cost 2-3 million and Mr. McDaniels said they could program the money in 92/93 and 93/94. Ms. Ferrell suggested that TPL work on a MOA with the Department and also pursue the Florida Community Trust Bill money so they have two options or possibly funding could be combined.

The document then should stipulate that the land is for mitigation or else we necessitate an additional 4(f) consideration.

Mr. Hardin asked Ms. Ferrell if she had identified any local landmark areas. She has not researched this yet but will get back with him.

It was agreed that the next meeting will be an all day work session tentatively set for January 14, 1991 at 9:00 a.m. at Greiner, Inc. in the 5th Floor Conference Room. The purpose of the meeting will be to review Piper's conclusions and begin a preliminary Draft MOA for the Landmark District and other significant resources. Meeting adjourned at 3:45 p.m.





September 25, 1990

MEMORANDUM

TO:

Cultural Resource Ad-Hoc Committee

FROM:

Dick Combs, Greiner, Inc.

SUBJECT:

September 11, 1990 Cultural Resource Ad-Hoc Committee Meeting

Meeting Attendees: David A. Twiddy, Jr., FDOT; Leroy Irwin, FDOT; George Ballo, FDOT; Steve Walker, FHWA; Jim Travis, FHWA; Louis Tesar, Department of State; Stephanie Ferrell, Hillsborough County Preservation Board; Ron Gregory, Greiner; Dick Combs, Greiner; Terry Klein, Greiner; Ken Hardin, Piper Archaeology; Howard Hansen, Piper Archaeology.

The first Cultural Resource Ad-Hoc Committee Meeting was held on September 11, 1990 at the District Seven office of the Florida Department of Transportation (FDOT) in Tampa. Following a brief introduction of those attending the meeting, David Twiddy (FDOT) gave a brief overview of the intent and objectives of the committee. Dick Combs (Greiner) reviewed the previous Tampa Interstate Study (TIS) Master Plan and the current status of Phase II activities. The study limits and type of documentation are as follows: an Environmental Assessment will be prepared for the interstate from the Howard Frankland Bridge eastward to the Dale Mabry interchange; and an Environmental Impact Statement will be prepared from the Dale Mabry interchange eastward on I-275 to the downtown junction and north on I-275 to Martin Luther King Boulevard and eastward from the junction to 50th Street on I-4. Ken Hardin (Piper) presented the methodology and potentially impacted resources for the following three categories:

- 1) Prehistoric resources Construction corridor was ranked into high, medium and low probability areas based on the literature search analysis of known sites and their co-occurrence with environmental variables (distance to water, topography, soil type, food or other resources). Testing strategy consists of digging systematically placed test pits along entire corridor with the interval narrowed in higher probability areas or recovery of artifacts. the preliminary, extensive survey has discovered nine prehistoric sites in the survey area.
- 2) Historic period archaeological sites The study area lies north of the focus of Second Seminole War and Civil War activity, although there are several documents that allude to a slave stockade located in the vicinity of Buffalo Avenue. In an attempt to locate and evaluate potentially significant late 19th and early 20th century

Memorandum/Ad-Hoc Committee Meeting Meeting-9/11/90 September 25, 1990 Page Two

subsurface features (privy pits, wells and trash pits), an in-depth analysis of the Sanborn Insurance maps for the historic neighborhoods was undertaken. As a preliminary test of these possible features, an intensive subsurface testing program for two blocks within each neighborhood will be undertaken.

3) Historic structures - Howard Hansen discussed his survey techniques and the types of data he is collecting for each historic structure in the impact area. These information will be sufficient to fill out a Florida Master Site File Form and additionally provides information on suspected archaeological features, informants, and preliminary estimate of condition. Structures both within existing or proposed districts and outside of districts will be studied. Howard noted that the Preservation Board has been very helpful in providing existing information. Mr. Hansen's preliminary estimate for the number of historic structures within the impact corridor is 438.

One early note of an obviously individually eligible (to the <u>National Register</u>) is the Bethel Baptist church in downtown Tampa. This handsome brick African American church was built in the early 1900's.

David Twiddy, (FDOT) then gave an overview of the Linear Park proposal by the Hillsborough County Preservation Board and Trust for Public Lands (TPL). Stephanie Ferrell (Hillsborough County Preservation Board) requested the FDOT begin buy-back of property purchased by the TPL by January 1993. The FDOT stated it could not commit to such a buy-back schedule. The issue of the FDOT committing to buying back the property prior to final approval of the EIS and the potential for predetermination of an alignment was discussed. No conclusions were reached and further coordination with FHWA would have to occur.

David Twiddy then gave an overview of both project schedules and their associated milestone dates.

It was decided by the committee to include two new members. Wilson Stair and Bob Harrel, both of the City of Tampa. These individuals will be asked to serve on the committee by David Twiddy.

Finally, agenda items and a date was established for the next meeting. The next meeting was set for October 22, 1990 at 1:30 p.m. and will be held at the same location as the previous meeting. Items to be discussed at this meeting will include the Ybor Landmark District, the Tampa Heights Linear Park, and an update on Piper Archaeological efforts.

The meeting was adjourned at 4:00 p.m.

RLC/hd

APPENDIX I

MINUTES OF URBAN DESIGN AGENCY LIAISON GROUP MEETINGS 319

C102380.11 April 14, 1995

MEMORANDUM

To:

Files

From:

Elaine C. Illes

Reference:

WPI #7140004, State Project #99007-1402

FAP #IR 9999(43) Tampa Interstate Study, Urban Design Guidelines Agency Liaison Group Meeting

An Agency Liaison Group Meeting (ALG) was held on April 5, 1995 at the District VII office at 2:30 p.m. A list of those in attendance and a copy of the agenda is attached. Elaine Illes began the meeting with introductions, a brief summary of why the meeting was being held, and a reminder of where we were in the process last time we met. The meeting was then turned over to Jane Burmer who discussed the specifics of the meeting: What has occurred since February 1994, comments received from the ALG and changes made as a result of their comments, highlights from the UDG and goals and objectives of the Design Review Committee (DRC). Jane turned the meeting back over to Elaine Illes to discuss DRC and FDOT responsibilities.

It was emphasized that the most difficult challenge was to make the document one that was usable for all groups, i.e. landscape architects as well as structural engineers. We opened up the meeting for questions.

Wilson Stair talked about the DRC process, the timing of the reviews, the content of the presentations and the number of the reviews. Randy Kranjec commented that he thought the UDG looked great and that the team did a great job.

Each person attending the meeting received a copy of the final UDG for participating in

Memo/Files C102380.11 April 14, 1995 Page 2

the process. Karla Price took one copy for herself, one for Ross Fertila, and one for Marianne Eggler-Gerozissis. Neale Stralow took one copy for himself and one for Gene Boles. Wilson Stair took one copy for himself and one for Roger Wehling. John Simpson and Randy Kranjec took copies for themselves.

TAMPA INTERSTATE STUDY URBAN DESIGN GUIDELINES DESIGN REVIEW COMMITTEE (DRC) KICK-OFF MEETING

AGENDA

I.	INTRODUCTIONS (BACKGROUND/EXPERIENCE)
II.	GOALS AND OBJECTIVES OF THE URBAN DESIGN GUIDELINES (UDG)
III.	ELEMENTS OF THE UDG
IV.	LEVELS OF TREATMENT
V.	DRC PROCESS
VI.	DRC RESPONSIBILITIES
VII.	FDOT RESPONSIBILITIES
VIII.	SCHEDULE OF DESIGN WORK BY SEGMENT
ſΥ	OUESTION AND ANSWER PERIOD

TAMPA INTERSTATE STUDY URBAN DESIGN AGENCY LIAISON GROUP MEETING APRIL 5, 1995

Karla Price
Neale Stralow
Jane Futrell Burmer
Randy Kranjec
Wilson Stair
Rick Adair
John Simpson
Pam Ganey
Elaine C. Illes

City of Tampa Parks
HCPD/ND
Greiner, Inc.
Tampa Bay Engineering
City of Tampa
FDOT PD&E
FDOT LSCP Architects
FDOT PD&E
Greiner, Inc.

TAMPA INTERSTATE STUDY URBAN DESIGN GUIDELINES DESIGN REVIEW COMMITTEE (DRC) KICK-OFF MEETING MARCH 28, 1995

AGENDA

i.	INTRODUCTIONS (BACKGROUND/EXPERIENCE)
П.	GOALS AND OBJECTIVES OF THE URBAN DESIGN GUIDELINES (UDG)
Ш.	ELEMENTS OF THE UDG

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- DRC PROCESS V.

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- VI. DRC RESPONSIBILITIES
- VII FDOT RESPONSIBILITIES
- VIII. SCHEDULE OF DESIGN WORK BY SEGMENT
- IX. QUESTION AND ANSWER PERIOD



TAMPA INTERSTATE STUDY URBAN DESIGN

AGENCY LIAISON GROUP MEETING APRIL 5, 1995

Signature

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C2380.40 B5, B19, H15 December 10, 1993

MEMORANDUM

TO:

Michael Coleman, P.E.

FROM:

Jane Burmer

RE:

Agency Liaison Meeting

Work Program Item No. 7140004 State Project No. 99007-1402 Federal Job No. IR-9999(43) Hillsborough County, Florida

Tampa Interstate Study - Urban Design Guidelines

A coordination meeting was held on Thursday, November 18, in the Greiner, Inc, seventh floor board room at 9:00 a.m. to discuss the status of the Urban Design Guidelines, provide information received from participants in the October 25th Historic Resources Public Workshop, and gain input from the Agency Liaison Group on issues discussed. A list of meeting attendees, and the meeting agenda is attached for your reference. The following summarizes the key points of the meeting.

I. INTRODUCTIONS

All attendees introduced themselves. A sign-in sheet is provided for reference.

II. MEETING OBJECTIVES

Meeting agenda was distributed to all in attendance. Jane Burmer reviewed the list of objectives for the meeting as stated above.



III. STUDY UPDATE

Elaine Illes presented a summary of the current status of the environmental documentation for the project, and explained the importance of the urban design guidelines working in concert with the visual and noise mitigation proposed for the project. Results from the questionnaire presented at the October 25, 1993 Historic Resources Public Workshop on visual preferences for noise and retaining walls, public art, and water features were presented. Citizens completing the questionnaire commented that noise impacts needed to be mitigated. Most people want noise walls, even if they are large and intrusive. Wilson Stair questioned how the wall treatments presented were selected, stating that they appeared limited. Jane Burmer and Elaine Illes explained limitations on selections and Greiner's effort to keep a moderate approach to mitigation alternatives, and that the initial effort was to get input on forms of walls, etc., and not specific color and texture treatments.

Elaine Illes gave an overview of the Tampa Interstate Study 4(f) issues, and explained the 4(f) process and how it relates to the Urban Design Guidelines. She discussed the direct and proximity effects of physical takings, for Perry Harvey and Riverfront Parks, and proximity effects, such as visual and noise, for several city parks. She stated that several meetings had been held with City of Tampa staff to coordinate the mitigation efforts for the parks affected.

IV. AGENCY LIAISON GROUP SURVEY RESULTS

Jane Burmer presented the results from the Agency Liaison Group meeting questionnaire that was distributed at the August 10, 1993, Agency Liaison Group meeting. A copy of the results is attached herewith. It was the consensus of the attendees that many of the respondents had similar preferences in terms of what urban design elements were important, and what themes were appropriate for the Tampa area. A copy of the survey results is provided herewith for reference.

V. URBAN DESIGN GUIDELINES DISCUSSION

1. Roadway - Mike Coleman, Greiner, Inc., discussed the constraints on "creative" roadway design of the interstate. No steel guardrails will be used, as they have



high maintenance requirements and many think they are ugly in appearance. The greatest opportunity for visual design treatments on the roadway will be the retaining walls and noise walls. Colorization is a possibility, but results have been mixed. Design speed is a factor to be considered, and no design elements should be intrusive to the driver for safety reasons.

2. Structures - Steve Stroh discussed the three levels of structural treatment in the current FDOT standards. He explained that the guidelines will assist in the implementation of the design. The Urban Design Guidelines will provide for a bridge/structures amenities report to be completed at the same time as the standard Bridge Development Report (BDR). Presentations will be made by the design team to FDOT at submittal intervals (30%, 60%, 90%, 100% and Final) to ensure compliance with the design guidelines.

ane Burmer stated that the Urban Design Guidelines will be a guide for designers, not a stringent set of rules. John Simpson questioned what the designers would be left with to design after the completion of the guidelines. Group discussion followed that emphasized that baselines need to be established to set the tone for designers.

Wilson Stair questioned who will "bird dog" the implementation of urban design elements during design and construction. Elaine Illes noted that the Federal Highway Administration (FHWA) has withheld final design authorization until the Urban Design Guidelines, Environmental Impact Statement, and 4(f) evaluation with Memorandum of Agreement are finalized.

Martha Sherman wanted to know what process is used in the selection process of design consultants to ensure that the urban design features are properly accounted for by FDOT. Rick Adair stated that contract consultant selection process used includes the design team's weighing of urban design resources.

VI. SCHEDULE

Ron Gregory presented the FDOT Tampa Interstate Study Five Year Work Program Schedule, updated November 12, 1993, for fiscal years 1993 - 1998. He explained the priority segments for design and construction, and what segments were currently under contract for preliminary and final design. It was mentioned that the schedule was to be



updated and a work program hearing was to be held on December 7, 1993. Draft Urban Design Guidelines are scheduled for submittal to FDOT in December, 1993, and to the Agency Liaison Group in January 1994 for review and comment.

VII. COMMUNITY MEETINGS/OTHER ISSUES

Jane Burmer and Elaine Illes solicited participation from Agency Liaison Group members for a series of community meetings in Ybor City, West Tampa, Downtown Tampa, Tampa Heights, and Westshore. The purpose of the community meetings will be to solicit input from citizens for Urban Design Guidelines applications in their respective areas. It is anticipated that the meetings will be held in February/March. After group discussion, it was suggested that the following groups should be considered for the community meetings:

Westshore - Westshore Alliance, Carver City, Beach Park neighborhood groups

Ybor City - Chamber of Commerce, Redevelopment, Ybor Arts and Entertainment (YAE), Tampa Preservation, Inc.(TPI), Historic Tampa/Hillsborough County Preservation Board, Ethnic Club Consortium

West Tampa - Participation from this area has been lower than other areas. Concern was expressed as to how to solicit active participation from neighborhood groups. It was suggested that Linda Saul-Sena and Steve Labore from the city of Tampa be contacted, as they had been active in neighborhood group participation.

Tampa Heights - Tampa Preservation, Inc. and the Historic Tampa/Hillsborough County representatives will provide the Department with the names of agency/neighborhood representatives they think would be appropriate to be involved in the community meetings.

Downtown/CBD - Hartline, Downtown Partnership, and representative property owners.



AGENCY LIAISON GROUP MEETING #2 NOVEMBER 18, 1993

NAME	REPRESENTING	TELEPHONE
Elaine C. Illes	Greiner, Inc.	286-1711
John Simpson	FDOT District Seven	975-6442
Ron Gregory	Greiner, Inc.	286-1711
Jane Burmer	Greiner, Inc.	286-1711
Neal Stralow	Hillsborough Co. PDMD	272-5710
Randy Kranjec	Hillsborough Co. MPO	272-5940
Debra Alderson	HT/HCPB	272-3843
Martha Sherman	HT/HCPB	251-4199
Julie Johnson	Florida Center for Design	974-4042
'Karla Price	City of Tampa Parks Dept.	931-2626
Wilson Stair, Jr.	City of Tampa Planning Dept.	223-8401
Rick Adair	FDOT District Seven	975-6447
Pam Ganey	FDOT District Seven	975-6460
Mike Coleman	Greiner, Inc.	286-1711
Steve Stroh	Greiner, Inc.	286-1711



TAMPA INTERSTATE STUDY

URBAN DESIGN GUIDELINES

AGENCY LIAISON GROUP MEETING #2 November 18, 1993

AGENDA

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II. MEETING OBJECTIVES

- Provide information on project progress since August 10, 1993
- Discuss Historic*Resource Meeting held October 25, 1993
- Discuss Urban Design Elements and Levels of Treatment

III. STUDY UPDATE

- 1. Environmental Documentation
- 2. Historic Resources Public Workshop
- 3. 4(f) Evaluation Coordination

IV. AGENCY LIAISON GROUP SURVEY RESULTS

V. URBAN DESIGN GUIDELINES (DISCUSSION)

- 1. Roadway
- 2. Structures (Bridges, Retaining Walls, Noise Walls)

VI. SCHEDULE

- VII. COMMUNITY MEETINGS
- VIII. OTHER ISSUES

SUMMARY OF TOPICS OF CONCERN FROM THE WORKSHOP

OCTOBER 25, 1993

<u>Number</u>	Comment	
28	Favor Historic Preservation.	
20	Concerned about noise impacts.	
8 8	Concerned about visual impacts.	
7	Concerned about graffiti/vandalism/crime.	
6	Recommend the use of greenery & vegetation.	
5	Concerned about the lack of maintenance for:	
	landscaping;property in front of walls; andretaining and noise walls.	
5	Concerned about lightrng.	
4	Concerned about traffic structures.	
3	Favor moving historic structures.	
3	Not in favor of historic preservation.	
2	Design should be anti-vagrant.	
2	Property next to interstate should be a park.	
2	Preserve neighborhood/avoid additional urban ghettos	

Other concerns included dust during construction, R-O-W schedules, separating public housing from neighborhoods, restoring brick streets, in-fill structures replicating historic buildings, stagnation of retention ponds, use of historic buildings and property values.

RESPONSES TO PICTURE BOARDS

RESPONSES RANKED IN ORDER OF PREFERENCE

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	OPTION 6	က	4	4	
	OPTION 5	(1)) ဖ	က	
	OPTION 4	4	2	(-)	
	OPTION 3	2	(F		
	OPTION 2	ဖ	က	Ŋ	
	OPTION 1	2	5	7	
)	BOARD		7	က	

Ranked 1 to 6 with 1 rating the highest or most preferred.

NUMBER OF RESPONSES BY OPTION

BOARD	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5	OPTION 6
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TAMPA INTERSTATE STUDY URBAN DESIGN GUIDELINES

AGENCY LIAISON GROUP MEETING AUGUST 10, 1993

AGENDA

- I. INTRODUCTIONS
- II. MEETING OBJECTIVES
 - Provide information on status of TIS project and project progress since Master Plan
 - Outline goals and objectives for Urban Design Guidelines
 - Establish schedule for coordination and input to development or urban design guidelines
- III. STUDY UPDATE

IV. OUTLINE OF URBAN DESIGN GUIDELINES

V. AGENCY LIAISON GROUP SURVEY

VI. LEVELS OF TREATMENT

VII. VISUAL DATABANK

VIII. SCHEDULE

IX. OTHER ISSUES

OUTLINE - TIS URBAN DESIGN GUIDELINES

1. INTRODUCTION

A. Background

- 1. T.I.S. Master Plan, E.A. & E.I.S.
- 2. Relationship of Existing and Proposed Conditions
 - a. Timing
 - b. Magnitude of Physical Changes
- B. Purpose of Guidelines
 - 1. Unity of Interstate Design Segments
 - a. Visual Aesthetics
 - b. Appropriateness of Materials

portioning of a significant

- 2. Mitigation of Impacts
 - a. Noise
 - b. Visual
 - c. R.O.W. Takings
- C. Study Process
 - 1. Inventory of Existing Conditions
 - 2. Analysis of Future Conditions and Requirements
 - 3. Public / Agency Involvement Community Micronings
 - 4. Visual Inventory / Analysis of Proposed Conditions

- D. Design Priorities Areas of Emphasis
 - 1. Levels of Treatment
 - a. Level 1 Minimal (Rural)
 - b. Level 2 Moderate
 - c. Level 3 Extensive (Urban)
- E. Design Emphasis and Theme
 - 1. Community Neighborhood
 - a. Unique Neighborhoods
 - b. Portals
 - c. Relationship / Transition with Surrounding Area
 - 2. Regional Tampa Bay
 - a. Gateways
 - b. Relationship / Transition with Surrounding Area
 - 3. User / Viewer
 - a. Residence / Neighborhood
 - b. Automobile On Tampa Interstate System
 - c. Design Speeds wood can use sec
 - 4. Overall Design Theme for Segments .

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2. URBAN DESIGN GUIDELINES

- A. Opportunities / Constraints of Freeway Design
 - 1. What can be done to Improve Conditions
 - 2. What must be done to Accomplish Goals
 - 3. What can not be done to Technology Constraints
 - 4. What is required of Safety

B. Applicable Guidelines

- FDOT Roadway Plans Preparation Manual, Vol. I & II, 1989
 & Amendments
- 2. FDOT Standard Specifications for Road & Bridge Construction, 1991
- 3. FDOT Roadway & Traffic Design Standards, January 1992
- 4. FDOT Tree Transplanting Procedures
- 5. FDOT Landscaping Policy, January 4, 1989 & Amendments
- 6. FDOT Structures Design Guidelines (Bureau of Structure Design)
- 7. A Guide for Transportation Landscape & Environmental Design, by the AASHTO Highway Subcommittee on Design, June 1991
- 8. <u>Guidelines for Landscaping Hillsborough County Roadways</u>, Hillsborough County Livable Roadways Task Force
- 9. Noise Barrier Design Handbook, U.S. Department of Transportation
- 10. City of Tampa Municipal Code
- 11. Hillsborough County Development Codes

C. Guidelines Implementation

- 1. Concept Development
- 2. Design Review
 - a. Policy to guide Design Development
 - b. Review Plans for Consistency with Guidelines
 - c. Continuity of differing Design Segments

3. Construction

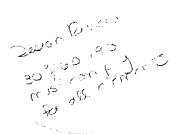
- a. Measurement of Construction Performance
- b. Ensure Proper Phasing / Transitions

3. LIST OF URBAN DESIGN ELEMENTS

- A. Retaining Walls / Embankments
 - 1. Introduction
 - 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3

B. Noise Walls

- 1. Introduction
- 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3



C.	Bridge	Stru	ctures
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- 1. Introduction
- 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3

D. Lighting

- 1. Introduction
 - a. Scale Transition from Interstate to Neighborhood
- 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3

E. Fencing

- 1. Introduction
 - a. Safety / Security Requirements
- 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3

F. Signage Supports
1. Introduction
2. Levels of Treatment
a. Level 1
b. Level 2
c. Level 3
G. Stormwater Management Areas / Retention Ponds / Water Features
1. Introduction
a. Requirements
2. Levels of Treatments
a. Level 1
b. Level 2
c. Level 3
I. Landscape
1. Introduction
a. Integration of Design Segments
b. Composition of (Bridges and Walls)
c. Scale of Structures
2. Levels of Treatment

a. Level 1

b. Level 2

c. Level 3

J. Pavement / Hardscape

- 1. Introduction
 - a. Variety of Location / Neighborhood
- 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3

K. Opportunities for Public Art

- 1. Introduction
 - a. Neighborhood Identity
 - b. Provide Visual Interest to Interstate
- L. Utilities
 - 1. Introduction
 - a. Provide Services
 - b. Provide Maintenance Access
 - 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3

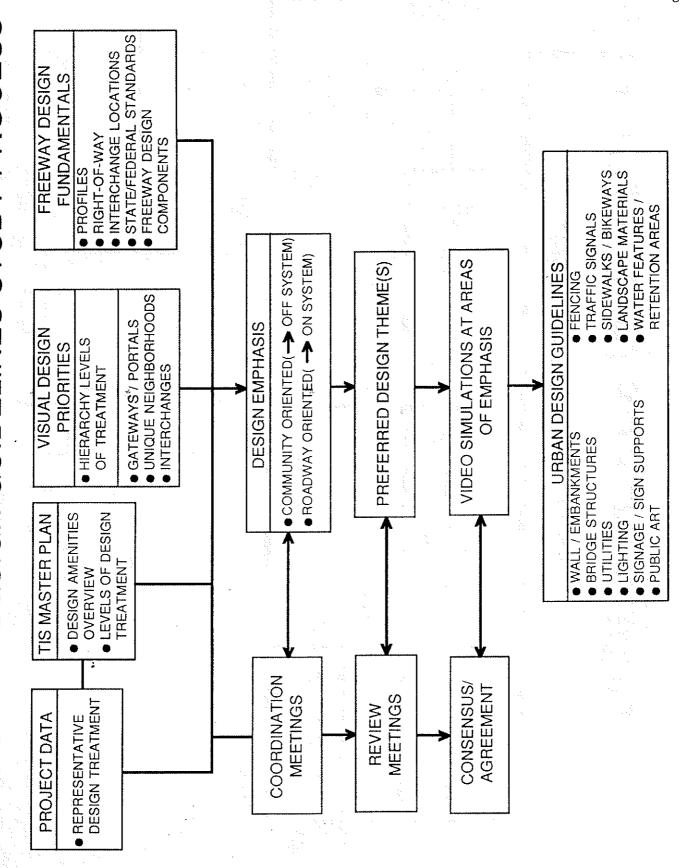
M. Berms / Grading

- 1. Introduction
 - a. Addition of Natural Element
 - b. Provide Visual Variety
 - c. Reduce Dominance of Elements
 (Noise Barrier Walls & Lower Retaining Walls)
 - d. Balance Cut and Fill
- 2. Levels of Treatment
 - a. Level 1
 - b. Level 2
 - c. Level 3
- N. Recreation Facilities / Architectural Elements
 - 1. introduction
 - a. Unify Areas Directly Influenced by Interstate
 - b. Park Facilities such as Restrooms and Pavilions
 - c. Unity of Materials
- 4. COLOR SPECIFICATION
 - A. Level 1
 - 1. Minimum Use of Color
 - B. Level 2
 - 1. Moderate Use of Colors
 - C. Level 3
 - 1. Extensive Use of Colors

5. SPECIAL CONSIDERATIONS

- A. Unique Neighborhoods
 - 1. Community Awareness / Involvement
 - a. Feel part of Direction / Quality of their Neighborhood
 - b. Ensure Community Approval / Support
 - 2. Integration / Preservation
 - a. Scale of Interstate Through Neighborhood
 - b. Historic Districts
 - c. Ethnic Heritage
 - d. Mitigation of Impacts Sensitivity to Neighborhoods
- B. Bikeways / Pedestrianways
 - 1. Introduction
 - a. Opportunity within R.O.W. Parcels Acquired
 - b. Provide Link Between Areas on Opposite Sides of Interstate
- 6. Appendix
- 1. Plans Preparation Guidelines
- 2. Standard Indexes
- 3. Transplanting Policies

TIS URBAN DESIGN GUIDELINES STUDY PROCESS



PROJECT CONSTRUCTION FINAL DESIGN TAMPA INTERSTATE STUDY APPROVAL OF ENVIRONMENTAL DOCUMENTS **URBAN DESIGN ELEMENT** RECOMMENDATIONS FOR MITIGATION EA/EIS/4(f) IDENTIFICATION OF PREFERRED ALTERNATIVE URBAN DESIGN GUIDELINES **DESIGN AMENITIES** TIS MASTER PLAN SECTION: VISUAL AND AESTHETIC TREATMENTS

Greiner

PROJECT COMPLETE

SECTION 106/MOA AGREED UPON MITIGATON

TAMPA INTERSTATE STUDY

URBAN DESIGN GUIDELINES - AGENCY LIAISON GROUP SURVEY

In order to build a consensus on desirable visual treatments, the Tampa Interstate Study team has prepared the following list of questions to solicit input from members of the Agency Liaison Group.

Agene	y Entison Group.
1)	One of the design goals for the project is that of unified design theme. What elements would effectively illustrate continuity throughout the project?
2)	What design elements should be unique to individual project segments or neighborhoods?
3)	What theme items best illustrate a "signature" for the Tampa area?
4)	: What aspects are visually most important for the freeway traveller?
1)	· · · · · · · · · · · · · · · · · · ·

5)	Should treatment of structures, such as retaining walls, be executed to draw attention to them as features, or have simple treatments to blend with the design theme?
6)	What types of treatments are preferred to provide design emphasis and additional architectural detail at cross-streets under freeways?
7)	What methods would be effective to mitigate visual impacts of retaining walls/noise buffers?
8)	What types of lighting would effectively address structure underpasses, cross-streets, and opportunities for public art?
9)	What type of hierarchy, and/or areas of emphasis, should be developed for public art?

10)	What vehicle(s) could effectimproved interstate exper	ectively be used to garience?	ain a broad base	ed input to provi	de an
Addit	ional Comments:				
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SUMMARY OF AGENCY LIAISON GROUP SURVEY FROM AUGUST 10, 1993 MEETING

1) ELEMENTS THAT ILLUSTRATE UNIFIED DESIGN THEME FOR THE PROJECT:

- LIGHTING
- SIGNAGE
- OVERPASS DESIGN
- SOUND WALLS
- MEDIAN LANDSCAPING
- EDGE LANDSCAPING
- PAVEMENT AND 'JERSEY' BARRIERS
- FENCING
- UTILITIES
- LIGHT STANDARDS
- GREENBELTS IN REMAINDER PARCELS
- RAILINGS
- PLANTS NATIVE TO HILLSBOROUGH COUNTY
- SIGNATURE TREES AT INTERCHANGES

2) DESIGN ELEMENTS UNIQUE TO THE CORRIDOR:

- LANDSCAPING
- COLORS ON STRUCTURES
- UNIQUE NEIGHBORHOODS:
 - YBOR CITY RED BRICK, WROUGHT IRON AND PALMS
 - TAMPA HEIGHTS PALMS AND PINES
 - DOWNTOWN PALMS
 - o. WESTSHORE PINES
- TREE SELECTION
- PUBLIC ART
- WATER FEATURES PLANTED WITH INDIGENOUS
 - **MATERIALS**
- PAVEMENT AND HARDSCAPE
 - STRUCTURAL ELEMENTS, SUCH AS OVERPASS DETAILING
- ACCENT DESIGNS ON SURFACE OF RETAINING WALLS
- PYLONS REPRESENTING EACH MAJOR NEIGHBORHOOD,
 - LOCATED AT CROSS STREETS, END OF OFF-RAMPS
- LOCAL SIGNS

ON/OFF RAMP LANDSCAPING

3) THEME THAT ILLUSTRATES A "SIGNATURE" FOR THE TAMPA BAY AREA:

- PALM TREES ON THE INTERSTATE, TROPICAL ENVIRONMENT
- BAYSHORE BALUSTRADE
- MINARETS
- CUBAN INFLUENCE YBOR CITY, CIGARS
- TAMPA'S RELATIONSHIP TO THE WATER
- TOBACCO WAREHOUSES IN YBOR CITY
- CABBAGE PALMS AND LONGLEAF PINES
- WATER FEATURES, YBOR CITY
- SPANISH (CUBAN ICONS)
- SYMBOLS RELATED TO THE TAMPA BAY AREA CITY ON THE BAY
- PALM TREES TO APPEAL TO VISITORS AND TOURISTS

4) ASPECTS VISUALLY MOST IMPORTANT TO FREEWAY TRAVELER:

- VARIETY OF CHARACTER DEFINING DISTRICTS
- COLOR THE 'VANILLA' CONCRETE
- LACK OF BILLBOARDS
- LANDMARKS -LANDSCAPE OPEN SPACE VISTAS,
 ARCHITECTURAL RECOGNITION OF DOWNTOWN SKYLINE,
 TOBACCO WAREHOUSES IN YBOR, WESTSHORE BUSINESS
 COMPLEX
- COLORED TILE AS AN ACCENT
- ACCENTUATING GOOD VIEWS
- COLOR/TEXTURE/MATERIAL CHANGES, WITH SIMPLE PATTERNS OVER LONG STRETCHES FOR CONTINUITY, BUT NOT MONOTONY
- OPEN VIEWS OF PARKS
- SIGNAGE FROM A SAFETY PERSPECTIVE

5) SHOULD TREATMENTS OF STRUCTURES, SUCH AS RETAINING WALLS, BE EXECUTED TO DRAW ATTENTION TO TREAT THEM AS FEATURES, OR HAVE SIMPLE TREATMENTS TO BLEND WITH THE DESIGN THEME?

- ONLY IN YBOR CITY, SIMPLE TREATMENTS ELSEWHERE KEEP THEM SIMPLE AND ALLOW THEM TO BLEND WITH THE ENVIRONMENT
- PREFER SIMPLE TREATMENTS TO BLEND WITH THE DESIGN TREATMENTS
- DETAIL AREAS AT YBOR TO PROVIDE UNIQUENESS AT

STREET LEVEL

- TEXTURE WALLS FOR A MINIMUM THRESHOLD OF INTEREST
- WALLS NEED TEXTURE, BUT ALSO ACCENTS
- DRAW ATTENTION ONLY WHERE MEMORABLE, SUCH AS DOWNTOWN AND WESTSHORE
- TYPES OF TREATMENTS PREFERRED TO PROVIDE DESIGN EMPHASIS AND ADDITIONAL ARCHITECTURAL DETAIL AT CROSS-STREETS UNDER FREEWAYS:
 - WHITE OR LIGHT COLORED TILE OR MIXTURE- LIGHTENS THE TUNNEL EFFECT
 - PEDESTRIAN CROSSWALKS IDENTIFIED WITH PAVEMENT CHANGE
 - GOOD LIGHTING
 - MURALS/SCULPTURES/FOUNTAINS/SPECIAL LANDSCAPING BENEATH FREEWAY
 - ELIMINATE HIDING PLACES FOR THE HOMELESS
 - REDUCE USE OF CHAINLINK FENCING
 - LIGHTING STANDARDS INTEGRATED INTO STRUCTURES
 - SIGNAGE DETAILS- BACKLIGHT FOR EASY VIEWING
 - LANDSCAPING
 - HARDSCAPE OTHER THAN CONCRETE/ASPHALT
 - TEXTURED OR COLORED WALLS
- 7) EFFECTIVE METHODS FOR MITIGATING VISUAL IMPACTS FOR RETAINING WALLS/NOISE BUFFERS
 - USE OF TEXTURED MATERIALS
 - USE OF DIFFERENT COLORS
 - ARTWORK
 - VEGETATIVE TREATMENTS WITH HANGING GARDENS
 - VINES ON WALLS
 - TREES CABBAGE PALMS AND PINES
 - USE OF NATIVE PLANT MATERIALS
 - COMBINATION OF CONCRETE WITH CELLS FOR LANDSCAPING
 - BAFFLES OR UNDULATING WALLS
 - WALLS WHICH ARE 1/2 POROUS WITH LANDSCAPING AND



- 8) TYPES OF LIGHTING TO EFFECTIVELY ADDRESS STRUCTURE UNDERPASSES, CROSS-STREETS, AND OPPORTUNITIES FOR PUBLIC ART:
 - SPOT LIGHTING W/LOW AMBIENT LIGHTING
 - COLORED THEME LIGHTING
 - AESTHETIC STREET LIGHTING ON POLES, BUT NOT COBRA HEAD LIGHTING
 - COLORED NEON FOR TUNNEL CROSS-STREETS
 - NATURAL LIGHTING WHERE POSSIBLE
 - RECESSED LIGHTING
 - DIRECTIONAL LIGHTING
 - UPLIGHTING
 - ORNAMENTAL LIGHT FIXTURES
 - ADEQUATE LIGHTING FOR PEDESTRIAN SAFETY WHERE APPLICABLE
- 9) HIERARCHY AND AREAS OF EMPHASIS FOR PUBLIC ART:
 - PLACED WHERE IT WILL BE MOST VISIBLE
 - ART PIECES THAT HAVE THEMES THAT ADDRESS THE LOCAL CULTURE/HISTORY/ENVIRONMENTAL CONSERVATION/EDUCATION AND SAFETY
 - HIERARCHY BASED ON INTENSITY OF USE
 - YBOR CITY
 - HOWARD FRANKLAND GATEWAY
 - NORTHERN AND EASTERN GATEWAYS
 - CBD TO WESTSHORE
 - TREATMENT OF RETAINING WALLS, OVERPASS STRUCTURES
 - LIGHTING SIGNAGE AT GATEWAYS
 - TREATMENT ALONG LINEAR PARKS
 - FOUNTAINS, SCULPTURES, PAVEMENT
- 10) VEHICLES THAT COULD BE USED TO GAIN A BROAD BASED INPUT TO PROVIDE AN IMPROVED INTERSTATE EXPERIENCE:
 - PUBLIC ACCESS/TV TALK/CALL-IN SHOW
 - ARTICLE IN NEWSPAPER TO SOLICIT IDEAS
 - ELEVATED GUIDEWAYS FOR MASS TRANSIT
 - WORK WITH THE CITY OF TAMPA AND THEIR
 - NEIGHBORHOOD PLANNING EFFORTS
 - MAILINGS TO THE ORGANIZATIONS LOCATED ALONG THE IMPROVEMENTS
 - RADIO DISCUSSION FOR THE DAILY TRAVELERS

- NEWSLETTER
- CHARETTE

ADDITIONAL COMMENTS:

- THIS IS A GREAT OPPORTUNITY TO DEVELOP A GREENBELT ON THE SIDE OF THE INTERSTATE WITH JOGGING PATHS, BIKE PATHS
- PEDESTRIANS SHOULD BE KEPT IN MIND FOR ALL PHASES OF DESIGN
- IMPORTANT FOR BIKE LANES AT CROSS STREETS TO BE SAFE AND WIDE
- DO IMAGINATIVE THINGS AT YBOR CITY, AND TO A LESSER EXTENT AT WESTSHORE AND IN THE CDB
- IMPORTANT THAT INTERSTATE SYSTEM INTEGRATES WELL WITH ADJACENT COMMUNITIES
- MAJOR ENTRY POINTS
- SYSTEM SHOULD BE SENSITIVE TO PEDESTRIANS AT CROSS STREETS
- FOUNTAINS WOULD BE AN APPEALING FEATURE AT CROSS STREETS, GATEWAYS, AND A FEW ON/OFF RAMPS
- POST WAR INTERSTATES CARRY LOT OF VOLUME OF CARS, BUT DON'T HAVE MUCH CLASS
- THEME SHOULD BE LUSH LANDSCAPING WITH LIGHTING, SIGNAGE, AND SCULPTURE

FLORIDA DEPARTMENT OF TRANSPORTATION

TAMPA INTERSTATE STUDY FIVE YEAR WORK PROGRAM SCHEDULE

Updated November 12, 1993 for fiscal years 1993 - 1998

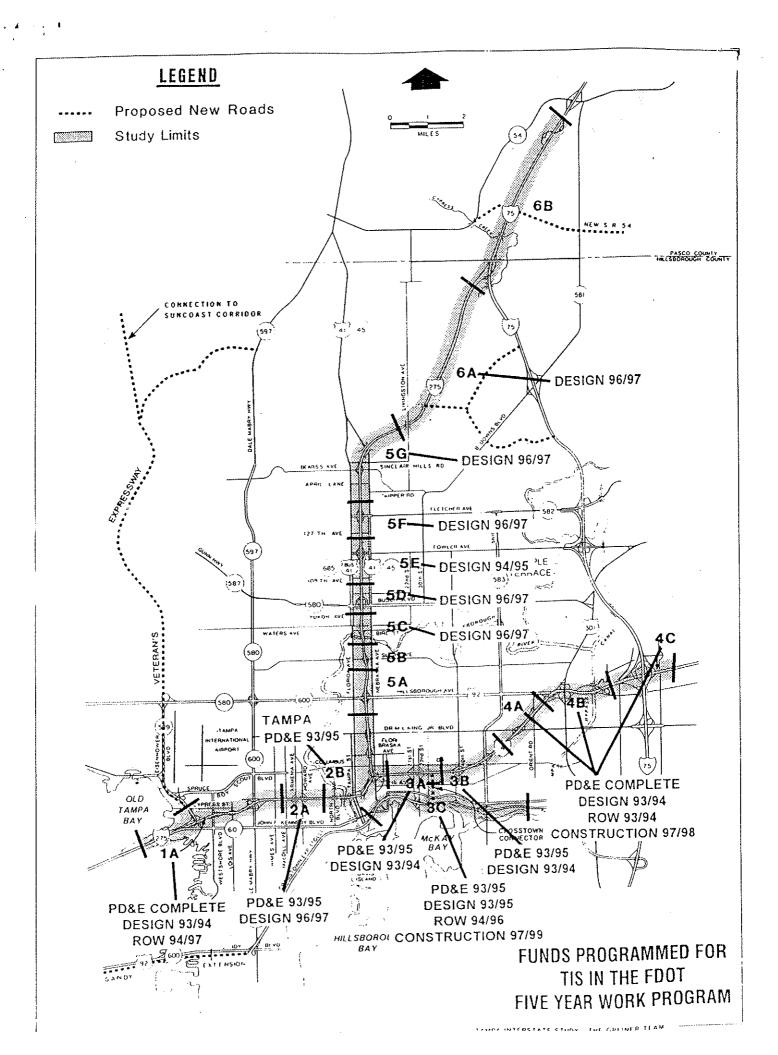
TAMPA INTERSTATE STUDY FDOT - FIVE YEAR WORK PROGRAM SCHEDULE Fiscal Years 1993 - 1998 \$\$\$ in Millions

STATE PROJECT NO: \$8607-1407

PREPARED BY; OPENER INC.

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..... These figures were supplied by HNTB and represent PRELIMINARY FUNDING REQUESTS as of July 1, 1993.





Dear Members:

A Tampa Interstate Study Design Liaison Committee Meeting has been scheduled for September 15, 1988, at 8:30 A.M. We invite you to attend. An agenda for the meeting is attached. We need to move quickly to incorporate design amenities features into the alternatives to be presented at a November Workshop, and appreciate any assistance you can provide us.

If you have any questions, please call me at 286-7667.

Sincerely,

Sharon M. Phillips, AICP Associate, Project Coordinator

· SMP/hd

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DESIGN LIAISON COMMITTEE September 15, 1988 8:30 A.M.

AGENDA

- 1. Tampa Interstate Study (TIS) Process and Schedule
- 2. TIS Design Amenities relationships to City of Tampa Ordinances addressing:
 - A. Urban Design and Streetscape
 - B. Proposed Public Art
 - C. Proposed Open Space
- 3. TIS Design Amenities Components
 - A. Gateways
 - B. Goals and Policies
 - C. Specific Proposals



TAMPA INTERSTATE STUDY

DESIGN LIAISON GROUP MEETING April 13, 1988

AGENDA

- I. Design Amenities Stage 1 Paper
 - 1. Gateways
 - 2. Destination Points
- II. Evaluation Matrix-Hierarchy of Destination Points
- III. FDOT Landscaping Policy
- IV. Tampa's Identity?
- V. Future Activities

DESIGN LIAISON GROUP Meeting Summary March 8, 1988

- * The purpose of the group was explained to those attending as the following:
 - Liaison between Greiner and local design, recreation and historic preservation staff to assure compatibility with future plans, urban design focus and local ordinances.
 - The slide show showing missed opportunities and good design examples throughout the country
- * Discussion among members of the group resulted in the following comments:
 - Ordinance revisions such as access control and fencing may be required
 - Explore opportunities for using drainage system for irrigation
 - Coordinate with Kennedy Bridge study to assure aesthetics considered.
 (Greiner agreed to contact staff responsible for that project.)
 - Provide pedestrian access across river in CBD area, and Sulphur Springs area, perhaps under the bridge
 - Proposed community wide or professional design competition or charette to induce synergism in determining design elements
- * The attendees were requested to provide the names of other city or county staff with a design focus prior to the next meeting. Art Keeble of the Arts Council of Tampa-Hillsborough was recommended as group member.
- * It was agreed the group would meet periodically with meetings scheduled on an as-needed basis. The next meeting will be scheduled when a hierarchy of design emphasis locations has been prepared.
- * A list of attendees and the meeting agenda is attached.

TAMPA INTERSTATE STUDY MEETING March 8, 1988

ATTENDEES

Name

Representing

Roger Wehling Tampa City Planning

Stephanie Ferrell Historic Tampa/Hillsborough Preservation Board

Wilson Stair City Planning

Donna Hole Historic Tampa/Hillsborough Preservation Board

Ross Ferlita Park Director, City of Tampa

Diana Kyle Deputy Parks Director - City

Jane Burmer Greiner

Susan Nute Greiner

Sharon Phillips Greiner



DESIGN LIAISON GROUP MEMBERS

NAME, ORGANIZATION & ADDRESS	TELEPHONE
Ms. Steffanie Ferrell, AIA., Director of Tampa-Hillsborough County Historic Preservation Board 2009 North 18th Street Tampa, Florida 33605	272-3843
Historia Communication and the second	272-3843
Mr. Ross Ferlita Director of Parks Department City of Tampa City Hall Plaza 306 E. Jackson Street Tampa, Florida 33602	223-8230
Ms. Donna Dewhirst Gillis Tampa Public Works Contracts Administrator 306 E. Jackson Street 4th Floor North Tampa, Florida 33602	223-8580
Mr. Wilson Stair Urban Design Manager City Planning Department 8-E 306 E. Jackson Street Tampa, Florida 33602	223-8402
Mr. Roger Wheling Director of Planning Planning Department 8-E, City Hall Plaza 306 E. Jackson Street Tampa. Florida 33602	223-8485

Mr. Joseph Abrams, Administrator of Parks, Recreation and Cultural Services City Hall Plaza 306 East Jackson Street Tampa, Florida 33602 223-8125

Mr. Art Keeble
Arts Council of Tampa Hillsborough
1420 North Tampa
Tampa, Florida

229-6547

ŧ

Mr. Kenneth Garcia Chairman, Latino Barrio Jan Able/Kenneth Garcia Partners 2201 Dekle Avenue Tampa, Florida 33606

223-8230

Diana Kyle
Deputy Parks Director
City of Tampa
City Hall Plaza
306 East Jackson Street
Tampa, Florida 33602



STAGE 1

TAMPA INTERSTATE STUDY AMENITIES PACKAGE

INTRODUCTION

The planners of the Tampa Interstate System are faced with a unique opportunity: within the next 10 to 15 years, major sections of the interstate system will be rebuilt to accommodate additional traffic. The "Amenities Package" is a program in which the planning team will examine methods to provide a sense of visual unity to the Tampa Interstate System as well as to generate an aesthetically pleasing design for the facility which could mitigate potential adverse visual impacts.

Good design is difficult to describe in words since it evokes an emotional response. The most prominent local example of good design in a transportation facility is Tampa International Airport, which is annually chosen America's best airport by the Airline Passenger's Association. Since it opened in 1971, the airport has become a symbol of Tampa. It is the intention of this study that Tampa's new Interstate System become for ground transportation what the airport is for air transportation.

DEFINITIONS

Before proceeding with a description of the various design elements under investigation, it is necessary to provide operational definitions for the following terms which are basic to the planning process:

Gateway

For purposes of this discussion, a Gateway is the area where, when travelling on the Interstate System, a person would first sense his arrival at urban Tampa or at a specific region within the urban area. Gateways and their location are important because they merit special visual emphasis.

Point of Destination

A point of destination is, simply, where people want to go. Points of destination can be primarily local-oriented or tourist-oriented, or they can relate to both groups. A local-oriented point of destination would

be the Central Business District; Busch Gardens would be a more touristoriented location; and Tampa Stadium and the Airport would be important destination for both groups.

Portal

Portals, as the term pertains to the Interstate, are those streets which are entries to or exits from the Interstate System. There should be a greater design emphasis on those portals which provide access or egress to the greatest number of destination points and on those which carry the greatest volume of traffic.

A map is attached which shows the potential locations of Gateways, Points of Destination, and Portals. This map will help determine where the preliminary Amenities Package design emphasis should be concentrated.

PROCESS

The process of developing the Amenities Package for the Tampa Interstate Study is continually evolving. This portion of the study is in its initial phase - identifying goals, beneficiaries, areas requiring special design emphasis, and construction methods and materials to be considered. The status of various aspects of this identifications process are listed below:

Goals

The preliminary goals of the Amenities Package are:

- 1. To say "Welcome to Tampa" and give motorists a sense that they are using an ordered integrated multi-modal transportation system.
- 2. To define design concepts which serve to unify the Tampa Interstate System:
- To ensure that each element of the Tampa Interstate System appears to be in balance and harmony with its setting and looks like it belongs there.
- 4. To ensure compatibility in materials (landscape and other) with the requirements of local ordinances.
 - 5. To help the Tampa Interstate System be a good neighbor.
 - 6. To enhance the feeling of safety for motorists.

7. To establish a palette of colors, textures, shapes, materials, construction techniques, and landscape elements which the final designers of the Tampa Interstate Study will incorporate into final design contracts.

POTENTIAL LOCATIONS OF DESIGN EMPHASIS

Gateways

Gateways were defined earlier in this discussion. The preliminary locations of the Gateways to urban Tampa are:

- * Near the intersection of I-4 and I-75, when coming from the east.
- * Near the east end of the Howard Frankland Bridge and the Courtney Campbell Causeway, when coming from the west.
- * At the Pasco County Line, when coming from the north.

Portals

Portals were also defined earlier in this discussion. At this point in the study, it shall be assumed that all intersecting and crossing streets are portals. In addition, major connections to the I-4/Crosstown Expressway Connector, the I-275/Northwest Expressway Interchange, and the I-4/I-75 Interchange are also assumed to be portals.

Other Areas of Special Emphasis

At this time, it is believed that the following locations will require special design consideration:

- * The portion of the Interstate System which passes the downtown area, due to the fact that most of it will be on structure.
- * The portion of the Interstate System which passes the Ybor City Historic District, due to the sensitive character of this neighborhood.
- * The portion of the Interstate System adjacent to the West Tampa Historic District due to the sensitive character of this neighborhood.
- * Those portions of the Interstate System which are adjacent to City or County parks.

BENEFICIARIES

Beneficiaries of the Amenities Package consist of three groups:

- * Those persons who use the Interstate for travel each day.
- * Tourists who are unfamiliar with Tampa and its Interstate System.
- * The Interstate's neighbors; the citizens of the urban area.

STAGE 2 IN THE PLANNING PROCESS

- * Continue development of a library of information sources relative to construction materials and techniques as well as other literature concerning urban freeway design. These informational items will be included, where appropriate, in design criteria and concepts.
- * Development of a hierarchy for the location of design amenities through use of an evaluation matrix considering destination points, areas of special emphasis and community facilities.
- * Continue discussions with City and County staff to assure compatibility with local design, transportation, recreation and historic plans and ordinances.
- * Determine more definitive gateway locations and the full range of areas of special emphasis.