

**Section 4(f)
Parks and Recreational Analysis**

TAMPA INTERSTATE STUDY

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

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

Prepared For
**FLORIDA DEPARTMENT
OF
TRANSPORTATION**

Prepared By
GREINER, INC.

In Association With
**KNIGHT APPRAISAL SERVICES, INC.
PIPER ARCHAEOLOGICAL SERVICES**

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SUMMARY

The proposed interstate improvements associated with the Tampa Interstate Study project will not result in indirect (proximity) effects at any of the fifteen City of Tampa park properties evaluated along the project corridor.

Only one of the fifteen parks, Perry Harvey Park, will be directly affected as a result of project related right-of-way acquisition needs. A conceptual mitigation plan to offset the effects at Perry Harvey Park has been proposed and is being coordinated with the City of Tampa. A Matrix summarizing the proximity effects at all fifteen parks is provided on the next page.

TABLE 1

SECTION 4(f) PROPERTIES SUMMARY OF EFFECTS

Park/Playground	Potential Effects					
	R-O-W Acquistion	Noise	Visual	Access	Vibration	Ecological
1. MacFarlane Park	No	No*	No	No	N/A	N/A
2. Salcines Park	No	No	No	No	N/A	N/A
3. Riverfront Park	No	No	No	No	N/A	N/A
4. Phil Bourquardez Park	No	No	No	No	N/A	N/A
5. Herman Massey Park	No	No	No	No	N/A	N/A
6. Perry Harvey Park	Yes	No*	No	No	N/A	N/A
7. Morgan Street Mini Park	No	No	No	No	N/A	N/A
8. Robles Park	No	No	No	No	N/A	N/A
9. Nebraska Avenue Park	No	No*	No	No	N/A	N/A
10. Ragan Park	No	No	No	No	N/A	N/A
11. Cuscaden Park Playground	No	No	No	No	N/A	N/A
12. Ybor Centennial Park	No	No	No	No	N/A	N/A
13. McKay Bay Nature Park	No	No	No	No	N/A	No
14. Highland Pines Playground	No	No	No	No	No	N/A
15. Oak Park	No	No	No	No	N/A	N/A

* Assumes the inclusion of the cost reasonable noise barriers for the preferred alternative. As such, no noise effect will occur.

A. INTRODUCTION

This document presents a discussion of the potential proximity effects and direct effects of the Tampa Interstate Study project upon fifteen City of Tampa parks and playgrounds (Section 4(f) properties) located adjacent to, or in the vicinity of, the project.

For the purposes of this report, proximity effects are those impacts related to the project's proximity which are so severe that the protected activities, features, or attributes that qualify the park(s) for protection under Section 4(f) of the Department of Transportation (DOT) Act of 1966 are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the park(s) are substantially diminished. Some examples are provided in 23 CFR 771.135 and are discussed as follows:

- 1) The projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f), such as hearing the performances at an outdoor amphitheater, sleeping in the sleeping area of a campground, enjoyment of a historic site where a quiet setting is a generally recognized feature or attribute of the site's significance, or enjoyment of an urban park where serenity and quiet are significant attributes;
- 2) The proximity of the proposed project substantially impairs esthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. Examples of substantial impairment to visual or esthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting;
- 3) The project results in a restriction on access which substantially diminishes the utility of a significant publicly owned park, recreation area, or a historic site;

- 4) The vibration impact from operation of the project substantially impairs the use of a Section 4(f) resource, such as projected vibration levels from a rail transit project that are great enough to affect the structural integrity of a historic building or substantially diminish the utility of the building; or
- 5) The ecological intrusion of the project substantially diminishes the value of wildlife habitat in a wildlife or waterfowl refuge adjacent to the project or substantially interferes with the access to a wildlife or waterfowl refuge, when such access is necessary for established wildlife migration or critical life cycle processes.

Direct effects are those effects that are a direct result of the proposed improvements, such as when land is permanently incorporated into a transportation facility (23 CFR 771.135(p)(i)).

Each of the fifteen park properties and the potential effects of the project are discussed individually in this report. Vibration effects and ecological intrusion were not evaluated at any of the parks since vibration sensitive facilities or uses are not present at any of the parks. Also, given the highly urbanized land use setting in which each park is located and each park's developed character, none provides significant wildlife habitat or is associated with a wildlife or a waterfowl refuge.

Right-of-way acquisition will only be necessary at one of the fifteen park properties, resulting in a modification of its overall size and requiring the relocation of some of its existing facilities. Consequently, potential mitigation for the direct effects has been developed and is also discussed.

B. PROPOSED ACTION

The proposed project is part of the Tampa Interstate Study (TIS) and includes the section of I-275 from just east of the interchange at Dale Mabry Highway north to Dr.

Martin Luther King, Jr. Boulevard; I-4 from I-275 (including the interchange) to east of 50th Street (U.S. 41); and the Crosstown Connector from I-4 southward to the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive. The project is approximately 12 miles in length and involves widening and improving the existing six-lane highway to a four-roadway system consisting of interstate express lanes and separate local access freeway lanes. An HOV/Transitway envelope will be included within the interstate alignment.

The project will also include major interchange improvements on I-275 at Himes Avenue; Howard and Armenia Avenues; Ashley, Scott, and Kay Streets; North Boulevard; and Dr. Martin Luther King, Jr. Boulevard, while removing the existing ramps to and from the north at Floribraska Avenue. Major interchange improvements on I-4 include 14th and 15th Streets, Columbus Avenue, 50th Street and the Crosstown Connector, and removal of the existing ramps at 40th Street.

In 1987, the Florida Department of Transportation (FDOT) began Phase I of TIS. The final product of Phase I was an in-depth Master Plan for I-275, I-75, and I-4 in Hillsborough and Pasco Counties. The Master Plan for the entire TIS project, which is approximately 35 miles in length, has been adopted for inclusion in the Year 2010 Hillsborough County Long Range Transportation Plan.

Phase II of the TIS project includes a portion of the original master plan study limits. For analysis purposes, Phase II has been divided into two studies. The first study includes I-275 from the Howard Frankland Bridge to just east of the Dale Mabry Highway interchange and has been evaluated in a Federal Highway Administration (FHWA) approved Environmental Assessment (EA)/Finding of No Significant Impact

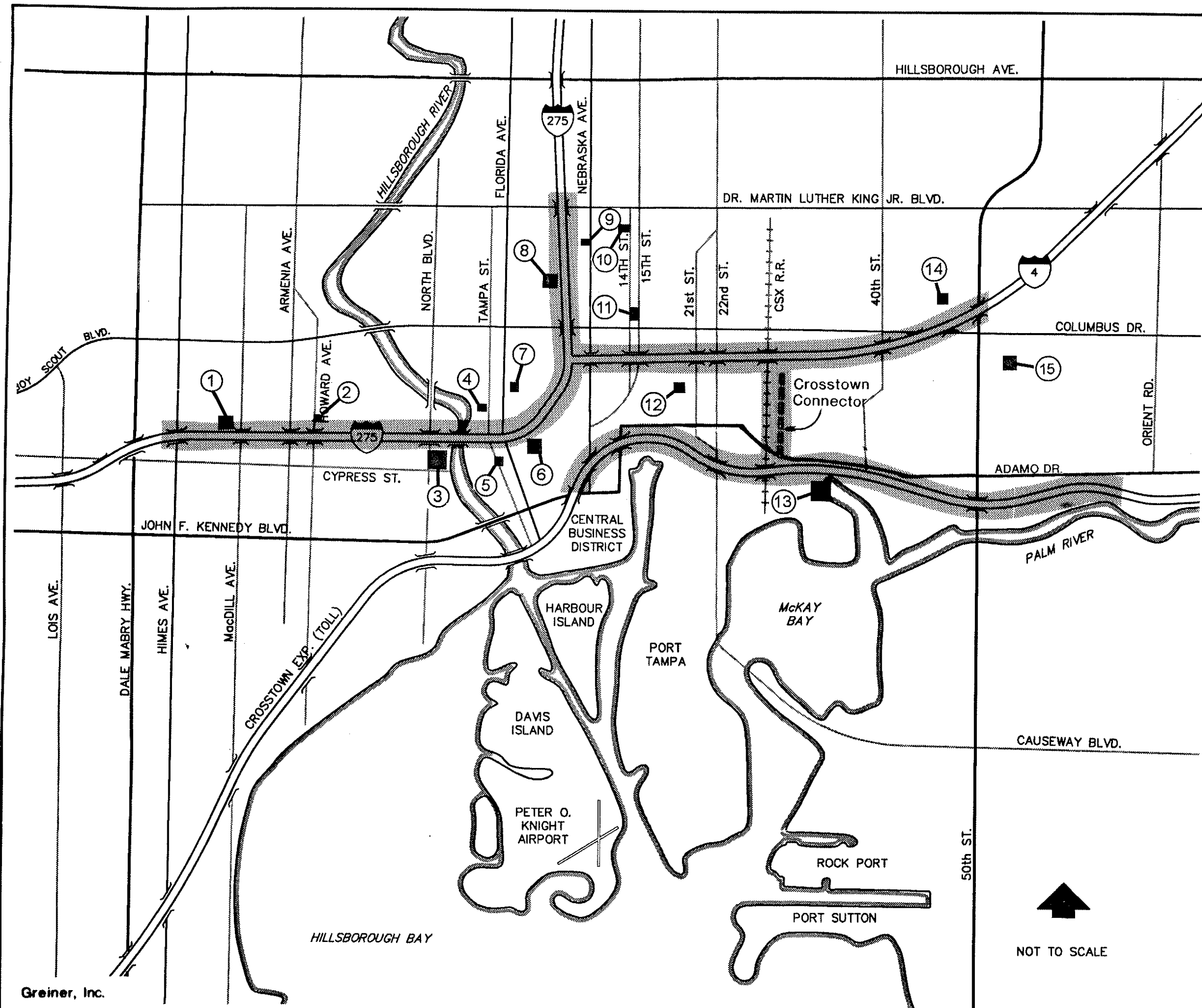
(FONSI) document. The second study, due to its greater impacts to the surrounding area, is being documented in an Environmental Impact Statement (EIS). This Section 4(f) Effects Analysis addresses the area defined as the EIS (previously described.) The EIS study limits are shown on Exhibit 1.

C. PROXIMITY EFFECT AND DIRECT EFFECT ANALYSIS

This section presents a discussion of the proximity effects and direct effects of the TIS project upon fifteen public parks located adjacent to, or in the vicinity of, the TIS EIS project. One of the fifteen park properties, all owned and operated by the City of Tampa, will be directly impacted by right-of-way acquisition associated with this project. The location of each park is shown on Exhibit 1, previously referenced.

Each of the fifteen parks was visited and facilities and surrounding land uses were noted. Potential direct and indirect effects associated with the proposed interstate improvements, with respect to right-of-way acquisition, noise, visual effects and access, were evaluated at each site based on field observations and analyses using the proposed concept plans.

Potential noise effects associated with the project in the vicinity of each park were evaluated using the FHWA computer model STAMINA 2.1. The limits of projected future noise levels of 65 dBA or greater with the proposed improvement were plotted on aerial photographs in order to assess the effects at each park. Additional analysis was conducted to determine the cost reasonableness of noise barriers along the interstate in the vicinity of each park. More detailed information about the noise study conducted for this project is contained in the Noise Report dated May 1993 prepared for this project and published separately.



- LEGEND**
- Proposed New Roads
 - ▨ Project Study Limits
 - Park Locations
 - ① MacFarlane Park
 - ② Salcines Park
 - ③ Riverfront Park
 - ④ Phil Bourquardez Park
 - ⑤ Herman Massey Park
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 - ⑪ Cuscaden Park Playground
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 - ⑮ Oak Park

FLORIDA DEPARTMENT OF TRANSPORTATION
 SECTION 4(f) EFFECTS ANALYSIS
TAMPA INTERSTATE STUDY
PHASE II
 Hillsborough County, Florida

**PROJECT STUDY LIMITS
 AND PARK LOCATIONS**

EXHIBIT 1

In the pages that follow, a description of each of the fifteen parks and playgrounds is presented including a discussion of the effects of the proposed interstate improvements on each park. A matrix summarizing the effects at each park is provided as Table 1 in the Summary section of this report.

1. MacFarlane Park

MacFarlane Park, approximately 38.0 acres in size, is located at 1700 North MacDill Avenue. Shaped like a cross, MacFarlane Park is bordered to the north by Pine and Spruce Streets, to the east by MacDill Avenue and Maxwell and Jamaica Streets, to the south by I-275 and Green and Main Streets, and to the west by Lincoln Avenue and Renfrew and St. Vincent Streets. Photographs are provided as Exhibit 2.

Land use surrounding MacFarlane Park can be characterized as residential to the north, east and west with expressway frontage to the south. MacFarlane Elementary School is located to the east across MacDill Avenue.

Functionally classified as a community/district park, MacFarlane Park contains a variety of active recreational facilities. These include picnic shelters, barbecue grills, restrooms, exercise/jogging paths, playground equipment, basketball, tennis and racquetball courts, baseball fields and a swimming pool. In addition, there is an abundance of trees and shaded grassy areas for passive recreation uses. Parking facilities are provided and are accessible from MacDill Avenue and from Spruce Street.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 90 feet from the nearest boundary of the park, approximately 300 feet

MacFarlane Park



from the tennis and basketball courts, and approximately 560 feet from the nearest picnic shelter. Right-of-way acquisition associated with the proposed improvements will not encroach into the park.

Noise - Projected noise levels for the existing, build, and no-build conditions were modeled specifically within the park in areas frequented by park visitors or where an activity could be affected by noise. Receptors were located in the vicinity of the tennis/racquet/basketball courts and at the gazebo on top of the hill. At the receptor closest to the proposed interstate improvements, the predicted existing (1990) noise level was 66 dBA; the year 2010 no-build condition level was 66 dBA; the year 2010 build condition level was 68 dBA; and the year 2010 build condition with noise barriers installed was 60 dBA.

The limits of projected future noise levels greater than 65 dBA extend approximately one-third of the way into the park, affecting the tennis, racquet and basketball courts. Because the park is located adjacent to the interstate, no shielding is present. Noise barriers have been determined to be cost reasonable along I-275 in the vicinity of the park. As shown, based upon the current preferred alternative, noise barriers would be constructed to reduce noise impacts below the 65 dBA criteria. No noise effect is anticipated with the construction of noise barriers.

At a meeting with the FDOT on September 10, 1993, the City of Tampa expressed concern that construction of a noise barrier adjacent to MacFarlane Park will block the view of the park from the interstate. However, the City is considering the acquisition of additional property adjacent to the southwest corner of the park. If acquired, the property will likely become the site of a new recreation and community

center for the park. Project noise analysis shows that a new facility at that location will experience noise levels greater than 65 dBA with no barrier present. In addition, residential properties adjacent to the park would also experience noise levels greater than 65 dBA without a barrier. As a result, the City has decided that a noise barrier adjacent to MacFarlane Park is preferable.

Visual - The existing view to the south from the park consists primarily of traffic on I-275. The abundant trees throughout the park provide a visual buffer by helping to block the view of the interstate, particularly from northern reaches of the park. The construction of a noise barrier wall along this portion of the interstate as part of the proposed improvements will both reduce noise levels and block the view of traffic; however, the barrier will increase the visual effect of the interstate. Since the trees within the park will not entirely block the view of the noise barrier, FHWA and FDOT have committed to including aesthetic wall treatment and landscape plantings. These improvements will provide an effective buffer for the park from the proposed wall, thus mitigating the visual effect of the interstate improvements.

Access - Pedestrians currently access the park from the north, east and west. Vehicles access the parking facilities from MacDill Avenue and Spruce Street. The proposed interstate improvements will not change access to the park and therefore are expected to have no effect on access to and from the park.

In summary, there is no visual effect to MacFarlane Park since it will be mitigated to a condition equal to or better than that which would occur with a no-build scenario. Therefore, there will not be a substantial impairment nor diminishment of the park's activities, features, or attributes.

2. Salcines Park

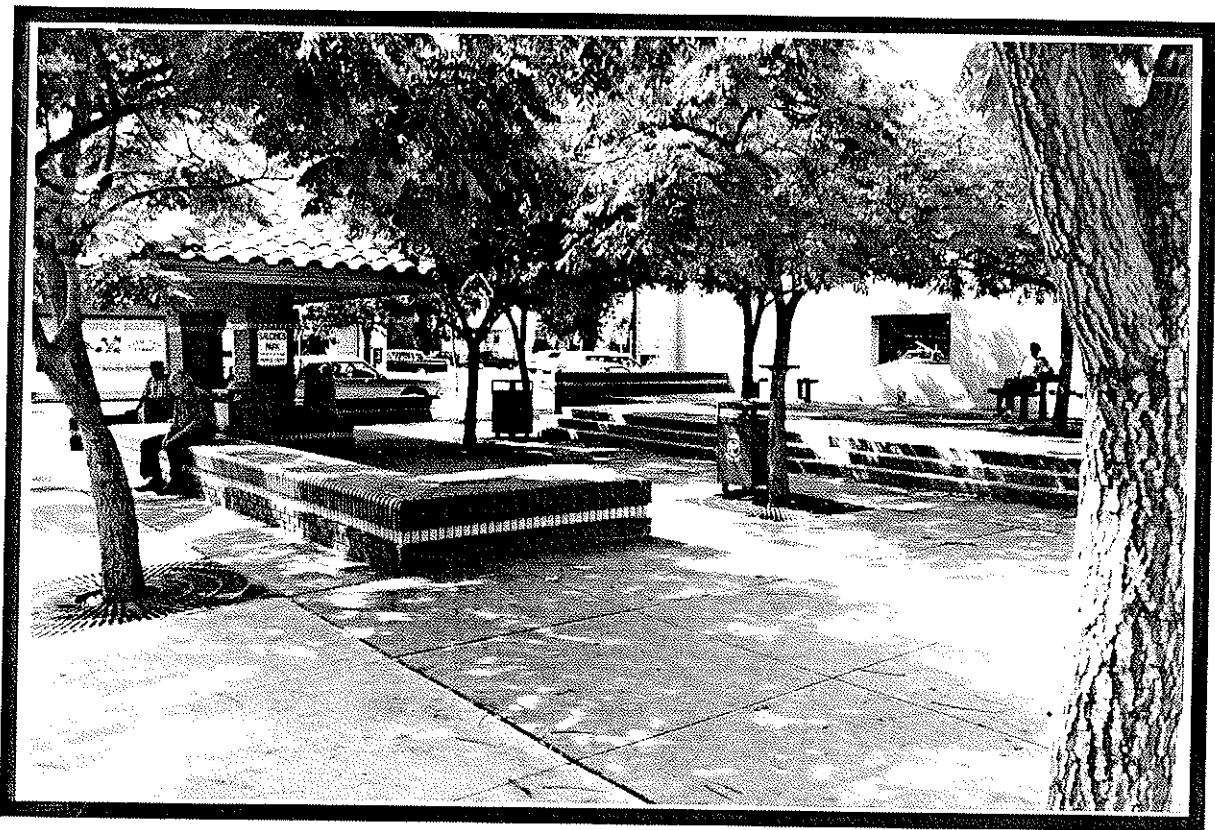
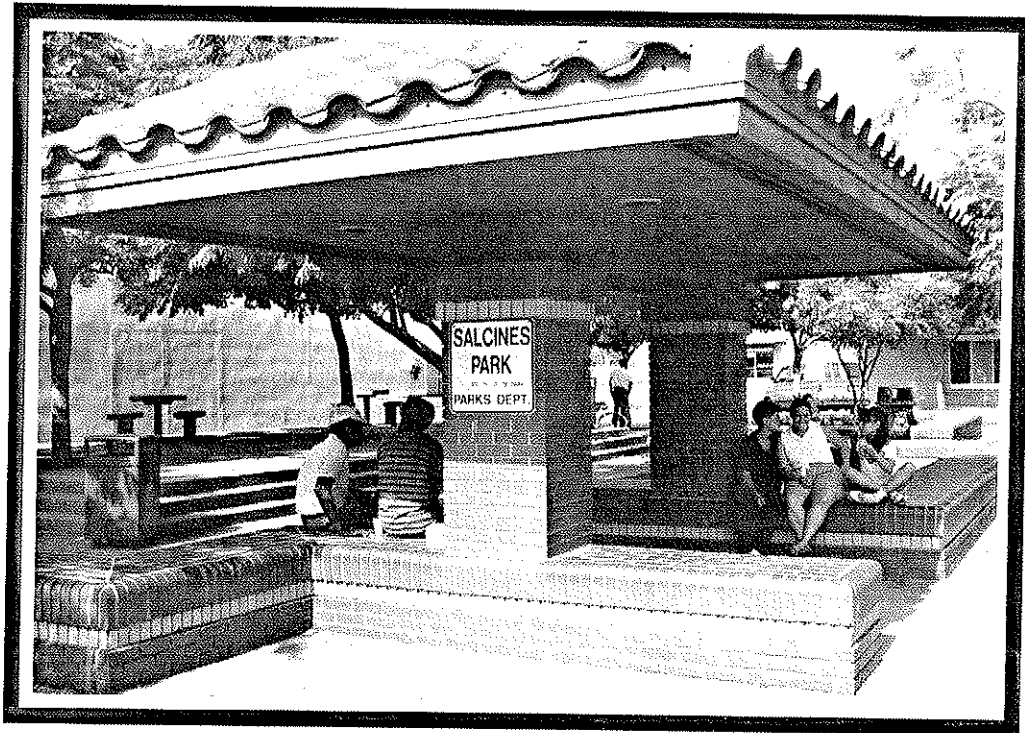
Salcines Park, approximately 0.5 acres in size, is located at the northeast corner of Howard and Main Streets. Occupying a single corner lot, Salcines Park is bordered to the north by a commercial building, to the east by a parking lot and another commercial building, to the south by Main Street, and to the west by Howard Avenue. The park is located within the West Tampa Historic District. Photographs are provided as Exhibit 3.

Land use surrounding Salcines Park can be characterized as a mixture of dense commercial and retail development. Most of the development consists of small neighborhood businesses and storefronts which generate continuous vehicular and pedestrian traffic. As such, Salcines Park is located on a busy neighborhood street corner.

Functionally classified as a sub-neighborhood park, Salcines Park contains only limited passive recreational facilities. The facilities consist of a series of sheltered benches, small picnic tables and short decorative walls. The ground surface is concrete, except where several trees have been planted in grated openings to provide shade. Instead of an area for active recreation, Salcines Park is designed for pedestrians seeking a place to sit, rest and escape the sun. It also serves as a local meeting place. No parking facilities are provided.

Relationship of the Park to the Proposed Project Right-of-way - I-275 is located approximately 350 feet south of the park, or approximately one and one-half city blocks. Right-of-way acquisition associated with the proposed improvements will not encroach into the park.

Salcines Park



Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located approximately one-half block south of the park and do not extend within the park. Salcines Park is effected by the existing noise from Howard Avenue and Main Street. Commercial development to the south shields the park from traffic noise on the interstate. Therefore, the park will not experience any project-related noise effects.

Visual - The existing views from Salcines Park in every direction consist of nearby commercial buildings and of traffic along Howard Avenue and Main Street. The interstate, visible to the south only from along Howard Avenue, appears in the background as an urban land use. The existing interstate is not visible from within the park. Commercial buildings to the south block the interstate from view. Therefore, there is no visual effect at this park.

Access - Pedestrians currently access the park from all directions. A dedicated parking facility for the park is not provided. The proposed interstate improvements will have no effect on access to and from the park.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

3. Riverfront Park

Riverfront Park, approximately 26.0 acres in size, is located at 1111 North Boulevard. As the name implies, Riverfront Park is bordered on the east by the Hillsborough

River, to the north by I-275 and Laurel Street, to the south by Cass Street, and to the west by North Boulevard. Photographs are provided as Exhibit 4.

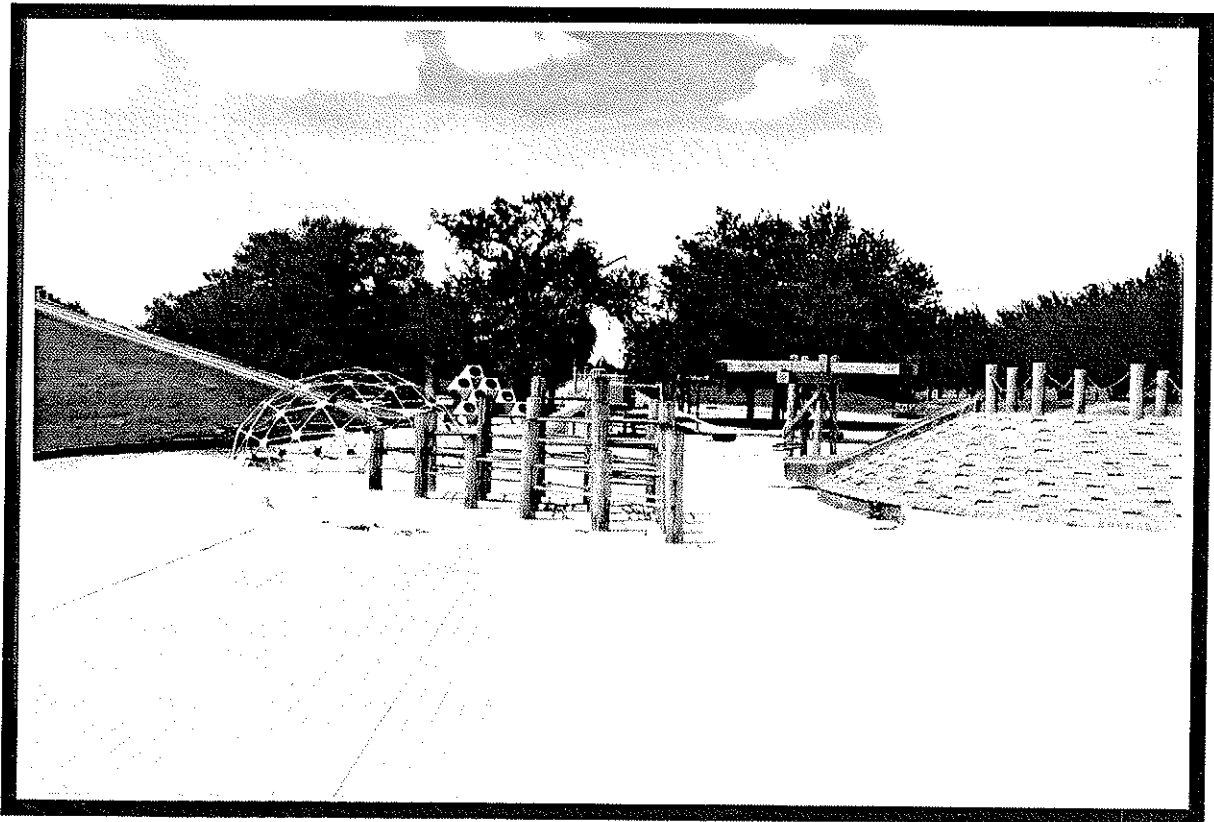
Land use surrounding Riverfront Park is mixed and consists of Laurel Street, open space and I-275 to the north, Hillsborough River to the east, vacant property and University of Tampa athletic facilities to the south, and a mixture of multi-family housing and commercial to the west.

Functionally classified as a community/district park, Riverfront Park contains a variety of active recreational facilities. These include picnic shelters, barbecue grills, restrooms, exercise/jogging paths, playground equipment, basketball, tennis and racquetball courts, baseball fields, a swimming pool and a small outdoor amphitheater. In addition, there are shaded walkways with benches on which to rest and relax. A parking lot is also provided, with vehicular access from North Boulevard.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 100 feet from the nearest edge of the park, approximately 340 feet from the tennis courts and approximately 730 feet from the nearest picnic shelter. The proposed interstate improvements will extend to approximately 80 feet from the nearest edge of the park along its northern boundary, directly across Laurel Street. Right-of-way acquisition associated with the proposed improvements will not encroach into the park.

Noise - Projected noise levels for a variety of conditions were modeled in areas frequented by park visitors or where an activity could be affected by noise. Receptors were located at the tennis courts and at the large play mound. At the

Riverfront Park



receptor closest to the proposed interstate improvements, the predicted existing (1990) noise level is 66 dBA; the year 2010 no-build condition level is 66 dBA; and the year 2010 build condition is 68 dBA.

The limits of projected future noise levels greater than 65 dBA extend within the park to south of the tennis courts. The tennis courts and a portion of the baseball field are within the 65 dBA noise abatement consideration contour line. Because the park is located almost adjacent to the interstate, no shielding is present. To date, noise barriers have not been determined to be cost reasonable along I-275 in the vicinity of the park. However, the predicted build condition noise level, when compared to the no-build condition, is barely perceptible at the closest receptor. Therefore, it has been determined that there is no noise effect which would interfere with the use of the park.

Visual - The existing view to the north from the park consists primarily of I-275. From the eastern edge of the park, the view north consists of the I-275 bridge over the Hillsborough River with the river and downtown Tampa to the east. The limited vegetation and tree cover in the park provides a minimal visual buffer. The proposed interstate improvements will not substantially change the view of the interstate from the park. A noise barrier has not been proposed for this location. Considering the existing views of the interstate from the park, the proposed interstate improvements are expected to have no visual effect upon Riverfront Park.

Access - Pedestrians currently access the park from the north, south and west. Vehicles access the parking lot from North Boulevard. The proposed interstate improvements will not modify park access.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

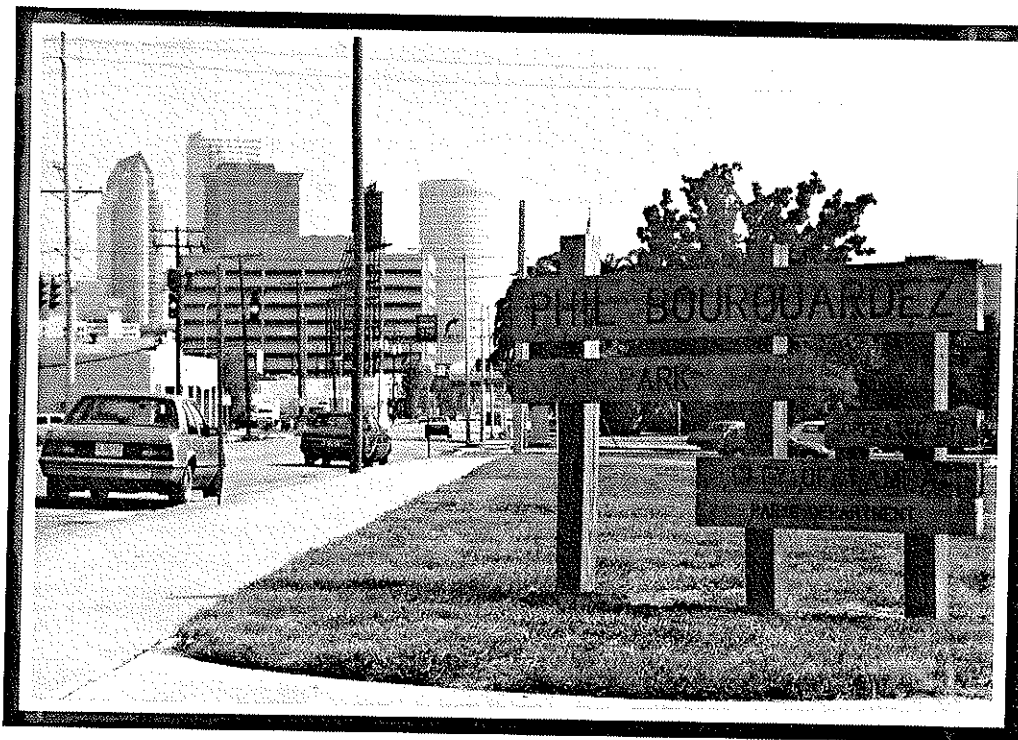
In addition, the City of Tampa owns the undeveloped property immediately north of Riverfront Park, across Laurel Street. This property is bordered to the north by I-275, to the east by the Hillsborough River, to the south by Laurel Street and to the west by North Boulevard. The property is designated "recreation/open space" on the Hillsborough County City-County 2010 Land Use Plan Map. Presently, many park visitors who utilize the ball fields park their vehicles on this property for convenience and walk across Laurel Street.

A stormwater retention pond associated with the interstate improvements was originally proposed for this location. At a meeting with the City on September 10, 1993 it was revealed that the City is considering some type of future recreational development of the property although no formal plan has been developed. In a letter dated January 21, 1994, the City provided a legal description for Riverfront Park which includes this small tract (different from descriptions previously provided). As such, plans for a stormwater treatment pond have been shifted to the north side of the interstate to avoid any potential Section 4(f) involvement.

4. Phil Bourquardez Park

Phil Bourquardez Park, approximately 1.2 acres in size, is located on the west side of Tampa Street between 7th and Henderson Avenues. The park occupies approximately one-half of one city block. Photographs are provided as Exhibit 5.

Phil Bourquardez Park



The park is bordered to the north by Henderson Avenue, to the east by Tampa Street, to the south by 7th Avenue, and to the west by a parking lot. Land uses surrounding the park are densely developed and include a mixture of commercial and residential to the north, commercial and retail to the east, and governmental uses (Tampa Police Department Headquarters) to the south and west.

Functionally classified as a sub-neighborhood park, Phil Bourquardez Park contains only limited facilities intended for passive recreation. The facilities consist of scattered park benches, a decorative fountain (non-working), concrete walkways, and limited tree cover concentrated along the park's western boundary. The park contains no parking facilities.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 1,000 feet south of the park, or approximately three city blocks. The proposed interstate improvements will only encroach northward to within approximately 800 feet of the park.

Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located several hundred feet south of the park and do not extend into the park. Phil Bourquardez Park is well shielded from potential noise effects from the interstate by the dense commercial development to its south. Therefore, the park will not experience any project-related noise effects.

Visual - The existing views from the park in almost every direction consist of buildings, parking lots and urban streetscapes. The interstate, visible from the park to the south along Tampa Street, appears as part of the downtown urban land use in the

background. Commercial buildings south of the park form a partial visual buffer. The proposed interstate improvements south of the park will not substantially change the view of the interstate from the park. Therefore, the proposed improvements are anticipated to have no visual effect upon Phil Bourquardez Park.

Access - Pedestrians currently access the park from all directions. Vehicle parking is not currently provided. The proposed interstate improvements will require no change in access to the park resulting in no effects on access to and from the park.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

5. Herman Massey Park

Herman Massey Park, approximately 1.3 acres in size, is located on the northwest corner of Franklin Street and Tyler Street in downtown Tampa. Occupying approximately one-half of one city block, the park is bordered to the north by the Harrison Street pedestrian thoroughfare, to the east by Franklin Street, to the south by Tyler Street, and to the west by a commercial building. Photographs are provided as Exhibit 6.

Land use surrounding the park can be characterized as intensive downtown development with multi-story buildings and includes a mixture of commercial, retail, and warehouse space. Franklin Street has been redeveloped as a pedestrian corridor through downtown Tampa and attracts significant weekday pedestrian use.

Herman Massey Park



Functionally classified as a sub-neighborhood park, Herman Massey Park contains only limited facilities intended for passive recreational usage. The facilities consist of park benches, brick walkways, and planted palms and flowers. The park is primarily intended to serve pedestrians in and around the Franklin Street downtown area and contains no parking facilities.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 1,350 feet north of the park, or approximately four city blocks. Proposed interstate improvements will encroach to within approximately 1,200 feet from the park. Approximately two blocks west of the park, interstate improvements will include the upgrading of ramps along Ashley Street, including the use of retaining walls.

Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located several hundred feet north of the park and do not extend within the park. Herman Massey Park is well shielded from potential interstate noise effects by the dense commercial development adjoining it. Therefore, the park will not experience any project-related noise effects.

Visual - The existing view from the park in every direction consists of commercial and retail buildings and downtown urban streetscapes. I-275 is not visible from the park. The proposed interstate improvements will likewise not be visible from the park. The adjacent urban development will block it from view. The proposed ramp improvements along Ashley Street will not be visible from the park. Therefore, there will be no visual effects.

Access - Access to the park is primarily pedestrian-oriented. No vehicle parking facilities are provided. The proposed interstate improvements will have no effect on access to and from the park.

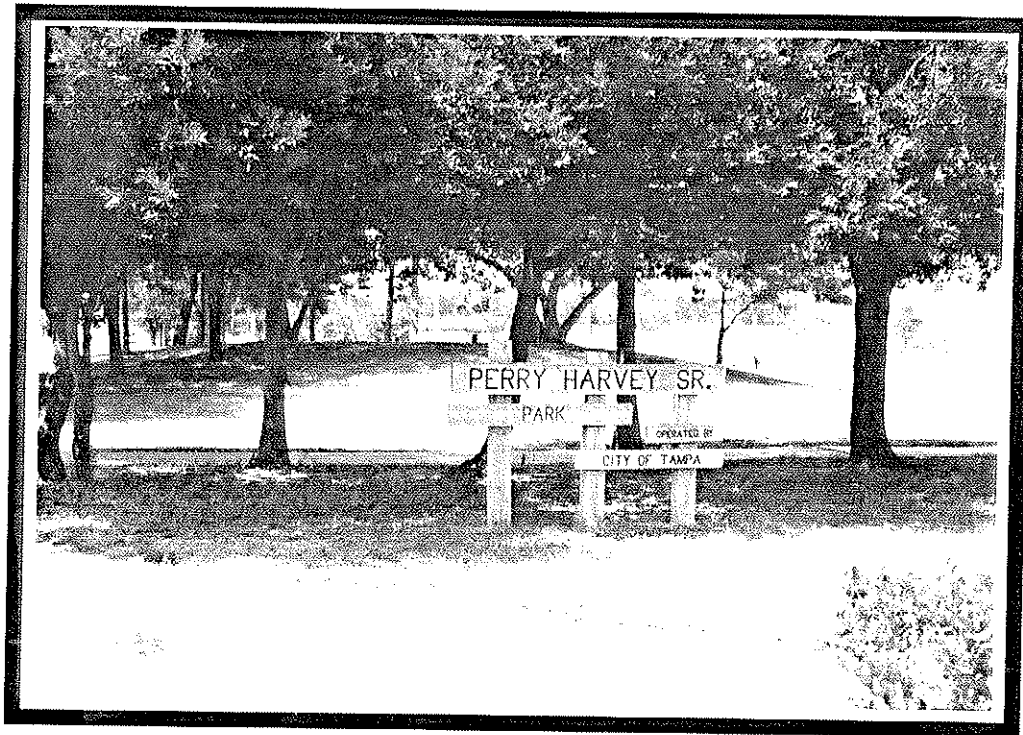
In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

6. Perry Harvey Park

Perry Harvey Park, approximately 9.2 acres in size, is located at 1201 Orange Street in downtown Tampa. Irregular in shape, the park is bordered to the north by I-275, to the east and south by the Central Park Village public housing complex, and to the west by Orange Street and its associated interstate ramping. Land use surrounding the park can be characterized as urban combining a mixture of commercial, multi-family, and highway uses. Photographs are provided as Exhibit 7.

Functionally classified as a neighborhood park, Perry Harvey Park contains a variety of active recreational facilities. These include basic components of a neighborhood park, such as picnic shelters, barbecue grills, restrooms, exercise/jogging paths, tennis and basketball courts, and playground equipment. A unique paved skateboarding area is located in the western portion of the park. The only facility of it's kind in Tampa, the skateboarding area draws users from beyond the immediate neighborhoods and serves as a destination for enthusiasts from throughout Tampa. In addition, a Boys & Girls Club recreation facility is located adjacent to the eastern side of the park primarily serving youths from the adjoining housing complex. A parking facility is provided, accessible from Cass Street and Central Avenue.

Perry Harvey Park



Relationship of the Park to the Proposed Project Right-of-Way - I-275 right-of-way is located adjacent to the northern reaches of the park and approximately 200 feet from the basketball courts. Proposed interstate improvements, specifically those associated with expansion of the Orange Street ramps, will require acquisition of a 50 foot-wide linear strip along the western side of the park. This action will reduce the total size of the park by approximately one third and will result in a direct effect to the skateboard facility and portions of the exercise/jogging paths. This direct effect will impair usage of the above referenced facilities.

Noise - Projected noise levels for a variety of conditions were modeled within the park in areas frequented by park visitors or where an activity or facility could be affected by noise. Receptors were located by the tennis courts, the skateboarding area, and at the Boys and Girls Club. At the receptor closest to the proposed interstate improvements, the predicted existing (1990) noise level is 64 dBA; the year 2010 no-build condition level is 64 dBA; the year 2010 build condition level is 69 dBA; and the year 2010 build condition level with noise barriers installed is 59 dBA.

The limits of projected future noise levels greater than 65 dBA extend approximately two-thirds of the way through Perry Harvey Park. The restrooms, shelters and portions of the play courts will be affected; the Boy and Girls Club will not. Projected noise levels were modeled specifically within the park. Noise barriers along Orange Street and I-275 directly adjacent to the park have been determined to be cost reasonable. As shown, based upon the current preferred alternative, noise barriers would be constructed to reduce noise impacts below the 65 dBA criteria. No noise effect will occur with the construction of noise barriers.

Visual - The existing views to the north and west from the park are of the interstate and Orange Street. The scattered trees throughout the park provide a minimal visual buffer. The proposed improvements will decrease the distance between the park and interstate and introduce a noise barrier along the new western border of the park. The resulting effect will be a different view to the north and west from the park. Due to the proposed mitigation measures discussed later in this section, this visual effect is will not impair park usage.

Access - Vehicular access to the park is presently provided from Cass Street and Central Avenue on the south side and from Harrison Street on the east side. Pedestrians access the park principally from its eastern border along the public housing complex. The proposed interstate improvements will require a change of access to the park by reorientating the Cass Street and Central Avenue entrance to Cass Street and Governor Street. In addition, direct access to the Cass Street/Governor Street entrance will be provided by the off ramps at Orange Street. These project improvements are expected to improve access to and from the park.

Avoidance Alternative - In an effort to avoid or minimize the direct effects of right-of-way acquisition at Perry Harvey Park, improving the Orange Street ramps to the west side was evaluated. Two properties of recreational, cultural, and historical significance are located along the west side of Orange Street; the Kid Mason Fendall Community Center and Bethel Baptist Church. Both facilities would be completely displaced by the proposed improvements if west-side widening was utilized.

The Kid Mason Fendall Recreation Center is an important city-owned recreation center serving kids primarily from the nearby Central Park Village public housing

complex and the local neighborhood with after-school and summer programs. The center also offers a variety of programs for adults. Bethel Baptist Church is a gothic-revival style brick church constructed in 1940 and is eligible for listing on the National Register of Historic Places. One of the oldest predominantly black churches in Tampa, Bethel Baptist Church fulfills an important spiritual and social function in the community. The brick building itself is not considered a suitable candidate for movement as it contains a continuous masonry foundation with a basement and it is located adjacent to the historic Oak Lawn Cemetery.

Based on the potential impacts to both these significant resources, and the irretrievable loss of the Bethel Baptist Church building, east side widening of Orange Street was determined to result in the fewest potential negative effects.

Mitigation Alternatives - To address the potential impacts to Perry Harvey Park, a conceptual mitigation plan has been prepared for the park. With the exception of the skateboarding facility, the plan for the neighborhood park essentially relocates the impacted facilities to other functional locations within the park. Berms and landscape materials will be used adjacent to the park's western boundary to attenuate the visual impact of the proposed noise barrier, and to reinforce the pedestrian character of the park. A fitness loop trail will be provided to supplant the displaced exercise/jogging path and some unnecessary parking spaces will be removed. Primary vehicular access will be rerouted to the east, utilizing the existing parking areas. Walkways will be widened and rerouted as necessary to maintain the functional integrity of the facilities and a 10-foot-wide path will accommodate authorized vehicles.

Since the skateboarding facility is a destination use, the Parks and Recreation Departments, at a meeting on September 10, 1993, requested that the FDOT evaluate

and, if possible, relocate the facility to another existing park. In a subsequent letter to the FDOT dated January 21, 1994, the City designated Rowlette Park as a candidate location for the replacement skateboard facility.

Although the proposed alignment of the interstate will impact approximately 3 acres of the existing park, it will also result in some positive effects to the existing park. The closure of segments of Scott and Kay Streets (in the park vicinity) will provide a more contiguous area for the southern area of the park near the existing multi-purpose courts. Due to the proposed acquisition of right-of-way by parcel, an additional land area of approximately 0.5 acres directly northwest of the existing park will provide a generous buffer to adjacent residential areas to the east of the proposed alignment.

In the January 21, 1994 letter, the City stressed the important relationship between Perry Harvey Park and the nearby Kid Mason Center and the Riverfront Public Pool. According to the City, the three facilities complement one-another and together provide a complete range of recreational and community services to residents of Central Park Village and the local neighborhood. The City has expressed concern that the proposed interstate improvements will prevent pedestrian access from Central Park Village to the Kid Mason Center and the Riverfront pool.

It is a City priority that these important neighborhood services be maintained. Therefore, the FDOT is developing conceptual mitigation plans which provide for the construction of a new Kid Mason Center and a public swimming pool at Perry Harvey Park. At a meeting on February 28, 1994 the City, FDOT, and local civic and community representatives concurred that the best location for the new facilities is at

the south end of the park, near the existing parking area and tennis courts. The FDOT's conceptual mitigation plan for the park includes these new facilities.

In summary, proposed right-of-way acquisition along the western side of Perry Harvey Park required for the proposed improvements to I-275 will directly affect the size and usage of the park. The proposed noise barrier along the park's western border will effect views to the north and west from the park. However, a proposed mitigation plan, with measures as discussed above, will relocate impacted facilities to maintain existing park uses. As a result of the mitigation plan, the proposed improvements to I-275 will not substantially impair nor diminish the park's activities, features, or attributes.

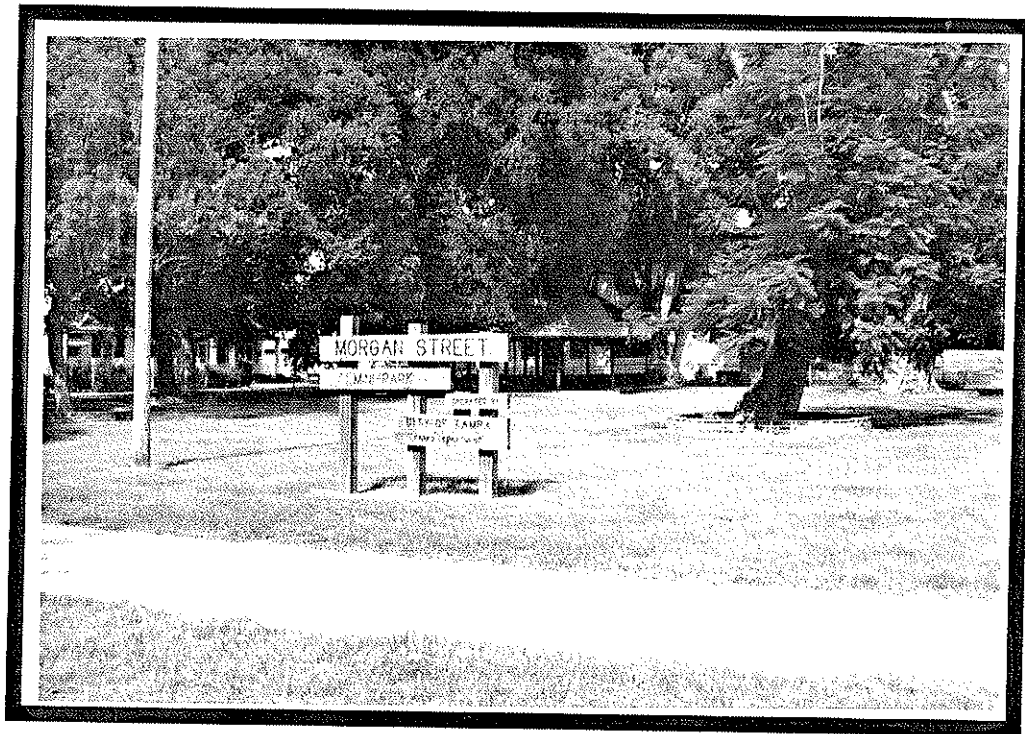
7. Morgan Street Mini Park

Morgan Street Mini Park, approximately 0.5 acres in size, is located on the southeast corner of Morgan Street and Park Avenue. The park occupies approximately a one-half acre corner lot. The park is bordered to the north by Park Avenue, to the east by single-family residences, to the south by an alley and single-family residences, and to the west by Morgan Street. Photographs are provided as Exhibit 8.

Land use surrounding the park can be characterized as an urban-residential neighborhood. Single-family residences exist in every direction from the park and extend for several blocks.

Classified as a sub-neighborhood park, Morgan Street Mini Park contains limited facilities intended primarily for passive recreational usage. Facilities include a picnic

Morgan Street Mini Park



shelter and swings. A primary park feature is a canopy of mature trees. No parking facilities are provided.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 1,300 feet east of the park, or approximately four city blocks. Proposed interstate improvements will encroach to within approximately 1,100 feet of the park.

Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located several hundred feet east of the park and do not extend into the park or its immediate vicinity. Morgan Street Mini Park is well shielded from potential interstate noise effects by distance and surrounding residential development. Therefore, the park will not experience any project-related noise effects.

Visual - In its existing condition, I-275 is not visible from the park. The existing view from the park in every direction is of residential houses and neighborhood streetscapes. Tree-shaded, discontinuous streets obscure any view of the interstate system. Proposed interstate improvements will not be visible from the park. The interstate improvements will have no visual effect on the park.

Access - Access to the park is pedestrian-oriented. Vehicle parking facilities are not provided. The proposed interstate improvements will have no effect on access to and from the park.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

8. Robles Park

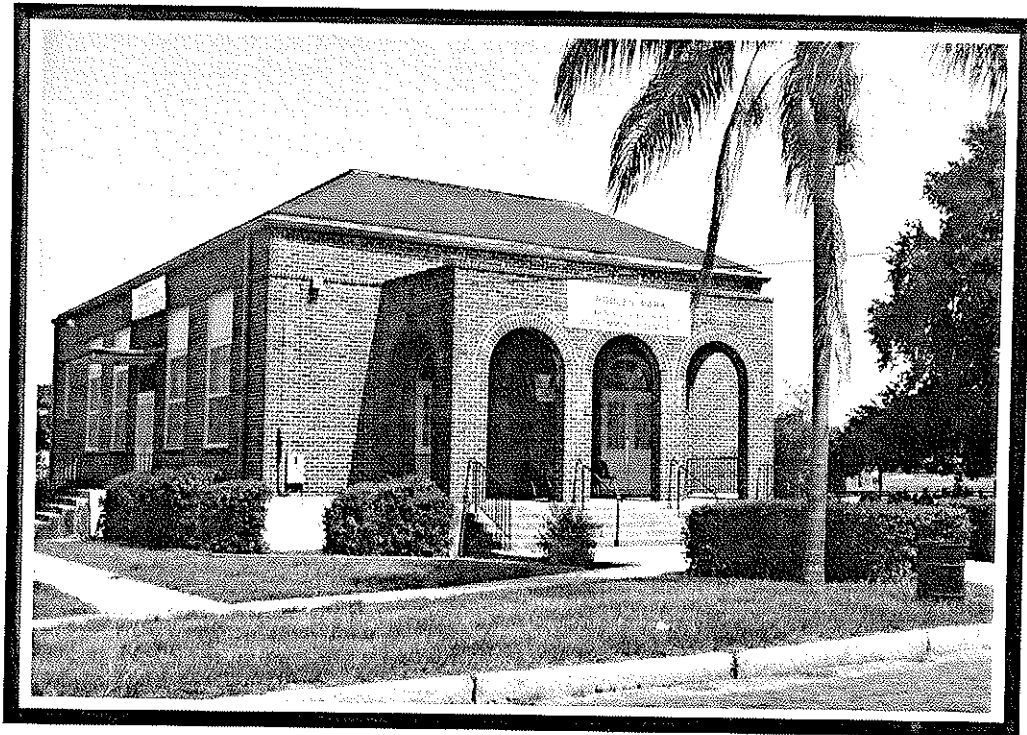
Robles Park, approximately 16.0 acres in size, is located at 3305 North Avon Street. Square in shape, Robles Park is bordered on the north by Emily Street, to the east by Elmore Street and I-275, to the south by Adalee Street, and to the west by Avon Street. Photographs are provided as Exhibit 9.

Land uses surrounding the park consist of single and multi-family residential to the north, interstate highway to the east, and single-family residential to the south and west. The Robles Park public housing complex is located north and northwest of the park.

Designated as a neighborhood park, Robles Park contains a variety of active recreational facilities. These include picnic shelters, restrooms, ball fields, basketball courts, and playground equipment. An exercise/jogging path encircles a lake located in the center of the park. The lake serves as a collector of stormwater runoff from the surrounding neighborhood and occasionally floods, leaving much of the park inundated. In addition, the Robles Park Boys & Girls Club facility is located on the west side of the park, serving children from the local neighborhood. No parking facilities are provided.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 50 feet from the eastern boundary of the park, across Elmore Street. The interstate is located approximately 400 feet from the restrooms and approximately 620 feet from the Boys & Girls Club building. The proposed interstate improvements will not extend any closer to the park.

Robles Park



Noise - Projected noise levels for a variety of conditions were modeled specifically within the park in areas frequented by park visitors or where an activity or facility could be affected by noise. Receptors were located in the area of the basketball courts and restrooms and by the Boys and Girls Club. At the receptor closest to the proposed interstate improvements, the predicted existing (1990) noise level is 66 dBA; the year 2010 no-build condition level is 66 dBA; the year 2010 build condition level is 66 dBA; and the year 2010 build condition with limited noise barrier installed is 64 dBA.

The limits of projected future noise levels greater than 65 dBA extend approximately halfway through Robles Park. The basketball courts, picnic shelter and restrooms will be affected; the Boys and Girls Club will not. Because the park is located adjacent to the interstate, no shielding is present. It is predicted that the park will experience noise levels greater than the 65 dBA criteria. To date, noise barriers along I-275 directly adjacent to the park's entire length have not been determined to be cost reasonable. Since, the future build noise level, as predicted, will be less than the existing condition at the closest receptor, there will be no noise effect.

Visual - The existing view to the east from the park consists primarily of I-275. The scattered trees throughout the park provide a minimal visual buffer. The proposed interstate improvements in this vicinity will continue to be easily viewed from the park. However, considering the existing view of the interstate from the park, the proposed improvements will have no effect.

A cost reasonable noise barrier for residences north of the park extends south for approximately 200 feet along the eastern side of the park. The City of Tampa has

expressed some concern that the barrier will obstruct the view of Robles Park from the interstate. Project noise analysis shows that removal of the barrier will result in less noise shielding for four residences north of the park, an undesirable situation. As a result, the City has decided that the 200-foot section of barrier along the eastern border of the park is preferable and should not adversely affect the view of the park from the interstate.

Access - Access to Robles Park is primarily pedestrian-oriented as park users walk from the adjacent neighborhoods. The proposed interstate improvements will have no effect on access to or from the park.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

9. Nebraska Avenue Park

Nebraska Avenue Park, approximately 3.1 acres in size, is located on the west side of Nebraska Avenue between 26th Avenue and Emily Street. The park is bordered to the north by Emily Street, to the east by Nebraska Avenue, to the south by 24th Avenue and to the west by single-family homes and I-275. Photographs are provided as Exhibit 10.

Land uses surrounding the park consist of single-family residential to the north, south, and west and a mixture of residential and commercial uses along Nebraska Avenue to the east.

Nebraska Avenue Park



Classified as a neighborhood park, Nebraska Avenue Park's limited recreational facilities consist of a picnic shelter, a fountain and playground equipment. In addition, the park includes an abundance of large shade trees for rest and relaxation. A parking area is also provided, accessible from 24th Avenue.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 300 feet to the west of the park, separated by Taliaferro Avenue and a single row of houses. The proposed improvements will extend to within 100 feet of the western boundaries of the park. The homes along the park's western side will be displaced by a stormwater retention pond associated with the improvements.

Noise - Projected noise levels were modeled specifically within the park in the area frequented most by park visitors. A receptor was located at the picnic shelter. At the receptor site, the predicted existing (1990) noise level is 63 dBA; the year 2010 no-build condition level is 63 dBA; the year 2010 build condition level is 66 dBA; and the year 2010 build condition with noise barriers installed is 60 dBA.

The limits of projected future noise levels greater than 65 dBA extend almost completely through Nebraska Avenue Park. Residences which currently shield the park from existing interstate noise effects will be displaced by the proposed improvements. Noise barriers along I-275 in the vicinity of the park have been determined to be cost reasonable. As shown, based on the current preferred alternative, noise barriers would be constructed to reduce noise impacts below the 65 dBA criteria. No noise effect will occur with the construction of noise barriers.

Visual - The existing interstate is partially visible from the park by looking west along Emily Street or 24th Avenue though, in general, the interstate is not visible from within the park. The residences located to the west and the existing trees serve as a visual buffer and obstruct the view. The proposed interstate improvements will displace the residences and require the removal of some existing trees, which would result in a view of the noise barrier and therefore a visual effect at the park. The FDOT has committed to including aesthetic wall treatment and landscape plantings. These improvements will provide an effective buffer for the park from the proposed wall, mitigating the visual effect of the interstate improvements.

A cost reasonable noise barrier for residences north and south of the park extends continuously along the park's western side. The City of Tampa has expressed some concern that a barrier will obstruct the view of Nebraska Avenue Park from the interstate. Removal of the barrier will result in less noise shielding for four residences adjacent to the park, an undesirable situation. In addition, the park in its existing condition is not visible from the interstate. As a result, the City has decided that construction of a barrier wall along the western side of the park is preferable and should not adversely affect the view of the park from the interstate.

Access - Vehicular access to Nebraska Avenue Park is provided from 24th Avenue. Pedestrians from the neighborhood access the park from all directions. The proposed interstate improvements will have no effect on access to or from the park.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

10. **Ragan Park**

Ragan Park, approximately 8.4 acres in size, is located at 1200 East Lake Avenue. The park is bordered to the north by 32nd Avenue, to the east by 14th Street, to the south by Lake Avenue, and to the west by 12th Street. Photographs are provided as Exhibit 11.

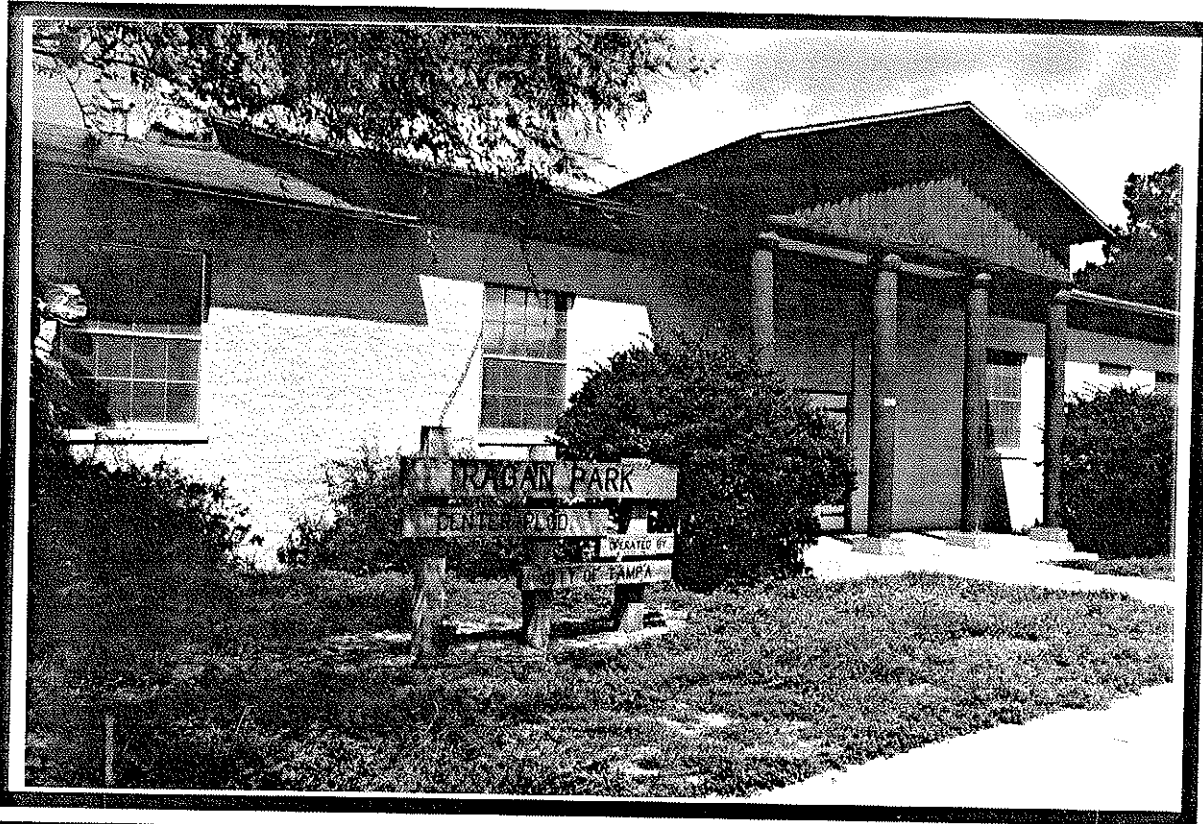
Land use surrounding the park can be characterized as a residential neighborhood. Dense single-family residential development exists for several blocks in every direction.

Functionally classified as a neighborhood park with special facilities, Ragan Park contains a variety of active recreational facilities. These include a community center with recreation programs and restrooms, picnic tables, playground equipment, an exercise trail, benches, open space, and a small pond. Two parking facilities are provided, accessible from Lake Avenue.

Relationship of the Park to the Proposed Project Right-of-Way - I-275 is located approximately 2,100 feet west of the park. Proposed interstate improvements will not encroach any closer to the park.

Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located approximately 2,000 feet west of the park and do not extend within the park. Ragan Park is thoroughly shielded from potential interstate noise effects by the dense residential development surrounding it. Therefore, the park will not experience any project-related noise effects.

Ragan Park



Visual - The existing view from the park in every direction consists of dense residential development. The interstate, only visible from the park to the west along Lake Avenue, appears as a distant urban land use in the background. The interstate improvements will result in no visual effect at the park.

Access - Vehicular access to Ragan Park is provided from Lake Avenue. Pedestrians from the neighborhood access the park from all directions. The proposed interstate improvements will have no effect on access to or from the park.

In summary, the proposed improvements to I-275 will not substantially impair or diminish the park's activities, features, or attributes.

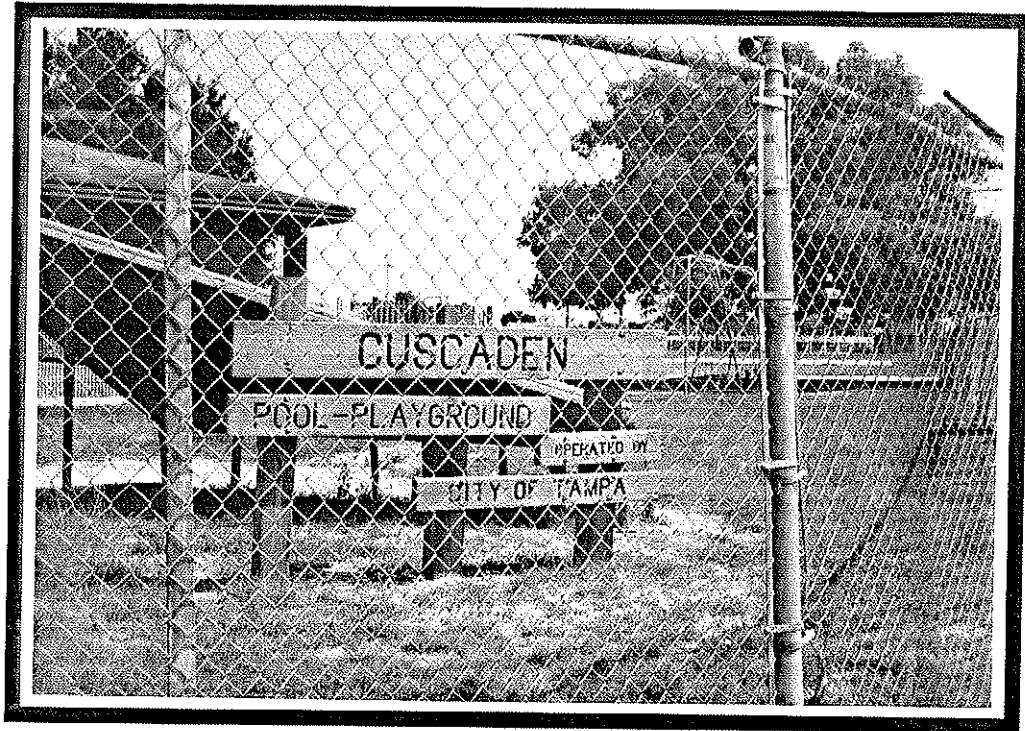
11. Cuscaden Park Playground

Cuscaden Park Playground, approximately 8.3 acres in size, is located at 2900 15th Street. The park is bordered to the north by Floribaska Avenue, to the east by 15th Street, to the south by an undeveloped lot and Columbus Drive, and to the west by 14th Street. The park is located within the Ybor National Historic Landmark District. Photographs are provided as Exhibit 12.

Land uses surrounding the park in all directions can be characterized as a mixture of commercial and residential uses. Residential uses dominate once off of the main streets.

Designated as a neighborhood park, Cuscaden Park contains a variety of active recreational facilities including restrooms, ball fields, basketball and tennis courts,

Cuscaden Park



playground equipment, and a swimming pool. In addition, a Boys & Girls Club facility is located on the east side of the park, serving children from the local neighborhood. Parking facilities are provided, accessible from 15th Avenue.

Relationship of the Park to the Proposed Project Right-of-Way - I-4 is located approximately 900 feet south of the park, or approximately three city blocks. The proposed improvements to I-4 will encroach to within 750 feet of the park's southern boundary.

Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located several hundred feet south of the park and do not extend within the park. Cuscaden Park Playground is well shielded from potential interstate noise effects by distance from the improvements and development to the south. The park will not experience any project-related noise effects.

Visual - The existing interstate is visible from the park only when viewed from 14th or 15th Avenues. Within the park, the interstate is not visible. The proposed interstate improvements will also not be visible from within the park. The proposed improvements to I-4 will result in no visual effects to Cuscaden Park.

Access - Vehicular access to Cuscaden Park is primarily from 15th Avenue. Pedestrians from the neighborhood access the park from all directions. The proposed interstate improvements will have no effect on access to or from Cuscaden Park.

In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

12. **Ybor Centennial Park**

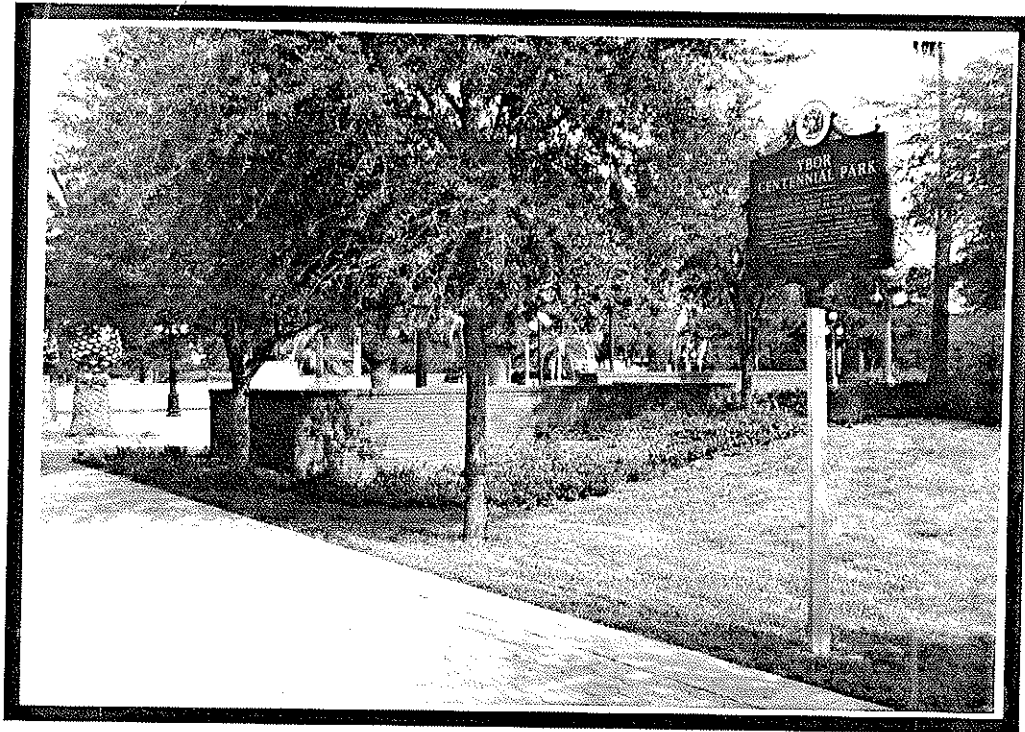
Ybor Centennial Park, approximately 1.9 acres in size, is located on the northeast corner of 8th Avenue and 18th Street in Ybor City. Centennial Park is bordered to the north by 9th Avenue; to the east by 19th Street; to the south by 8th Avenue; and to the west by 18th Street. The park is located within the Ybor National Historic Landmark District. Photographs are provided as Exhibit 13.

Land uses surrounding the park include a mixture of commercial development, residential structures converted to office use, and undeveloped lots. To the north is the Ybor City State Historic Museum. To the east is undeveloped property, while to the south and west are commercial buildings.

Functionally classified as a sub-neighborhood park, Ybor Centennial Park contains only limited facilities, intended primarily for passive recreation. The facilities consist of benches, a covered shelter, landscaped walks, a fountain and intermittently spaced trees. The park contains no parking facilities.

Relationship of the Park to the Proposed Project Right-of-Way - I-4 is located approximately 1,100 feet north of the park, or approximately four city blocks. The proposed interstate improvements will not encroach any closer to the park.

Ybor Centennial Park



Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located several hundred feet north of the park and do not extend within the park. Ybor Centennial Park is well shielded from potential interstate noise effects by the distance from the interstate and development to the north. The park will not experience any project-related noise effects.

Visual - The existing views from the park in every direction consist of urban streetscapes and commercial development. The interstate is blocked from view directly to the north by buildings associated with the Ybor City State Historic Museum. The interstate is not visible from within the park. Because of the distance from the proposed improvement and the visual buffer provided by the buildings directly to the north, the proposed improvements to I-4 will result in no visual effects to the park.

Access - Pedestrians access Centennial Park from all directions and consist of many Ybor business people who spend lunchtime relaxing on the benches outdoors. The proposed I-4 improvements will not affect access to or from the park.

In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

13. McKay Bay Nature Park

McKay Bay Nature Park, approximately 36.0 acres in size, is located near the southern end of 34th Street adjacent to McKay Bay. McKay Bay Nature Park is bordered on

the north by Tampa's South Crosstown Expressway, to the east by McKay Bay, to the south by Tampa's Refuse to Energy Plant and to the west by 34th Street. Photographs are provided as Exhibit 14.

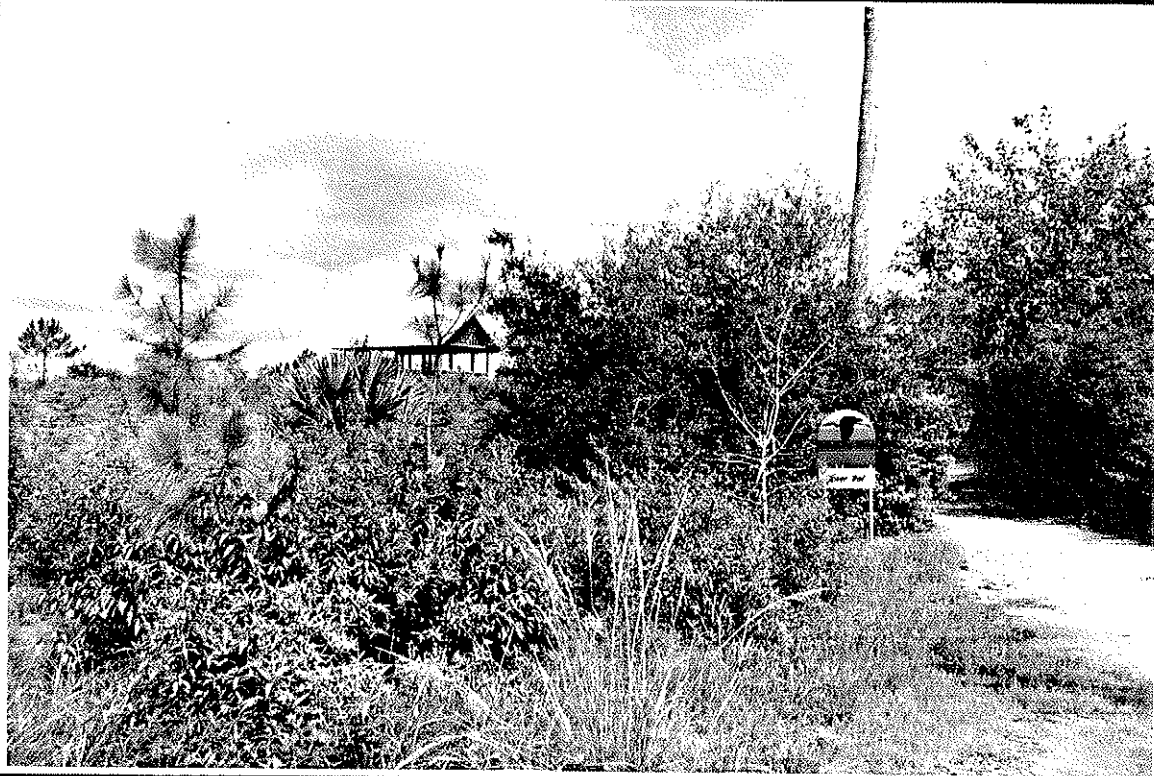
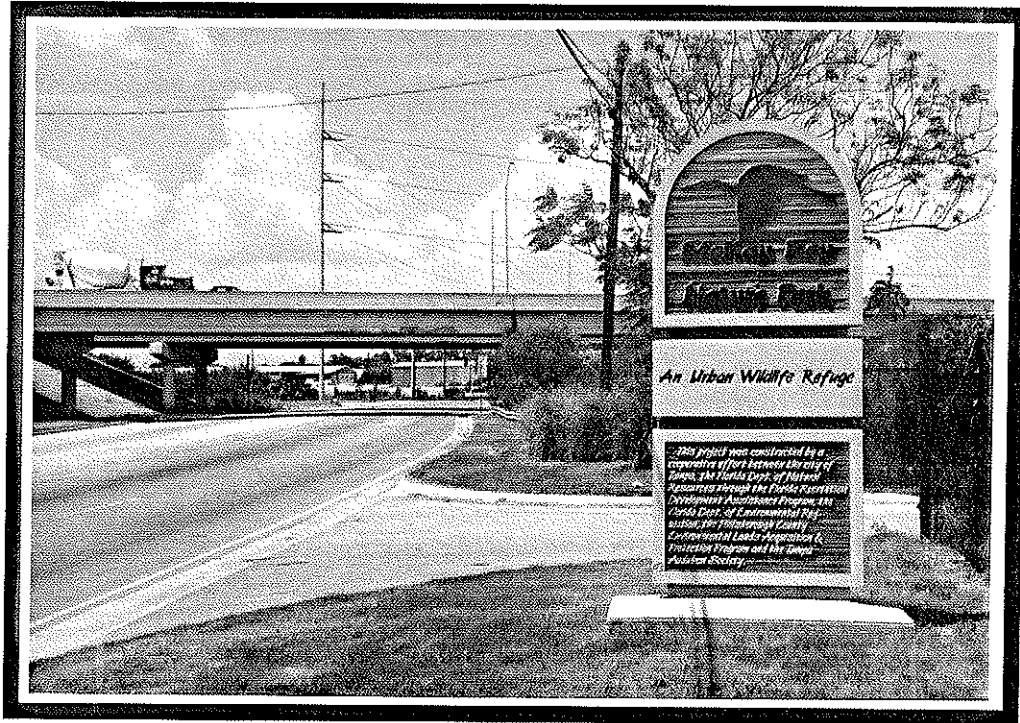
Land uses surrounding the park are mixed and include expressway right-of-way to the north, open water to the east, and a mixture of commercial and industrial uses to the south and west.

A community/district park, McKay Bay Nature Park provides a natural viewing area of the northern reaches of McKay Bay. Facilities at the park are limited and intended primarily for passive recreation. The facilities consist of nature trails leading to overlooks of the bay. An observation tower provides a panoramic view of the park and the bay. Much of the park's 36 acres consist of tidal mudflats and are therefore subject to periodic inundation. Parking facilities are provided, accessible from 34th Street.

Relationship of the Park to the Proposed Project Right-of-Way - Tampa's South Crosstown Expressway is located adjacent to the northern border of the park. The proposed Crosstown improvements in the vicinity of the park include a connector from I-4 to the Crosstown Expressway. The proposed improvements will not extend closer to the park.

Noise - Projected noise levels for a variety of conditions were determined by modeling a representative receiver within the park. A receptor was located in the area of the observation tower, the destination of most park users. At the receptor site, the predicted existing (1990) noise level is 62 dBA; the year 2010 no-build condition level is 62 dBA; and the year 2010 build condition level is 63 dBA.

McKay Bay Park



The limits of projected future noise levels greater than 65 dBA are located within the northern reaches of the park but are over 300 feet from the observation tower. In addition, the observation tower and nature trail are located approximately over 400 feet from the proposed facility. Visitor facilities at McKay Bay Nature Park are shielded from potential project-related noise effects by the distance from the Crosstown Expressway. The park will not experience any project-related noise effects.

Visual - The Crosstown Expressway and its integral retaining walls are directly visible to the north from the park and are the dominant visual feature in that direction. The proposed interstate improvements and the Crosstown Connector will be blocked from view by the presence of the Crosstown Expressway itself. Because of the visual buffer provided by the Crosstown Expressway, the proposed interstate improvements and Crosstown Connector will have no visual effect on McKay Bay Nature Park.

Access - Access to McKay Bay Nature Park is provided through a gate opening on to 34th Street. Most users of the park arrive by vehicle. The proposed improvements to I-4, including the Crosstown Connector, will not affect access to the park. The nearby presence of the proposed Crosstown Connector is expected to result in improved access to the park, particularly for interstate travelers.

In summary, the proposed improvements to connect I-4 with Tampa's South Crosstown Expressway will not substantially impair or diminish the park's activities, features, or attributes.

14. **Highland Pines Playground**

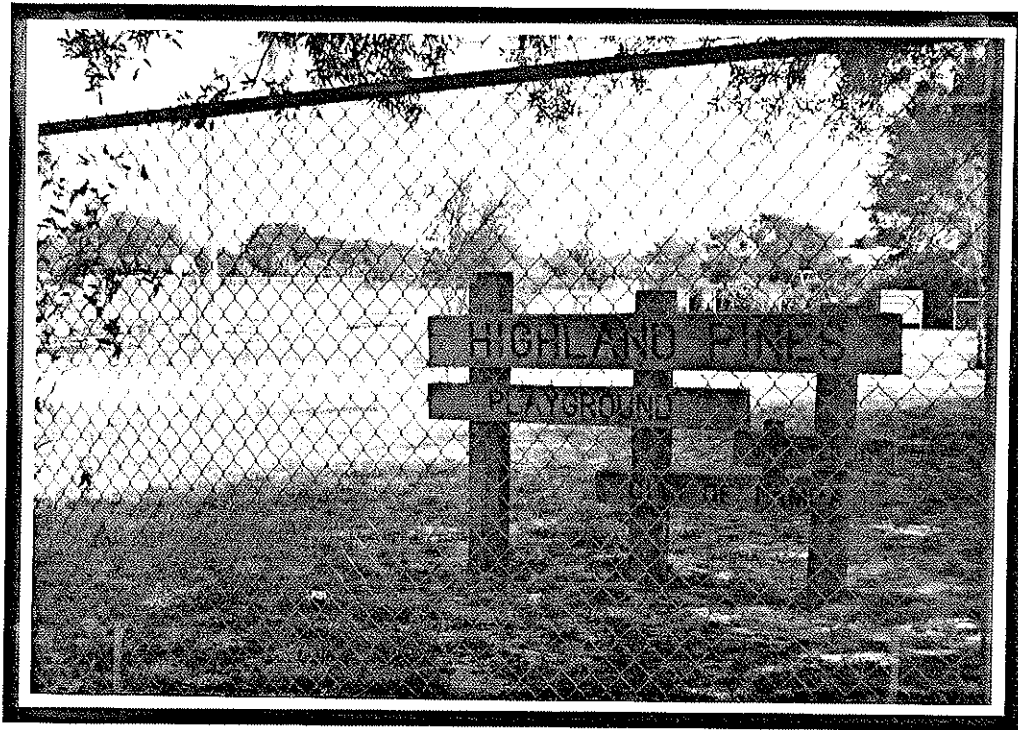
Highland Pines Playground, approximately 12.2 acres in size, is located at 4505 East 21st Avenue. The park is bordered to the north by 21st Avenue, to the east by 46th Street, to the south by commercial and industrial properties on the north side of Columbus Drive, and to the west by a light industrial property and the Hillsborough Area Regional Transit headquarters and maintenance facility. Photographs are provided as Exhibit 15.

Land use surrounding the park is a mixture of residential, commercial and light industrial. North and east of the park, across 21st Avenue and 46th Street, are residential neighborhoods. To the south and west are a mixture of commercial and light industrial businesses.

Identified as a neighborhood park, Highland Pines Playground contains a wide variety of active recreational facilities. These facilities include a picnic shelter, barbecue grills, restrooms, a baseball field, basketball, racquetball and tennis courts, an exercise/jogging path and playground equipment. The park also includes several shaded areas for relaxation. A parking lot is provided, accessed from 21st Avenue.

Relationship of the Park to the Proposed Project Right-of-Way - I-4 is located approximately 850 feet south of the park where it begins to overpass Columbus Drive. The proposed improvements will extend approximately 50 feet further north, to within 800 feet of the park. The ramping at Columbus Drive will be reconfigured but will not extend closer to the park.

Highland Pines Playground



Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise levels greater than 65 dBA are located several hundred feet south of the park and do not extend within the park. Highland Pines Playground is shielded from potential interstate noise effects by the distance from the interstate as well as the development to the south. The park will not experience any project-related noise effects.

Visual - The existing interstate is not visible from the park due to vegetative buffers and commercial development south of the park. Likewise, the proposed interstate improvements will not be visible from within the park. The proposed improvements to I-4 will result in no visual effects on Highland Pines Park.

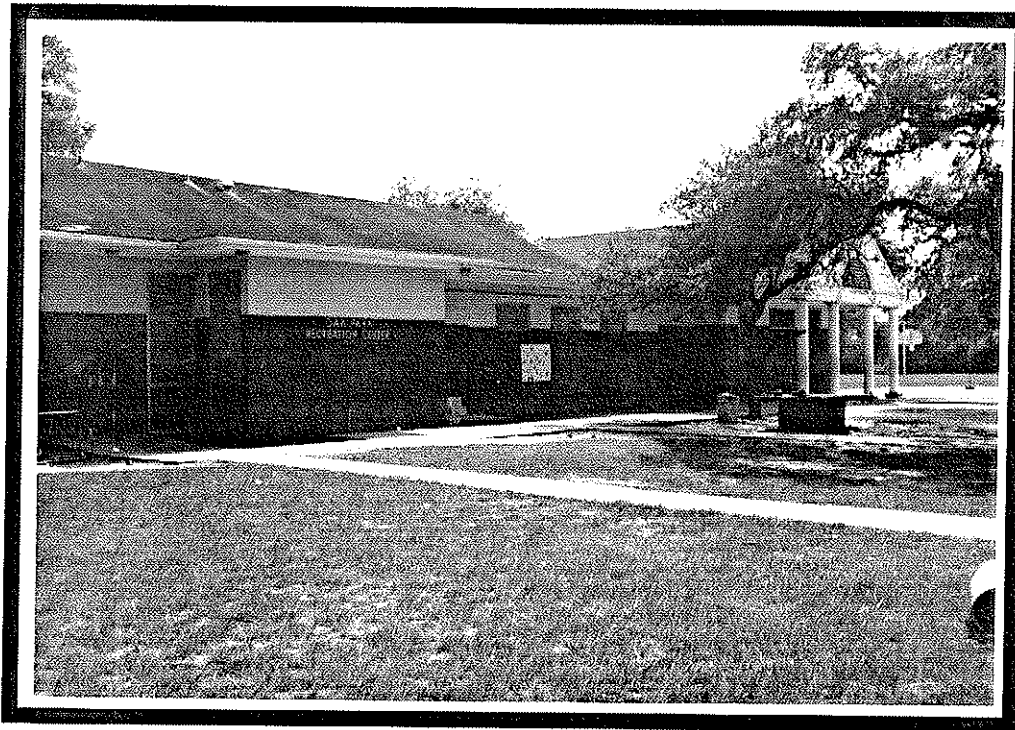
Access - Highland Pines Park is currently accessed by vehicles and pedestrians through gates fronting 21st Avenue. The proposed improvements to I-4 will have no effect on access to and from the park.

In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.

15. **Oak Park**

Oak Park, approximately 3.6 acres in size, is located at 5400 14th Avenue. The park is bordered by residential parcels and 15th Avenue to the north, residences to the east, residences and 14th Avenue to the south, and 52nd Street to the west. Photographs are provided as Exhibit 16.

Oak Park



Land use surrounding the park, and extending for several blocks in every direction, is a mixture of single-family residential properties and undeveloped lots.

Classified as a neighborhood park, Oak Park contains a variety of active recreational facilities. These facilities include a community center with recreation programs, restrooms, ball fields, a basketball court and playground equipment. A parking lot is also provided, accessible from 15th Avenue.

Relationship of the Park to the Proposed Project Right-of-Way - I-4 is located over 1,000 feet to the north of the park, or approximately six city blocks. The proposed interstate improvements will not extend any closer to the park.

Noise - Projected noise levels were determined by modeling representative receivers near the park. The limits of projected future noise impacts greater than 65 dBA are located several hundred feet northwest from the park and do not extend within the park. Oak Park is well shielded from potential interstate noise effects by the distance from the interstate as well as the density of the surrounding residential development and vegetation. The park will not experience any project-related noise effects.

Visual - The existing interstate is not visible from the park due to vegetative buffers and development north of the park. Likewise, the proposed interstate improvements will not be visible from within the park. The proposed improvements to I-4 will result in no visual effects on Oak Park.

Access - Oak Park is accessed by pedestrians from every direction and vehicles access the park primarily from 15th Avenue, where parking is provided. The proposed improvements to I-4 will have no effect on access to and from the park.

In summary, the proposed improvements to I-4 will not substantially impair or diminish the park's activities, features, or attributes.