



CONCEPTUAL STAGE RELOCATION PLAN

**Tampa Interstate Study
Supplemental Environmental Impact Study**

**258337-2 - I-275 from north of the Howard Frankland Bridge to
North of Rome Avenue and SR 60/Memorial Highway/Eisenhower
Boulevard from I-275 to south of Cypress Street**

Hillsborough County, Florida

**Work Program Item Segment Number 258337-2
Segments 1A & 1B**

May 2020

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 PURPOSE AND BACKGROUND.....	1-1
1.1 Purpose	1-1
1.1.1 Project Location.....	1-1
1.2 Supplemental EIS Background.....	1-3
1.3 Tampa Interstate Study Right-of-Way Changes.....	1-3
1.3.1 I-275 from North of Howard Frankland Bridge to North of Himes Avenue.....	1-3
1.3.2 I-275 from North of Himes Avenue to North of Rome Avenue	1-4
1.3.3 Design Details of Preferred Alternative	1-5
2.0 POPULATION, HOUSEHOLD, AND EMPLOYMENT CHARACTERISTICS	2-1
2.1 Population.....	2-1
2.1.1 Gender	2-2
2.1.2 Race	2-4
2.1.3 Ethnicity.....	2-4
2.2 Households	2-4
2.2.1 Household Size and Type	2-4
2.2.2 Elderly Occupied Households	2-4
2.2.3 Households with Disabled Persons.....	2-6
2.3 Income and Employment.....	2-6
2.3.1 Median Household Income.....	2-6
2.3.2 Employment Status.....	2-6
2.4 Housing Characteristics	2-7
2.5 Tenure of Displaced Structures	2-8
3.0 RELOCATION IMPACTS	3-1
3.1 Project Segment 1A (Howard Frankland Bridge to Himes Avenue and North to Cypress Street on SR 60).....	3-1
3.1.1 Potential Residential Relocations	3-1
3.1.2 Potential Business Relocations	3-2
3.1.3 Publicly-Owned Facility Impacts.....	3-2
3.1.4 Potential Contamination Concerns	3-2
3.2 Project Segment 2A (North of Himes Avenue to North of Rome Avenue)	3-3
3.2.1 Potential Residential Relocations	3-3
3.2.2 Potential Business Relocations	3-3
3.2.3 Publicly-Owned Facility Impacts	3-3
3.2.4 Potential Contamination Concerns	3-3
4.0 RELOCATION RESOURCES.....	4-1
4.1 Business Space and Sites	4-1
5.0 RELOCATION ASSISTANCE	5-1
5.1 Relocation Assistance Process.....	5-1
5.2 Community Organizations Providing Assistance.....	5-3

6.0	BIBLIOGRAPHY	6-1
------------	---------------------------	------------

LIST OF APPENDICES

Appendix A	Plan Sheets
Appendix B	Relocation Aerial Photos

LIST OF TABLES

2-1	Population Densities (as of 2015).....	2-2
2-2	Population by Sex, Race, and Ethnicity within the Project Area	2-3
2-3	Household Information within the Project Area.....	2-5
2-4	Households with Persons Over the Age of 65 within the Project Area.....	2-5
2-5	Disabled Residential Occupants for the State of Florida and Hillsborough County	2-6
2-6	Median Household Income for the State of Florida, Hillsborough County and Tampa	2-6
2-7	Employment Status for the State of Florida, Hillsborough County and Tampa (2015).....	2-7
2-8	Owner-Occupied Housing Units in the United States, State of Florida, Hillsborough County and Tampa	2-7
2-9	Owner-Occupied Housing Units within the Project Area	2-8
2-10	Tenure and Type of Structures Being Displaced.....	2-9
3-1	Total Parcels Affected by Right-of-Way.....	3-1
3-2	Potential Business Relocations (South of Cypress).....	3-2
3-3	Potential Contamination Sites	3-3
4-1	Example Commercial Office Listings for Sale.....	4-1
4-2	Commercial Office Space for Lease.....	4-2
4-3	Projected, Under Construction Delivered Facilities within the Westshore Area	4-4
5-1	Community Organizations Available for Relocations Assistance	5-3

LIST OF FIGURES

1-1	Project Location Map	1-2
2-1	Project Area Census Tracts.....	2-1
4-1	Recently Delivered, Under Construction and Projected Commercial Sites	4-3

Section 1.0

PURPOSE AND BACKGROUND

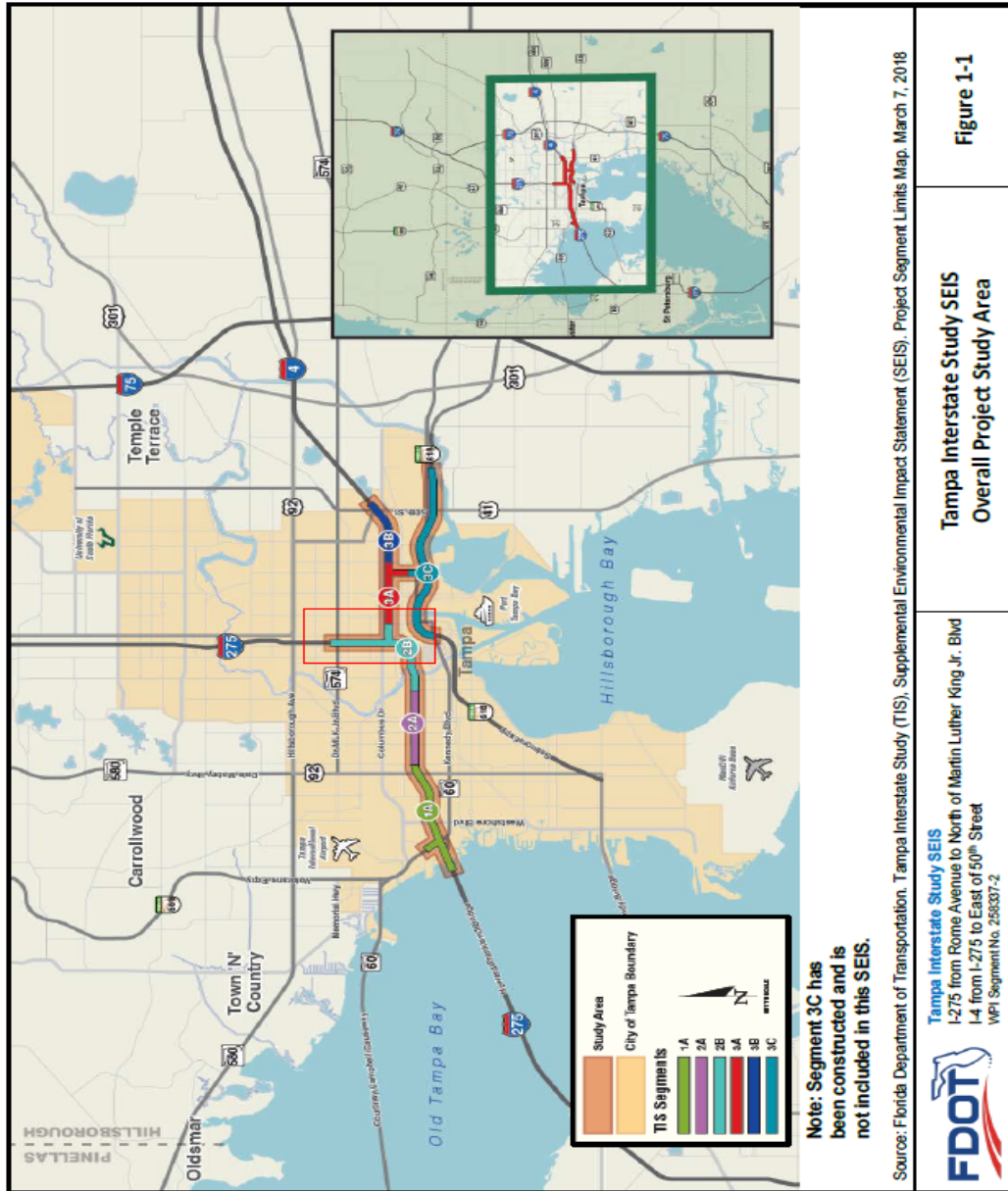
1.1 PURPOSE

The purpose of this Conceptual Stage Relocation Plan (CSRP) is to identify community characteristics and analyze the impact of the project on the community, as well as to identify residences and businesses that will be impacted by the project and any special relocation needs. There are no residential displacements for this project section. The business relocations have no measurable impact on the residents in the project corridor. Therefore, this report will deal with the scope of relocation as it affects the displaced businesses.

1.1.1 PROJECT LOCATION

Figure 1-1 shows the project location of the Tampa Interstate Study SEIS.

**FIGURE 1-1
PROJECT LOCATION MAP**



Although every effort has been made to minimize the impact of the proposed project on existing land uses, some business relocations associated with the project right-of-way (ROW) acquisition are unavoidable. A discussion of the potential relocation impacts can be found in **Section 3.0**. For those acquisitions that are unavoidable, relocation and financial assistance will be provided by the Florida Department of Transportation to the residential and business displacees. (See **Section 4.0** Relocation Assistance).

1.2 SUPPLEMENTAL EIS BACKGROUND

This Conceptual Stage Relocation Plan (CSRP) is submitted in accordance with Florida Statutes 339.09(2); 339.09(3); and 421.55; 49 CFR Part 24; and 23 CFR Part 710 to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) as amended. The purpose of the CSRP is to evaluate the number and type of relocations resulting from the proposed project and to identify any socio-economic impacts to the surrounding neighborhoods that might occur as a result of implementing the Recommended Alternative. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation advisory services and resources are available to all residential and business relocatees without discrimination.

This Supplemental Environmental Impact Study (EIS) addresses FPID# 258337-2. TIS Segment 1A, which includes I-275 (SR 93) from north of the Howard Frankland Bridge to north of Himes Avenue. TIS Segment 2A, which includes I-275 (SR 93) from north of Himes Avenue to north of Rome Avenue is part of the Supplemental EIS, however Locally Preferred Alternative does not include any new right-of-way within TIS Segment 2A. The ROW changes resulting from the recommended design changes to the TIS FEIS are discussed below and shown on the plan sheets included in **Appendix A**.

1.3 TAMPA INTERSTATE STUDY RIGHT-OF-WAY CHANGES

1.3.1 I-275 FROM NORTH OF HOWARD FRANKLAND BRIDGE TO NORTH OF HIMES AVENUE

The planned ROW footprint for the newly recommended build alternative from the Howard Frankland Bridge to north of Himes Avenue is different than the footprint identified in the long-term preferred alternative (LTPA) indicated in the approved Final Environmental Impact Study (FEIS) and related Records of Decision (RODs) and subsequent Re-evaluations. Several additional whole take parcels are proposed to accommodate design changes due to changes in traffic patterns and accommodation of new movements through the Westshore Area interchange. The additional parcels and changes to the FEIS footprint are identified below and shown on plan sheets located in Appendix A.

- Lemon Street Extension – Additional whole take parcels in the northwest corner of I-275 and West Shore Boulevard are required to reconstruct the existing Lemon Street between Ward Street and West Shore Boulevard (Appendix A, Sheet 7).
- A whole take parcel in southwest quadrant of Lemon Street and Ward Street is required. This parcel is impacted due to the requirement to maintain the existing general use lanes currently provided. The newly recommended build alternative accommodates these five general use lanes (Appendix A, Sheet 7). The LTPA only provided three general use lanes west of West Shore Boulevard.

- The footprint of the partial parcel identified in the FEIS in the northeast quadrant of the I-275/SR 60 interchange has changed. The additional need is due to the addition of express lanes to and from the south on I-275 (Appendix A, Sheet 5).
- The newly Recommended Locally Preferred Alternative will require the acquisition of several parking spaces to an office complex in the northeast quadrant of Lemon Street and E. Frontage Road (Appendix A, Sheet 6). This need is due to the addition of express lanes to and from the south on I-275.
- The newly Recommended Locally Preferred Alternative will impact the building in the southeast quadrant of Cypress Street and the E. Frontage Road (Appendix A, Sheet 6). This need is due to the addition of express lanes to and from the south on I-275.
- The newly Recommended Locally Preferred Alternative will require additional ROW in the northeast quadrant of the I-275/SR 60 interchange and a partial take of a parcel in the southwest quadrant (Appendix A, Sheet 5). This change accommodates the addition of express lanes to/from the south on I-275, the relocation of access from Sherrill Street to Reo Street and opening the corridor to accommodate a transit envelope to the replacement Howard Frankland Bridge and Pinellas County.
- The newly Recommended Locally Preferred Alternative will require additional ROW impacting both a parking structure and surface parking at Lincoln Center located in the southeast quadrant of the I-275 and Kennedy Boulevard (Appendix A, Sheet 5).
- The newly Recommended Locally Preferred Alternative will require additional ROW from a parcel located on the south side of I-275 east of West Shore Boulevard (Appendix A, Sheet 7). This acquisition will impact a hotel parking structure at the Embassy suites hotel that will require modification of the structure.
- The newly Recommended Locally Preferred Alternative will require additional acquisition from the apartment complex located on W. Gray Street on the south side of I-275 (Appendix A, Sheet 7).

The TIS FEIS LTPA SR 60 interchange and associated facilities assumed the use of infield areas as well remnant sites for storm water management facilities. The Recommended Locally Preferred Alternative provides for adding storm water management facilities # 5, #12 and #14 (Appendix A, Sheets 5 and 7) within the I-275/SR 60 interchange.

Additionally, the FDOT recently purchased the Doubletree by Hilton Tampa Airport and Charley's Steakhouse property located north of I-275, south of Cypress Street, east of Trask Street (Appendix A, Sheets 7 and 8). The property is planned to include a future multimodal center for local and regional transit services to converge. The multimodal center will play a critical role in development of future transit networks in, around and through the Westshore Business District. The future multimodal center will be the central hub for public and private local and regional transit services. This critical economic hub within the Tampa Bay region was addressed in the original Tampa Interstate Study Master Plan and eventual FEIS by inclusion of a future transit station in the center of I-275 in the area of Trask Street.

1.3.2 I-275 FROM NORTH OF HIMES AVENUE TO NORTH OF ROME AVENUE

The ROW footprint for I-275 from Himes Avenue to North of Rome Avenue was acquired under the I-275 design/build projects. The addition of express lanes to the center will not require the acquisition of additional parcels.

1.3.3 DESIGN DETAILS OF PREFERRED ALTERNATIVE

The conceptual design of the Recommended Locally Preferred Alternative (presented at the project public hearing held on February 25 and 27, 2020) was refined based on coordination with the City of Tampa, public comments received on the Draft SEIS during the comment period for the public hearing, and as revealed through the Supplemental Interchange Modification Report (SIMR) process. The conceptual design refinements include widening of Reo Street, re-alignment of Lemon Street, and modified Downtown Tampa connections. The specific refinements, along with corresponding exhibits, are presented below. The Recommended Locally Preferred Alternative, as modified by the conceptual refinements, is identified now as the Preferred Alternative.

Reo Street Widening – Reo Street is proposed to be widened from Executive Drive to Cypress Street to accommodate a revised typical section. The proposed typical section includes two southbound lanes, a two-way left turn lane, and a single northbound lane. The second southbound lane will provide traffic capacity to the adjacent commercial properties, the new southbound I-275 entrance ramp and the thru-connection to W. Kennedy Boulevard. The two-way left turn lane will provide left-turn access to adjacent commercial properties on both sides of Reo Street without contributing to congestion in the through lanes. A southbound Reo Street right turn lane to Executive Drive and the southbound I-275 entrance ramp is added. Widening on Cypress Street at the intersection with Reo Street will accommodate an additional left turn lane from westbound Cypress Street to southbound Reo Street and a single right turn lane from eastbound Cypress Street to southbound Reo Street. Additionally, a shared use path is proposed along the west side of Reo Street providing connectivity from the proposed shared-use path across the Howard Frankland Bridge to Cypress Point Park. The roadway widening and shared-use path create impacts to four additional and one previously identified commercial properties, including some parking impacts. However, the widening does not impact Cypress Point Park. The City of Tampa will acquire the four additional right of way takings north of Gray Street and intends to extend the shared-use path through the Cypress Point Park.

Lemon Street Re-alignment – The proposed concept design included within the draft SEIS has southbound I-275 on bridge structure over Lemon Street between Occident Street and West Shore Boulevard. A hydroplaning analysis on I-275 in this area determined that traffic within the express lanes would be prone to hydroplaning due to all general use and express lanes sloping toward the median. In order to mitigate this safety concern, Lemon Street is proposed to be shifted to the north side of I-275 so that I-275 between Occident Street and West Shore Boulevard can be constructed on roadway embankment and retaining wall. This allows for longitudinal trench drain to be positioned within the buffer between the general use lanes and the express lanes, thereby capturing the stormwater runoff from the general use roadway before it enters the express lanes which mitigates the hydroplaning issue. The proposed re-alignment of Lemon Street to the north side of I-275 impacts the adjacent commercial property. It is anticipated that the commercial property access from Lemon Street will need to be reconfigured or possibly relocated to Occident Street. FDOT owns the vacant parcel to the west of this commercial property which could be used to mitigate the impacts.

Downtown Tampa Connections – FDOT agreed to work with the City of Tampa to achieve their mission of enhancing the street grid in Downtown Tampa and improving the safe movement of pedestrians and bicyclists, particularly near ramp connections. As such, the following changes in ramp connections are proposed as part of the Preferred Alternative:

- Northbound I-275 general use traffic will exit exclusively to Tampa Street without direct connection to Ashley Drive. This will require the ramp bridge to be widened to two lanes with the ramp terminus at Tampa Street to provide two eastbound lanes to Scott Street and triple right turns to Tampa Street.
- To facilitate the northbound general use ramp improvements described above, the ramp bridge from Ashley Drive to northbound I-275 will need to be reconstructed.
- The northbound express lane ramp connection to Ashley Drive will tie into the existing ramp pavement, eliminating the need to widen the ramp bridge over Laurel Street.

The following local street improvements are also proposed as part of the Preferred Alternative:

- A new intersection of Ashley Drive at Fortune Street will be created, and Fortune Street will be connected to the Harrison Street/Tampa Street intersection completing this street grid connection.
- The northbound Ashley Drive bridge/grade separation over the southbound ramp will be removed.
- Through a reversing S-curve, Laurel Street will be connected to Fortune Street completing this street grid connection.
- A northbound Ashley Drive connection to Laurel Street/Fortune Street S-curve will be made.
- Minor widening of Scott Street is anticipated.

The Downtown Tampa Connections conceptual design refinements are located entirely outside the limits of Segments 1A and 2A and are not addressed further in this document. Additional information for the Downtown Tampa Connections is included in the Final Preliminary Engineering Report for the TIS SEIS – Segments 2B, 3A, and 3B (prepared under separate cover).

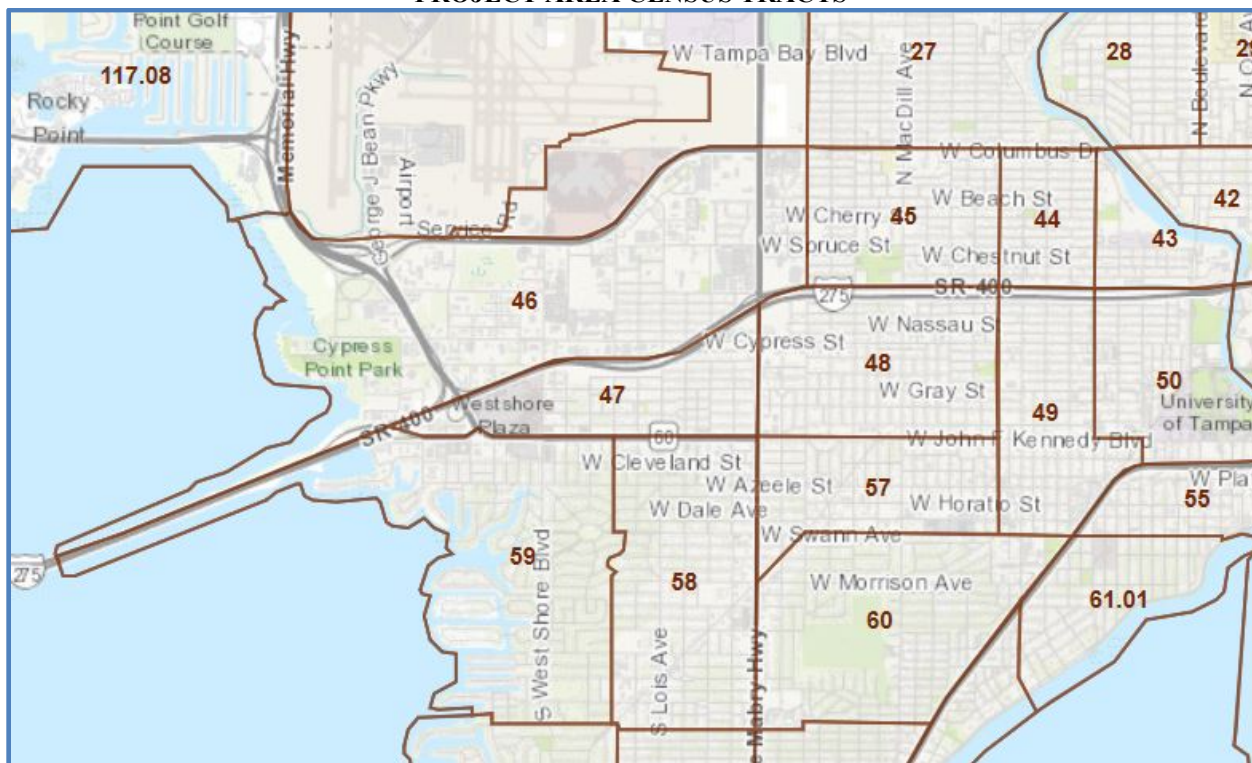
No additional residential or business relocations are anticipated as a result of these conceptual design refinements; however, four more parcels are affected at the Reo Street Widening. These changes are reflected in **Table 3-1** of this report. The plan sheets for the Preferred Alternative are provided in Appendix A. Overall, anticipated impacts of the Preferred Alternative remain consistent with those of the Recommended Locally Preferred Alternative.

Section 2.0

POPULATION, HOUSEHOLD, AND EMPLOYMENT CHARACTERISTICS

The community characteristics are determined by analyzing and comparing the demographics of the state, local, and project area. The neighborhood area for the CSRP is defined by the Census tracts adjoining the Locally Preferred Alternative. The Census tracts applicable to this study are: 43, 44, 45, 46, 47, 48, 49, 50, 59. The official 2010 United States Census and the 2018 American Community Survey are the sources for the baseline demographic data used in developing this CSRP. **Figure 2-1** shows a map of the Census tracts along the project corridor.

FIGURE 2-1
PROJECT AREA CENSUS TRACTS



Source: (<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>).

2.1 POPULATION

Table 2-1 represents the estimated 2015 populations for the State of Florida, Hillsborough County and the City of Tampa. The majority of the population within Hillsborough County resides within the unincorporated portion of the county with the second highest population residing within the City of Tampa.

**TABLE 2-1
POPULATION DENSITIES (AS OF 2015)**

AREA	POPULATION	DENSITY PER SQUARE MILE
State of Florida	21,299,325	351
Hillsborough County	1,436,888	1,205
Tampa	392,890	2,960

Source: US Census Quick Facts 2018.

Table 2-2 shows the estimated population for the nine US 2010 Census tracts located within the immediate project area. These include Census Tracts 43, 44, 45, 46, 47, 48, 49, 50 and 59. The table includes data on gender, race and ethnicity for the project area that are discussed in the following sections.

2.1.1 GENDER

For the most part the split between male and female population in the listed census tracts are nearly equal with a few minor differences except for tracts 43 (64.2%) and 45 (56.7%), which have a significantly higher female population than the other tracts. Tract 43 includes a large number of multi-unit low income apartments owned by the Tampa City Housing Authority that are typically occupied by single female head of households. Tract 46 has a high percentage (76.2%) of ethnic minority Hispanic residents.

**TABLE 2-2
POPULATION BY SEX, RACE, AND ETHNICITY WITHIN THE PROJECT AREA**

DEMOGRAPHIC CATEGORY	CENSUS TRACT 43		CENSUS TRACT 44		CENSUS TRACT 45		CENSUS TRACT 46		CENSUS TRACT 47		CENSUS TRACT 48		CENSUS TRACT 49		CENSUS TRACT 50		CENSUS TRACT 59	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
TOTAL POPULATION	3,749		2,332		4,252		3,537		2,634		3,835		3,923		5,743		6,065	
GENDER																		
Male	1,344	35.8	1,145	49.1	1,841	43.3	1,843	52.1	1,348	51.2	1,974	51.5	1,967	50.1	2,850	49.6	3,091	51.0
Female	2,405	64.2	1,187	50.9	2,411	56.7	1,694	47.9	1,286	48.8	1,861	48.5	1,956	49.9	2,893	50.4	2,974	49.0
RACE																		
White Alone	705	18.8	527	22.6	3,050	71.7	1,756	49.6	1,958	74.3	2,961	77.2	2,752	70.2	3,773	65.7	5,523	91.9
African American Alone	2,792	74.5	1,495	64.1	821	19.3	1,397	39.5	317	12.0	540	14.1	995	25.4	1,446	25.2	15	0.2
American Indian or Native Alaskan Alone	213	5.7	15	0.6	28	0.7	12	0.4	0	0	85	2.2	9	0.2	76	1.3	0	0
Asian Alone	0	0	0	0	14	0.3	307	8.7	289	11.0	19	0.5	39	1.0	104	1.8	367	6.1
Native Hawaiian/Other Pacific Islander Alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Some Other Race Alone	9	0.2	259	11.1	327	7.7	17	0.5	41	1.6	148	3.9	26	0.7	142	2.5	97	1.6
Two or More Races	30	0.8	36	1.5	12	0.3	47	1.3	29	1.1	82	2.1	102	2.6	205	3.6	63	1.0
ETHNICITY																		
Hispanic	857	22.9	699	30.0	3,242	76.2	687	19.4	803	30.5	1,807	47.1	501	12.8	870	15.1	746	12.3

Source: US Census, ACS 2017. Table DP05

2.1.2 RACE

As shown in **Table 2-2**, Tracts 43 (74.5%), 44 (64.1%), and 46 (39.5%) have the highest percentage of African American populations. All three tracts lie on the north side of I-275 which has been a historically African American community. As noted previously Tract 43 consist of mainly government-owned low-income housing, some of which has been previously removed for ROW to complete the most recent interstate expansion. Tract 59, which is 91.9% white, is not typical of the project area. Only a small portion of the tract is within the project area with the vast majority well to the south and occupied by high income earners. Tracts 45, 47, 48, 49, and 50 also have high white populations in excess of 65%. Except for Tract 45, all are located south of I-275.

2.1.3 ETHNICITY

Tracts 45 (76.2%), 47 (30.5%), and 48 (47.1%) include a high percentage of Hispanics. This is typical for the area located between I-275 and Kennedy Boulevard. No additional ROW is expected within these tracts. Additional ROW is required in Tract 46, which is 19.4% Hispanic. However, the impact is to commercial office parcels adjacent to the ROW and does not affect residential parcels.

2.2 HOUSEHOLDS

A total of 14,101 households are located within the census tracts bordering the project area. Of these households, 7,090 are family households, 6,811 are non-family households, 767 are large households (5 or more persons) and 1,285 households have at least one elderly person. The distribution of these households among the nine census tracts is discussed below.

2.2.1 HOUSEHOLD SIZE AND TYPE

Table 2-3 shows the types and size of households within the study area. The average household size within the project area ranges between 1.72 and 3.06 persons. Tracts 43, 44, 45, and 59 have the highest percentage of family households. All are located north of I-275 except for Tract 59, which is located farthest west within the project area on the south side of I-275. Tract 49 has the lowest number of family households (29.4%). Tracts 43 (12.7%), 44 (11.3%), and 45 (13.6%) have the highest percentage of households with five or more members, while Tracts 46 (1.4%) and 50 (1.2%) have the lowest percentage of households with five or more persons.

2.2.2 ELDERLY OCCUPIED HOUSEHOLDS

Table 2-4 shows the number of households occupied by elderly persons aged 65 years or older. Tract 48 (21.4%) has the highest number of elderly households, while Tract 50 (16.3%) has the highest percentage of elderly households. Tract 48 also has a high percentage of Hispanic families that traditionally include elderly relatives.

**TABLE 2-3
HOUSEHOLD INFORMATION WITHIN THE PROJECT AREA**

DEMOGRAPHIC CATEGORY	CENSUS TRACT 43		CENSUS TRACT 44		CENSUS TRACT 45		CENSUS TRACT 46		CENSUS TRACT 47		CENSUS TRACT 48		CENSUS TRACT 49		CENSUS TRACT 50		CENSUS TRACT 59	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
TOTAL NUMBER OF HOUSEHOLDS	1,225		778		1,396		2,053		1,204		1,669		1,995		1,168		2,413	
Average Number of Persons per Household	3.06		2.99		3.03		1.72		2.19		2.30		1.94		2.14		2.51	
Family Households	789	64.4	438	56.3	892	63.9	672	32.7	603	50.1	844	50.6	586	29.4	492	42.1	1,774	73.5
Non-Family Households	436	35.6	340	43.7	504	36.1	1,381	67.3	601	49.9	825	49.4	1,409	70.6	676	57.9	639	26.5
Households with 5 or More Persons	156	12.7	88	11.3	190	13.6	29	1.4	54	4.5	55	3.3	42	2.1	14	1.2	139	5.8

Source: U.S. Census 2010, ACS Table S1101 2013-2017 5-Year Estimate and Table B11016 2013-2017 5-Year Estimate

**TABLE 2-4
HOUSEHOLDS WITH PERSONS OVER THE AGE OF 65 WITHIN THE PROJECT AREA**

DEMOGRAPHIC CATEGORY	CENSUS TRACT 43		CENSUS TRACT 44		CENSUS TRACT 45		CENSUS TRACT 46		CENSUS TRACT 47		CENSUS TRACT 48		CENSUS TRACT 49		CENSUS TRACT 50		CENSUS TRACT 59	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
Number of Households	1,225		778		1,396		2,053		1,204		1,669		1,995		1,168		2,413	
Elderly Households	98	8.0	38	4.9	156	11.2	205	10.0	126	10.5	214	12.8	94	4.7	190	16.3	164	6.8

Source: U.S. Census 2010, ACS. Table S1101 2013-2017 5-Year Estimate; and Table S2501 2013-2017 5-Year Estimate

2.2.3 *HOUSEHOLDS WITH DISABLED PERSONS*

Table 2-5 shows the number and percentage of households within the State of Florida and Hillsborough County with disabled persons residing within. Data down to the Tract level was not available from the Census Bureau, but it is assumed that the percentage of disabled would approximate that of Hillsborough County as a whole or approximately 41,964 within the City of Tampa.

**TABLE 2-5
DISABLED RESIDENTIAL OCCUPANTS FOR
THE STATE OF FLORIDA AND HILLSBOROUGH COUNTY**

AREA	NUMBER	PERCENT
State of Florida	2,492,469	13.1%
Hillsborough County	147,793	11.7%

Source: U.S. Census, American Fact Finder 2014, Table DP02.

2.3 *INCOME AND EMPLOYMENT*

2.3.1 *MEDIAN HOUSEHOLD INCOME*

Table 2-6 shows the median household income for the State of Florida, Hillsborough County and the City of Tampa for 2013 and 2014.

**TABLE 2-6
MEDIAN HOUSEHOLD INCOME FOR THE STATE OF FLORIDA,
HILLSBOROUGH COUNTY AND TAMPA**

AREA	2013	2017
State of Florida	\$46,956	\$50,883
Hillsborough County	\$49,956	\$53,742
Tampa	\$42,649	\$48,245

Source: U.S. Census, ACS, Quick Facts 2018

The median income for persons living within the city is lower than that of both the state and county. Hillsborough County has consistently had the highest median income over the years primarily because of its large industrial base, much of which lies outside the city of Tampa. Industrial jobs tend to pay higher contributing to higher median incomes. However, while statewide, countywide and citywide median incomes are on the rise, the city has shown the highest percentage of increase.

2.3.2 *EMPLOYMENT STATUS*

Table 2-7 provides information on employment for the State of Florida, Hillsborough County and Tampa at the end of 2015.

**TABLE 2-7
EMPLOYMENT STATUS FOR THE STATE OF FLORIDA,
HILLSBOROUGH COUNTY AND TAMPA (2015)**

AREA	POPULATION OVER 16 YEARS OF AGE IN LABOR FORCE	EMPLOYED	UNEMPLOYMENT RATE
State of Florida	9,675,328	9,153,264	5.4%
Hillsborough County	681,303	647,192	5.0%
Tampa	230,624	220,477	4.4%

Source: <http://www.hillsboroughcounty.org/DocumentCenter/Home/View/2636> (End of 2015)
<http://www.homefacts.com/unemployment/Florida/Hillsborough-County/Tampa.html> (End of 2015)

The unemployment rate for the state, county and Tampa have been decreasing over the past year and has improved to less than 5 percent in Tampa as many local companies have begun to hire and new companies move into the area.

2.4 HOUSING CHARACTERISTICS

Table 2-8 includes the total, occupied, and owner-occupied housing characteristics of the United States, Florida and Hillsborough County based on the American Community Survey Table D-04. 2010-2014, 5-year estimate.

**TABLE 2-8
OWNER-OCCUPIED HOUSING UNITS IN THE UNITED STATES, STATE OF FLORIDA,
HILLSBOROUGH COUNTY AND TAMPA**

DEMOGRAPHIC CATEGORY	UNITED STATES		STATE OF FLORIDA		HILLSBOROUGH COUNTY		TAMPA*	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Total Housing	138,537,078		9,547,305		590,779		135,728	
Total Occupied Units	116,211,092	87.5%	7,217,508	79.7%	477,742	87.7%	124,775	91.9%
Total Owner-Occupied Housing Units	88,386,656	63.8%	6,186,654	64.8%	342,652	58.0%	73,109	48.3%

Source: U.S. Census 2010 ACS, 2018 Quick Facts, and Table DP-04, 2013-2018, 5-year estimate.

* <http://www.city-data.com/housing/houses-Tampa-Florida.html>

The table shows that the total occupied units for Hillsborough County is nearly identical to the United States total and better than the State of Florida. However, the total owner occupied units is lower than both the national and state totals reflecting a higher percentage of renter occupied units. This trend may be the result of the housing bubble crash in 2007 when many people lost their homes in foreclosure and are now renting while waiting for their credit to recover. Nearly all the available houses within the City are occupied (91.9%) which is slightly higher than the county as a whole but is 11 percent higher than the State of Florida. However, owner occupants are lower than the county, state, and country as a whole.

Table 2-9 focuses more closely on the immediate project area. Census tracts 43, 44, 45, and 46 are located north of I-275 while census tracts 47, 48, 49, 50 and 59 are located south of I-275.

**TABLE 2-9
OWNER-OCCUPIED HOUSING UNITS WITHIN THE PROJECT AREA**

DEMOGRAPHIC CATEGORY	CENSUS TRACT 43	CENSUS TRACT 44	CENSUS TRACT 45	CENSUS TRACT 46	CENSUS TRACT 47	CENSUS TRACT 48	CENSUS TRACT 49	CENSUS TRACT 50	CENSUS TRACT 59
Total Housing Units	1,282	950	1,626	2,513	1,361	1,822	2,277	1,388	2,627
Occupied Units	1,225	778	1,396	2,053	1,024	1,169	1,995	1,168	2,413
% Occupied	95.6	81.9	85.9	81.7	88.5	91.6	87.6	84.1	94.9
Vacant Units	57	172	230	460	157	153	282	220	214
% Vacant	4.4	18.1	14.1	18.3	11.5	8.4	12.4	15.9	8.1
Owner Occupied	17	408	785	629	612	1,159	505	224	2,033
% Owner Occupied	1.4	52.4	56.2	30.6	50.8	69.4	25.3	19.2	84.3
Renter Occupied	1,208	370	611	1,424	592	510	1,490	944	380
% Renter Occupied	98.6	47.6	43.8	69.4	49.2	30.6	74.7	80.8	15.7

Source: U.S. Census 2010 ACS, Table DP-04, 2013-2018 5-year estimate

As shown in the table, occupancy rates are high ranging from 81.7 percent in tract 46 to 95.6 in tract 43. Owner occupancy on the other hand shows a wide disparity ranging from 1.4 percent in tract 43 to 94.9 percent in tract 59. Tract 43, which has the highest occupancy and the lowest owner occupancy is located on the east side of the project area and is dominated by city-owned public housing units, which accounts for the high percentage of renters. This area is also one of the poorest in the city with 68 percent of residents living below the poverty level and unemployment near 30 percent. Tract 50, which lies directly opposite of tract 43 to the south of I-275 has the second lowest owner occupied percentage (19.2%). Here the poverty level is about half that of tract 43 and the median household income is twice as high. Owner occupancy is very high (94.9%) at the west end of the project area and south of I-275. This area includes mostly large expensive single family homes to the south and mostly condominium and rental apartments near the project area west of West Shore Boulevard and south of Kennedy Boulevard. Poverty in this area is virtually non-existent, median incomes are high and unemployment is low. Tract 46 at the west end of the project area north of I-275 is known as the Westshore Business District and is mostly dominated by commercial office space with small pockets of single family homes and large numbers of newer apartments and condominium units. However, the north side between Lois Avenue and Dale Mabry Highway includes the Carver City area which has a high minority population.

2.5 *TENURE OF DISPLACED STRUCTURES*

Table 2-10 shows the location, type, number of buildings/number of floors, total floor area and tenure of structures that will be displaced due to the acquisition of new ROW for this project. Aerial photos and general information clips from the Hillsborough County Property Appraiser's data base are located in **Appendix B**.

**TABLE 2-10
TENURE AND TYPE OF STRUCTURES BEING DISPLACED**

LOCATION OF STRUCTURE BEING DISPLACED	TYPE OF STRUCTURE	BUILDINGS/ FLOORS	TOTAL AREA (S.F.)	NEED	YEAR BUILT
555 N West Shore Blvd ¹	Hotel parking garage	1/3	64,224	LA ROW	1984
4900 W Lemon St. ²	Office	1/1	44,974	LA ROW	1981
5002 W Lemon St.	Medical Office	1/1	45,064	LA ROW	1981
5010 W Carmen St.	Office	1/3	29,080	LA ROW	2008
5100 W Lemon St.	Office/Parking Garage	2/7	336,101	LA ROW	1985
5502 W Executive Dr. ²	Service/Repair	1/1	12,179	LA ROW	1968
5504 W Executive Dr.	Office	1/1	3,217	LA ROW	1969
4500 W Cypress St. ³	Hotel/Restaurant/Parking	6/20	266,541	Transit Center	1973

¹ Partial structure take/reconfigure parking garage

² FDOT owned parcel

³ Hotel with 6 structures with a combined total of 20 floors currently owned by FDOT

A total of fourteen structures containing approximately 1,801,380 square feet of commercial office/industrial space may be acquired requiring the relocation of all structures and over 42 business tenants. However, three structures, 5300 W. Cypress Street, 5012 W. Lemon Street and 4601 W. Gray Street with a total of 356,533 square feet may potentially require only a structure modification reducing the overall impact and the number of tenant relocations. This will require evaluation by structural engineers in consultation with the Department and the structure owners. Three structures, two located at 4500 W. Cypress Street and one located at 4900 W. Lemon Street have been acquired by the Department, however, the existing businesses have been allowed to operate until such time that the structures are required for ROW.

Section 3.0

RELOCATION IMPACTS

This section presents an overview of the anticipated ROW changes and potential relocations since the last re-evaluation. For the purposes of this update only Segment 1A and 2A will be evaluated. Segment 1A includes I-275 from the Howard Frankland Bridge to north of Himes Avenue and SR 60 north to Cypress Street. Segment 2A includes I-275 between north of Himes Avenue to north of Rome Avenue. Due to design modifications and typical section changes especially in the areas between the Howard Frankland Bridge and Dale Mabry Highway, additional ROW will be required to accommodate the additional highway lanes and interchange ramps. From Dale Mabry Highway to the Hillsborough River relocation and construction of new general purpose and auxiliary lanes is complete. The addition of the planned express lanes will be accommodated within the existing ROW from Lois Avenue to the north of Rome Avenue and no relocation impacts are anticipated.

Appendix A shows the new alignment, L/A ROW, and SMF pond needs for Segment 1A between the Howard Frankland Bridge and north of Himes Avenue north to Cypress Street on SR 60.

Table 3-1 is a matrix of the total number of parcels affected by the proposed new alignment for each of the project sections. The matrix includes the total number of affected parcels for each segment, number of affected structures, number of parcels with only land takes, the number of parcels previously approved under the TIS FEIS, and number of parcels impacted by new ROW.

**TABLE 3-1
TOTAL PARCELS AFFECTED BY RIGHT-OF-WAY**

PROJECT SECTION	NUMBER OF AFFECTED PARCELS	NUMBER OF AFFECTED STRUCTURES ¹	NUMBER OF AFFECTED PARCELS LAND ONLY	NUMBER OF AFFECTED PARCELS TIS FEIS ROW	NUMBER OF AFFECTED PARCELS NEW ROW ²
S of Cypress St.	32	14	22	8	25
N of Himes Ave.	0	0	0	0	0
Total	32	14	22	8	25

¹ Includes three parcels with multiple structures (2 offices, 2 parking garages and a hotel and restaurant)

² Includes TIS FEIS parcels with additional new ROW.

3.1 PROJECT SEGMENT 1A (HOWARD FRANKLAND BRIDGE TO HIMES AVENUE AND NORTH TO CYPRESS STREET ON SR 60)

3.1.1 POTENTIAL RESIDENTIAL RELOCATIONS

No residential relocations are anticipated due to the due to the changes in design, typical sections and ROW needs.

3.1.2 **POTENTIAL BUSINESS RELOCATIONS**

As shown on the plan sheets located in Appendix A, the improvements to the SR-60/I-275 interchange are all located within the Westshore Business District. As a result, 1,685,079+ square feet of office and commercial space will be impacted in a total of 17 structures (including associated parking garages).

Of the 32 commercial parcels required for ROW, nine have affected structures including three with multiple structures, and 22 are affected by land ROW needs only. Eight parcels were previously included in the TIS FEIS/NEW FEIS and 19 parcels are impacted by new limited access ROW including four parcels impacted by TIS FEIS where additional new ROW is required. The 14 affected structures (including associated parking garages) will result in approximately 51 potential business relocations.

As shown on Appendix A, the improvements to the SR-60/I-275 interchange are all located within the Westshore Business District. As a result, 1,258,382 square feet of office and commercial space will be impacted in a total of eight office structures, a hotel/restaurant and three parking structures as shown in **Table 3-2**.

**TABLE 3-2
POTENTIAL BUSINESS RELOCATIONS (SOUTH OF CYPRESS)**

FOLIO	ADDRESS	TYPE	PARCEL SIZE (ACRES)	TOTAL AREA (S.F.)	NUMBER OF BLDGS./ FLOORS	NUMBER OF BUSINESS TENANTS	YEAR BUILT
1128300000	4900 W Lemon St. ²	Office	4.1	44,974	1/1	3	1981
1128390000	5002 W Lemon St.	Medical Office	0.96	49,016	1/1	2	1981
1129090000	5100 W Lemon St.	Office/Parking	6.58	336,101	2/7	13	1985
1126470000	5502 W Executive Dr. ¹	Office	0.95	12,179	1/1	1	1968
1126490000	5504 W Executive Dr. ¹	Office	0.60	3,217	1/1	1	1969
1131400000	5300 W Cypress St. ¹	Office/Parking	3.51	243,293	2/7	19	1985
112891-0000	555 N West Shore Blvd ²	Hotel parking garage	2.18	64,224	3	0	1984
1127090000	4500 W Cypress St. ³	Hotel/Restaurant/ Parking	8.76	393,631	6/20	3	1973

¹ FDOT Owned

² Partial building clip may result in damages due to potential building modifications and partial tenant relocations

³ Previously acquired for proposed Transit facility, but currently occupied.

3.1.3 **PUBLICLY-OWNED FACILITY IMPACTS**

There are no anticipated impacts to publicly owned facilities due to the changes in design, typical sections and ROW needs.

3.1.4 **POTENTIAL CONTAMINATION CONCERNS**

A total of 50 potential contamination sites are located within the project area. Of these, three sites will potentially impact the proposed new ROW and three are located within the existing ROW. The remaining sites are located away from the project ROW. **Table 3-4** below shows only those sites with direct effect on the project ROW.

**TABLE 3-3
POTENTIAL CONTAMINATION SITES**

FOLIO	SITE NAME	SITE ADDRESS	CONCERN	FACILITY ID	ROW/ POND	INITIAL RISK RANK
1130310000	Aggreko LLC	505 N Sherill St.	Petroleum, HazMat	9808190 FLD984261578	ROW	High
1121300000	Automatic Data Processing	4900 W Lemon St.	Petroleum	8838703	ROW	Low
1127090000	Doubletree Hotel Tampa Airport	4500 W Cypress St.		9601866	ROW	Medium
SITES WITHIN EXISTING ROW						
NA	ERNS Spill – Clearwater Chemical Corp	Junction of SR 60 & I-275	HazMat	Incident ID 33849	ROW	Low
NA	ERNS – Unknown	I-275 overpass at Memorial Highway	Petroleum	Incident ID 570244	ROW	Low
NA	Former Amoco #628	5109 W Kennedy Blvd.	Petroleum, HazMat	8521236, FLT970058467 FLD984211722	ROW	High

3.2 PROJECT SEGMENT 2A (NORTH OF HIMES AVENUE TO NORTH OF ROME AVENUE)

3.2.1 POTENTIAL RESIDENTIAL RELOCATIONS

No residential relocations are anticipated.

3.2.2 POTENTIAL BUSINESS RELOCATIONS

No business relocations are anticipated.

3.2.3 PUBLICLY-OWNED FACILITY IMPACTS

There are no publicly owned facilities.

3.2.4 POTENTIAL CONTAMINATION CONCERNS

There are no contamination concerns.

Section 4.0

RELOCATION RESOURCES

4.1 BUSINESS SPACE AND SITES

The Westshore Business District includes over 12.5 million square feet of office space with a vacancy rate of approximately 9.8 percent. Within the immediate Tampa area there is over 32.3 million square feet of office space with a vacancy rate of 12.4 percent. According to cityfeet.com there were 597 properties with available office space for lease in buildings located in the Westshore Business District, City of Tampa and Hillsborough County.

Table 4-1 shows examples of office space for sale in the local area.

**TABLE 4-1
EXAMPLE COMMERCIAL OFFICE LISTINGS FOR SALE**

TYPE	LOCATION	PARCEL SIZE (ACRES)	TOTAL AREA (S.F.)	NUMBER OF FLOORS	YEAR BUILT
Office	5033 W Laurel St.	2.22	4,532	2	1986
Office	501 N Reo St.	0.84	8,854	1	1969
Office/Warehouse	92010 King Palm Dr.	3.87	44,000	1	1986
Office	500 N West Shore Blvd.	1.94	145,972	1	1984
Office/medical	2309 W Dr. Martin Luther King Blvd.	0.34	2,671	1	1980
Office	715 E Bird St.	1.3	57,000	1	1950
Office/warehouse	5403 W Gray St.	0.88	8,746	2	1968

Source: Colliers International Fourth Quarter 2015 Summary

Table 4-2 shows the number of buildings, total inventory of office space, vacancy rates, average lease rates and the new construction completions for the Westshore Area, City of Tampa, and Hillsborough County. As shown, there is plenty of available office space to absorb the relocated business tenants from the acquired properties.

**TABLE 4-2
COMMERCIAL OFFICE SPACE FOR LEASE**

AREA	TYPE*	NUMBER BUILDINGS	TOTAL INVENTORY	VACANCY RATE (%)	AVERAGE LEASE RATES (\$/S.F.)	NEW COMPLETIONS (S.F.)	UNDER CONSTRUCTION (S.F.)
Westshore	Class A	44	8,127,043	10.0	28.98	0	0
	Class B, C	170	6,966,466	9.3	20.93	0	0
Tampa CBD	Class A	12	5,000,875	12.2	26.53	0	0
	Class B, C	48	1,817,117	18.3	18.01	0	0
I-75 Corridor	Class A	30	3,710,971	9.0	23.25	0	0
	Class B, C	250	8,159,463	13.8	15.51	0	0

Source: Colliers International Fourth Quarter 2015 Summary *A, B and C refer to the condition of the structure and amenities. With A being new or recently updated and C being older or with less amenities. Source: <https://tagcommercialbroker.com/difference-commercial-building-class-types/>

Class A

These buildings are considered the highest quality available and state of the art. This is due to their modern architecture, sound infrastructure, well-functioning HVAC system, professional management, tighter security and altogether well-manicured appearance. Generally, these buildings will be under 10 years old. Thus, a Class A building or office space will be the most expensive.

Class B

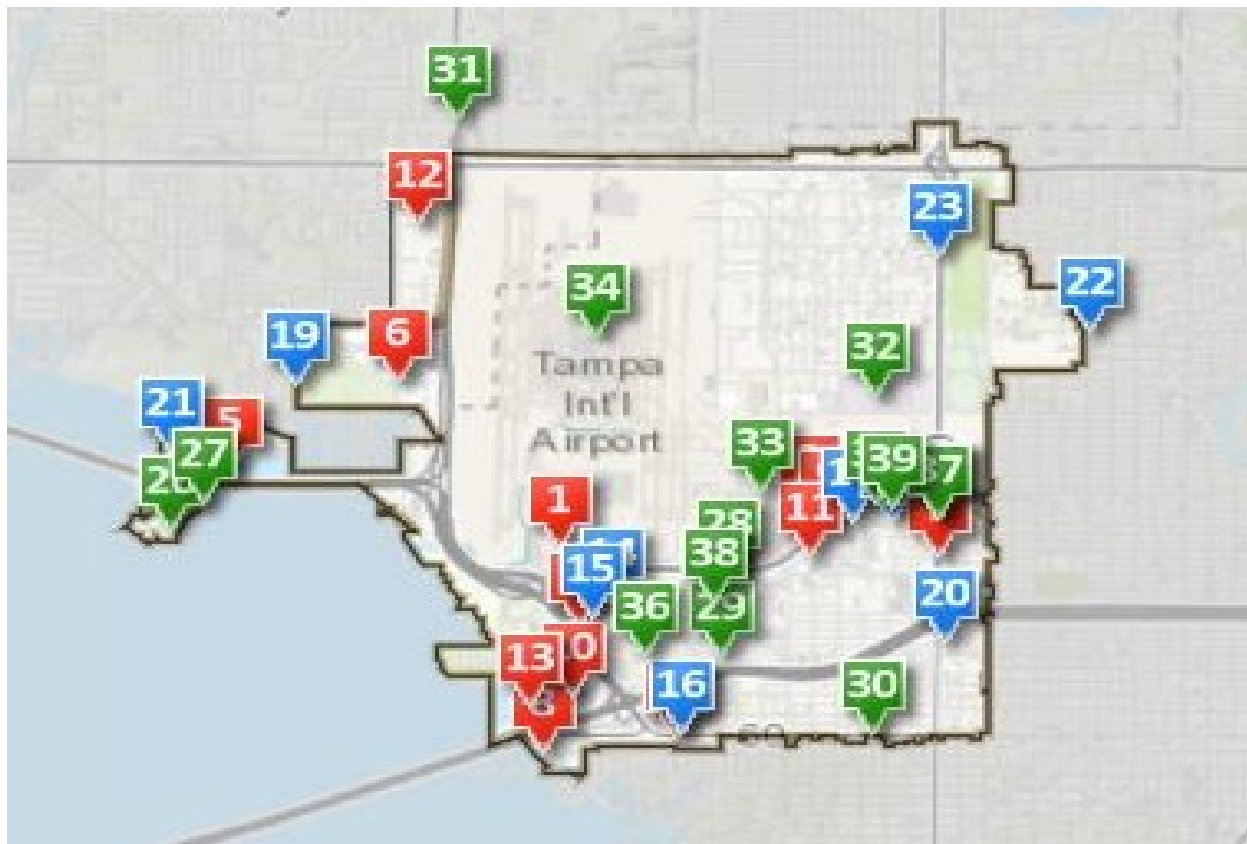
These buildings are still high quality but may be a little outdated. The average age will be between 10 and 20 years. The technology capabilities may not be best in class, but typically will suffice. Security may or may not be on staff and typically it is not required to check in, in order to reach the space.

Class C

These buildings are generally 20 years old at minimum. Some may be well kept, however, normally these buildings will lack many modern amenities. Technology will be lower quality and the HVAC system may not function well. In addition, this could include old elevators and mechanical systems, moderately run-down parking lots, and out-of-date furnishings.

Figure 4-1 shows the location of the recently delivered, under construction and projected new office sites within the Westshore Business District. **Table 4-3** gives the address and site information of these projects.

FIGURE 4-1
RECENTLY DELIVERED, UNDER CONSTRUCTION AND PROJECTED COMMERCIAL SITES



Source: www.choosewestshore.com/tour.
 Red=Planned; Blue=Under construction; Green = Complete

Table 4-3 below, shows the office and commercial facilities projected to be available for relocation through the end of 2020 and the projects that have been recently delivered for occupancy. Therefore, there is an adequate supply of new and existing facilities available for relocation within the immediate area.

**TABLE 4-3
PROJECTED, UNDER CONSTRUCTION DELIVERED FACILITIES
WITHIN THE WESTSHORE AREA**

FOLIO	PROJECT NAME	ADDRESS	PARCEL SIZE (AC)	FLOOR AREA	AVAILABLE DATE
PROJECTED NEW FACILITIES					
0946371000	Autograph Collection by Marriot	2500 Rocky Pointe Dr.	2.11	180 Room Hotel	Projected 2019
1109670000	Corporate Center V	4211 W Boy Scout Blvd.	6.96	180,000 s.f. Office	Projected 2020
FACILITIES UNDER CONSTRUCTION					
1131650000	Publix Supermarkets	4900 W Kennedy Blvd.		36,500 s.f. Grocery	2019
1109650000	Rooms to Go/Jerry Ulm Dodge	2702 N Dale Mabry Hwy		Auto dealer/Furniture reta/	2019
1065230000	St Joseph Hospital Expansion	3001 W Dr. MLK Jr. Blvd.		6-story tower	Late 2019
DELIVERED PROJECTS					
0946371000	Current Hotel	2445 Rocky Point Dr.		180 room hotel	Complete 2019
09456370100	Seazen	7616 W Courtney Campbell Cswy		323 residential units	Complete 2018
1130080000	Retail Center	4720 W Cypress St		18,500 s.f. retail	Complete 2018
0276200000	Westshore Logistics Center	5400 Southern Comfort Blvd.		4 bldgs. 140,00 s.f. industrial	Complete 2018
1120210654	AC Hotel Tampa Airport	4020 Boy Scout Blvd.		172 room hotel	Complete 2018
1127260000	Women's Care FL	5016 W Cypress St		63,000 s.f. medical office	Complete 2017
1109560000	Grady Square	2511 N Grady Ave.	4.89	300 residential units	Complete 2017

Source: www.choosewestshore.com/maps.arcgis.comr , downloaded 10/11/19

Section 5.0

RELOCATION ASSISTANCE

5.1 RELOCATION ASSISTANCE PROCESS

In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of Displaced Persons and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Florida Department of Transportation provides advance notification of impending ROW acquisition. Before acquiring ROW, all properties are appraised to determine fair market value. Owners of property to be acquired will be offered and paid fair market value for their property rights.

To ensure that relocatees receive adequate time to relocate, the Department hereby assures that they will not be required to move from the subject property before at least ninety (90) days have elapsed from the date of receipt of our 90 Day Letter of Assurance. This assurance applies to individuals, families, businesses, or farm operations; or personal property they may own. Further, the relocatee will be given a written notice, which will specify the actual date by which the property must be vacated and surrendered to the Department. They will receive this latter notice at least thirty (30) days prior to the date specified, and no occupant of residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing, which is within his financial means and available for immediate occupancy. All tenants and owner-occupied displaces will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Replacement housing of Last Resort will be used to assure that comparable decent, safe, and sanitary housing will be made available to a displaced person when such housing cannot otherwise be provided within the person's financial means.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Provide a supplementary reimbursement payment when required as per the Uniform Relocation Act for the cost of a comparable decent, safe and sanitary dwelling available on the private market.;

3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling, and;
4. Make payment for eligible increased cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as a down payment, including closing costs, on the purchase of a replacement dwelling.

Business owners or tenants may choose to be reimbursed on the basis of actual, reasonable, moving costs and related expenses; or, under certain circumstances, a fixed payment in lieu of actual moving expenses;

1. Actual, reasonable, moving expenses may be paid when the move is performed by a commercial mover or if you elect to move yourself. In some cases, two move cost estimates may be necessary to establish reasonable costs;
2. Related expenses, such as personal property losses, expenses in locating a replacement site, and certain re-establishment costs may also be reimbursable; and
3. You may be eligible to receive a fixed payment "in lieu of moving expenses", based on the average annual net earnings of your operation (the payment may not exceed \$40,000, nor be less than \$1,000). To qualify for this payment, the business must vacate or relocate from its displacement site.

A small business, farm or non-profit organization may be eligible to receive a payment not to exceed \$25,000 for expenses actually incurred in re-establishing the business at the replacement site. These expenses must be reasonable and necessary as determined by the Department. The reimbursement for re-establishment expenses cannot exceed \$25,000 and documentation will be required for the actual amount of expenses. A list of potential reimbursable expenses can be found in the brochure "*Relocation Assistance Business, Farms and Nonprofit Organizations*,"

Displaced businesses, farms and non-profit organizations may be reimbursed for actual, reasonable expenses related to the search for a replacement property, not to exceed \$2,500. Expenses may include costs such as transportation, meals, lodging when away from home, and the reasonable value of time actually spent in searching for a replacement site. All expenses must be supported by receipted bills, except the value of time spent in the search.

Any business, farm operation or non-profit organization displaced by the Department for a highway program shall be offered relocation assistance services for the purpose of locating a suitable replacement property, as well as reimbursement of eligible moving costs and other advisory services. These services are provided by qualified personnel employed by the Department. It is their goal to assist in any way possible to assure your successful relocation. Your relocation specialist is also familiar with the services provided by other public and private agencies

in your community, such as: Small Business Administration, Utility Companies, Local Planning and Zoning Authorities, Commercial Movers and Realtors. If additional assistance is required, a Specialist will make every effort to secure the services of those organizations which are professionally equipped to help.

The brochures that describe in detail the Florida Department of Transportation's Relocation Assistance Program and ROW acquisition program are "*Residential Relocation Under the Florida Relocation Assistance Program*," "*Relocation Assistance Business, Farms and Nonprofit Organizations*," "*Mobile Home Relocation Assistance and Relocation Assistance Program Personal Property Moves* ." These brochures are distributed at all public hearings and made available upon request to any interested persons.

Title VII of the Civil Right Act of 1968 guarantees each person equal opportunity in housing. The District Right of Way Office ensures that FDOT complies with this law.

5.2 ***COMMUNITY ORGANIZATIONS PROVIDING ASSISTANCE***

Table 5-1 is a listing of organizations that could potentially provide assistance as needed during the relocation process and their contact telephone numbers. More detailed information on each of these organizations can be found on their websites (see **Section 6.0**, Bibliography).

**TABLE 5-1
COMMUNITY ORGANIZATIONS AVAILABLE FOR RELOCATIONS ASSISTANCE**

Organization Name	Telephone Number
Mayor's African American Advisory Council	813-274-8152
Hillsborough County West Tampa Community Resource Center	813-272-5074
Minority Business Enterprise and Small Local Business Enterprise	813-274-5522
Mayor's Alliance for Persons with Disabilities	813-307-5595
Westshore Alliance	813-289-5488
Greater Tampa Association of Realtors, Inc.	813-879-7010

Section 6.0

BIBLIOGRAPHY

American Fact Finder, U.S. Census Bureau. Various 2018 tables.
<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>.

Project Development and Environment Manual. Part 2, Chapter 4, Section 4-3.3. January 14, 2019.

American Red Cross of Tampa Bay. <http://www.redcross.org/local/florida/central-florida>

City of Tampa Community Partnership & Neighborhood Engagement.
<http://www.tampagov.net/community-partnerships-and-neighborhood-engagement>

City of Tampa Housing and Community Development. <http://www.tampagov.net/housing-and-community-development>

Colliers International Q1 2019 Summary (for Tampa Bay). Colliers.com/tampabay [Online]
<http://colliers.com/tampabay>

FDOT. Right-of-Way Manual. Section 9.1, Relocation Assistance Program. January 7, 2019.

Greater Tampa Association of Realtors, www.tamparealtors.org June 5, 2019

Hillsborough County Florida. <http://hillsboroughcounty.org>

Hillsborough County West Tampa Community Resource Center. <http://hillsboroughcounty.org>

Mayor's African American Advisory Council. <http://www.tampagov.net/mayors-african-american-advisory-council>

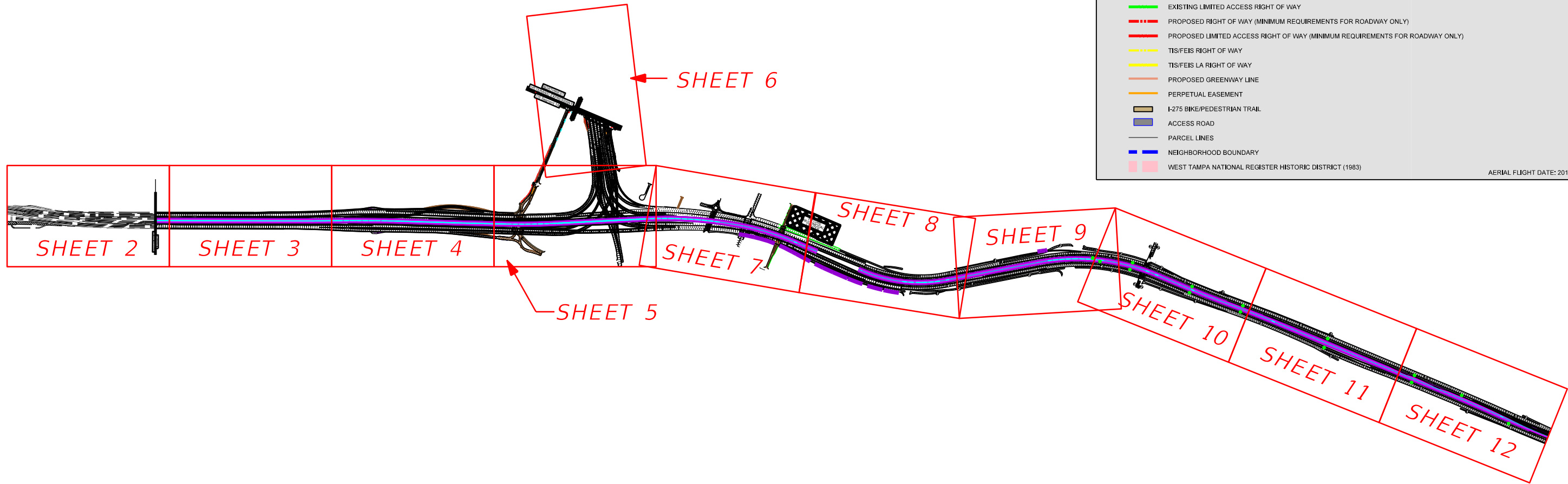
Mayor's Alliance for Persons with Disabilities. <http://www.tampagov.net/housing-and-community-development/mayors-alliance>

Minority Business Enterprise and Small Local Business Enterprise.
<http://www.tampagov.net/minority-business-development>

Tampa Commercial Real Estate. <http://www.cityfeet.com/cont/fl/tampa-commercial-real-estate>

Westshore Alliance [Online]. <http://choosewestshore.com/tour> (October 11, 2019)

APPENDIX A
Plan Sheets



PROPOSED EXPRESS LANE

PROPOSED EXPRESS LANE - BRIDGE

EXISTING NB / WB SR 60 MANAGED LANE

PROPOSED GENERAL USE LANE

PROPOSED GENERAL USE LANE - BRIDGE

PROPOSED NON-INTERSTATE FACILITY

VETERANS EXPRESSWAY TRANSITION LANE

TRANSIT CORRIDOR

EXISTING OR UNDER CONSTRUCTION

REMOVAL OF EXISTING ROADWAY PAVEMENT

VISUAL BARRIERS

3

2 2

1

1 AUX

STORMWATER MANAGEMENT FACILITY

EXISTING RIGHT OF WAY

EXISTING LIMITED ACCESS RIGHT OF WAY

PROPOSED RIGHT OF WAY (MINIMUM REQUIREMENTS FOR ROADWAY ONLY)

PROPOSED LIMITED ACCESS RIGHT OF WAY (MINIMUM REQUIREMENTS FOR ROADWAY ONLY)

TIS/FEIS RIGHT OF WAY

TIS/FEIS LA RIGHT OF WAY

PROPOSED GREENWAY LINE

PERPETUAL EASEMENT

I-275 BIKE/PEDESTRIAN TRAIL

ACCESS ROAD

PARCEL LINES

NEIGHBORHOOD BOUNDARY

WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT (1983)

LEGEND

B₃₀

BUSINESS RELOCATION

EASEMENT OWNED BY FDOT

OWNED BY FDOT

FULL OR PARTIAL ACQUISITION

AERIAL FLIGHT DATE: 2017

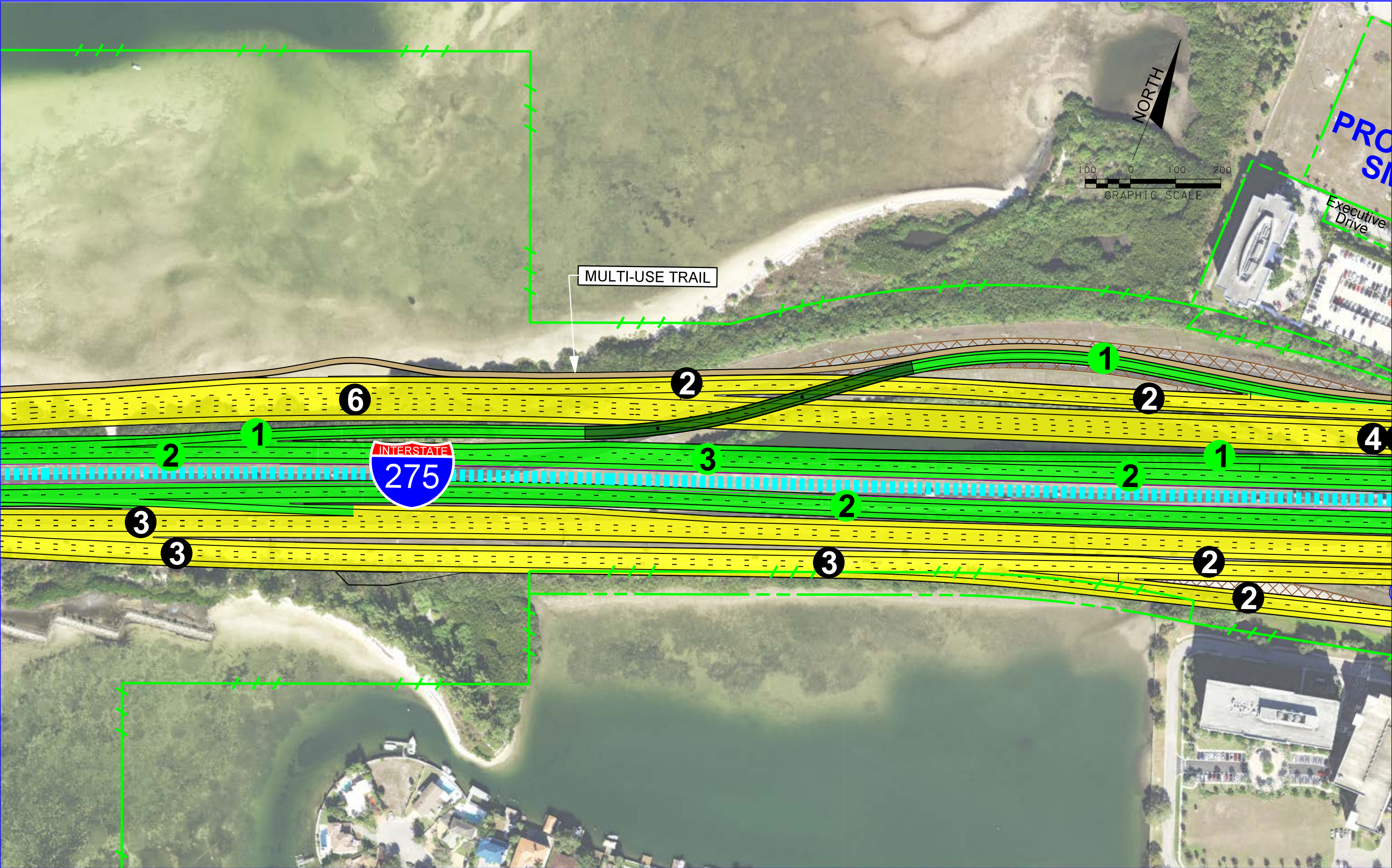
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2	SHEET LAYOUT	1 OF 12



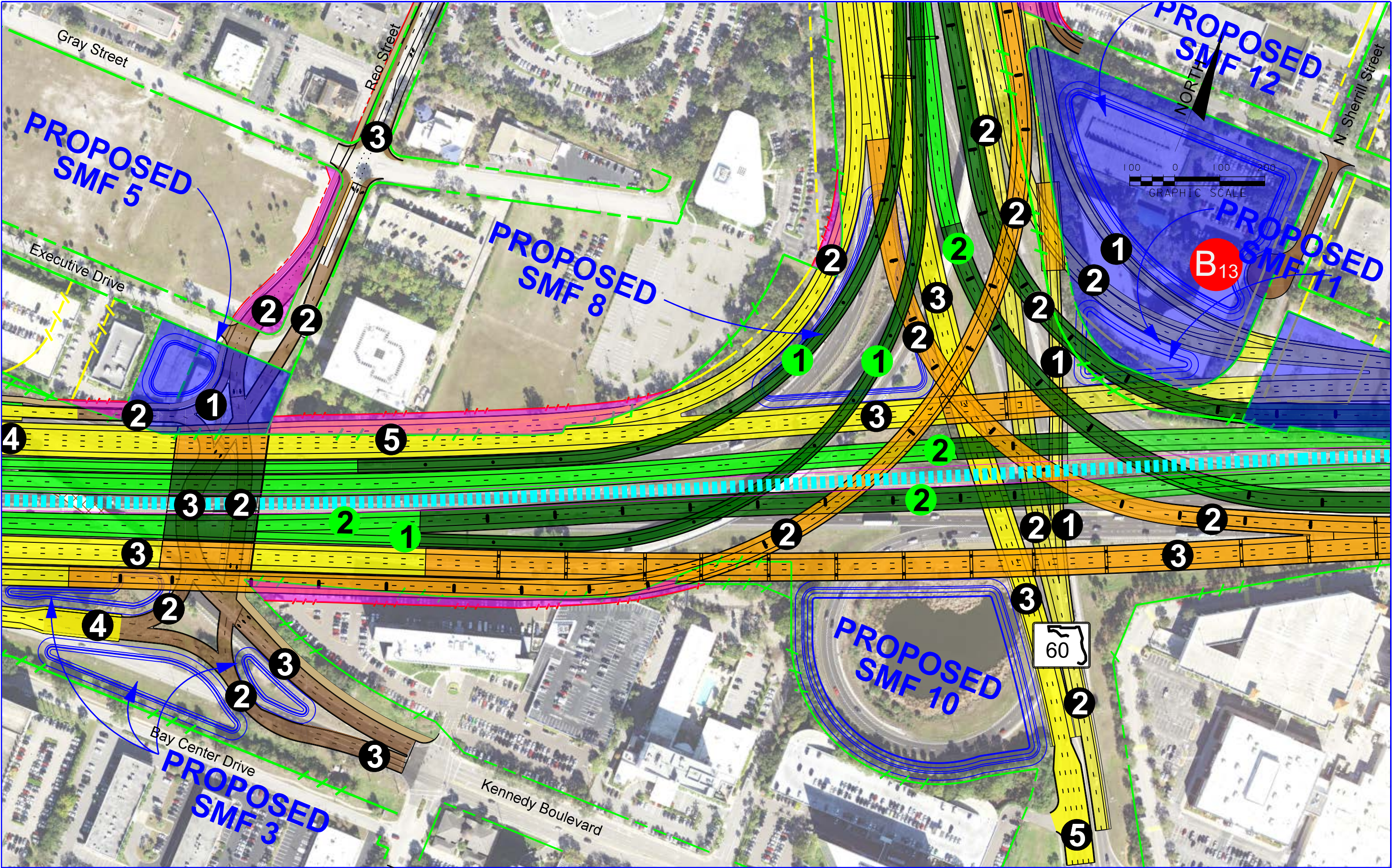
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2 OF 12
				93	HILLSBOROUGH	258337-2		



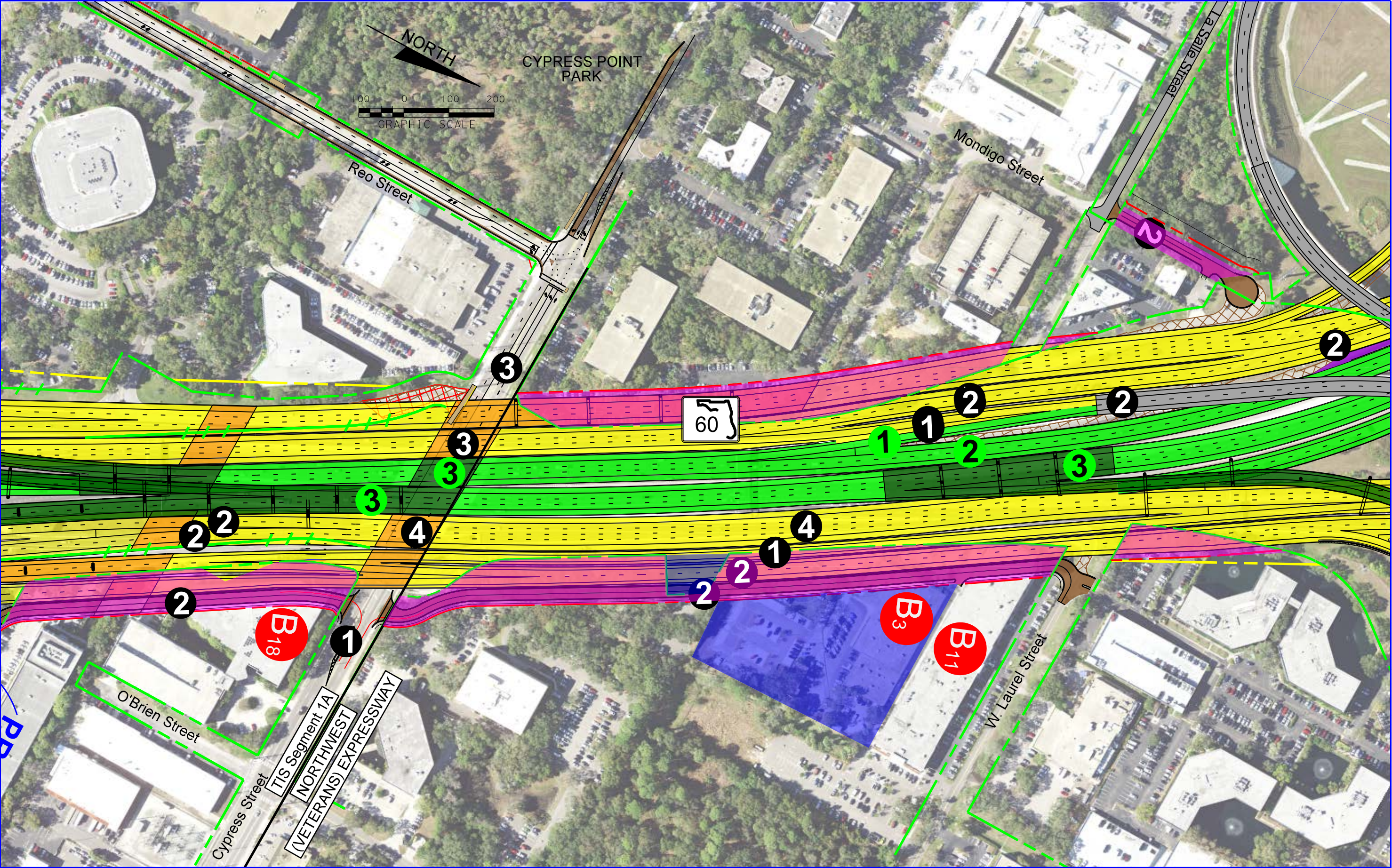
REVISIONS					STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.				93	HILLSBOROUGH	258337-2		
								3 OF 12	



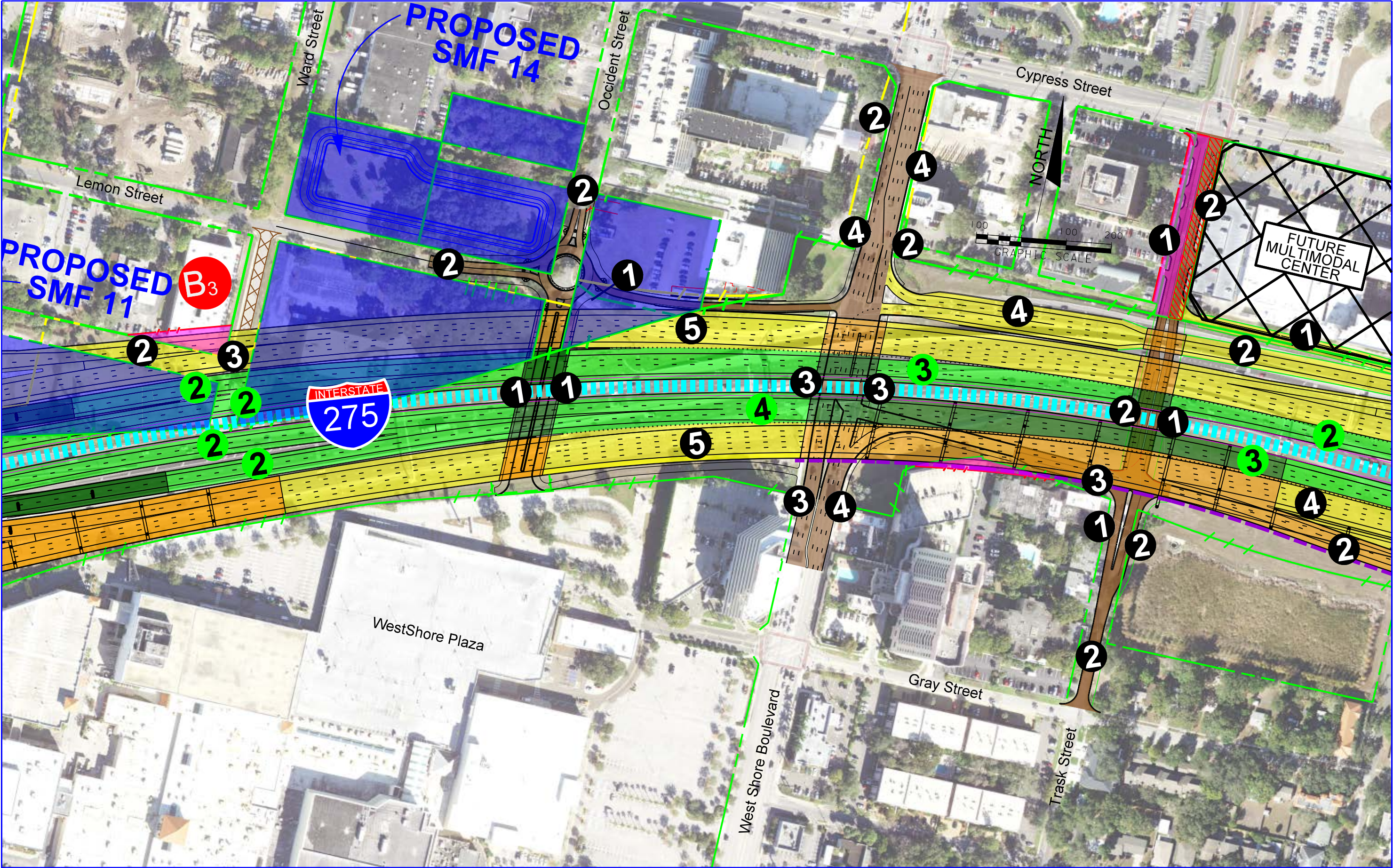
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO. 4 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		



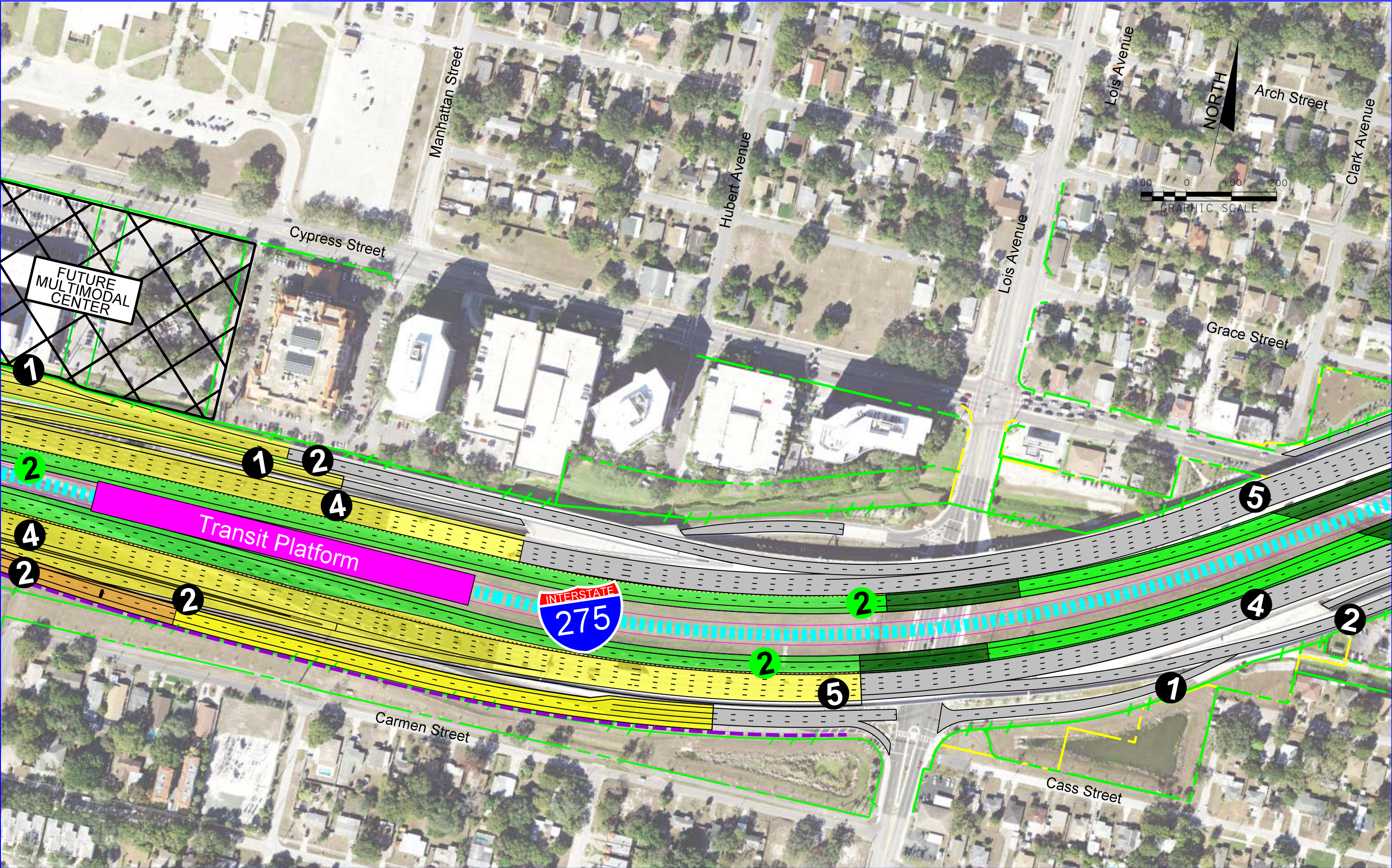
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO. 5 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			93	HILLSBOROUGH	258337-2		



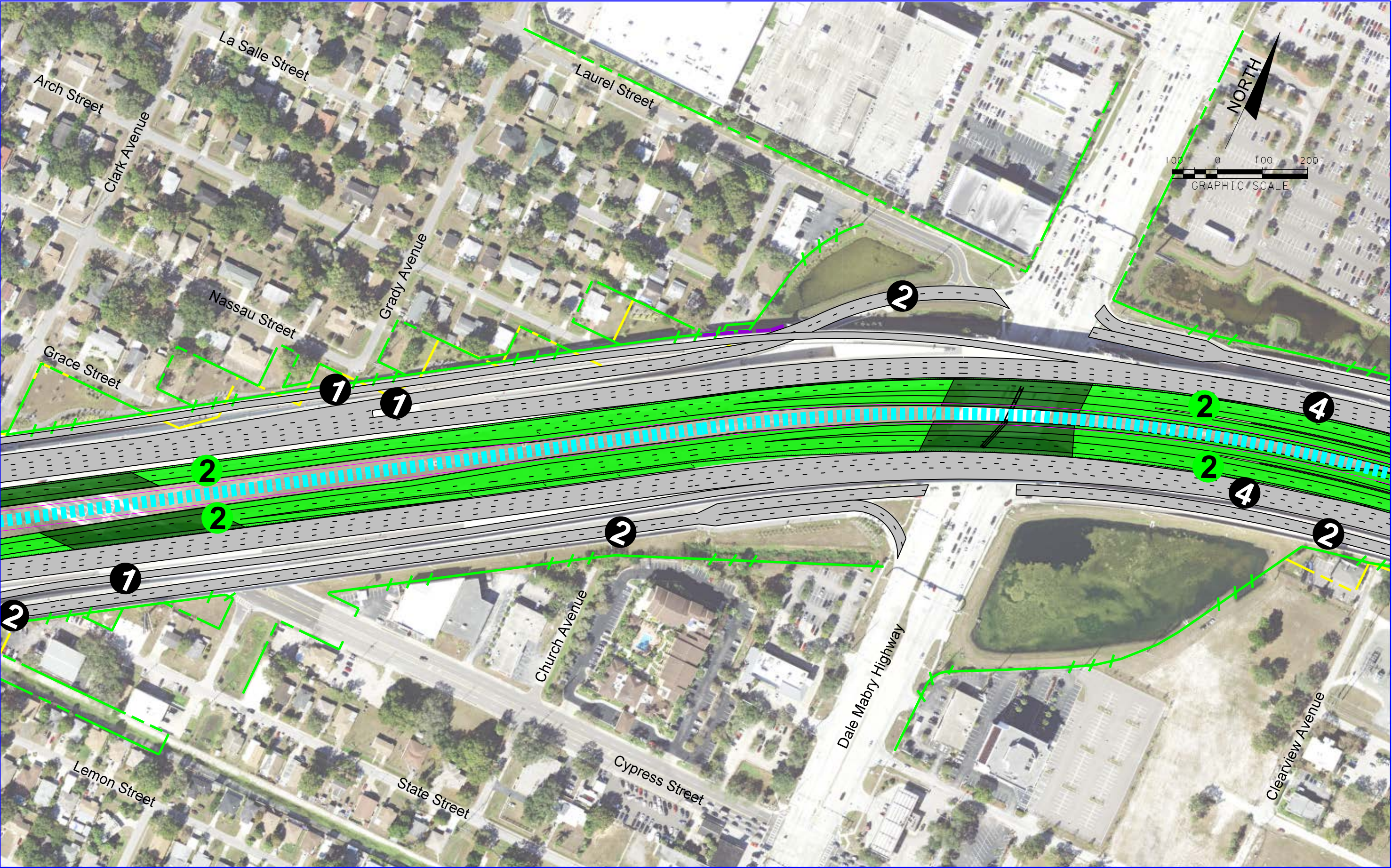
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO. 6 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			93	HILLSBOROUGH	258337-2		



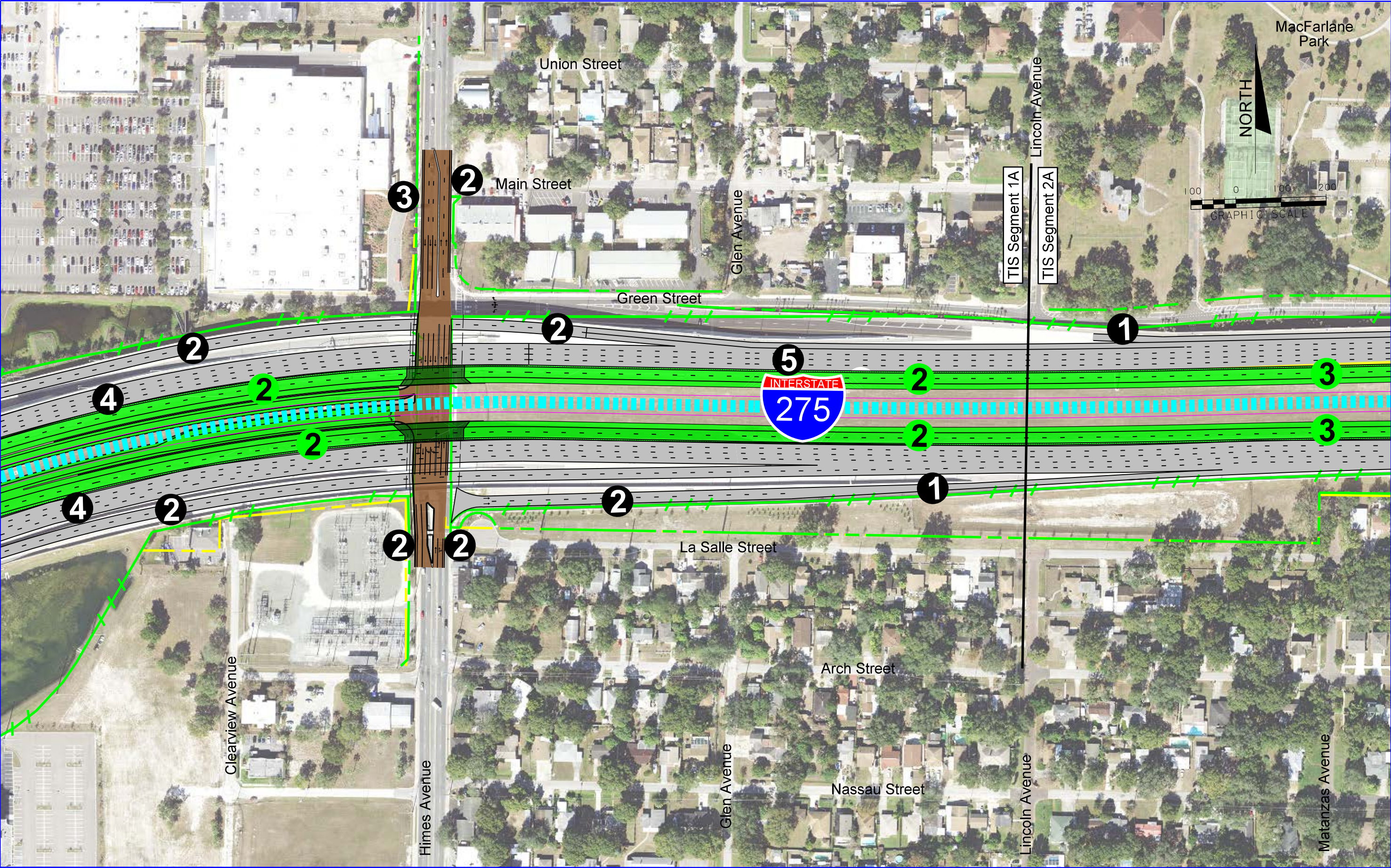
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO. 7 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		



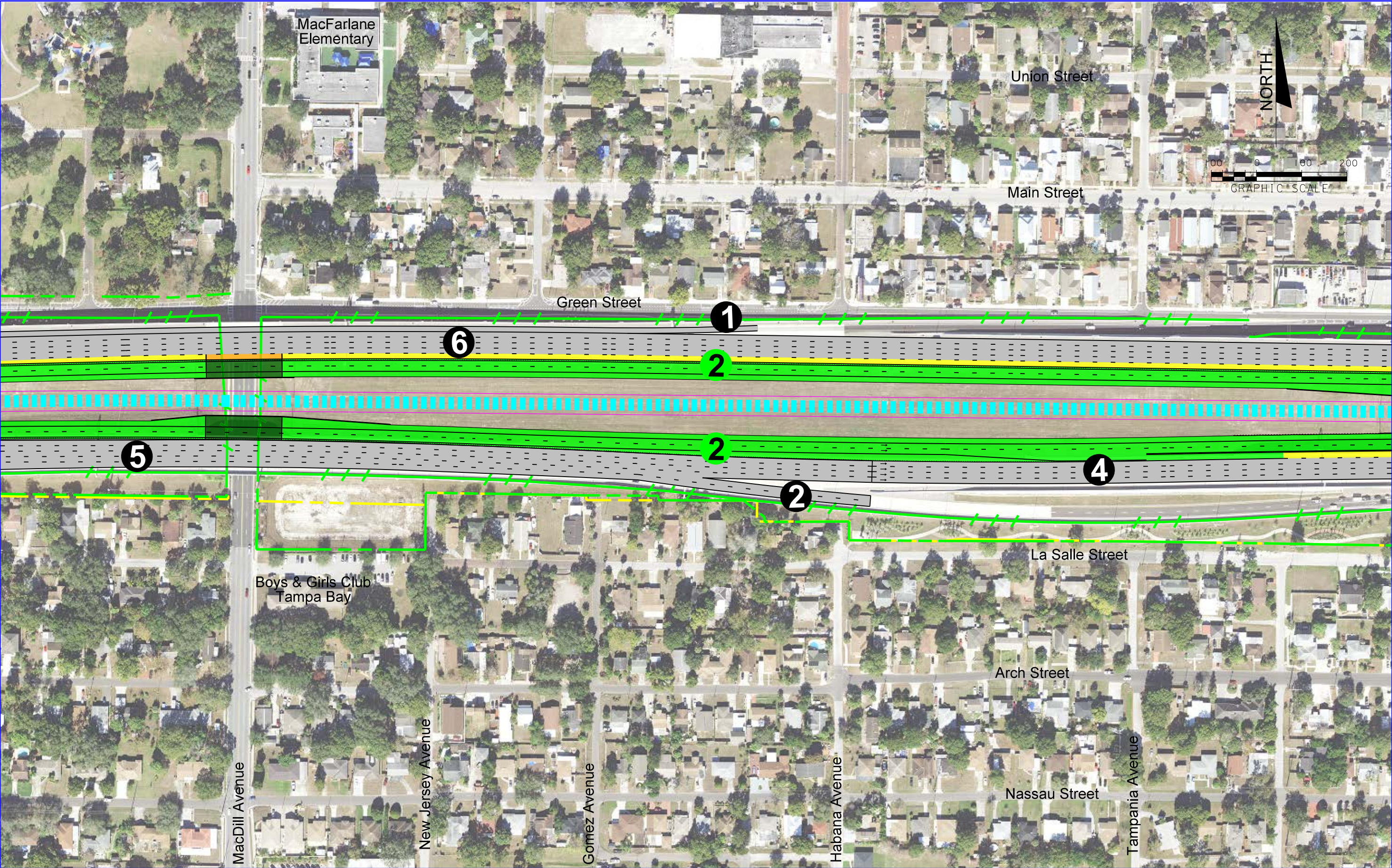
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT <i>PLAN SHEET</i>	SHEET NO. 8 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		



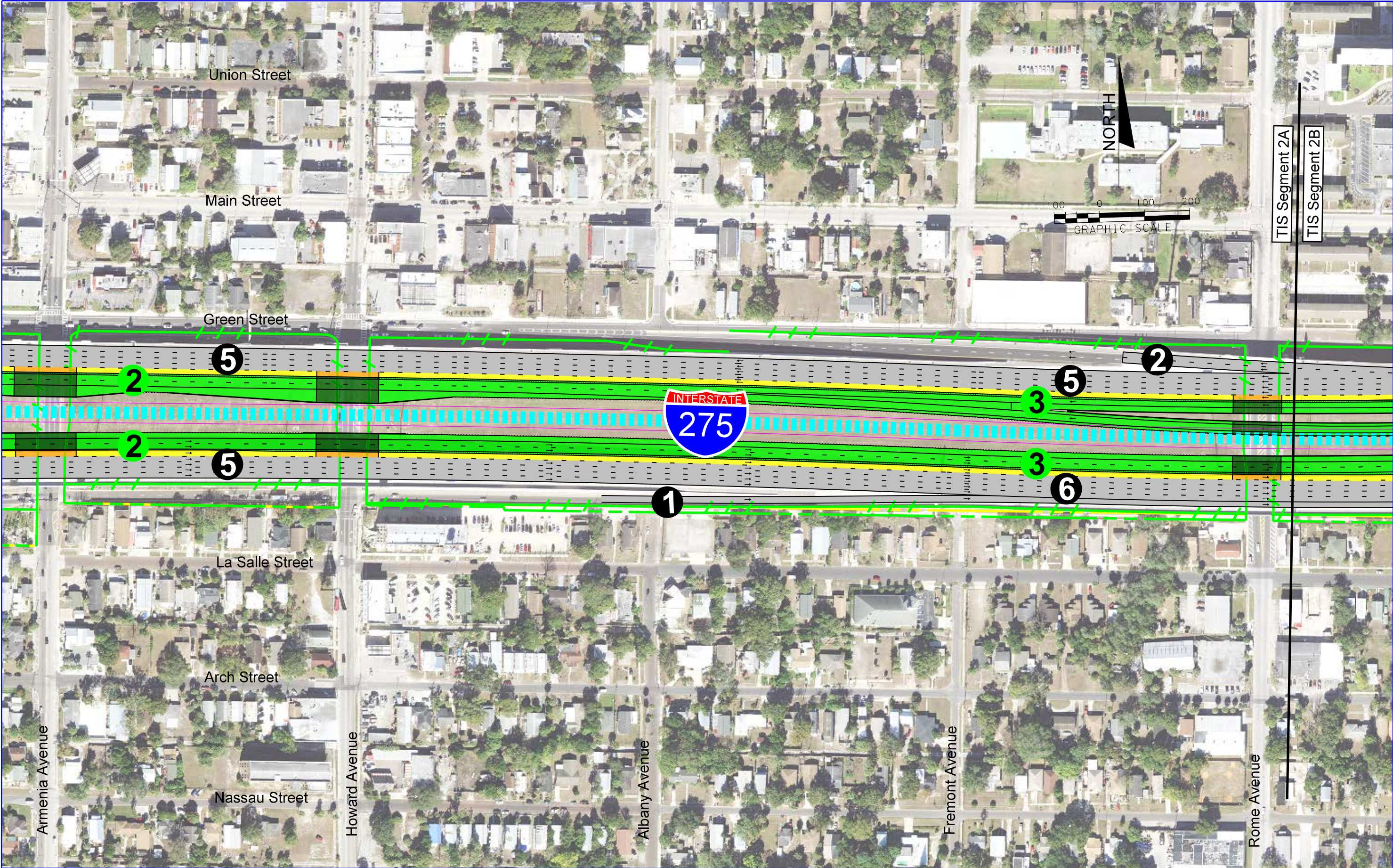
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO. 9 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			93	HILLSBOROUGH	258337-2		



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT <i>PLAN SHEET</i>	SHEET NO. 10 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PLAN SHEET	SHEET NO. 11 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TAMPA INTERSTATE STUDY SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT <i>PLAN SHEET</i>	SHEET NO. 12 OF 12
DATE	DESCRIPTION	DATE	DESCRIPTION					
10/23/19	DRAFT TIS SEGMENTS 1A AND 2A SEIS.			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				93	HILLSBOROUGH	258337-2		

APPENDIX B

Relocation Aerial Photos

APPENDIX B - COMMERCIAL RELOCATION AERIALS AND PHOTOS

5504 W Executive Drive (L/A ROW)

Bob Henriquez, CFA

Base Maps Layers Sales Identify Tools Print

Owner Name Address Folio Parcel Number

Clear Results

Identify

Identify ON

Google

2015 TRIM Property Record Card
VAB PRC Tax Collector

Info Building Land Misc Sales

Parcel A-19-29-18-3K5-000004-00005.1
Folio 112649-0000
Market Value 401,407
Owner Name FORNS JOSE JR; FORNS SUSAN E.
Mailing Address 5504 W EXECUTIVE DR
TAMPA FL 33609-1002
Physical Address 5504 W EXECUTIVE DR, TAMPA
Property Type OFFICE 1 STY B
Homestead NO
Tax District TA - TAMPA
Acres 0.6 (26,136 sq ft)
Legal Desc. WEST SHORE EXECUTIVE PARK UNIT NO 1 E 100 F
OF LOT 5 BLOCK 4 LESS R/W CONTAINING 2548 SQ
FT

Identify

W Gley St
W Executive Dr
N Gley St
V. Henner Blvd

9188296.776, 3242353.012

County, FL; Bruce Harris & Associates | Hillsborough County, Florida



5502 W Executive Drive

Bob Henriquez, CFA

Base Maps Layers Sales Identify Tools Print

Owner Name ● Ac

Clear Results

Identify

Identify ON

NAVIGATE AERIAL IMAGERY

GOOGLE STREET VIEW

TRIM Property Record Card VAB PRC
Tax Collector

Info Building Land Misc Sales

Parcel	A-19-29-18-3K5-000004-00005.1
Folio	112649-0000
Market Value	510,126
Owner Name	DEPT OF TRANSPORTATION;
Mailing Address	11201 MCKINLEY DR TAMPA, FL 33612-6456
Physical Address	5504 W EXECUTIVE DR, TAMPA
Property Type	STATE
Homestead	NO
Tax District	TA - TAMPA
GIS Acres	0.6 (26,136 sq ft)
Legal Desc.	WEST SHORE EXECUTIVE PARK UNIT NO 1 E 100 F OF LOT 5 BLOCK 4 LESS RD R/W

Identify 112638

W Executive Dr

N Reo St

112646

1125160035

112649

112645

Interstate 275

-9188100.050, 3242240.333 Hillsborough County, Florida - Bruce Harris & Associates | Hillsborough County, F



5300 W Cypress Street (L/A ROW)

Bob Henriquez, CFA

Base Maps Layers Sales Identify Tools Print

Owner Name Address Folio Parcel Number

Clear Results Search

Identify

Identify ON

Google

2015 TRIM Property Record Card
VAB PRC Tax Collector

Info Building Land Misc Sales

Parcel A-20-29-18-3KY-000000-00001.0

Folio 113140-0000

Market Value 11,456,500

Owner Name HCPCI HOLDINGS LLC

Mailing Address 5300 W CYPRESS ST STE 100
TAMPA, FL 33607-1712

Physical Address 5300 W CYPRESS ST, TAMPA

Property Type OFF MULT-STY B

Homestead NO

Tax District TA - TAMPA

Acres 3.51 (152,896 sq ft)

Legal Desc. MARENE PLACE LOTS 1 TO 8 INCL LESS R/W FOR CYPRESS ST AND MEM- ORIAL HWY AND LOT A OF

Identify

W Cypress St

E Frontage Rd


N Rushing St

POWERED BY esri

-9187744.041, 3242982.252 County, FL; Bruce Harris & Associates | Hillsborough County, Florida

5002 W. Lemon Street (L/A ROW)




Bob Henriquez, CFA

☐ Owner Name
 ☒ Address
 ☐ F

Base Maps
 Layers
 Sales
 Identify
 Tools
 Print

Clear Results
 1124850112


Identify

Identify ON

2015 TRIM
 Property Record Card
 VAB PRC
 Tax Collector

Info
 Building
 Land
 Misc
 Sales

Parcel	A-20-29-18-3KC-000000-00001.0
Folio	112839-0000
Market Value	2,208,000
Owner Name	PHYSICIAN BUSINESS SERVICES LLC;
Mailing Address	5002 W LEMON ST TAMPA, FL 33609-1104
Physical Address	5002 W LEMON ST, TAMPA
Property Type	OFF MULT-STY B
Homestead	NO
Tax District	TA - TAMPA
Acres	0.96 (41,818 sq ft)
Legal Desc.	GRAYMONT ADDITION LOTS 1 2 3 10 11 AND 12



9187250 251 3242989 400 County, Florida: Bruce Harris & Associates | Hillsborough County



4900 W Lemon Street (LA ROW , FDOT owned parcel-occupied)

Bob Henriquez, CFA

Owner Name • Address • Folio • Parcel Number

Base Maps Layers Sales Identify Tools Print

Identify ON

Google

2015 TRIM Property Record Card
VAB PRC Tax Collector

Info Building Land Misc Sales

Parcel: A-20-29-10-3KB-000004-0000119
Folio: 112830-0000
Market Value: 3,899,700
Owner Name: DEPT OF TRANSPORTATION
Mailing Address: 11201 MCKINLEY DR
TAMPA, FL 33612-6456
Physical Address: 4900 W LEMON ST, TAMPA
Property Type: STATE
Homestead: NO
Tax District: TA - TAMPA
Acres: 4.1 (178,596 sq ft)
Legal Desc: CLOVERDALE LOTS 1 TO 14 INCL LOTS 15 16 17 AND 18 LESS SR ROW AND THAT PT OF VAC DITCH ABUTTED O

Identify

W Lemon St

9107114.164, 3242663.071 County, Florida; Bruce Harris & Associates | Hillsborough County, FL; Bruce Ha...

esri

9:54 AM 7/4/2016



5100 W Lemon Street (L/A ROW, Pond)

Bob Henriquez, CFA

Base Maps Layers Sales Identify Tools Print

Owner Name Address Folio Parcel Number

Clear Results Search

Identify

Identify ON

VAB PRC Tax Collector

Info Building Land Misc Sales

Parcel: A-20-29-18-303-0000023-00001.0

Building (1 of 2)

Building Value: \$13,412,306

Type: OFFICE >2 STORY

Year Built: 1966

Heated Area: 166672

Gross Area: 166110

Bedrooms

Baths

Building (2 of 2)

Building Value: \$2,628,983

Type: PARKING GARAGE

Year Built: 1993

Heated Area

Gross Area: 169991

Bedrooms

Baths

Identify

W Lemon St

W Carmen St

E Frontage Rd

9187485.589, 3242425.149

County: Florida, Bruce Harris & Associates | Hillsborough County, FL: Bruce Harris

esri

9:42 AM 3/4/2016



555 N West Shore Boulevard

Identify ON

© 2019 Eagleview

NAVIGATE AERIAL IMAGERY

GOOGLE STREET VIEW

TRIM Property Record Card VAB PRC
 Tax Collector

Info **Building** Land Misc Sales

Parcel [A-20-29-18-3KG-000000-00003.0](#)

olio 112891-0000

arket Value 35,055,100

wner Name WESTSHORE HOTEL OWNER LLC;

ailing Address C/O WESTMOST HOSPITALITY 5847 SAN FELIPE ST
STE 4600
HOUSTON, TX 77057-3426

hysical
ddress 555 N WEST SHORE BLVD, TAMPA

roperty Type FULL SERV B

omestead NO

ax District TA - TAMPA

Identify

112895

112891

13

12

-9186564.223, 3242604.238 County, Florida

