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March 9, 1992

IN REPLY REFER TO:
HB-FL

Mr. William H. McDaniel, Jr.
District Secretary
Florida Department of Transportation
4950 West Kennedy Boulevard, Suite 500
Tampa, Florida 33609

Dear Mr. McDaniel: ✓

Subject: Florida - Federal Project No. M-4047(40)
State Project No. 10000-1531
Northwest Hillsborough Expressway
Final Section 4(f) Evaluation
Hillsborough County

Enclosed is a signed copy of the Final Section 4(f) Evaluation for the subject project. Please distribute copies of the document to the appropriate agencies, in accordance with Technical Advisory T6640.8A.

Sincerely yours,

J. R. Skinner
Division Administrator

Enclosure

cc: Mr. Leroy Irwin, FDOT, w/enclosure



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Federal Highway Administration
Region Four

ADMINISTRATION ACTION
FINAL SECTION 4(f) EVALUATION

U.S. Department of Transportation
Federal Highway Administration

and

Florida Department of Transportation

State Project Number: 10000-1531
Federal Project Number: M-4047(40)
Work Program Number: 7113669
Northwest Hillsborough Expressway
I-275 to Dale Mabry Highway
Hillsborough County, Florida

The proposed action includes adding lanes and improving interchanges on Memorial Highway (S.R. 60) and Eisenhower Boulevard (SR 589) from I-275 to Hillsborough Avenue (SR 580) and providing a new four lane limited access expressway with interchanges from Hillsborough Avenue to Dale Mabry Highway (SR 597).

Submitted pursuant to 49 U.S.C. 303

Based upon considerations herein, it is determined that there is no feasible and prudent alternative to the use of land from the Veteran's Memorial/Skyway Park and that the proposed action includes all possible planning to minimize harm to the Section 4(f) property resulting from such use.

3/6/92

Date

for Robert Radics, P.E.

Regional Administrator
Federal Highway Administration

ADMINISTRATION ACTION
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**DRAFT SECTION 4(f) EVALUATION
NORTHWEST HILLSBOROUGH EXPRESSWAY**

A. PROPOSED ACTION

The Northwest Hillsborough Expressway (NWE) is a proposed limited access roadway which will be located in Northwest Hillsborough County, Florida. It will be a major component of a system of high speed/high volume routes within the Tampa/St. Petersburg/Clearwater Metropolitan Area. As such, it will serve both regional and local traffic demand. The project will begin at SR 60 (Courtney Campbell Causeway) and extend to SR 597 (Dale Mabry Highway), a distance of approximately 15.2 miles (Exhibit 1).

The design plans for the Expressway between SR 60 and SR 580 (Hillsborough Avenue) involve improving the existing SR 589 (Eisenhower Boulevard) facilities to a six and eight lane divided limited access expressway with the addition of auxiliary lanes where required. The remainder of the project would consist of a new four lane divided expressway on a new alignment between SR 580 and SR 597.

As the Tampa/St. Petersburg/Clearwater Metropolitan Area has continued growing over the last 30 years, its local and regional highway transportation system has not been improved accordingly. This is the case within the service area of the planned Expressway. Due to the Tampa International Airport's (TIA) location, the SR 597 corridor is the only major existing north-south route within Northwest Hillsborough County serving intra and inter-county traffic demand. As depicted in Exhibit 1, SR 597 is the only continuous north-south route within this area of the county. Therefore, SR 597 serves existing and projected local demand for motorists needing to access the Westshore and downtown Tampa Central Business Districts via I-275. It also serves existing and projected regional travel demand related to the use of the TIA as well as I-275 and SR 60 to access Pinellas County.

The SR 597 corridor presently operates at or above capacity (LOS E) generally during the morning and afternoon peak periods. Travel demand on the SR 597 corridor is anticipated to increase by the year 2010. This type of congestion creates unacceptable delays, increases accident rates, degrades air quality and, in general, reduces the economic vitality of the Tampa Metropolitan Area.

The primary means to relieve SR 597's existing and projected traffic demand is to provide a limited access expressway capable of handling high traffic volumes at reasonably high speeds. This Expressway project as originally envisioned by the Tampa-Hillsborough County Expressway Authority (THCEA) is intended to provide a major north-south route which will accommodate the region's growing traffic demand.

Accordingly, in the early 1980's, the THCEA authorized the preparation of an EIS for the project. The Final EIS (FEIS) was approved by the Federal Highway Administration (FHWA) on October 27, 1987. Since approval of the FEIS, the toll portion of the project has been moved from I-275 northward to just north of the Courtney Campbell Causeway Interchange (SR 60).

Furthermore, the project no longer requires Federal funding participation as the Florida Turnpike will fund the proposed improvements through the sale of bonds. Final design work along the portion of the FEIS selected alignment between SR 60 and SR 580 has resulted in the proposed partial taking of property from the Veteran's Memorial/Skyway Park complex (Exhibits 1 and 2). This Section 4(f) taking has been determined to require a Section 4(f) Evaluation per the NEPA/FHWA guidelines.

This proposed taking was not anticipated prior to approval of the FEIS. The following represents a brief chronological summary of major events related to the proposed taking of the Section 4(f) property occurring prior to or after the approval of the FEIS:

January 8, 1987 - The Hillsborough County Aviation Authority (HCAA) began a consultant prepared update report of its September 1979 TIA Master Plan known as the "Master Plan Update for Tampa International Airport" (MPUTIA). It focused on the establishment of objectives to enhance the TIA's capacity to the year 2010 and beyond.

February 15, 1988 - The THCEA began development of a "Master Plan" for the Expressway's design between SR 60 and SR 580. The Plan was intended to coordinate the Expressway's design with the study of future improvement needs for the interstate system within the Tampa area (the Tampa Interstate Study (TIS)) and the HCAA's MPUTIA expansion plans.

May 6, 1988 - The Chairman of the Veteran's Memorial Park Foundation Committee asked the Executive Director of the THCEA to keep the Committee informed of ongoing design and planning efforts for the Expressway.

August 12, 1988 - The HCAA's consultant submitted the MPUTIA Final Report to the HCAA. The Report recommended significant improvements to TIA's existing facilities (Exhibit 3) and re-affirmed the 1979 Master Plan's recommendation for a third 9,650 foot long north-south runway approximately 700 feet to the west of the existing north-south runway 18R-36L (Exhibit 4).

September 20, 1988 - The Veteran's Memorial Park Foundation voted to relocate its Park facilities to another location in Hillsborough County due to difficulties in reconfiguring its existing and proposed facilities due to the "Master Plan" Expressway's design requiring encroachment into the Park. Two primary reasons for the decision were; (1) The HCAA staff's objections to any relocation of Park facilities into its property immediately south of the Park (Exhibits 2 and 3). The staff was concerned that the reconfigured Park would be within the proposed approach surface of TIA's east-west runway 9-27 once it is lengthened in the future as recommended in the HCAA approved Master Plan (Exhibit 4) and, (2) The noise levels generated by aircraft using the nearby TIA. In summary, the decision to relocate was not based on the Expressway's preliminary FEIS design but on the "Master Plan" design dictating a wider cross section along with reason (2) noted above.

December 14, 1988 - The THCEA decided to remove planned toll booths from the Expressway south of Memorial Highway due to significant political and public opposition. Opposition to the tolls was principally related to the THCEA's planned placement of tolls on an existing non-toll facility (SR 589) with no viable non-toll alternative route accessing the Town n' Country area.

February 8, 1989 - The Director of Hillsborough County Parks and Recreation Department submitted a letter to the Executive Director of the THCEA regarding the significance of the Veteran's Memorial/Skyway Park complex (Exhibit 5).

February 10, 1989 - Due to the Expressway "Master Plan" activities underway at the time, the Florida Department of Transportation (FDOT) distributed an Advanced Notification package (Exhibit 6) explaining that design modifications to the original FEIS concept were necessary south of SR 580 due to the proposed expansion of the TIA and the Tampa Interstate System.

February 10, 1989 - The FDOT submitted an "Applicability/non-Applicability of Section 4(f) for the Northwest Hillsborough Expressway" document to the Federal Highway Administration (FHWA) for review and Section 4(f) determination purposes.

Late February, 1989 - The Southwest Florida Water Management District (SWFWMD) granted permission to construct the Veteran's Memorial Museum at its Tis-a-Wee Park site on US 301 at the Tampa Bypass Canal in Hillsborough County (Exhibit 7).

March 7, 1989 - The FHWA determined that Section 4(f) applies to the proposed taking of property from the Veteran's Memorial/Skyway Park complex (Exhibit 8).

December 7, 1989 - Hillsborough County formally dedicated and renamed Tis-a-Wee Park to Veteran's Memorial Park. The Park has been developed as a memorial and includes a museum.

January 4, 1990 - The Federal Aviation Administration (FAA) conditionally approves, for planning purposes, TIA's Airport Layout Plan (Exhibit 4) as recommended in HCAA's MPUTIA Report.

October 9, 1990 - The FDOT and the THCEA executed an agreement enabling the Florida Turnpike Office to fund the design, rights of way acquisition and construction of the Expressway with the THCEA serving as the Turnpike's "agent" for the project.

January 2, 1991 - The THCEA began the rights of way acquisition process for the Expressway. As of December 10, 1991, approximately 29% of the total parcels (316) had been acquired.

June, 1992 - The anticipated date when construction contracts for the Expressway are scheduled to be let.

B. SECTION 4(f) PROPERTY

Relationship of the Expressway to the Section 4(f) Property

Exhibit 2 indicates the location of the Veteran's Memorial/Skyway Park complex with respect to the Expressway location. As noted in Exhibit 9, the proposed encroachment into the complex varies from approximately 152' to 193'.

The proposed 4(f) taking is mainly required due to the following three reasons; 1) the change from a limited access mainline expressway with a controlled access frontage road system considered in the FEIS to a limited access inner expressway and outer collector-distributor (c-d) roadway system now noted in the Expressway's Masterplan, 2) the shift in the FEIS alignment to the west to accommodate the planned TIA runway, and 3) the Expressway Masterplan's recommendation that the SR 60/Expressway Interchange should be a three level instead of the two level interchange originally envisioned in the FEIS. A more detailed discussion of these reasons follows:

1. The present typical section design (Exhibit 10) within the limits of the Park site varies from the FEIS typical section (Exhibit 11). The new typical section has been developed to accommodate the Expressway Masterplan's recommended long term (2010) improvements to the SR 60 corridor between I-275 and the SR 60/Expressway Interchange (Exhibit 1). This recommendation was based on the updated 2010 traffic demand forecasts that were finalized in September of 1990 for the TIS and were incorporated into the Expressway Masterplan and coordinated with the TIA Masterplan and

TIS traffic forecasting efforts (Exhibit 12). The updated traffic forecast identifies an approximate 45% increase over the volumes noted in the FEIS (Exhibit 13). The increased volumes in the vicinity of the Veteran's Memorial/Skyway Park complex now require additional lanes that were not originally anticipated in the FEIS. Some of the additional lanes are ramp lane connections which are now necessary between the inner and outer roadways to accommodate access between them.

Earlier Expressway related studies considered that access to the Expressway north of SR 60 would be tolled. However, considering the opposition of local residents to the tolls along the SR 589 corridor, the THCEA compromised and allowed free access on the outer roadways south of SR 580. The TIS Masterplan efforts also influenced the design changes in the Park vicinity because it proposed implementation of a four roadway concept with separate inner express lanes bordered by c-d roadways which would significantly influence local travel patterns, weaving characteristics and access to intersecting roadways.

2. The entire FEIS corridor between SR 60 and SR 580 was shifted to the west to avoid interfering with the aviation requirements of the MPUTIA's planned third north-south runway. The location and need for this new runway is noted in the FAA approved MPUTIA. The MPUTIA considered approximately 50 alternative airfield improvement concepts. The concepts included airfield layout possibilities such as (1) new runways parallel to the existing runways, (2) various new nonparallel runways, and (3) extensions to existing runways. Ultimately, six alternative airfield concepts were selected as feasible airfield development alternatives. The six alternatives were evaluated against one another using the following criteria:

- A. Airfield Capacity and Aircraft Delay.
- B. All-Weather Capability.
- C. Runway Construction and Land Acquisition Cost.
- D. Population/Households Experiencing Noise Levels of 65 ldn or Greater.
- E. Terminal Site Development Flexibility Rating.

Detailed evaluation of the six alternatives led to the MPUTIA recommended Airfield Layout Plan depicted in Exhibit 4.

FAA Federal Aviation Regulation (FAR) Part 77 "Objects Affecting Navigable Airspace" January, 1975, and HCAA regulations and criteria created a significant affect on the Expressway's location and design due to the planned runway. The critical locations along the Expressway where interactions would occur between it and the planned runway's approach surfaces and clear zones include; 1) the SR 60/Expressway Interchange, 2) the Park site which is just north of the SR 60/Expressway Interchange (the closest distance between the Expressway and the planned runway), 3) the Independence Parkway/Expressway Interchange, 4) the Memorial Highway/Expressway Interchange and 5) the SR 580/Expressway Interchange (Exhibit 14).

Extensive study of these interactions by HCAA and THCEA staff has contributed to the Expressway's present design in the vicinity of the Park. Due to the above noted regulations and criteria, the roadway section adjacent to the Park must be further to the west than planned for in the FEIS. The planned third runway necessitates a clear zone extending level with the runway centerline for 500'

then upwards at a 7:1 ratio. At the ends of the runway, a glide slope clear zone is required. This extends level with the runway for 200' then up at a 62.5:1 ratio. At the corners of the runway, the lower of the side or end glide slope clear zone elevations governs obstacle intrusion (Exhibits 15 and 16).

Any roadway in this zone must have an elevation 15' less than the clear zone elevation above the roadway. This allows vehicles less than 15' high to use the roadway without violating the clear zone requirement. From the SR 60/Expressway Interchange south, this requirement is increased to 17'. Considering these height restrictions, any roadway lighting and signing structures would also have to remain under the clear zone heights.

Exhibit 9 indicates that the Expressway's proposed eastern right of way would also extend to the east beyond SR 589's present eastern right of way line. This encroachment along the east side of the proposed Expressway varies from approximately 57 feet to 92 feet along the limits of the Park site. This encroachment is as far to the east as FAR Part 77 and HCAA regulations and criteria would allow due to the previously noted constraints.

It should also be noted that on July 14, 1964 the HCAA granted the FDOT a perpetual right of way easement (the existing right of way) along parts of SR 60 and most of SR 589 as can be noted in Exhibit 3. The fact that the HCAA freely provided this easement to the FDOT had to be considered as the FDOT and the THCEA coordinated the Expressway's design with the planned third runway's location. The HCAA and the FDOT are presently negotiating a new perpetual easement agreement which reflects the Expressway's increased right of way needs.

3. The SR 60/Expressway Interchange design has been revised from a two level to a three level interchange to; a.) accommodate the increased traffic demand forecasted in the Expressway Masterplan as noted previously, b.) provide improved access to the Bay Pointe office and Hyatt Regency Hotel development along the south side of SR 60 and numerous smaller commercial sites along the north side of SR 60 (Exhibit 9) and c.) reduce weaving problems between the SR 60/Expressway and Spruce Street/Airport/Expressway Interchanges.

As part of the Expressway's Masterplan efforts, eight alternative alignments and interchange concepts were initially evaluated for the section of the Expressway corridor generally between the Spruce St./Airport/Expressway Interchange and SR 580. After further review and refinement, four alternative alignment and interchange concepts were developed. Each included a fully directional interchange at SR 60, a diamond interchange at Memorial Highway, frontage roads on the west side of the Expressway between Memorial Highway and SR 580, a compressed diamond interchange at SR 580 and an intersection for the SR 60 developments. One alternative included a half diamond interchange at Independence Parkway. The question of access to Independence Parkway and Memorial Highway was also evaluated including elimination of all access to Independence Parkway. Based on the Expressway's Masterplan traffic forecasts and toll booth considerations, it was determined that access would need to be provided to both roadways.

Size of the Section 4(f) Property

The Veteran's Memorial/Skyway Park complex is approximately 34.5 acres in size. The Expressway would require approximately 7.483 acres of the complex. Exhibit 9 indicates the approximate encroachment of the Expressway's western right of way into the Park site.

Ownership and Type of Section 4(f) Property

The Park is owned in fee title by the City of Tampa. The Hillsborough County Parks and Recreation Department leases the land from the City of Tampa for park and recreational purposes. Exhibit 17 contains a copy of a Title Search and the most recent lease agreement between the City and the County. The lease agreement contains a reverter clause which requires the County to return any property the City may need for municipal purposes. Exhibit 18 contains a copy of a City of Tampa Ordinance No. 8754-A dedicating and setting aside the Park site for public use as a park and recreational area.

Function and Available Activities on the Property

Skyway Park provides facilities for softball, football, and tennis for day and night recreation activities. The Veteran's Park area provides a pedestrian walkway and a covered picnic area.

The County's Comprehensive Plan identifies the Park as an Activity-Based District Park. The Plan denotes a District Park as one which serves an approximate 5 mile radius, has competitive sports facilities, is a minimum 20 acres in size and provides service to several neighborhood areas. The Park functions as a specialized regional park facility for the County due to its football facilities.

The City's Comprehensive Plan identifies the Park as an Activity-Based Neighborhood Park with special facilities, in this case baseball, football and tennis facilities. The Plan denotes a Neighborhood Park as one which serves a neighborhood and is accessible by bicycle or pedestrian means, is 2 to 25 acres in size, has a ratio of 1,000 population to 2 acres in size, and has a 1 mile service radius. The Park also functions as a major or regional park for the City as is the case with the County.

Description and Location of All Existing and Planned Facilities on the Property

The Skyway Park portion of the complex consists of the following existing facilities, the locations of which are shown in Exhibit 2:

- o Four lighted baseball fields, each with two dugouts and two sets of grandstands seating up to 500 persons, and an announcers booth. In addition, one (1) concession stand serves the baseball area.
- o Two lighted football fields, each with bleachers seating a total of approximately 1200 spectators, one permanent concession area and a central announcer's booth for the fields. In addition, each field has a scoreboard.
- o Four lighted hard surface tennis courts and rest room facilities.
- o One children's playground area.
- o Approximately 159 existing paved parking spaces. During special events, such as the league football playoff games and cheerleader competitions, the park has been able to accommodate between approximately 700 to 800 parked cars.

The Veteran's Memorial Park portion of the complex has the following existing facilities as shown in Exhibit 2:

- o Approximately 2000 linear feet of paved pedestrian walkways.
- o Trailer used for security of the park.
- o Covered picnic table area with rest room facilities.

As noted previously, the park has officially been relocated to another location in Hillsborough County.

Access and Usage

Vehicular and pedestrian access to the complex is from Independence Parkway, George Road and Dana Shores Road (Exhibit 2).

Skyway Park's football fields are used by approximately ten youth football organizations with each containing four teams of 30-40 players in addition to league officials, cheerleaders, parents and other spectators. The league football season begins in August and ends by December of each year.

Skyway Park 's baseball facilities are used by approximately 36 teams, which includes officials, parents and spectators during each season beginning in January and ending in July of each year.

The tennis facilities are used year round by as many as 75 players on any given day.

The number of visitors to the Veteran's Memorial Park portion of the complex is limited to occasional pedestrians and picnickers.

Relationship to Other Similarly Used Lands in the Vicinity

A public golf course, Rocky Point Golf Course, is located immediately to the west of George Road which is adjacent to the softball facilities of the Skyway Park portion of the complex.

Exhibit 7 indicates other parks within the general vicinity of the Park site. The numbered park locations on the Exhibit are listed in Table 1.

Applicable Clauses Affecting Ownership

The lease agreement (Exhibit 17) contains a reverter clause which requires the County to return any property the City may need for municipal purposes. Otherwise, no restrictions to ownership other than those stated in the Quit Claim Deed and lease agreements are in evidence.

Unusual Characteristics of the Section 4(f) Property

The most significant characteristic of the Park site involves its location approximately 1500' west of the existing TIA runway 18R-36L (Exhibit 3).

Patrons of the Park experience significant aircraft related noise levels during aircraft take off and landing activities on the runway. Also, the site experiences severe drainage problems which often cause many of the Park's facilities to be inundated with stormwater runoff.

C. IMPACTS ON THE SECTION 4(f) PROPERTY

The proposed Expressway will encroach along the entire length of the eastern side of the complex to a depth of up to 193 feet (Exhibit 9).

The encroachment will result in the following impacts:

- o Displacement of the existing two (2) football fields and their ancillary facilities.
- o Displacement of the four (4) tennis courts.
- o 2000 linear feet of paved pedestrian walkways located on the Veteran's Memorial Park portion of the Park will be removed.
- o Reduction in size of the Park by approximately 7.483 acres.

Increased noise levels at the remaining portions of the Park are not anticipated to be significant since the Park already experiences elevated noise levels due to its proximity to TIA and SR 589. In addition, the future construction and operation of the new runway at TIA can be expected to contribute to the elevated noise levels at the Park site.

No appreciable difference in visual impacts of the proposed Expressway are anticipated as the existing roadway now abuts the Park site. Air pollution is not anticipated as an adverse impact. Air quality in the immediate vicinity of the Park can be expected to improve as the existing congestion on SR 589 during peak travel times will be alleviated by the proposed improvements.

Significant improvements to the remaining portion of the Park site will be undertaken to minimize harm to the Park's facilities and users. A detailed discussion of these improvements and other actions which the Turnpike and the THCEA will undertake can be found in Section "E", "Measures to Minimize Harm".

D. AVOIDANCE ALTERNATIVES

Avoidance alternatives on each side of the 4(f) property are discussed below:

D.1 Corridors to the West of the Section 4(f) Property

To the west of the Park site, the George Road corridor is the only continuous existing roadway corridor. However, this corridor would not be feasible to use since it would involve Section 4(f) impacts to a public park known as the Rocky Point Golf Course as well as the Veteran's Memorial/Skyway Park complex. A new alignment corridor (Exhibit 19) to the west of George Road and the golf course would cause significant impacts to existing residential development and it would require the construction of three level interchanges at SR 60, Memorial Highway, SR 580 and Waters Avenue.

In addition, significant causeway or bridge structures would have to be constructed between the corridor's interchange with Memorial Highway and the existing SR 60 alignment in the area of the Spruce St. Interchange to avoid and/or minimize impacts to Tampa Bay and its associated wetlands.

The alternative of using a new corridor to the west of George Road and the golf course would result in the following environmental impacts:

(a) Community Disruption-

Approximately 400 residences in numerous established subdivisions would be displaced. Also, approximately 20 businesses along portions of the new alignment would experience either partial or whole right of way acquisition takings and/or access impacts at a high cost.

(b) Avoidance of Section 4(f) Resources-

The Rocky Point Golf Course, a public golf course to the west of George Road needs to be avoided. There are also other Hillsborough County parks (Exhibit 7) which would potentially be impacted.

(c) Air/Noise Impacts-

By developing a new alignment through numerous established residential neighborhoods, substantial air and noise impacts would be created. Numerous receptors would be adjacent to the proposed alignment.

(d) Floodplain Impacts-

This proposed alignment would increase floodplain impacts. Major portions of the alignment would be constructed within the 100 year floodplain.

(e) Wetland Impacts-

Wetland impacts would be significant. The canals that have been developed in conjunction with the Dana Shores Subdivision and the tidal wetlands associated with Tampa Bay would either have to be filled or bridged. Sweetwater Creek would also be impacted by the alignment.

(f) Endangered Species-

The FEIS identified two species within the vicinity of the proposed project. Although not on the list of Endangered or Threatened species provided by the USFWS, they are considered threatened by FGFWFC. These are the Least Tern (*Sterna antillarum*) and the Florida Sandhill Crane (*Grus canadensis pratensis*). The Florida Sandhill Crane does not have suitable habitat within the area. However, the Least Tern forages for small bait fish in lakes and estuarine waters. The increased impacts to the tidally influenced wetland associated with Tampa Bay would decrease locally available feeding habitats for this bird. The causeway and bridging over Tampa Bay would also likely impact the habitat of the West Indian Manatee (*Trichechus manatus latirostris*).

D.2 Corridors to the East of the Section 4(f) Property

The TIA is immediately to the east of the Expressway. Therefore, any avoidance corridor alternative would have to be east of the Airport. Alternative alignments of this configuration were addressed and eliminated as part of the corridor selection process undertaken during the preparation of the original FEIS. Reconsideration of these eastern alternative alignments as avoidance alternatives was performed as part of this Section 4(f) Evaluation. The reconsideration of these corridors has resulted in the conclusion that there are no prudent or feasible corridor avoidance alternatives to the preferred existing SR 589 Corridor for the reasons noted below:

The FEIS identified alternative alignments which are depicted on Exhibit 20.

The "D" Option alignment has been evaluated as an Avoidance Alternative to the proposed Section 4(f) taking since it is an alignment on the eastern side of the TIA which ties into I-275 as its southern terminus. This corridor would begin at I-275 with a complex multi-level interchange serving both expressway and local access to the interstate system as well as local access to the expressway. The expressway would be proposed to be elevated on structure. At the time the original FEIS was signed, Option D was not able to consider the preliminary design of the interchange since the TIS Master Plan recommendations were not available as they are now. However, because of the proximity of the 2 existing freeway-to-freeway interchanges on I-275 (I-275/Memorial and I-275/I-4), a freeway-to-freeway interchange at Dale Mabry for the Expressway would not meet current adopted FDOT interchange spacing guidelines. Furthermore, its effect on the TIS Master Plan would result in a substantial increase of business and residential relocations along the I-275 corridor within the interchange's area of influence. The West Tampa Heights Historic District would also be further impacted, creating additional Section 106 and 4(f) impacts. Therefore, this alignment can not be considered as an Avoidance Alternative since it would impact a Section 4(f) resource.

D.3 "No Build" Alternative

The "No-Build" Alternative does not provide any major roadway or transit improvements in the northwest portions of the County. The major primary routes which presently handle the traffic loadings in this area of the County are Dale Mabry Highway and I-275. Traffic volumes on both of these roadways exceed capacity during peak periods causing extreme congestion and high accident rates. Indicative of these conditions is that yearly, six to seven of the top twenty-five high accident locations in Hillsborough County are on Dale Mabry Highway north of SR 580. Projected increases in traffic will only exacerbate the high accident rate and congestion on Dale Mabry and other parallel local streets if the "No-Build" Alternative is pursued. Therefore, the "No-Build" Alternative is not considered a prudent or feasible Avoidance Alternative, nor does it meet the stated purpose and need for the project.

D.4 Alternatives in the Immediate Area of the Existing Alignment

After the FEIS was signed, three major factors prohibited the development of the SR 589 alignment as it was proposed in the FEIS. These were discussed in detail previously and are restated below:

- 1) Public and political opposition to the implementation of tolls south of SR 580.
- 2) Approval by the FAA of the third north-south runway at the TIA.
- 3) An approximate 45% increase in projected traffic volumes.

These factors have shaped the present design of the Expressway and do not allow for the use of a feasible or prudent avoidance alternative using the existing SR 589 corridor.

D.5 Minor Alignment Shifts

Minor alignment shifts within the SR 589 corridor are not feasible nor prudent since a minimum desirable right-of-way cross section is now utilized in the Expressway's design. Also, acquisition of additional right-of-way beyond the 57' to 92' already contemplated to the east of SR 589 is not feasible or prudent because the Expressway's present design has already been closely coordinated with the HCAA's new north-south runway 700 feet west of the existing runway (18R-36L) as previously noted. Because of the 7:1 transitional surface requirement of the proposed runway and the clearances required for the proposed extension of the east-west runway (9-27), double decking the Expressway to avoid the right-of-way taking is not feasible nor prudent.

D.6 Typical Section Variations

Possible alternatives to lessen the impacts to the Park include:

- 1) Lowering the roadway below existing grade.
- 2) Providing fewer lanes than are called for by the traffic demand forecast.
- 3) "Double-decking" the roadway.
- 4) Elimination of the Independence Parkway Interchange.

These alternatives are discussed below:

- 1) Lowering the Road- This alternative would propose the roadway to be shifted to the east edge of the primary surface of the proposed third runway. This alternative is not feasible in the vicinity of the Park area because of the high water table within the area and the resultant high cost of building and maintaining the roadway below the water table (the existing grade is already at the 100 year flood elevation).
- 2) Reduced Number of Lanes- This alternative would lessen the impact to the Park. However, this alternative would create considerable traffic congestion for traffic using the Expressway from the north and would create less than a desirable level of traffic service condition to the south, especially at the SR 60, Spruce Street/Airport and Memorial Highway/I-275 Interchanges. Accident rates would also be expected to increase due to the congestion as well as a substantial increase in air quality impact can be expected too.
- 3) Double decking- This alternative would require less right-of-way taking within the vicinity of the Park. This alternative is not feasible because the double decking of the Expressway could not be built to the east of the northbound inner expressway lane due to the restrictions of the new runway's 7:1 transitional surface. Therefore, any double decking would have to be on the side of the Expressway adjacent to the Park. Also, any lowering of the roadway to accomplish this double decking would result in the same problems as listed for item 1) above. Additionally, extra right-of-way along the western side of SR 589 (resulting in Section 4(f) impacts to the Park) would be required to provide the turning movements to the 4 north-south roadways at the Memorial

Highway, Independence Parkway and SR 60 Interchanges.

4) Elimination of the Independence Parkway Interchange - The alternative of eliminating the Independence Parkway Interchange would lessen the impact to the Park since no ramps would be required to and from Independence Parkway. However, this alternative would create access problems for the Dana Shores Subdivision, the Fountain Square and Critikon office developments, the Park itself and the Rocky Pointe public golf course. It should be noted that the elimination of the Interchange would not avoid the taking of the Park property anyway.

D.7 Retaining Structures

In order to meet FDOT and THCEA roadway and bridge standards and FAA and HCAA air surface guidelines, the design of the Expressway as proposed within the vicinity of the Park has kept the taking of the Park's property to a minimum by providing; a.) the minimal distance required between roadways (See Exhibit 10), b.) a self-contained drainage system, and c.) proprietary wall and barriers between the various roadway sections.

E. MEASURES TO MINIMIZE HARM

Over the past three (3) years, the THCEA has actively pursued a Park impact mitigation plan and agreement amiable to the City of Tampa, Hillsborough County and the local recreational community. The Skyway Park Renovation Plan (Exhibit 21) has been developed by the THCEA in order to mitigate the Expressway's impact on the Park and to satisfy the above noted entities concerns that the impacts to the Park have been minimized to the maximum extent feasible. Exhibit 18 indicates the THCEA's commitment to this effect.

Staff of the THCEA and, more recently, the Florida Turnpike Office staff have spent a considerable amount of time and resources evaluating alternative park sites to relocate the Park's facilities as well as alternative Park facility reconfiguration plans within the revised right of way limits of the Park. The resultant Skyway Park Renovation Plan has resulted in significant improvements proposed to the existing Park facilities. The plan has been coordinated with the Tampa Bay Youth Football League, Hillsborough County Parks and Recreation Department and the City of Tampa. The reconfigured Park's design reflects this coordination effort.

The most recent estimated "cost to cure" amount for the mitigation efforts for the Park is:

Veteran's Memorial Park	\$ 14,321.00
Skyway Park Renovation	\$ 2,370,565.00
Utility Relocation	\$ 150,000.00
Signals	\$ 150,000.00
Construction Engineering & Inspection	<u>\$ 125,000.00</u>
	\$ 2,809,886.00

The above cost estimate does not include any costs for acquiring the Park property. The cost of this item is presently under negotiation between the City of Tampa and the Florida Turnpike Office.

The replacement of the public utilities are a result of the renovation of the Park complex. The water lines along Dana Shores Drive and Gun Club Road are being removed and relocated along

Independence Parkway and SR 589. Traffic signals at the George Road/Independence Parkway and George Road/Memorial Highway intersections will need to be installed due to the closure of Dana Shores Drive, Gun Club Road and the Skyway Park/Independence Parkway entrance, as a result of the renovation of the Park's facilities.

Alternative plans for reconfiguring both the Veteran's Memorial and Skyway Park portions were developed and presented to the Veteran's Memorial Park Committee and the various users of the Skyway portion of the Park at regular intervals. The Hillsborough County Parks and Recreation Department has also been involved in the development of alternative Park configuration concepts with respect to both portions of the Park.

As mentioned previously, the Veteran's Memorial Park Committee elected to move their entire facility to another location which is approximately 11 miles east of the present Park site. The new location has less traffic congestion in and around the site and is not limited by conflicts with plans of the HCAA as discussed previously.

The previous relocation of Veteran's Memorial Park now provides space for a reconfigured Skyway Park. The reconfigured Park's site plan now allows for; 1) two football fields placed end to end facing in a north-south direction with a joint use facility consisting of a concession area, rest rooms, storage area, and other necessary space for operation of the facilities, 2) two tennis courts and 3) additional paved parking area. This site plan was developed as the preferred reconfiguration alternative considering the following major concerns of the Hillsborough County Parks and Recreation Department and Tampa Bay Youth Football League:

1. The preferred location for the football fields should remain at Skyway Park because of its familiarity to the community and its accessibility as a regional park to major roadways. Other Hillsborough County properties considered were Shimborg Park off of Hanley Road, County property north of Bray and Chelsea Streets and County property at Sligh Avenue and Occident Street.
2. The tennis courts should remain at Skyway Park due to their frequent use by the local community.
3. The baseball facilities should not be altered since the facility already operates efficiently.
4. The use of land within the proposed extension of the east-west runway 9-27 approach clear zone should be avoided to preclude having a congregation of people in the clear zone.
5. North-south football fields should be provided in an east-west orientation instead as currently exists to help shield the football player's eyes from the sun. The football league preferred the fields to be placed parallel to each other, instead of end to end to have better control of the crowds and use of a common press box. However, due to restrictions of space imposed by the proposed Expressway, the extended east-west runway approach clear zone and the existing baseball complex, there is not enough room remaining within the Park area. In order to alleviate the crowd control problems, additional fencing, sidewalks, landscaping and paved parking will be added to the site. In addition, the football field joint use facility will be centrally located between the football fields to provide easy access to both field's teams and spectators.
6. Drainage of the site should be improved from the current arrangement. Presently, the north field does not drain well during the rainy seasons. The drainage problem will be corrected with the new facilities and layout. Also, all existing and additional stormwater runoff will now be treated.

7. The football fields should be replaced in a timely fashion, so that the construction of the facilities do not interfere or interrupt the games planned by the football league.

8. Proper security of the football fields and facilities should be provided. Fencing will encompass the fields, as well as the entrance and joint use facility. Gates will be provided at strategically located positions for emergency maintenance and other required uses for the football fields. The security trailer will remain at the Veteran's Memorial portion of the Park site to house the security guard.

9. Lighting should be provided at the football fields, tennis courts and parking lots to enhance night games and provide some security within the parking area.

10. The new joint use facility should include but not be limited to men's and women's rest rooms for each field, concession area, office area, storage for maintenance, etc. The joint use facility should be located between the football fields to organize the crowd into a central location and reduce the distance between the bleachers and the facilities. Presently, the facilities exist in the same general location between the parallel fields, but all the facilities are not within the same building. The only building which will be separated from the joint use building will be the press box building. A separate press box will be centrally located on the west side of each field.

11. Since the proposed southern football field and the tennis courts are to be located within grass areas which are presently used to serve as overflow parking, a new asphalt parking lot should be located to the northwest of the football fields. This new parking lot would facilitate the existing parking needs. Traffic access to the parking along Independence Parkway will not be changed. Sidewalks from the parking lots to the football fields should be placed to encourage pedestrians to remain out of the parking lot area.

12. The new Park layout should be more aesthetically pleasing to the community than the current facility. Landscaping, consisting of reshaping grounds and planting trees and foliage, should enhance the total appearance and acceptance of the reconfigured Skyway Park. The additional landscaping will provide a buffer between the Park and the Dana Shores Subdivision.

The redesigned Park presents an opportunity to upgrade the quality of the existing site at the same location within the remaining available space. The major enhancements to the Park provided by the present design proposal are; the re-orientation of the football fields, the improved parking area, the new joint use building, the improved drainage and treatment of runoff, the landscaping and the facilities to assist in crowd control.

F. COORDINATION

Meetings and presentations concerning the preparation of this Section 4(f) Evaluation have been held with the THCEA, FDOT, Hillsborough County Parks and Recreation Department, Veteran's Memorial Museum Committee, Hillsborough County Engineering Department, Hillsborough County Commissioners, Hillsborough County Planning and Zoning Department, Tampa Urban Area Metropolitan Planning Organization (MPO), Hillsborough County Development Review Committee, City of Tampa Department of Public Works, City of Tampa Department of Parks, City of Tampa City Council, HCAA and Tampa Bay Youth Football League. The following represents a summary of the coordination activities which have occurred regarding this matter to date:

Advance Notification

An Advance Notification Package was sent to the Florida State Clearing House on February 10, 1989, as well as to the other Federal, State and Local Agencies. No recipient of the Package responded to the Section 4(f) impact issue. Ongoing coordination activities will continue with the appropriate agencies regarding a satisfactory resolution of the Expressway's mitigation plan for the Park site.

Coordination with Public Officials Having Jurisdiction of the Park Site

The Park property is owned by the City of Tampa. The property is leased to Hillsborough County which manages and maintains the Park property. These two local agencies have been coordinated with extensively (See Appendices A & C).

Impacts to the Property

(See Appendix A, page A26)

Discussion of Significance and Primary Use

(See Appendix A, pages A1, A2 and A5)

Measures to Minimize Harm

(See Appendices A, B, and C)

Extensive coordination was undertaken to minimize harm to the Park. Not only were the public officials having jurisdiction of the Park consulted, but pertinent local community groups were also consulted as well. The groups included the Tampa Bay Youth Football League representing the users of the Skyway Park facility and the Veteran's Memorial Park Foundation representing the users of the Veteran's Memorial facilities. Also, meetings with various community civic associations and the Town N' Country Chamber of Commerce have been held to inform them of the adjustments to the Park.

An approval letter for the adjustment of Skyway Park has been provided by the Hillsborough County Parks and Recreation Department (See Appendix A, page A30). The City of Tampa Parks Department has also sent a letter addressing the proposed action (See Appendix A, page A31). The THCEA responded to this City of Tampa letter (See Appendix A, page A32). Negotiations are presently underway to reimburse the City for the property on which the County's park facilities are situated.

Review of Draft Section 4(f) Evaluation

Copies of the Draft Section 4(f) Evaluation were sent to the US Department of the Interior and the City of Tampa for their review and comment. Copies of their comments are contained in Exhibits 22 and 23, respectively. Neither recipient had any objections or comments which need to be addressed and both indicated that there are no feasible nor prudent alternatives to the proposed use of property from the Park. Both also indicated that all possible planning to minimize harm to the Park has been undertaken.

G. CONCLUSIONS

As noted above, there are no feasible and prudent alternatives to the use of the Section 4(f) land. The information contained in this document demonstrates that there are unique problems or unusual factors involved in the use of alternatives that avoid this property or that the cost, social, economic, and environmental impacts, or community disruption resulting from such alternatives reach extraordinary magnitudes.

Also, the proposed action includes all possible planning to minimize harm to the Section 4(f) property as demonstrated by the measures noted previously in this document. The preferred alternative which involves the taking of property from the Park is a feasible and prudent one which minimizes harm to the Park considering the nature and extent of impact mitigation activities being undertaken for the Park by the appropriate entities.

Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Veteran's Memorial/Skyway Park complex and the proposed action includes all possible planning to minimize harm to the Park resulting from such use.

ADMINISTRATION ACTION
FINAL SECTION 4(f) EVALUATION

U.S. Department of Transportation
Federal Highway Administration

and

Florida Department of Transportation

State Project Number: 10000-1531
Federal Project Number: M-4047(40)
Work Program Number: 7113669
Northwest Hillsborough Expressway
I-275 to Dale Mabry Highway
Hillsborough County, Florida

The proposed action includes adding lanes and improving interchanges on Memorial Highway (S.R. 60) and Eisenhower Boulevard (SR 589) from I-275 to Hillsborough Avenue (SR 580) and providing a new four lane limited access expressway with interchanges from Hillsborough Avenue to Dale Mabry Highway (SR 597).

Submitted pursuant to 49 U.S.C. 303

Based upon considerations herein, it is determined that there is no feasible and prudent alternative to the use of land from the Veteran's Memorial/Skyway Park and that the proposed action includes all possible planning to minimize harm to the Section 4(f) property resulting from such use.

3/6/92

Date

for Robert Radtke, P.E.
Regional Administrator
Federal Highway Administration

Federal Highway Administration
Region Four

**ADMINISTRATION ACTION
FINAL SECTION 4(f) EVALUATION**

**U.S. Department of Transportation
Federal Highway Administration**

and

Florida Department of Transportation

**State Project Number: 10000-1531
Federal Project Number: M-4047(40)
Work Program Number: 7113669
Northwest Hillsborough Expressway
I-275 to Dale Mabry Highway
Hillsborough County, Florida**

The proposed action includes adding lanes and improving interchanges on Memorial Highway (S.R. 60) and Eisenhower Boulevard (SR 589) from I- 275 to Hillsborough Avenue (SR 580) and providing a new four lane limited access expressway with interchanges from Hillsborough Avenue to Dale Mabry Highway (SR 597).

Submitted pursuant to 49 U.S.C. 303

Based upon considerations herein, it is determined that there is no feasible and prudent alternative to the use of land from the Veteran's Memorial/Skyway Park and that the proposed action includes all possible planning to minimize harm to the Section 4(f) property resulting from such use.

Date

Regional Administrator
Federal Highway Administration

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**DRAFT SECTION 4(f) EVALUATION
NORTHWEST HILLSBOROUGH EXPRESSWAY**

A. PROPOSED ACTION

The Northwest Hillsborough Expressway (NWE) is a proposed limited access roadway which will be located in Northwest Hillsborough County, Florida. It will be a major component of a system of high speed/high volume routes within the Tampa/St. Petersburg/Clearwater Metropolitan Area. As such, it will serve both regional and local traffic demand. The project will begin at SR 60 (Courtney Campbell Causeway) and extend to SR 597 (Dale Mabry Highway), a distance of approximately 15.2 miles (Exhibit 1).

The design plans for the Expressway between SR 60 and SR 580 (Hillsborough Avenue) involve improving the existing SR 589 (Eisenhower Boulevard) facilities to a six and eight lane divided limited access expressway with the addition of auxiliary lanes where required. The remainder of the project would consist of a new four lane divided expressway on a new alignment between SR 580 and SR 597.

As the Tampa/St. Petersburg/Clearwater Metropolitan Area has continued growing over the last 30 years, its local and regional highway transportation system has not been improved accordingly. This is the case within the service area of the planned Expressway. Due to the Tampa International Airport's (TIA) location, the SR 597 corridor is the only major existing north-south route within Northwest Hillsborough County serving intra and inter-county traffic demand. As depicted in Exhibit 1, SR 597 is the only continuous north-south route within this area of the county. Therefore, SR 597 serves existing and projected local demand for motorists needing to access the Westshore and downtown Tampa Central Business Districts via I-275. It also serves existing and projected regional travel demand related to the use of the TIA as well as I-275 and SR 60 to access Pinellas County.

The SR 597 corridor presently operates at or above capacity (LOS E) generally during the morning and afternoon peak periods. Travel demand on the SR 597 corridor is anticipated to increase by the year 2010. This type of congestion creates unacceptable delays, increases accident rates, degrades air quality and, in general, reduces the economic vitality of the Tampa Metropolitan Area.

The primary means to relieve SR 597's existing and projected traffic demand is to provide a limited access expressway capable of handling high traffic volumes at reasonably high speeds. This Expressway project as originally envisioned by the Tampa-Hillsborough County Expressway Authority (THCEA) is intended to provide a major north-south route which will accommodate the region's growing traffic demand.

Accordingly, in the early 1980's, the THCEA authorized the preparation of an EIS for the project. The Final EIS (FEIS) was approved by the Federal Highway Administration (FHWA) on October 27, 1987. Since approval of the FEIS, the toll portion of the project has been moved from I-275 northward to just north of the Courtney Campbell Causeway Interchange (SR 60).

Furthermore, the project no longer requires Federal funding participation as the Florida Turnpike will fund the proposed improvements through the sale of bonds. Final design work along the portion of the FEIS selected alignment between SR 60 and SR 580 has resulted in the proposed partial taking of property from the Veteran's Memorial/Skyway Park complex (Exhibits 1 and 2). This Section 4(f) taking has been determined to require a Section 4(f) Evaluation per the NEPA/FHWA guidelines.

This proposed taking was not anticipated prior to approval of the FEIS. The following represents a brief chronological summary of major events related to the proposed taking of the Section 4(f) property occurring prior to or after the approval of the FEIS:

January 8, 1987 - The Hillsborough County Aviation Authority (HCAA) began a consultant prepared update report of its September 1979 TIA Master Plan known as the "Master Plan Update for Tampa International Airport" (MPUTIA). It focused on the establishment of objectives to enhance the TIA's capacity to the year 2010 and beyond.

February 15, 1988 - The THCEA began development of a "Master Plan" for the Expressway's design between SR 60 and SR 580. The Plan was intended to coordinate the Expressway's design with the study of future improvement needs for the interstate system within the Tampa area (the Tampa Interstate Study (TIS)) and the HCAA's MPUTIA expansion plans.

May 6, 1988 - The Chairman of the Veteran's Memorial Park Foundation Committee asked the Executive Director of the THCEA to keep the Committee informed of ongoing design and planning efforts for the Expressway.

August 12, 1988 - The HCAA's consultant submitted the MPUTIA Final Report to the HCAA. The Report recommended significant improvements to TIA's existing facilities (Exhibit 3) and re-affirmed the 1979 Master Plan's recommendation for a third 9,650 foot long north-south runway approximately 700 feet to the west of the existing north-south runway 18R-36L (Exhibit 4).

September 20, 1988 - The Veteran's Memorial Park Foundation voted to relocate its Park facilities to another location in Hillsborough County due to difficulties in reconfiguring its existing and proposed facilities due to the "Master Plan" Expressway's design requiring encroachment into the Park. Two primary reasons for the decision were; (1) The HCAA staff's objections to any relocation of Park facilities into its property immediately south of the Park (Exhibits 2 and 3). The staff was concerned that the reconfigured Park would be within the proposed approach surface of TIA's east-west runway 9-27 once it is lengthened in the future as recommended in the HCAA approved Master Plan (Exhibit 4) and, (2) The noise levels generated by aircraft using the nearby TIA. In summary, the decision to relocate was not based on the Expressway's preliminary FEIS design but on the "Master Plan" design dictating a wider cross section along with reason (2) noted above.

December 14, 1988 - The THCEA decided to remove planned toll booths from the Expressway south of Memorial Highway due to significant political and public opposition. Opposition to the tolls was principally related to the THCEA's planned placement of tolls on an existing non-toll facility (SR 589) with no viable non-toll alternative route accessing the Town n' Country area.

February 8, 1989 - The Director of Hillsborough County Parks and Recreation Department submitted a letter to the Executive Director of the THCEA regarding the significance of the Veteran's Memorial/Skyway Park complex (Exhibit 5).

February 10, 1989 - Due to the Expressway "Master Plan" activities underway at the time, the Florida Department of Transportation (FDOT) distributed an Advanced Notification package (Exhibit 6) explaining that design modifications to the original FEIS concept were necessary south of SR 580 due to the proposed expansion of the TIA and the Tampa Interstate System.

February 10, 1989 - The FDOT submitted an "Applicability/non-Applicability of Section 4(f) for the Northwest Hillsborough Expressway" document to the Federal Highway Administration (FHWA) for review and Section 4(f) determination purposes.

Late February, 1989 - The Southwest Florida Water Management District (SWFWMD) granted permission to construct the Veteran's Memorial Museum at its Tis-a-Wee Park site on US 301 at the Tampa Bypass Canal in Hillsborough County (Exhibit 7).

March 7, 1989 - The FHWA determined that Section 4(f) applies to the proposed taking of property from the Veteran's Memorial/Skyway Park complex (Exhibit 8).

December 7, 1989 - Hillsborough County formally dedicated and renamed Tis-a-Wee Park to Veteran's Memorial Park. The Park has been developed as a memorial and includes a museum.

January 4, 1990 - The Federal Aviation Administration (FAA) conditionally approves, for planning purposes, TIA's Airport Layout Plan (Exhibit 4) as recommended in HCAA's MPUTIA Report.

October 9, 1990 - The FDOT and the THCEA executed an agreement enabling the Florida Turnpike Office to fund the design, rights of way acquisition and construction of the Expressway with the THCEA serving as the Turnpike's "agent" for the project.

January 2, 1991 - The THCEA began the rights of way acquisition process for the Expressway. As of December 10, 1991, approximately 29% of the total parcels (316) had been acquired.

June, 1992 - The anticipated date when construction contracts for the Expressway are scheduled to be let.

B. SECTION 4(f) PROPERTY

Relationship of the Expressway to the Section 4(f) Property

Exhibit 2 indicates the location of the Veteran's Memorial/Skyway Park complex with respect to the Expressway location. As noted in Exhibit 9, the proposed encroachment into the complex varies from approximately 152' to 193'.

The proposed 4(f) taking is mainly required due to the following three reasons; 1) the change from a limited access mainline expressway with a controlled access frontage road system considered in the FEIS to a limited access inner expressway and outer collector-distributor (c-d) roadway system now noted in the Expressway's Masterplan, 2) the shift in the FEIS alignment to the west to accommodate the planned TIA runway, and 3) the Expressway Masterplan's recommendation that the SR 60/Expressway Interchange should be a three level instead of the two level interchange originally envisioned in the FEIS. A more detailed discussion of these reasons follows:

1. The present typical section design (Exhibit 10) within the limits of the Park site varies from the FEIS typical section (Exhibit 11). The new typical section has been developed to accommodate the Expressway Masterplan's recommended long term (2010) improvements to the SR 60 corridor between I-275 and the SR 60/Expressway Interchange (Exhibit 1). This recommendation was based on the updated 2010 traffic demand forecasts that were finalized in September of 1990 for the TIS and were incorporated into the Expressway Masterplan and coordinated with the TIA Masterplan and

TIS traffic forecasting efforts (Exhibit 12). The updated traffic forecast identifies an approximate 45% increase over the volumes noted in the FEIS (Exhibit 13). The increased volumes in the vicinity of the Veteran's Memorial/Skyway Park complex now require additional lanes that were not originally anticipated in the FEIS. Some of the additional lanes are ramp lane connections which are now necessary between the inner and outer roadways to accommodate access between them.

Earlier Expressway related studies considered that access to the Expressway north of SR 60 would be tolled. However, considering the opposition of local residents to the tolls along the SR 589 corridor, the THCEA compromised and allowed free access on the outer roadways south of SR 580. The TIS Masterplan efforts also influenced the design changes in the Park vicinity because it proposed implementation of a four roadway concept with separate inner express lanes bordered by c-d roadways which would significantly influence local travel patterns, weaving characteristics and access to intersecting roadways.

2. The entire FEIS corridor between SR 60 and SR 580 was shifted to the west to avoid interfering with the aviation requirements of the MPUTIA's planned third north-south runway. The location and need for this new runway is noted in the FAA approved MPUTIA. The MPUTIA considered approximately 50 alternative airfield improvement concepts. The concepts included airfield layout possibilities such as (1) new runways parallel to the existing runways, (2) various new nonparallel runways, and (3) extensions to existing runways. Ultimately, six alternative airfield concepts were selected as feasible airfield development alternatives. The six alternatives were evaluated against one another using the following criteria:

- A. Airfield Capacity and Aircraft Delay.
- B. All-Weather Capability.
- C. Runway Construction and Land Acquisition Cost.
- D. Population/Households Experiencing Noise Levels of 65 ldn or Greater.
- E. Terminal Site Development Flexibility Rating.

Detailed evaluation of the six alternatives led to the MPUTIA recommended Airfield Layout Plan depicted in Exhibit 4.

FAA Federal Aviation Regulation (FAR) Part 77 "Objects Affecting Navigable Airspace" January, 1975, and HCAA regulations and criteria created a significant affect on the Expressway's location and design due to the planned runway. The critical locations along the Expressway where interactions would occur between it and the planned runway's approach surfaces and clear zones include; 1) the SR 60/Expressway Interchange, 2) the Park site which is just north of the SR 60/Expressway Interchange (the closest distance between the Expressway and the planned runway), 3) the Independence Parkway/Expressway Interchange, 4) the Memorial Highway/Expressway Interchange and 5) the SR 580/Expressway Interchange (Exhibit 14).

Extensive study of these interactions by HCAA and THCEA staff has contributed to the Expressway's present design in the vicinity of the Park. Due to the above noted regulations and criteria, the roadway section adjacent to the Park must be further to the west than planned for in the FEIS. The planned third runway necessitates a clear zone extending level with the runway centerline for 500'

then upwards at a 7:1 ratio. At the ends of the runway, a glide slope clear zone is required. This extends level with the runway for 200' then up at a 62.5:1 ratio. At the corners of the runway, the lower of the side or end glide slope clear zone elevations governs obstacle intrusion (Exhibits 15 and 16).

Any roadway in this zone must have an elevation 15' less than the clear zone elevation above the roadway. This allows vehicles less than 15' high to use the roadway without violating the clear zone requirement. From the SR 60/Expressway Interchange south, this requirement is increased to 17'. Considering these height restrictions, any roadway lighting and signing structures would also have to remain under the clear zone heights.

Exhibit 9 indicates that the Expressway's proposed eastern right of way would also extend to the east beyond SR 589's present eastern right of way line. This encroachment along the east side of the proposed Expressway varies from approximately 57 feet to 92 feet along the limits of the Park site. This encroachment is as far to the east as FAR Part 77 and HCAA regulations and criteria would allow due to the previously noted constraints.

It should also be noted that on July 14, 1964 the HCAA granted the FDOT a perpetual right of way easement (the existing right of way) along parts of SR 60 and most of SR 589 as can be noted in Exhibit 3. The fact that the HCAA freely provided this easement to the FDOT had to be considered as the FDOT and the THCEA coordinated the Expressway's design with the planned third runway's location. The HCAA and the FDOT are presently negotiating a new perpetual easement agreement which reflects the Expressway's increased right of way needs.

3. The SR 60/Expressway Interchange design has been revised from a two level to a three level interchange to; a.) accommodate the increased traffic demand forecasted in the Expressway Masterplan as noted previously, b.) provide improved access to the Bay Pointe office and Hyatt Regency Hotel development along the south side of SR 60 and numerous smaller commercial sites along the north side of SR 60 (Exhibit 9) and c.) reduce weaving problems between the SR 60/Expressway and Spruce Street/Airport/Expressway Interchanges.

As part of the Expressway's Masterplan efforts, eight alternative alignments and interchange concepts were initially evaluated for the section of the Expressway corridor generally between the Spruce St./Airport/Expressway Interchange and SR 580. After further review and refinement, four alternative alignment and interchange concepts were developed. Each included a fully directional interchange at SR 60, a diamond interchange at Memorial Highway, frontage roads on the west side of the Expressway between Memorial Highway and SR 580, a compressed diamond interchange at SR 580 and an intersection for the SR 60 developments. One alternative included a half diamond interchange at Independence Parkway. The question of access to Independence Parkway and Memorial Highway was also evaluated including elimination of all access to Independence Parkway. Based on the Expressway's Masterplan traffic forecasts and toll booth considerations, it was determined that access would need to be provided to both roadways.

Size of the Section 4(f) Property

The Veteran's Memorial/Skyway Park complex is approximately 34.5 acres in size. The Expressway would require approximately 7.483 acres of the complex. Exhibit 9 indicates the approximate encroachment of the Expressway's western right of way into the Park site.

Ownership and Type of Section 4(f) Property

The Park is owned in fee title by the City of Tampa. The Hillsborough County Parks and Recreation Department leases the land from the City of Tampa for park and recreational purposes. Exhibit 17 contains a copy of a Title Search and the most recent lease agreement between the City and the County. The lease agreement contains a reverter clause which requires the County to return any property the City may need for municipal purposes. Exhibit 18 contains a copy of a City of Tampa Ordinance No. 8754-A dedicating and setting aside the Park site for public use as a park and recreational area.

Function and Available Activities on the Property

Skyway Park provides facilities for softball, football, and tennis for day and night recreation activities. The Veteran's Park area provides a pedestrian walkway and a covered picnic area.

The County's Comprehensive Plan identifies the Park as an Activity-Based District Park. The Plan denotes a District Park as one which serves an approximate 5 mile radius, has competitive sports facilities, is a minimum 20 acres in size and provides service to several neighborhood areas. The Park functions as a specialized regional park facility for the County due to its football facilities.

The City's Comprehensive Plan identifies the Park as an Activity-Based Neighborhood Park with special facilities, in this case baseball, football and tennis facilities. The Plan denotes a Neighborhood Park as one which serves a neighborhood and is accessible by bicycle or pedestrian means, is 2 to 25 acres in size, has a ratio of 1,000 population to 2 acres in size, and has a 1 mile service radius. The Park also functions as a major or regional park for the City as is the case with the County.

Description and Location of All Existing and Planned Facilities on the Property

The Skyway Park portion of the complex consists of the following existing facilities, the locations of which are shown in Exhibit 2:

- o Four lighted baseball fields, each with two dugouts and two sets of grandstands seating up to 500 persons, and an announcers booth. In addition, one (1) concession stand serves the baseball area.
- o Two lighted football fields, each with bleachers seating a total of approximately 1200 spectators, one permanent concession area and a central announcer's booth for the fields. In addition, each field has a scoreboard.
- o Four lighted hard surface tennis courts and rest room facilities.
- o One children's playground area.
- o Approximately 159 existing paved parking spaces. During special events, such as the league football playoff games and cheerleader competitions, the park has been able to accommodate between approximately 700 to 800 parked cars.

The Veteran's Memorial Park portion of the complex has the following existing facilities as shown in Exhibit 2:

- o Approximately 2000 linear feet of paved pedestrian walkways.
- o Trailer used for security of the park.
- o Covered picnic table area with rest room facilities.

As noted previously, the park has officially been relocated to another location in Hillsborough County.

Access and Usage

Vehicular and pedestrian access to the complex is from Independence Parkway, George Road and Dana Shores Road (Exhibit 2).

Skyway Park's football fields are used by approximately ten youth football organizations with each containing four teams of 30-40 players in addition to league officials, cheerleaders, parents and other spectators. The league football season begins in August and ends by December of each year.

Skyway Park 's baseball facilities are used by approximately 36 teams, which includes officials, parents and spectators during each season beginning in January and ending in July of each year.

The tennis facilities are used year round by as many as 75 players on any given day.

The number of visitors to the Veteran's Memorial Park portion of the complex is limited to occasional pedestrians and picnickers.

Relationship to Other Similarly Used Lands in the Vicinity

A public golf course, Rocky Point Golf Course, is located immediately to the west of George Road which is adjacent to the softball facilities of the Skyway Park portion of the complex.

Exhibit 7 indicates other parks within the general vicinity of the Park site. The numbered park locations on the Exhibit are listed in Table 1.

Applicable Clauses Affecting Ownership

The lease agreement (Exhibit 17) contains a reverter clause which requires the County to return any property the City may need for municipal purposes. Otherwise, no restrictions to ownership other than those stated in the Quit Claim Deed and lease agreements are in evidence.

Unusual Characteristics of the Section 4(f) Property

The most significant characteristic of the Park site involves its location approximately 1500' west of the existing TIA runway 18R-36L (Exhibit 3).

Patrons of the Park experience significant aircraft related noise levels during aircraft take off and landing activities on the runway. Also, the site experiences severe drainage problems which often cause many of the Park's facilities to be inundated with stormwater runoff.

C. IMPACTS ON THE SECTION 4(f) PROPERTY

The proposed Expressway will encroach along the entire length of the eastern side of the complex to a depth of up to 193 feet (Exhibit 9).

The encroachment will result in the following impacts:

- o Displacement of the existing two (2) football fields and their ancillary facilities.
- o Displacement of the four (4) tennis courts.
- o 2000 linear feet of paved pedestrian walkways located on the Veteran's Memorial Park portion of the Park will be removed.
- o Reduction in size of the Park by approximately 7.483 acres.

Increased noise levels at the remaining portions of the Park are not anticipated to be significant since the Park already experiences elevated noise levels due to its proximity to TIA and SR 589. In addition, the future construction and operation of the new runway at TIA can be expected to contribute to the elevated noise levels at the Park site.

No appreciable difference in visual impacts of the proposed Expressway are anticipated as the existing roadway now abuts the Park site. Air pollution is not anticipated as an adverse impact. Air quality in the immediate vicinity of the Park can be expected to improve as the existing congestion on SR 589 during peak travel times will be alleviated by the proposed improvements.

Significant improvements to the remaining portion of the Park site will be undertaken to minimize harm to the Park's facilities and users. A detailed discussion of these improvements and other actions which the Turnpike and the THCEA will undertake can be found in Section "E", "Measures to Minimize Harm".

D. AVOIDANCE ALTERNATIVES

Avoidance alternatives on each side of the 4(f) property are discussed below:

D.1 Corridors to the West of the Section 4(f) Property

To the west of the Park site, the George Road corridor is the only continuous existing roadway corridor. However, this corridor would not be feasible to use since it would involve Section 4(f) impacts to a public park known as the Rocky Point Golf Course as well as the Veteran's Memorial/Skyway Park complex. A new alignment corridor (Exhibit 19) to the west of George Road and the golf course would cause significant impacts to existing residential development and it would require the construction of three level interchanges at SR 60, Memorial Highway, SR 580 and Waters Avenue.

In addition, significant causeway or bridge structures would have to be constructed between the corridor's interchange with Memorial Highway and the existing SR 60 alignment in the area of the Spruce St. Interchange to avoid and/or minimize impacts to Tampa Bay and its associated wetlands.

The alternative of using a new corridor to the west of George Road and the golf course would result in the following environmental impacts:

(a) Community Disruption-

Approximately 400 residences in numerous established subdivisions would be displaced. Also, approximately 20 businesses along portions of the new alignment would experience either partial or whole right of way acquisition takings and/or access impacts at a high cost.

(b) Avoidance of Section 4(f) Resources-

The Rocky Point Golf Course, a public golf course to the west of George Road needs to be avoided. There are also other Hillsborough County parks (Exhibit 7) which would potentially be impacted.

(c) Air/Noise Impacts-

By developing a new alignment through numerous established residential neighborhoods, substantial air and noise impacts would be created. Numerous receptors would be adjacent to the proposed alignment.

(d) Floodplain Impacts-

This proposed alignment would increase floodplain impacts. Major portions of the alignment would be constructed within the 100 year floodplain.

(e) Wetland Impacts-

Wetland impacts would be significant. The canals that have been developed in conjunction with the Dana Shores Subdivision and the tidal wetlands associated with Tampa Bay would either have to be filled or bridged. Sweetwater Creek would also be impacted by the alignment.

(f) Endangered Species-

The FEIS identified two species within the vicinity of the proposed project. Although not on the list of Endangered or Threatened species provided by the USFWS, they are considered threatened by FGFWFC. These are the Least Tern (*Sterna antillarum*) and the Florida Sandhill Crane (*Grus canadensis pratensis*). The Florida Sandhill Crane does not have suitable habitat within the area. However, the Least Tern forages for small bait fish in lakes and estuarine waters. The increased impacts to the tidally influenced wetland associated with Tampa Bay would decrease locally available feeding habitats for this bird. The causeway and bridging over Tampa Bay would also likely impact the habitat of the West Indian Manatee (*Trichechus manatus latirostris*).

D.2 Corridors to the East of the Section 4(f) Property

The TIA is immediately to the east of the Expressway. Therefore, any avoidance corridor alternative would have to be east of the Airport. Alternative alignments of this configuration were addressed and eliminated as part of the corridor selection process undertaken during the preparation of the original FEIS. Reconsideration of these eastern alternative alignments as avoidance alternatives was performed as part of this Section 4(f) Evaluation. The reconsideration of these corridors has resulted in the conclusion that there are no prudent or feasible corridor avoidance alternatives to the preferred existing SR 589 Corridor for the reasons noted below:

The FEIS identified alternative alignments which are depicted on Exhibit 20.

The "D" Option alignment has been evaluated as an Avoidance Alternative to the proposed Section 4(f) taking since it is an alignment on the eastern side of the TIA which ties into I-275 as its southern terminus. This corridor would begin at I-275 with a complex multi-level interchange serving both expressway and local access to the interstate system as well as local access to the expressway. The expressway would be proposed to be elevated on structure. At the time the original FEIS was signed, Option D was not able to consider the preliminary design of the interchange since the TIS Master Plan recommendations were not available as they are now. However, because of the proximity of the 2 existing freeway-to-freeway interchanges on I-275 (I-275/Memorial and I-275/I-4), a freeway-to-freeway interchange at Dale Mabry for the Expressway would not meet current adopted FDOT interchange spacing guidelines. Furthermore, its effect on the TIS Master Plan would result in a substantial increase of business and residential relocations along the I-275 corridor within the interchange's area of influence. The West Tampa Heights Historic District would also be further impacted, creating additional Section 106 and 4(f) impacts. Therefore, this alignment can not be considered as an Avoidance Alternative since it would impact a Section 4(f) resource.

D.3 "No Build" Alternative

The "No-Build" Alternative does not provide any major roadway or transit improvements in the northwest portions of the County. The major primary routes which presently handle the traffic loadings in this area of the County are Dale Mabry Highway and I-275. Traffic volumes on both of these roadways exceed capacity during peak periods causing extreme congestion and high accident rates. Indicative of these conditions is that yearly, six to seven of the top twenty-five high accident locations in Hillsborough County are on Dale Mabry Highway north of SR 580. Projected increases in traffic will only exacerbate the high accident rate and congestion on Dale Mabry and other parallel local streets if the "No-Build" Alternative is pursued. Therefore, the "No-Build" Alternative is not considered a prudent or feasible Avoidance Alternative, nor does it meet the stated purpose and need for the project.

D.4 Alternatives in the Immediate Area of the Existing Alignment

After the FEIS was signed, three major factors prohibited the development of the SR 589 alignment as it was proposed in the FEIS. These were discussed in detail previously and are restated below:

- 1) Public and political opposition to the implementation of tolls south of SR 580.
- 2) Approval by the FAA of the third north-south runway at the TIA.
- 3) An approximate 45% increase in projected traffic volumes.

These factors have shaped the present design of the Expressway and do not allow for the use of a feasible or prudent avoidance alternative using the existing SR 589 corridor.

D.5 Minor Alignment Shifts

Minor alignment shifts within the SR 589 corridor are not feasible nor prudent since a minimum desirable right-of-way cross section is now utilized in the Expressway's design. Also, acquisition of additional right-of-way beyond the 57' to 92' already contemplated to the east of SR 589 is not feasible or prudent because the Expressway's present design has already been closely coordinated with the HCAA's new north-south runway 700 feet west of the existing runway (18R-36L) as previously noted. Because of the 7:1 transitional surface requirement of the proposed runway and the clearances required for the proposed extension of the east-west runway (9-27), double decking the Expressway to avoid the right-of-way taking is not feasible nor prudent.

D.6 Typical Section Variations

Possible alternatives to lessen the impacts to the Park include:

- 1) Lowering the roadway below existing grade.
- 2) Providing fewer lanes than are called for by the traffic demand forecast.
- 3) "Double-decking" the roadway.
- 4) Elimination of the Independence Parkway Interchange.

These alternatives are discussed below:

- 1) Lowering the Road- This alternative would propose the roadway to be shifted to the east edge of the primary surface of the proposed third runway. This alternative is not feasible in the vicinity of the Park area because of the high water table within the area and the resultant high cost of building and maintaining the roadway below the water table (the existing grade is already at the 100 year flood elevation).
- 2) Reduced Number of Lanes- This alternative would lessen the impact to the Park. However, this alternative would create considerable traffic congestion for traffic using the Expressway from the north and would create less than a desirable level of traffic service condition to the south, especially at the SR 60, Spruce Street/Airport and Memorial Highway/I-275 Interchanges. Accident rates would also be expected to increase due to the congestion as well as a substantial increase in air quality impact can be expected too.
- 3) Double decking- This alternative would require less right-of-way taking within the vicinity of the Park. This alternative is not feasible because the double decking of the Expressway could not be built to the east of the northbound inner expressway lane due to the restrictions of the new runway's 7:1 transitional surface. Therefore, any double decking would have to be on the side of the Expressway adjacent to the Park. Also, any lowering of the roadway to accomplish this double decking would result in the same problems as listed for item 1) above. Additionally, extra right-of-way along the western side of SR 589 (resulting in Section 4(f) impacts to the Park) would be required to provide the turning movements to the 4 north-south roadways at the Memorial

Highway, Independence Parkway and SR 60 Interchanges.

4) Elimination of the Independence Parkway Interchange - The alternative of eliminating the Independence Parkway Interchange would lessen the impact to the Park since no ramps would be required to and from Independence Parkway. However, this alternative would create access problems for the Dana Shores Subdivision, the Fountain Square and Critikon office developments, the Park itself and the Rocky Pointe public golf course. It should be noted that the elimination of the Interchange would not avoid the taking of the Park property anyway.

D.7 Retaining Structures

In order to meet FDOT and THCEA roadway and bridge standards and FAA and HCAA air surface guidelines, the design of the Expressway as proposed within the vicinity of the Park has kept the taking of the Park's property to a minimum by providing; a.) the minimal distance required between roadways (See Exhibit 10), b.) a self-contained drainage system, and c.) proprietary wall and barriers between the various roadway sections.

E. MEASURES TO MINIMIZE HARM

Over the past three (3) years, the THCEA has actively pursued a Park impact mitigation plan and agreement amiable to the City of Tampa, Hillsborough County and the local recreational community. The Skyway Park Renovation Plan (Exhibit 21) has been developed by the THCEA in order to mitigate the Expressway's impact on the Park and to satisfy the above noted entities concerns that the impacts to the Park have been minimized to the maximum extent feasible. Exhibit 18 indicates the THCEA's commitment to this effect.

Staff of the THCEA and, more recently, the Florida Turnpike Office staff have spent a considerable amount of time and resources evaluating alternative park sites to relocate the Park's facilities as well as alternative Park facility reconfiguration plans within the revised right of way limits of the Park. The resultant Skyway Park Renovation Plan has resulted in significant improvements proposed to the existing Park facilities. The plan has been coordinated with the Tampa Bay Youth Football League, Hillsborough County Parks and Recreation Department and the City of Tampa. The reconfigured Park's design reflects this coordination effort.

The most recent estimated "cost to cure" amount for the mitigation efforts for the Park is:

Veteran's Memorial Park	\$ 14,321.00
Skyway Park Renovation	\$ 2,370,565.00
Utility Relocation	\$ 150,000.00
Signals	\$ 150,000.00
Construction Engineering & Inspection	<u>\$ 125,000.00</u>
	\$ 2,809,886.00

The above cost estimate does not include any costs for acquiring the Park property. The cost of this item is presently under negotiation between the City of Tampa and the Florida Turnpike Office.

The replacement of the public utilities are a result of the renovation of the Park complex. The water lines along Dana Shores Drive and Gun Club Road are being removed and relocated along

Independence Parkway and SR 589. Traffic signals at the George Road/Independence Parkway and George Road/Memorial Highway intersections will need to be installed due to the closure of Dana Shores Drive, Gun Club Road and the Skyway Park/Independence Parkway entrance, as a result of the renovation of the Park's facilities.

Alternative plans for reconfiguring both the Veteran's Memorial and Skyway Park portions were developed and presented to the Veteran's Memorial Park Committee and the various users of the Skyway portion of the Park at regular intervals. The Hillsborough County Parks and Recreation Department has also been involved in the development of alternative Park configuration concepts with respect to both portions of the Park.

As mentioned previously, the Veteran's Memorial Park Committee elected to move their entire facility to another location which is approximately 11 miles east of the present Park site. The new location has less traffic congestion in and around the site and is not limited by conflicts with plans of the HCAA as discussed previously.

The previous relocation of Veteran's Memorial Park now provides space for a reconfigured Skyway Park. The reconfigured Park's site plan now allows for; 1) two football fields placed end to end facing in a north-south direction with a joint use facility consisting of a concession area, rest rooms, storage area, and other necessary space for operation of the facilities, 2) two tennis courts and 3) additional paved parking area. This site plan was developed as the preferred reconfiguration alternative considering the following major concerns of the Hillsborough County Parks and Recreation Department and Tampa Bay Youth Football League:

1. The preferred location for the football fields should remain at Skyway Park because of its familiarity to the community and its accessibility as a regional park to major roadways. Other Hillsborough County properties considered were Shimborg Park off of Hanley Road, County property north of Bray and Chelsea Streets and County property at Sligh Avenue and Occident Street.
2. The tennis courts should remain at Skyway Park due to their frequent use by the local community.
3. The baseball facilities should not be altered since the facility already operates efficiently.
4. The use of land within the proposed extension of the east-west runway 9-27 approach clear zone should be avoided to preclude having a congregation of people in the clear zone.
5. North-south football fields should be provided in an east-west orientation instead as currently exists to help shield the football player's eyes from the sun. The football league preferred the fields to be placed parallel to each other, instead of end to end to have better control of the crowds and use of a common press box. However, due to restrictions of space imposed by the proposed Expressway, the extended east-west runway approach clear zone and the existing baseball complex, there is not enough room remaining within the Park area. In order to alleviate the crowd control problems, additional fencing, sidewalks, landscaping and paved parking will be added to the site. In addition, the football field joint use facility will be centrally located between the football fields to provide easy access to both field's teams and spectators.
6. Drainage of the site should be improved from the current arrangement. Presently, the north field does not drain well during the rainy seasons. The drainage problem will be corrected with the new facilities and layout. Also, all existing and additional stormwater runoff will now be treated.

7. The football fields should be replaced in a timely fashion, so that the construction of the facilities do not interfere or interrupt the games planned by the football league.

8. Proper security of the football fields and facilities should be provided. Fencing will encompass the fields, as well as the entrance and joint use facility. Gates will be provided at strategically located positions for emergency maintenance and other required uses for the football fields. The security trailer will remain at the Veteran's Memorial portion of the Park site to house the security guard.

9. Lighting should be provided at the football fields, tennis courts and parking lots to enhance night games and provide some security within the parking area.

10. The new joint use facility should include but not be limited to men's and women's rest rooms for each field, concession area, office area, storage for maintenance, etc. The joint use facility should be located between the football fields to organize the crowd into a central location and reduce the distance between the bleachers and the facilities. Presently, the facilities exist in the same general location between the parallel fields, but all the facilities are not within the same building. The only building which will be separated from the joint use building will be the press box building. A separate press box will be centrally located on the west side of each field.

11. Since the proposed southern football field and the tennis courts are to be located within grass areas which are presently used to serve as overflow parking, a new asphalt parking lot should be located to the northwest of the football fields. This new parking lot would facilitate the existing parking needs. Traffic access to the parking along Independence Parkway will not be changed. Sidewalks from the parking lots to the football fields should be placed to encourage pedestrians to remain out of the parking lot area.

12. The new Park layout should be more aesthetically pleasing to the community than the current facility. Landscaping, consisting of reshaping grounds and planting trees and foliage, should enhance the total appearance and acceptance of the reconfigured Skyway Park. The additional landscaping will provide a buffer between the Park and the Dana Shores Subdivision.

The redesigned Park presents an opportunity to upgrade the quality of the existing site at the same location within the remaining available space. The major enhancements to the Park provided by the present design proposal are; the re-orientation of the football fields, the improved parking area, the new joint use building, the improved drainage and treatment of runoff, the landscaping and the facilities to assist in crowd control.

F. COORDINATION

Meetings and presentations concerning the preparation of this Section 4(f) Evaluation have been held with the THCEA, FDOT, Hillsborough County Parks and Recreation Department, Veteran's Memorial Museum Committee, Hillsborough County Engineering Department, Hillsborough County Commissioners, Hillsborough County Planning and Zoning Department, Tampa Urban Area Metropolitan Planning Organization (MPO), Hillsborough County Development Review Committee, City of Tampa Department of Public Works, City of Tampa Department of Parks, City of Tampa City Council, HCAA and Tampa Bay Youth Football League. The following represents a summary of the coordination activities which have occurred regarding this matter to date:

Advance Notification

An Advance Notification Package was sent to the Florida State Clearing House on February 10, 1989, as well as to the other Federal, State and Local Agencies. No recipient of the Package responded to the Section 4(f) impact issue. Ongoing coordination activities will continue with the appropriate agencies regarding a satisfactory resolution of the Expressway's mitigation plan for the Park site.

Coordination with Public Officials Having Jurisdiction of the Park Site

The Park property is owned by the City of Tampa. The property is leased to Hillsborough County which manages and maintains the Park property. These two local agencies have been coordinated with extensively (See Appendices A & C).

Impacts to the Property

(See Appendix A, page A26)

Discussion of Significance and Primary Use

(See Appendix A, pages A1, A2 and A5)

Measures to Minimize Harm

(See Appendices A, B, and C)

Extensive coordination was undertaken to minimize harm to the Park. Not only were the public officials having jurisdiction of the Park consulted, but pertinent local community groups were also consulted as well. The groups included the Tampa Bay Youth Football League representing the users of the Skyway Park facility and the Veteran's Memorial Park Foundation representing the users of the Veteran's Memorial facilities. Also, meetings with various community civic associations and the Town N' Country Chamber of Commerce have been held to inform them of the adjustments to the Park.

An approval letter for the adjustment of Skyway Park has been provided by the Hillsborough County Parks and Recreation Department (See Appendix A, page A30). The City of Tampa Parks Department has also sent a letter addressing the proposed action (See Appendix A, page A31). The THCEA responded to this City of Tampa letter (See Appendix A, page A32). Negotiations are presently underway to reimburse the City for the property on which the County's park facilities are situated.

Review of Draft Section 4(f) Evaluation

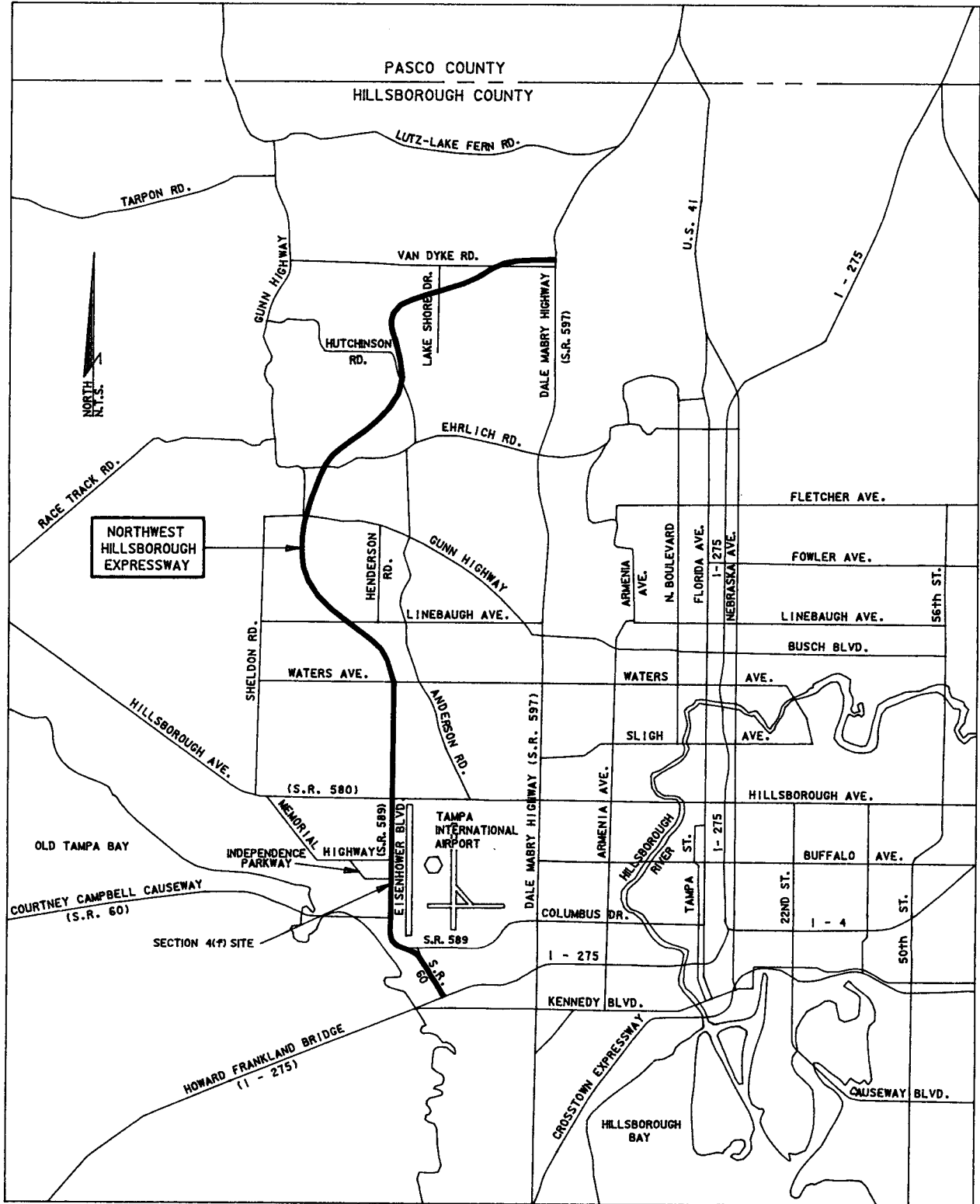
Copies of the Draft Section 4(f) Evaluation were sent to the US Department of the Interior and the City of Tampa for their review and comment. Copies of their comments are contained in Exhibits 22 and 23, respectively. Neither recipient had any objections or comments which need to be addressed and both indicated that there are no feasible nor prudent alternatives to the proposed use of property from the Park. Both also indicated that all possible planning to minimize harm to the Park has been undertaken.

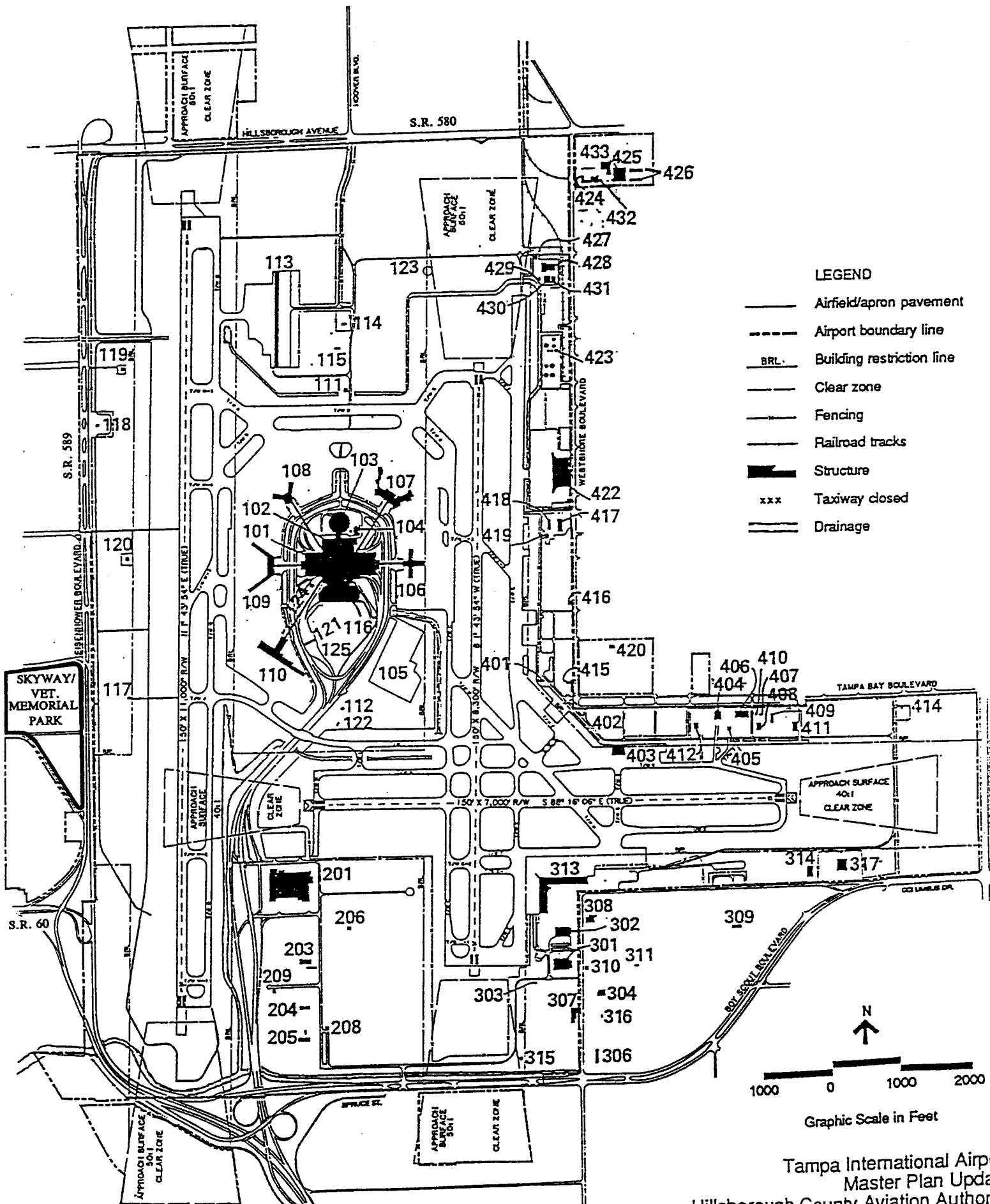
G. CONCLUSIONS

As noted above, there are no feasible and prudent alternatives to the use of the Section 4(f) land. The information contained in this document demonstrates that there are unique problems or unusual factors involved in the use of alternatives that avoid this property or that the cost, social, economic, and environmental impacts, or community disruption resulting from such alternatives reach extraordinary magnitudes.

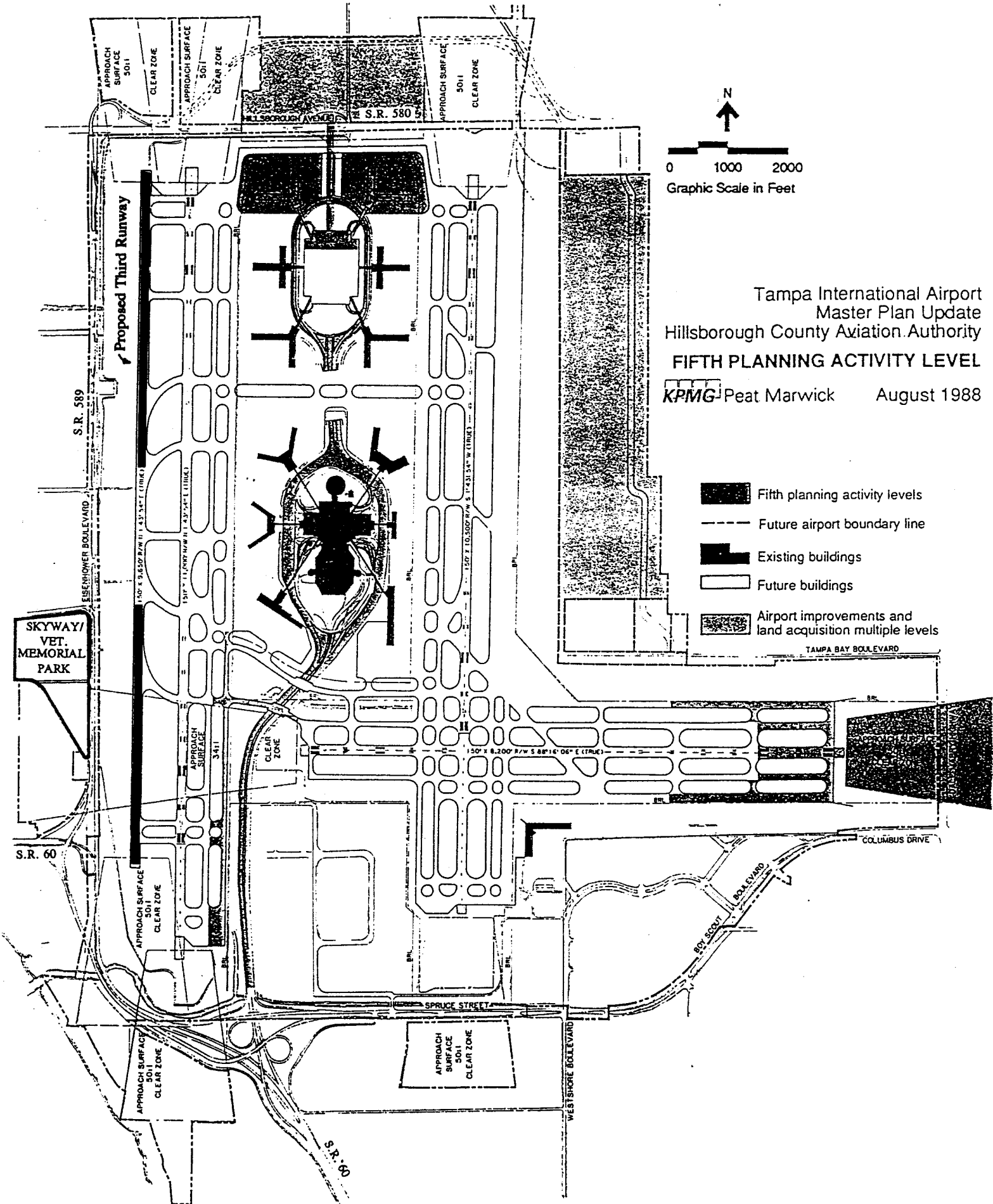
Also, the proposed action includes all possible planning to minimize harm to the Section 4(f) property as demonstrated by the measures noted previously in this document. The preferred alternative which involves the taking of property from the Park is a feasible and prudent one which minimizes harm to the Park considering the nature and extent of impact mitigation activities being undertaken for the Park by the appropriate entities.

Based upon the above considerations, there is no feasible and prudent alternative to the use of land from the Veteran's Memorial/Skyway Park complex and the proposed action includes all possible planning to minimize harm to the Park resulting from such use.

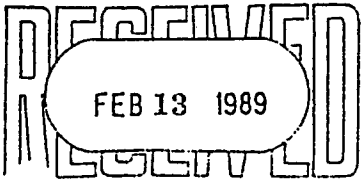




Tampa International Airport
 Master Plan Update
 Hillsborough County Aviation Authority
EXISTING AIRPORT FACILITIES
 KRMG Peat Marwick August 1988



Tampa International Airport
 Master Plan Update
 Hillsborough County Aviation Authority
FIFTH PLANNING ACTIVITY LEVEL
 KPMG Peat Marwick August 1988



BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY, FLORIDA

Office of the County Administrator

INTB TAMPA
County Administrator
February 8, 1989



P.O. Box 1110
Tampa, Florida 33601

Mr. Ray Speer, Executive Director
Tampa-Hillsborough County Expressway Authority
412 E. Madison St., Suite #812
Tampa, FL 33601

Re: Northwest Hillsborough Expressway
Reevaluation/4(f) Statement
Veterans Memorial Park and Skyway Park

Dear Mr. Speer:

This letter is in response to your letter dated January 11, 1989, concerning the significance of the Section 4(f) properties.

Veterans Memorial Park is the only Hillsborough County Park dedicated to all Veterans (World War I, II, Korean, Vietnam, etc.). It is a passive park surrounded by an active Skyway Park, Eisenhower Boulevard and adjacent to the east-west runway approach surface. The park is leased by Hillsborough County from the City of Tampa. Presently, there are overhead picnic structures, walking trails and monuments within the park.

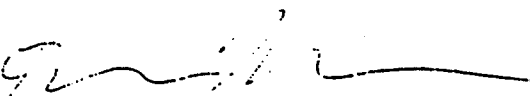
Due to all of the bureaucracy of the governmental agencies and noise level of the location of Veterans Memorial Park, the Veterans Association agreed amongst themselves to relocate to another site. The group, with Hillsborough County Commission approval, has already selected Tis-A-Wee Park, near US #301 and Buffalo Avenue, as the new site for Veterans Memorial Park.

The other park affected by the encroachment of the Northwest Hillsborough Expressway is Skyway Park. Skyway Park is an active district park serving a radius of five (5) miles of sports enthusiasts enjoying the facilities to play softball, football, soccer and tennis year round. There are over 5,000 users of the park, including the Football Association.

These parks are very important to the Hillsborough County Parks and Recreation system. However, Veterans Memorial Park is going to be relocated and adjustments could be made to Skyway Park with the adjacent lands to make it a better park.

Sincerely,

HILLSBOROUGH COUNTY


EDWIN L. RADICE,
Director
Parks and Recreation Department

ELR:smp

FLORIDA

BOB MARTINEZ
GOVERNOR

DEPARTMENT OF TRANSPORTATION

KATE R. HENDERSON
SECRETARY

DATE: February 10, 1989

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

Dear Sir:

Subject: Advance Notification
 Reevaluation/Section 4(F) Statement
 Northwest Hillsborough Expressway
 Work Program Item Number 1113669
 State Project Number 10000-1531
 Federal-aid Project Number M-4047(40)
 Hillsborough County, Florida

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

Please note that this project has been through this process during the processing of the Environmental Impact Statement dated October 27, 1987. This project is initiating a second round of Advance Notification due to design modifications made south of Hillsborough Avenue to accommodate the Tampa International Airport and Tampa Interstate expansion.

These modifications include, but are not limited to:

(1) Encroachment of Section 4(F) parklands and sensitive environmental lands, (2) Change in interchanges and number of lanes and (3) a new southern termini for the Expressway.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time. Please note that the permitting and mitigation package are almost complete for the northern half of the Expressway.

Advance Notification
February 10, 1989
Page Two

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

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

Your comments should be addressed to:

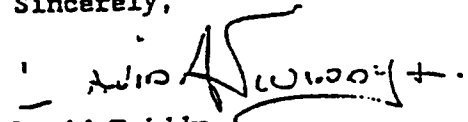
Mr. David Twiddy, P.E.
District Project Development & Environmental Administrator
Florida Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

With a copy to:

Mr. J. C. Kraft, Chief
Bureau of Environment
Florida Department of Transportation
605 Suwannee Street
Mail Station 37
Tallahassee, Florida 32301

Your expeditious handling of this notice will be appreciated.

Sincerely,


David Twiddy
District Project Development
and Environmental Engineer

Attachment

Advance Notification
February 10, 1989
Page Three

Attachment

cc: Federal Highway Administration
U.S. Environmental Protection Agency
U.S. Department of Agriculture - Regional Forester
Federal Emergency Management Agency
National Oceanic and Atmospheric Administration
U.S. Department of the Interior - Bureau of Land Management
U.S. Department of the Interior - Bureau of Indian Affairs
U.S. Department of the Interior - U.S. Geological Survey
U.S. Department of the Interior - U.S. Fish and Wildlife Service -
Field Office
U.S. Department of the Interior - U.S. Fish and Wildlife Service
U.S. Department of Health and Human Services - Center for Disease
Control
Federal Railroad Administration
Commander (obr) - Eighth Coast Guard District
Commander (oan) - Seventh Coast Guard District
Federal Aviation Administration - District Office
National Marine Fisheries - Area Supervisor
U.S. Army Corps of Engineers
U.S. Department of Housing and Urban Development
Marine Fisheries Commission
Mr. Ronald Hutchinson, Federal-Aid Program Coordinator
Mr. Kenneth N. Morefield, State Design Engineer
Mr. J. C. Kraft, Chief, Bureau of Environment
U.S. Department of Interior - National Park Service
Tampa Bay Regional Planning Council
Southwest Florida Water Management District
Florida Department of Natural Resources - State Land Management
Office of Environmental Compliance - Department of Energy
National Marine Fisheries Service
U.S. Department of Environmental Regulation
U.S. Department of Natural Resources
Tampa Port Authority

JNW24-42

1. Need for Project:

The need for the project has been established in the approved Final Environmental Impact Statement for the referenced project, in particular Chapter 3 of the document. The Northwest Hillsborough Expressway design is consistent with the Transportation plans of Hillsborough County and Florida Department of Transportation

The Reevaluation/4(f) Statement will declare additional impacts caused by both minor and major design changes throughout the project limits.

2. Description of the Project

A. Project Limits:

The Northwest Hillsborough Expressway, as shown on Exhibit 1, Location Map, originates at Courtney Campbell Causeway, west of the Tampa International Airport and Dale Mabry Highway one-half mile north of Van Dyke Road. The project is approximately 15.2 miles in length. South of Hillsborough Avenue, the new Expressway will connect to an upgraded Eisenhower Boulevard at the Courtney Campbell Causeway interchange.

This major segment of the limited access expressway will feature an inner (Toll), divided express highway, a free outer (Non-Toll) Collector-Distributor expressway and frontage roads from Memorial Highway northward to Hillsborough Avenue.

From Hillsborough Avenue, the proposed Expressway will proceed northward crossing principally residential and industrial properties until reaching an abandoned railroad right-of-way which will be followed northward to Gunn Highway. From Gunn Highway, the Expressway will turn in a northeasterly direction skirting the eastern side of Rocky Creek while traversing around several major subdivisions.

Upon crossing Rawls Road, the Expressway will again turn northward through principally agricultural and vacant undeveloped land toward Van Dyke Road. South of Van Dyke Road, the Expressway will turn sharply eastward crossing Van Dyke Road and skirting the southeastern side of the Turkey Ford Lake watershed. The Expressway will generally parallel Van Dyke Road, eastward to its northern terminus at Dale Mabry Highway.

The Expressway section along the collector-distributor expressway and frontage roads between Courtney Campbell Causeway and Hillsborough Avenue will comprise an extensive upgrading of existing Eisenhower Boulevard. At the southern terminus with Courtney Campbell Causeway, the Northwest Hillsborough Expressway connects to an inner expressway segment that extends to I-275.

For the outer expressway segment between I-275 and the Northwest Hillsborough Expressway, interchanges at I-275 Tampa International Airport, and Courtney Campbell Causeway will be upgraded to provide more directional movements and improve overall traffic conditions.

An interchange on the Northwest Hillsborough Expressway will be provided at Independence Parkway. Additionally, an interchange at Memorial Highway will be designed to operate as part of the collector-distributor expressway and frontage road system.

The frontage road will terminate at the Hillsborough Avenue interchange. A full diamond interchange will be constructed at Hillsborough Avenue.

The next interchange northward will be a diamond interchange at Waters Avenue. North of Waters Avenue, the Expressway will have a partial interchange with Anderson Road, ramps will provide southbound access to and northbound egress from the Expressway.

Partial interchanges will be constructed at Linebaugh Avenue and Wilsky Boulevard. The Linebaugh Avenue interchange will provide southbound access to and northbound egress from the Expressway, and the Wilsky Boulevard interchange will provide northbound access to and southbound egress from the Expressway.

Proceeding northward, diamond interchanges capable of handling all movements will be constructed at Gunn Highway, Ehrlich Road, and Hutchinson Road.

A partial interchange will provide northbound egress to and southbound access from Van Dyke Road and the North Suncoast Corridor (Gunn Highway Relocated) which will have its southern terminus at the Northwest Hillsborough Expressway. The North Suncoast Corridor extends northward into Pasco, Hernando, and Citrus Counties.

The northern terminus of the Northwest Hillsborough Expressway will be an interchange with Dale Mabry Highway, designed for future extension eastward to I-275 (North Tampa Parkway).

3. Environmental Information:

- a. Land Use: No significant change anticipated since Final Environmental Impact Statement approved.
- b. Wetlands: No significant change anticipated north of Courtney Campbell Causeway. Significant change is anticipated in the impact to the wetlands surrounding the Fish Creek area, south of Courtney Campbell Causeway. These impacted wetland areas will be covered in the Reevaluation.
- c. Floodplain: No significant change anticipated since Final Environmental Impact Statement approved.
- d. Endangered Species: No significant change anticipated since Final Environmental Impact Statement approved. The Reevaluation will declare any impact to the gofer, tortoise and wood stork.
- e. Outstanding Florida Waters: No significant change anticipated since Final Environmental Impact Statement approved.
- f. Aquatic Preserves: No significant change anticipated since Final Environmental Impact Statement approved.
- g. Coastal Zone Consistency: Is a determination required? Yes No
- h. Cultural Resources: Is a determination required? Yes No
- i. Coastal Barrier Resources: Is a determination required? Yes No
- j. Hazardous Materials: No significant change anticipated since Final Environmental Impact Statement approved.
- k. Other Comments: The proposed design encroaches upon two (2) Hillsborough County Parks, Skyway and Veterans Memorial Park. This change of impact from that noted in the Final Environmental Impact Statement will be studied and discussed in the 4(f) Statement.

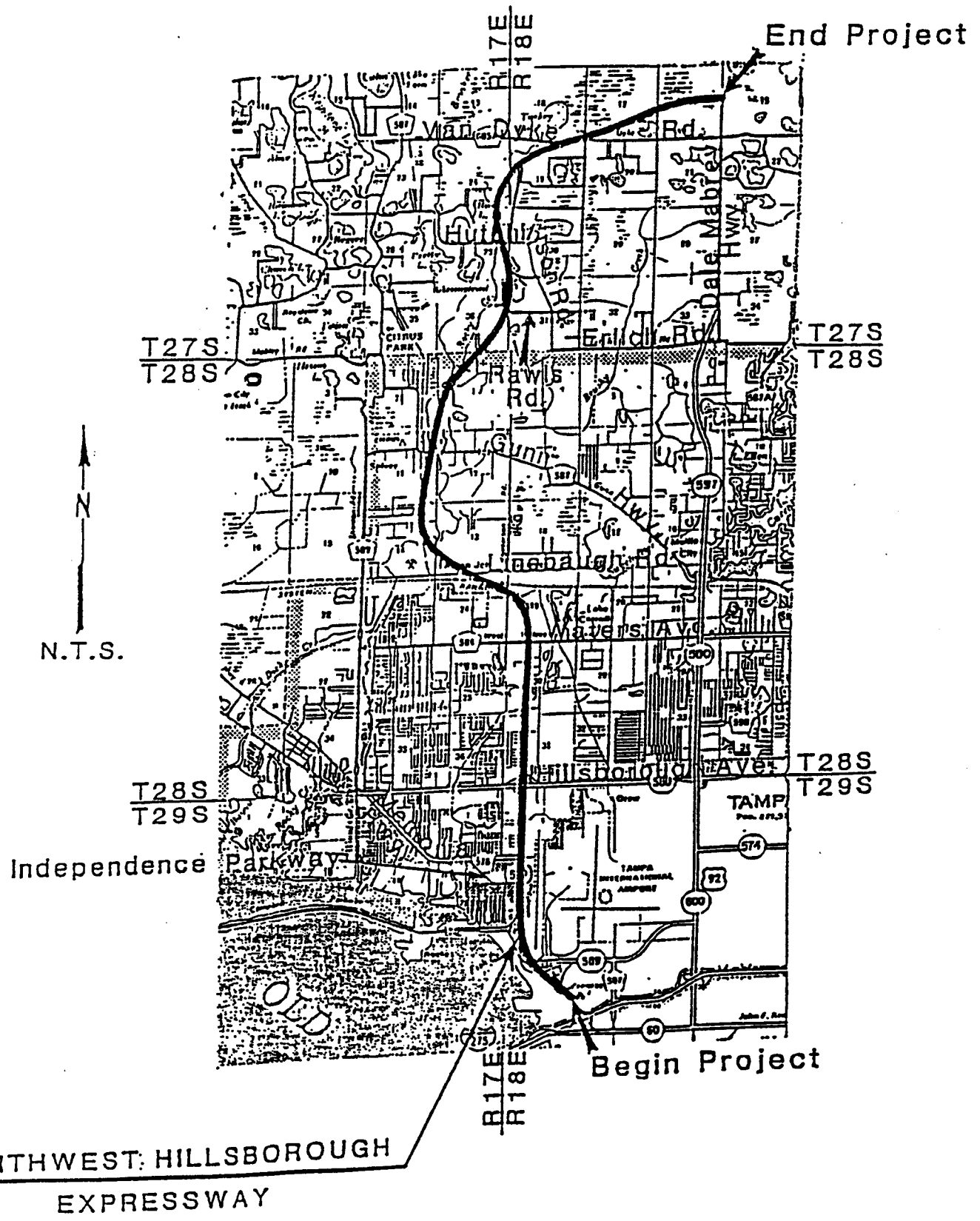
4. Navigable Waterway Crossing? Yes No (If yes attached Bridge Project Questionnaire, Form D-7-1103)

5. Permits Required

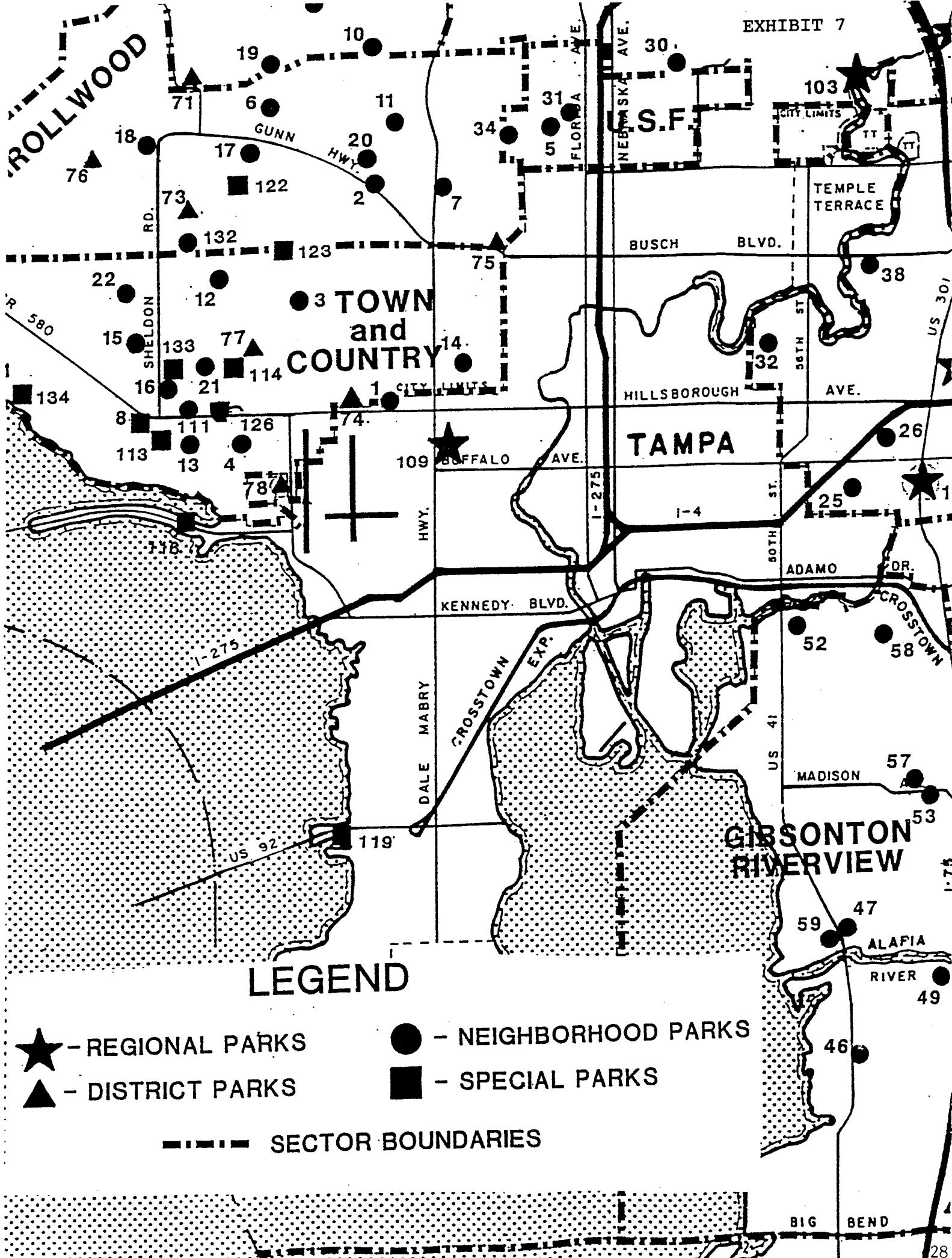
Agency	Permit Required
Southwest Florida Water Management District (SWFWMD)	400-4 Surface Water Management
Department of Environmental Regulation (DER)	17-25 Stormwater Treatment 17-12 Dredge and Fill
U.S. Army Corps of Engineers (Commenting Agencies: Fish and Wildlife Service, National Marine Fisheries Services, and U.S. Environmental Protection Association (EPA))	404 Dredge and Fill
Tampa Port Authority	Major Works Permit consent of use of State Owned Lands

LOCATION MAP
A.P. NO. M-4047 40)
S.P. NO. 10000-1-31
W.P.I. NO. 1113669
HILLSBOROUGH COUNTY
S.R.. 589

EXHIBIT 6
CONT.



NORTHWEST: HILLSBOROUGH
EXPRESSWAY



LEGEND

- ★ - REGIONAL PARKS
- ▲ - DISTRICT PARKS
- - NEIGHBORHOOD PARKS
- - SPECIAL PARKS
- SECTOR BOUNDARIES



U.S. Department
of Transportation

Federal Highway
Administration

Florida Division Office

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

March 7, 1989

IN REPLY REFER TO: HB-FL

RECEIVED MAR 10 1989

Mr. James G. Kennedy
District Secretary
Florida Department of Transportation
4950 W. Kennedy Boulevard, Suite 500
Tampa, Florida 33609

Attention: Mr. David May

Dear Mr. Kennedy:

Subject: Florida - Project No. M-4047(40)
State Project No. 10000-1531
Northwest Hillsborough Expressway
Hillsborough County

We have reviewed the information contained in the "Applicability/Non-applicability of Section 4(f)" document transmitted with Mr. David May's February 10, 1989 letter. The letter requested our determination of whether Section 4(f) applies to the acquisition of portions of Veterans Memorial Park and Skyway Park adjacent to the proposed Northwest Hillsborough Expressway.

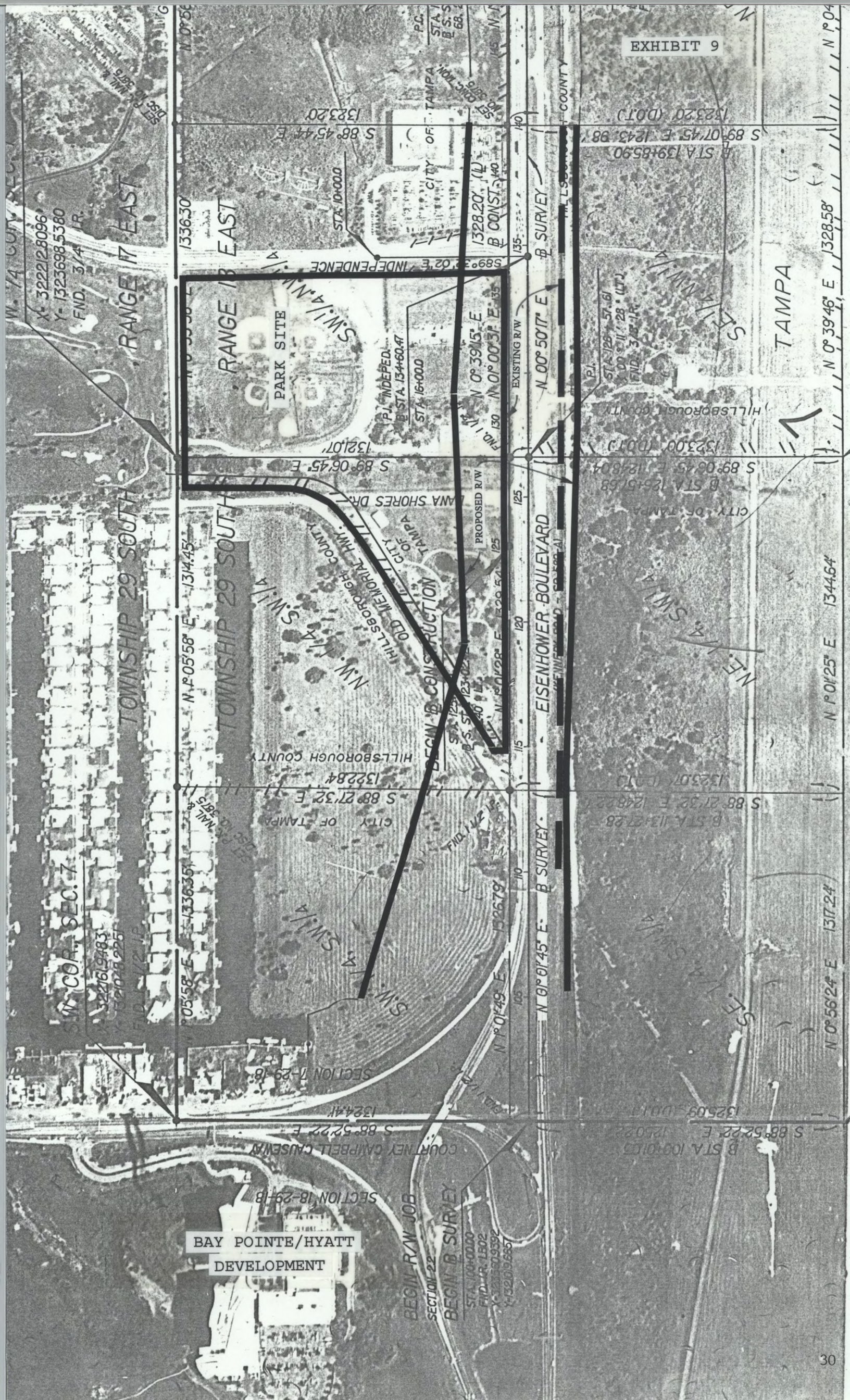
The information in the document shows that the proposed project will use land from both publicly-owned parks. Therefore, Section 4(f) applies and a Section 4(f) Statement should be prepared.

If you have any questions regarding this matter, please call Mr. Steve Walker at 681-7234.

Sincerely yours,

Dennis B. Luker

J. R. Skinner
Division Administrator



BAY POINTE/HYATT
DEVELOPMENT

N. COR. SEC. 7

RANGE 17 EAST

RANGE 18 EAST

TOWNSHIP 29 SOUTH

EISENHOWER BOULEVARD

TAMPA

BEGIN R/W JOB
SECTION 22
BEGIN B SURVEY
STA. 100+00.00
FID. AR. 1502
Y-1321579392
Y-132196657

X- 3222128096
Y- 13236985380
FND. 3/4" I.R.

X- 3221619483
Y- 13210482257
FND. 1/2" I.R.

STA. 128+57.61
N 0° 11' 28" (LT)
FND. 3/8" I.R.

P.L. INDEPED.
E STA. 134+60.47
STA. 16+00.00

STA. 100+00.00
FID. AR. 1502
Y-1321579392
Y-132196657

STA. 10+00.00
S 88° 45' 44" E
1323.20

1328.20' (L)
B CONST. 140

B STA. 139+85.90
S 89° 07' 45" E 1243.98'
1323.20' (D.O.T)

S 89° 06' 45" E
1321.07'

FND. 1/2" I.R.
N 0° 39' 15" E
N 0° 00' 31" E 135

B STA. 126+61.58
S 89° 06' 45" E 1248.04'
1323.00' (D.O.T)

N. P. 05' 58" E 1314.45'

N. P. 05' 58" E 1336.36'

S 88° 52' 22" E 1324.41'

N. P. 01' 49" E 1326.79'

N. P. 01' 45" E 1326.79'

N. P. 01' 25" E 1344.64'

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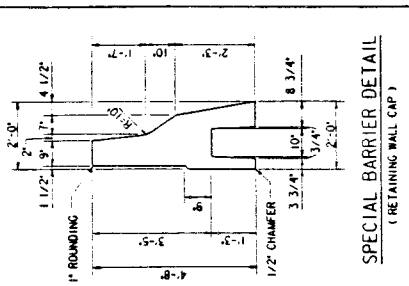
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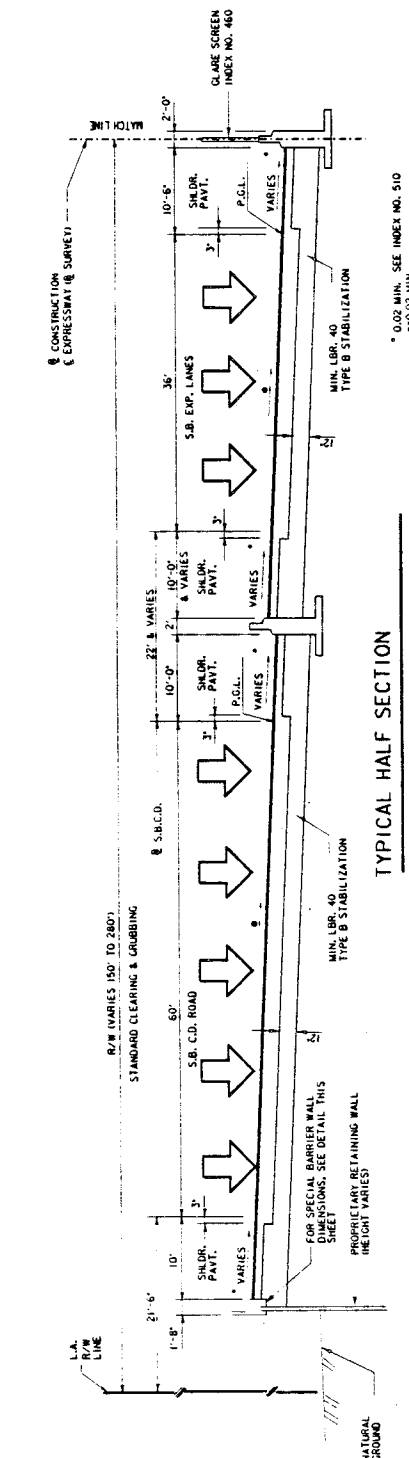
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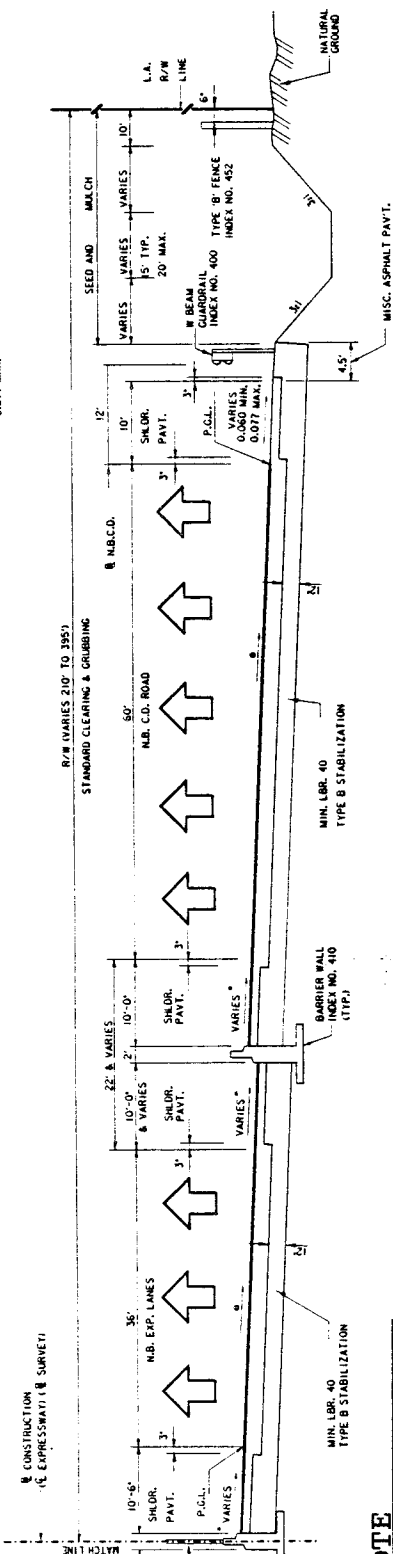


SPECIAL BARRIER DETAIL
(RETAINING WALL CAP)

EXHIBIT 10



TYPICAL HALF SECTION



NOTE
Station 125+00 is in the vicinity of the **TYPICAL HALF SECTION**
Veteran's Memorial Portion of the Park
NORTHWEST EXPRESSWAY SOUTH OF
COURTNEY CAMPBELL CAUSEWAY
STA. 78+78.79 TO STA. 125+00

- EXPRESS LANES**
1989 ADT - 40,000
2010 ADT - 10,000
K: 0.7, D: 0.02; T: 2%; T: 5% (24 HR)
DESIGN SPEED - 60 MPH
- CD ROADS**
1989 ADT - 31,500 EACH
2010 ADT - 10,000
K: 0.7, D: 0.02; T: 2%; T: 5% (24 HR)
DESIGN SPEED - 60 MPH
- EXPRESS LANES AND CD ROADS**
OPTIONAL BASE GROUP IS FOR THICKNESS, SEE BELOW WITH TYPE S STRUCTURAL COURSE (100 LBS./SQ. YD.)
OPTIONAL BASE COURSES PERMITTED
10' LIMESTONE BASE COURSE (TYPE 3)
6' ASPHALT BASE COURSE (TYPE 2)
- SHOULDER PAVEMENT**
OPTIONAL BASE GROUP IS FOR THICKNESS, SEE BELOW WITH TYPE S STRUCTURAL COURSE (100 LBS./SQ. YD.)
OPTIONAL BASE COURSES PERMITTED
4' LIMESTONE BASE COURSE (TYPE 1)
3' ASPHALT BASE COURSE (TYPE 2)
3' ASPHALT BASE COURSE (TYPE 3)
- GENERAL NOTES**
1. ALL GRASS AREAS ARE TO RECEIVE A 6" MUCK BLANKET OR TOPSOIL TREATMENT
2. THE CONTRACTOR SHOULD IDENTIFY THE PROPOSED OPTION ON WHICH HIS INITIAL BID IS BASED BY ENTERING THE THREE DIGIT OPTION CODE TO THE RIGHT SIDE OF THE ITEM NUMBER OF EACH OF THE OPTIONAL BASE ITEMS ON THE SUBMITTED BID PROPOSAL
- FOR ADDITIONAL DETAILS, SEE INDEX NO.'S 104, 281, 400, 401, 410, 450, 452, 460, 505, 510, 513, 514, 525, & 700

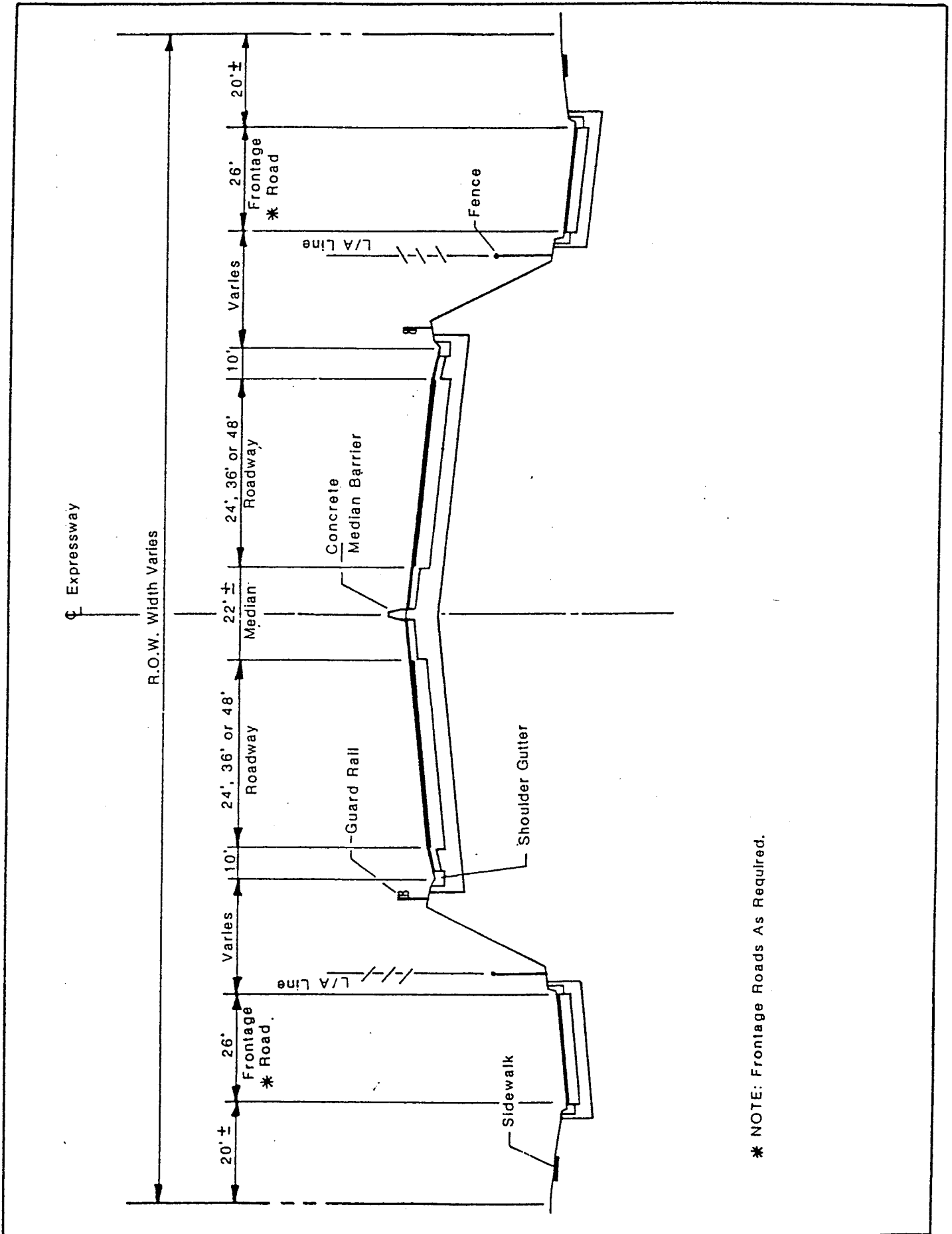
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

APPROVED BY: _____
SUPERVISOR, DIST. 1

FEDERAL DEPARTMENT OF TRANSPORTATION

POST, MURPHY, SMITH & JOHNSON, INC.
TRAFFIC ENGINEERS/ARCHITECTS

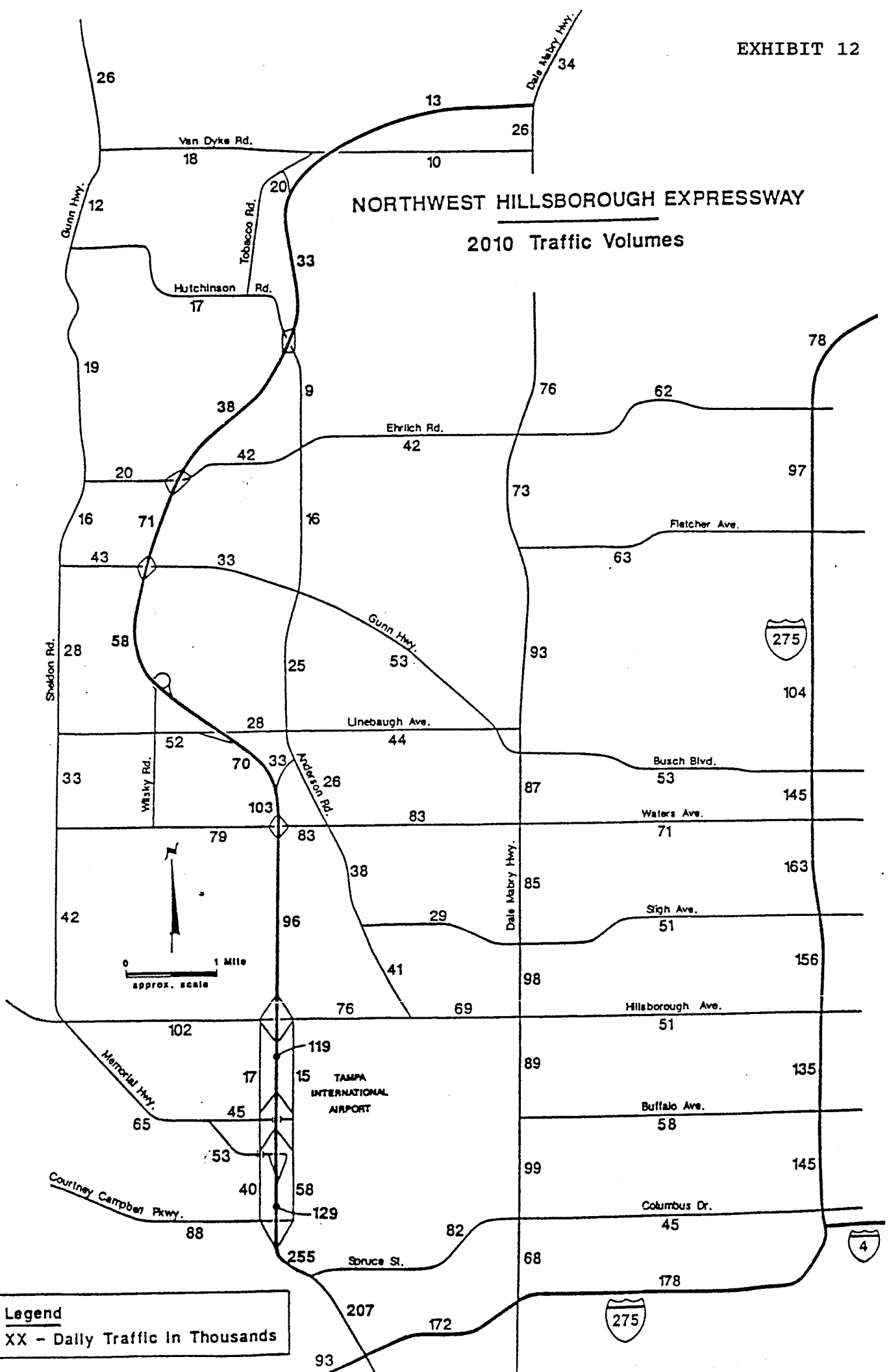
TYPICAL SECTION

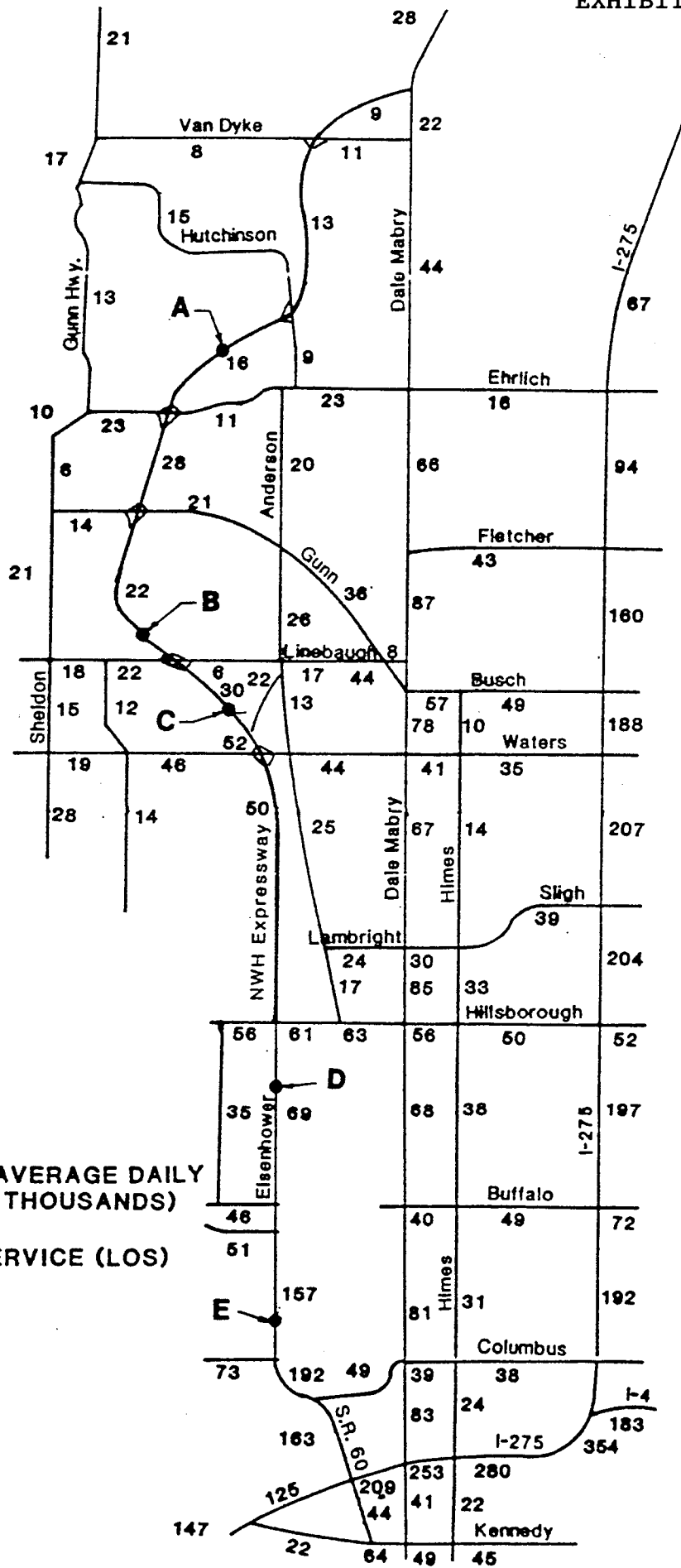


* NOTE: Frontage Roads As Required.

TYPICAL SECTION - 4, 6 OR 8 LANES WITH FRONTAGE ROADS

**NORTHWEST HILLSBOROUGH EXPRESSWAY
2010 Traffic Volumes**





LEGEND

47 - YEAR 2010 AVERAGE DAILY TRAFFIC (IN THOUSANDS)

B - LEVEL OF SERVICE (LOS)

TRAFFIC DEMAND YEAR 2010 AND LEVELS OF SERVICE LAKE LECLARE ALIGNMENT

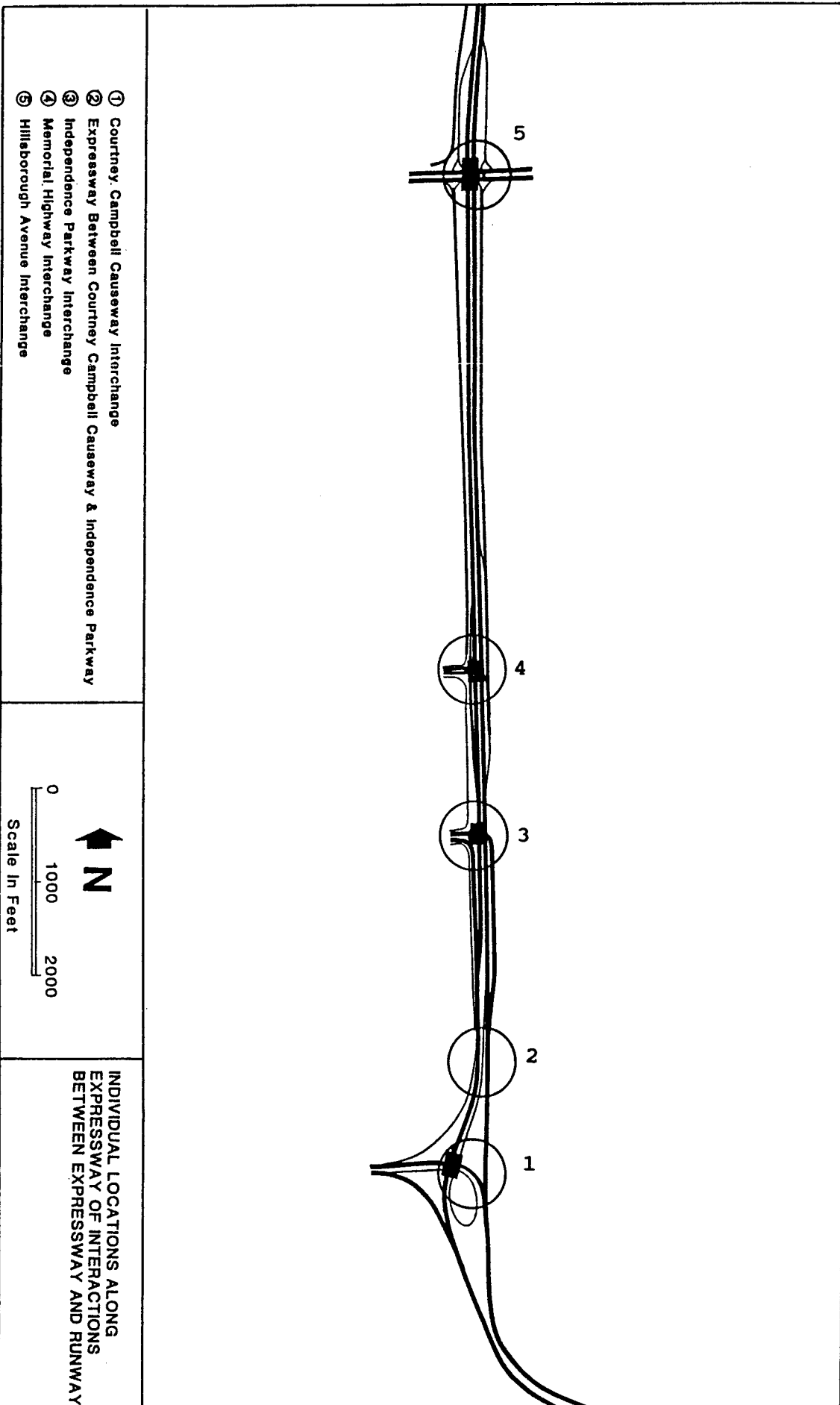
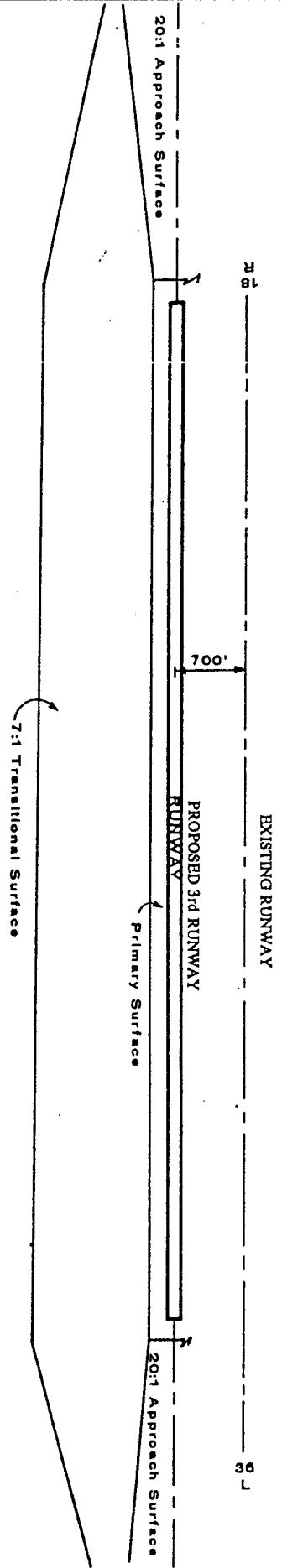



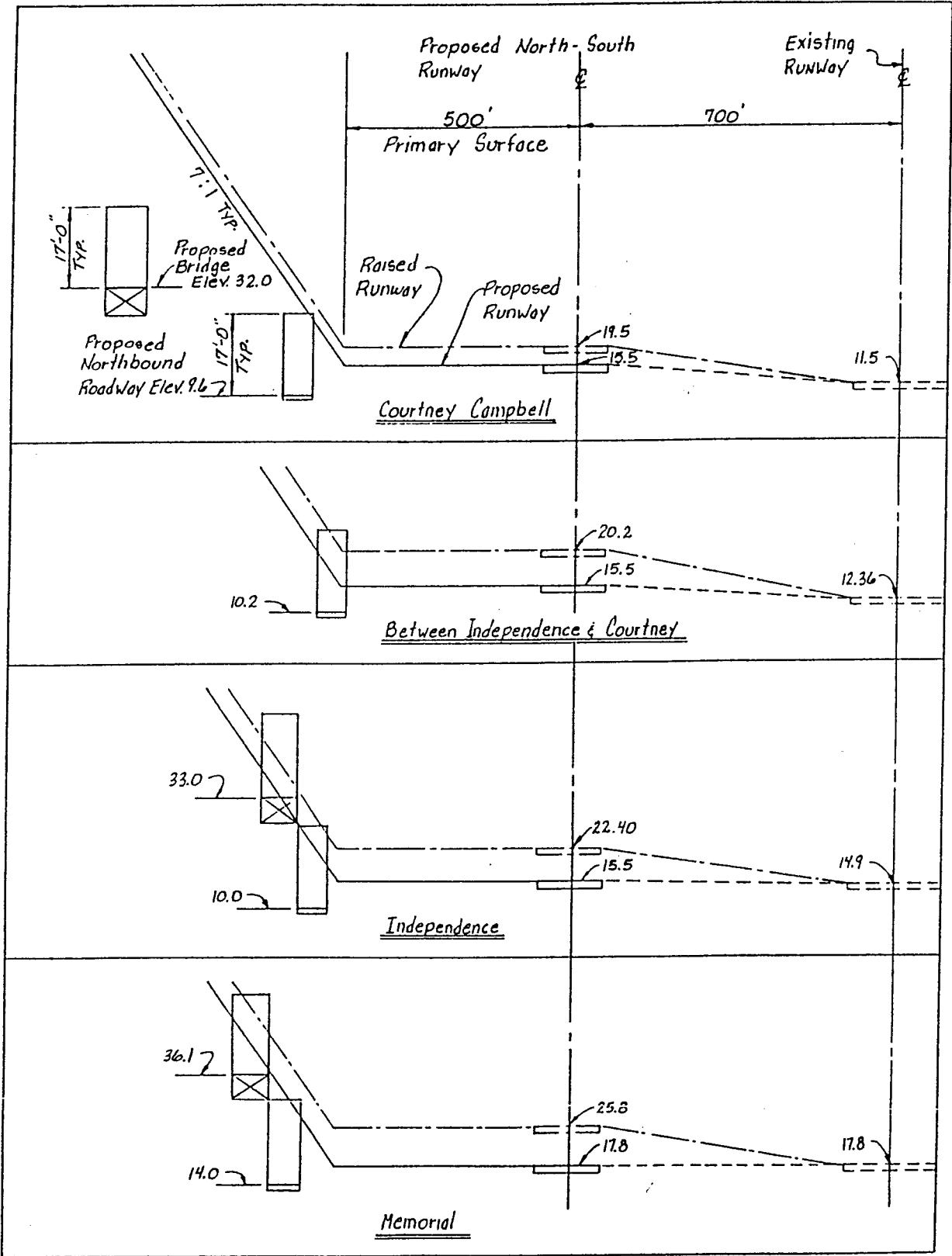
EXHIBIT 15



Evaluation of Interactions Between
 N.W. Hillsborough Expressway
 and Proposed North-South Runway


 0 1000 2000
 Scale in Feet

VFR Runway
 at 700 Foot Separation -
 All Criteria _____



TYPICAL RUNWAY/EXPRESSWAY SECTIONS
CURRENT EXPRESSWAY DESIGN
700' RUNWAY SEPARATION

Scale: 1"=200' Horz.
1"=20' Vert.



PARCEL 12-12
File No.: F88-086
Re: CITY OF TAMPA
Searched: February 25, 1968

Gentlemen:
Pursuant to your request, we have made a search of the Official Records of HILLSBOROUGH County, Florida, pertaining to that real property which is more particularly described as follows, to-wit:

The West 1/2 of the Northwest 1/4, less tract beginning 90 feet South and 30 feet East of Northwest Corner and run East 1269.74 feet and South 1823.03 feet and West 1269.9 feet and North 1823.17 feet to beginning, and less right-of-way for State Road 589. AND that part of Northwest 1/4 of Southwest 1/4 North and East of Memorial Highway, less right-of-way for State Road 589. All lying and being in Section 7, Township 29 South, Range 18 East, Hillsborough County, Florida.

(TAX ROLL LEGAL)

OWNER:

City of Tampa
315 E. Kennedy Blvd.
Tampa, Fl. 33602

ADDRESS ON TAX ROLL:

SAME

BY:

BY virtue of a Quit Claim Deed from the United States of America, in favor of the City of Tampa, dated August 25, 1949 and recorded October 6, 1949 in Deed Book 1540 on page 565. (NOTE: This document conveys other lands along with the captioned)

ENCUMBRANCES:

That certain resolution(lease agreement) executed by the City of Tampa in favor of the County of Hillsborough dated September 15, 1964 in Resolution No. 8791 D. A subsequent amendment was filed March 16, 1965 in Resolution No. 9478 D.

A certain Lease Agreement executed by the City of Tampa, in favor of the County of Hillsborough, dated May 21, 1975 and recorded June 4, 1975 in U. R. Book 3020 on page 514.

A perpetual Easement between the City of Tampa in favor of the Southwest Florida Water Management District, dated May 12, 1976 and recorded June 4, 1976 in U. R. Book 3126 on page 409.

FIVE YEAR HISTORY:

NONE

ATTENTION IS CALLED TO:

Matters as set forth in and copies contained in PARCEL 1 2-5, as follows:

- (SEE ATTACHED COPIES WITH PARCEL 12-5)
- Deed U. R. Book 440 page 469
- Agreement U. R. Book 2132 page 72
- Deed U. R. Book 2362 page 177
- Deed U. R. Book 2362 page 180
- Easement U. R. Book 3064 page 597
- Deed (release) U. R. Book 3410 on page 1785
- Deed (release) U. R. Book 3441 on page 1515
- Easement U. R. Book 3768 on page 1310

TAXES: Folio #109016.0020
EXEMPT

-----SEE ATTACHED COPIES-----

Date: Through and including February 23, 1968

THIS REPORT IS FURNISHED AT YOUR REQUEST FOR INFORMATION ONLY AND IS NOT TO BE CONSTRUED AS A TITLE OPINION NOR A GUARANTEE OF ANY TITLE. Liability limited to the amount of the charge.

BAY AREA TITLE AND GUARANTY CO.
J. J. Jones
Authorized Signatory

Main Office
205 N. Pierce Street
Tampa, Florida 33602
233-1500

Pineles Office
2325 Ulmerton Rd., Suite 22
Clearwater, Florida 33720
879-8611
Phone 413-4064

Brandon Office
806 Eckhardt Drive, Suite 100
Brandon, Florida 33511
866-0681

Fletcher Office
781 W. Fletcher Ave., Suite A
Tampa, Florida 33612
863-7442

COUNTY



OF HILLSBOROUGH

EXHIBIT 17

CONT.

HILLS CO.
PARKS & REC.

NOV 30 1984

MEMORANDUM

Date November 26, 1984

To Foster Aldridge, Deputy Director of Accounting

Edna Edna L. Fitzpatrick, Manager, Records Dept., Clerk/BOCC

Subject: Amendment to Lease Agreement - City of Tampa - Skyway Park

Attached is an executed copy of the subject lease amendment, Document No. 84-1305, which was approved by the Board on October 17, 1984.

ELF/lt

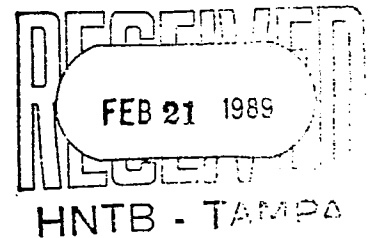
cc: Board files

Jane Reed, Financial Reporting Coordinator

Ed Radice, Director of Parks & Recreation

(Copy previously provided City of Tampa via Jack Whelan, Real Estate)

Attachment



AMENDMENT TO LEASE AGREEMENT

THIS AMENDMENT TO LEASE AGREEMENT, made and entered into this 17th day of October, 1984, by and between the CITY OF TAMPA, a municipal corporation of the State of Florida, herein called the "City", party of the first part, and the COUNTY OF HILLSBOROUGH, a political subdivision of the State of Florida, whose post office address is Hillsborough County Court-house, Tampa, Florida, herein called the "County", party of the second part;

W I T N E S S E T H:

That for and in consideration of the covenants and conditions set forth in that certain Lease Agreement dated the 21st day of May, 1974, and authorized by City Council Resolution No. 6699-F, passed and adopted by the City Council of the City of Tampa on the 15th day of May, 1975; as amended by Resolution No. 4310-G, passed and adopted the 30th day of November, 1978, entitled "Use Agreement"; the parties hereto agree to amend the unnumbered clause immediately below the legal description of said Lease Agreement as amended, as follows, to wit:

"...for a period of 20 years from the date hereof..."

All other terms and conditions of the aforesaid Lease Agreement, as amended, shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on or as of the date first above written.

Signed, sealed and delivered
in the presence of:

CITY OF TAMPA

Margaret D. Alcorn

[Signature]
MAYOR

America Edwards
Witnesses as to City

ATTEST: [Signature]
CITY CLERK

Signed, sealed and delivered
in the presence of:

COUNTY OF HILLSBOROUGH

[Signature]

[Signature]
COMMISSIONER CHAIRMAN
JAMES F. TAYLOR, JR., Clerk
Board of County Commissioners

[Signature]
Witnesses as to County

ATTEST: [Signature]
Deputy Clerk

PREPARED AND APPROVED BY:

[Signature]
THOMAS C. SAUNDERS
Assistant City Attorney

APPROVED BY COUNTY ATTORNEY
[Signature]
As To Form And
Legal Sufficiency.

A 20449

RECEIVED

JUN 4 11 PM '75

REC-3020 PC 514

LEASE AGREEMENT

THIS LEASE AGREEMENT, made and entered into this 21st day of May, 1975, by and between the CITY OF TAMPA, a municipal corporation of the State of Florida, herein called the "City", party of the first part, and the COUNTY OF HILLSBOROUGH, a political subdivision of the State of Florida, whose post office address is Hillsborough County Courthouse, Tampa, Florida, herein called the "County", party of the second part;

WITNESSETH:

That for and in consideration of the covenants and conditions hereinafter set forth, the City does hereby grant to the County permission to use the following described land, lying and being in Hillsborough County, Florida, to-wit:

Commence at the NW corner of Section 7, Township 29 South, Range 18 East, and run on an assumed bearing of South, along the W. boundary of said Section 7, for a distance of 1913.17 feet, thence North 89°42' E. 30.00 feet to a point on the East right of way line of George Road for a point of beginning; thence run South along the East right of way line of George Road a distance of 871.39 feet to the intersection of the Northerly right of way line of Memorial Highway; thence North 89°27'00" East, along said Northerly right of way line 371.63 feet to the point of curvature of a curve to the right, whose radius is 364.00 feet, through a central angle of 59°35'30" for a distance of 378.59 feet to the point of tangency; said point of T. being on the Northeasterly right of way line of Memorial Highway; thence South 30°57'30" East along the said Northeasterly right of way line, 1039.34 feet to a point; thence South 89°46' East 41.76 feet to a point on the Westerly right of way line of Kennedy Road; thence run North 00°14'00" East along said right of way line 1191.01 feet; thence North 00°02'30" East along said right of way line 751.78 feet to a point on said right of way line; thence South 89°42'00" West, 1269.06 to a point of beginning. Containing 35.00 acres, more or less.

for park and recreational purposes, for a period of ten (10) years from the date hereof, subject to the covenants and conditions set forth as follows:

1. It is mutually agreed and understood between the parties hereto, and as part of the consideration for this lease agreement, that the above described land may be needed by the City for municipal purposes, and when said land is needed by the City for municipal purposes, this lease agreement, or any renewal thereof, at the option of the City, may be cancelled by the giving by the Mayor of

REC-3020 PG 515

the City of Tampa to the County one hundred eighty (180) days written notice to surrender the occupancy and possession of the above described land to the City, and to remove all impermanent buildings and structures therefrom, and the County shall have three hundred sixty-five (365) days from the date of said notice to remove from the above described land, any permanently constructed buildings.

2. The County shall use the above described land during the period of this lease agreement for the purpose of operating thereon a park and recreational area for the citizens of Hillsborough County, Florida, and any other and all uses incident to the use of the area as a park and recreational area.

3. The County, at its own cost, shall have the right to erect upon said land, buildings and structures, plans and specifications of which shall be approved by the Department of Public Works of the City of Tampa, and it is mutually agreed between the parties hereto that the County shall pay all costs incurred in the construction and erection of the buildings and structures above referred to, and that neither the above described land nor this lease agreement shall be subject to the liens of any materialman, contractor, laborer, architect, or any other person or persons furnishing labor, service, or material in the planning, construction or erection of said buildings and structures, and that all persons furnishing material, service and labor in the planning, erection and construction of said buildings and structures shall be advised of the provisions of this lease agreement, and the County, at its own cost, shall maintain and keep in good repair all buildings and structures erected on said land.

4. Before the County shall enter into possession of the above described land, it shall procure at its own cost and expense and deliver to the City, and keep in force and effect, public liability insurance protecting the City against claims for bodily injury, death claims, and property damage, with bodily injury and death claims limits of not less than \$100,000.00 for each person and, subject to such limits for one person, \$300,000.00 for each accident, with property damage limits in the amount of \$10,000.00. Such insur-

REF. 3020 PG 516

APPROVED
Board of County Commissioners
DATE May 21 1975
E. GEORGE SIMMONS
County Land Agent

ance shall be in such form and with such company or companies as shall be approved by the City. The City of Tampa shall be included in the above-mentioned insurance policies as an additional named insured, and said insurance policies shall be delivered to and filed with the City of Tampa.

5. The County shall use and occupy said land, and any building or structure thereon erected, in compliance with all laws of the United States, the State of Florida, and ordinances of the City of Tampa.

6. As further consideration for this agreement, the County shall pay to the City of Tampa the sum of One Dollar (\$1.00), the receipt whereof is hereby acknowledged.

7. It is mutually agreed that in the event the County shall fail and refuse to comply with any of the covenants and conditions herein contained, and such failure shall continue for a period of fifteen (15) days after notice from the City of such failure, then and in the event, this lease agreement shall terminate and become null and void, and the City shall have the right to immediately take possession of the above described land and pursue against the County whatever remedies it may be entitled to.

IN WITNESS WHEREOF, the City of Tampa has caused this instrument to be executed by its Mayor and attested by its City Clerk, and the seal of said City to be affixed hereunto, and the party of the second part has caused these presents to be executed in its name and its corporate seal affixed by its proper officers, this 21st day of May, 1975.

Signed, sealed and delivered in the presence of:

Margaret W. Wilson

Robert B. Carter

BOARD OF COUNTY COMMISSIONERS	
DATE	APPROVAL
Development Board	<u>5/21/75</u> <u>Yes</u>
Attorney (if in form)	<u>Yes</u> <u>Yes</u>
Finance Dept.	<u>Yes</u> <u>Yes</u>
Signed, sealed and delivered in the presence of	

Estelle S. Waters

Robert J. ...

CITY OF TAMPA
BY:

W.F. ...
MAYOR

ATTEST:

Francis ...
CITY CLERK

COUNTY OF HILLSBOROUGH
BY:

Bob ...
COMMISSION CHAIRMAN

ATTEST:

James ...
CLERK OF CIRCUIT COURT

ORDINANCE NO. 8754 -A

AN ORDINANCE DEDICATING AND SETTING ASIDE FOR PUBLIC USE AS A PARK AND RECREATIONAL AREA, CERTAIN LAND SITUATED IN SECTION 7, TOWNSHIP 29 SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA AND DESIGNATING SAID LAND, BY NAME, AS SKYWAY PARK.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA:

Section 1. That the following described land, to wit:

Commence at the NW corner of Section 7, Township 29 South, Range 18 East, and run on an assumed bearing of South along the W. boundary of said Section 7, for a distance of 1913.17 feet, thence North 89° 42' E. 30.00 feet to a point on the East right of way line of George Road for a point of beginning; thence run South along the East right of way line of George Road a distance of 871.39 feet to the intersection of the Northerly right of way line of Memorial Highway; thence North 89° 27' 00" East, along said Northerly right of way 371.63 feet to the point of curvature of a curve to the right, whose radius is 364.00 feet, through a central angle of 59° 35' 30" for a distance of 378.59 feet to the point of tangency; said point of T. being on the Northeasterly right of way line of Memorial Highway; thence South 30° 57' 30" East along the said Northeasterly right of way line, 1039.34 feet to a point; thence South 89° 46' East 41.76 feet to a point on the Westerly right of way line of Kennedy Road; thence run North 00° 14' 00" East along said right of way line 1191.01 feet; thence North 00° 02' 30" East along said right of way line 751.78 feet to a point on said right of way line; thence South 89° 42' 00" West, 1269.06 feet to a point of beginning. Containing 35.00 acres, more or less.

be and the same is hereby dedicated, set aside and designated for public use as a park and recreation area.

Section 2. That the land dedicated in Section 1 hereof shall be hereinafter known as Skyway Park.

Section 3. All Ordinances, or parts of Ordinances, in conflict herewith are hereby repealed.

Section 4. That this Ordinance shall take effect immediately upon becoming a law.

Section 5. That the City Clerk is hereby directed to record this Ordinance in the Public Records of Hillsborough County.

PASSED AND ORDAINED by the City Council of the City of Tampa, Florida on JAN 3 1985.

Andrew W. Friedman
CHAIRMAN, CITY COUNCIL

ATTEST:

Francis Henriquez
CITY CLERK

Approved by me on 1-4-85
Bill M...
MAYOR

Prepared and Approved by:
[Signature]

3

The Free Press

(Published Weekly)
Tampa, Hillsborough County, Florida

STATE OF FLORIDA,
COUNTY OF HILLSBOROUGH.

Before the undersigned authority personally appeared JOHN N. HARRISON, III, who on oath says that he is Publisher of THE FREE PRESS, a weekly newspaper published at Tampa, in Hillsborough County, Florida, that the attached copy of advertising being a true copy in the matter of

PUBLIC NOTICE January 3, 1985 at 9.00 a.m.

- File No. D84-5
- File No. 284-101
- File No. 284-87
- File No. L84-85

was published in said newspaper in the issues of

December 20, 1984

Affiant further says that the said THE FREE PRESS is a newspaper published at Tampa, in said Hillsborough County, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each week and has been entered as second-class mail matter at the post office in Tampa, in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

This 20th of December, 1984

SWORN TO and subscribed before me

This 20th of December, 1984

Notary Public, State of Florida
My Commission Expires May 11, 1986

PUBLIC NOTICE

On January 3, 1985, at 9:00 a.m., in City Council Chamber, 2nd Floor, Plaza on the Mall, 201 E. Kennedy, Tampa, Fla., proposed ordinances were noticed:

File D84-5

AN ORDINANCE DEDICATING AND SETTING ASIDE FOR PUBLIC USE AS A PARK AND RECREATIONAL AREA, CERTAIN LAND SITUATED IN SECTION 7, TOWNSHIP 28 SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA AND DESIGNATING SAID LAND, BY NAME, AS SKYWAY PARK.

File 284-101

AN ORDINANCE REZONING PROPERTY IN THE GENERAL VICINITY OF NORTHWEST CORNER OF 80TH STREET AND 5TH AVENUE IN THE CITY OF TAMPA, FLORIDA AND MORE PARTICULARLY DESCRIBED IN SECTION 1, FROM ZONING DISTRICT CLASSIFICATION R-2 TO C-1, PROVIDING AN EFFECTIVE DATE HEREOF.

File 284-87

AN ORDINANCE REZONING PROPERTY IN THE GENERAL VICINITY OF 558 WEST BUFFALO AVENUE IN THE CITY OF TAMPA, FLORIDA, AND MORE PARTICULARLY DESCRIBED IN SECTION 1, FROM ZONING DISTRICT CLASSIFICATION R-1A TO B-1, PROVIDING AN EFFECTIVE DATE HEREOF.

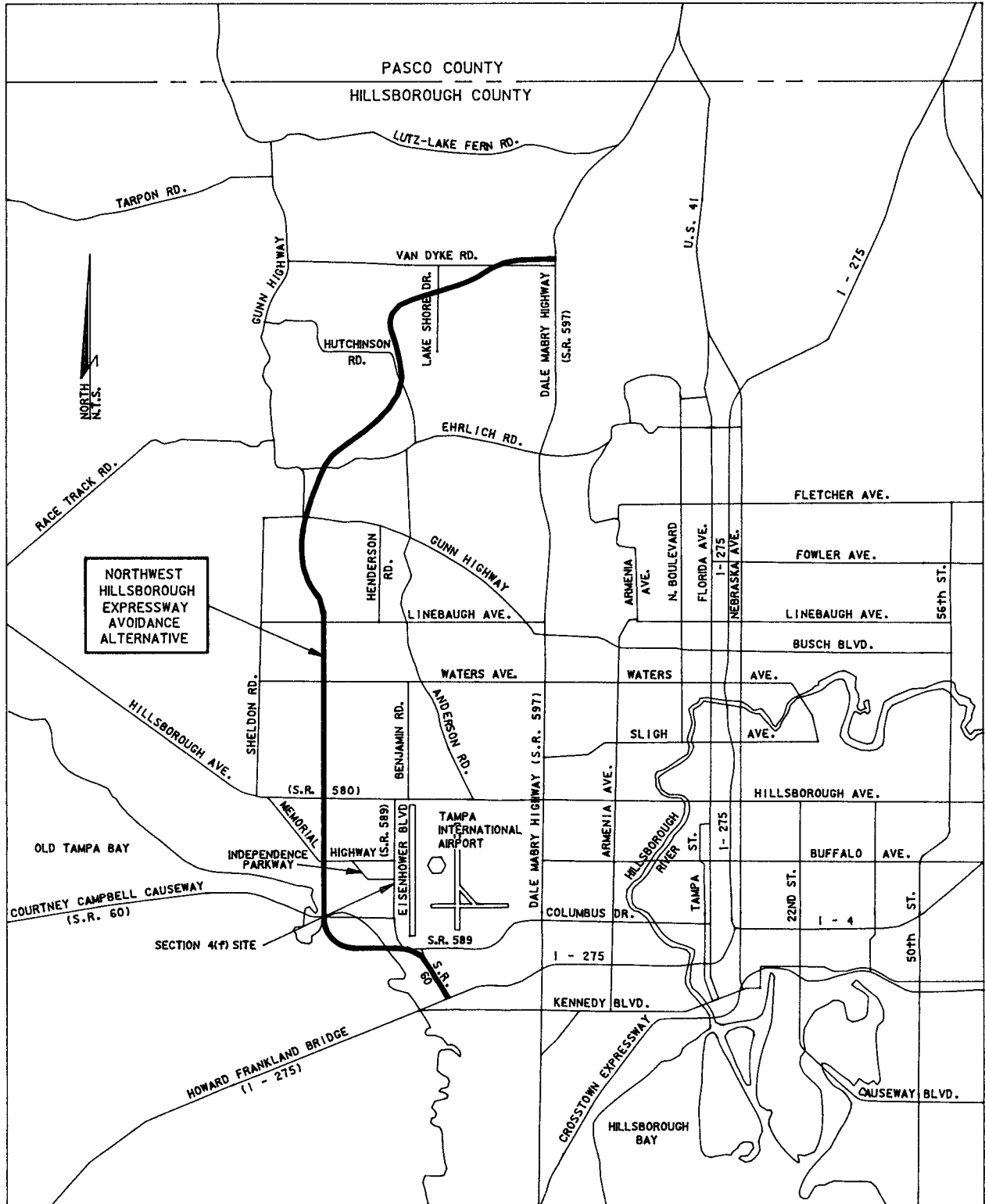
File L84-85

AN ORDINANCE MAKING LAWFUL THE SALE OF BEVERAGES CONTAINING ALCOHOL OF MORE THAN 1% BY WEIGHT - BEER, WINE AND LIQUOR - ADULTS - FOR CONSUMPTION ON PREMISES ONLY IN CONNECTION WITH A RESTAURANT BUSINESS, AT 701 SOUTH DAKOTA AVENUE, TAMPA, FLORIDA.

All be considered for enactment by the Tampa City Council. Said ordinances may be inspected at the office of the City Clerk, 2nd Floor, Plaza on the Mall, Tampa, Fla. Interested parties may appear and be heard at said meetings.

FRANCIS HENRIQUEZ,
City Clerk

18-16



**NORTHWEST
HILLSBOROUGH
EXPRESSWAY
AVOIDANCE
ALTERNATIVE**

STATE OF FLORIDA



DEPT. OF TRANSPORTATION

AVOIDANCE ALTERNATIVE
LOCATION MAP

NORTHWEST HILLSBOROUGH EXPRESSWAY
I-275 TO S.R. 597

S.P.N.: 10000-1531

W.P.L.: 7113669

F.A.P.: M-4047(40)

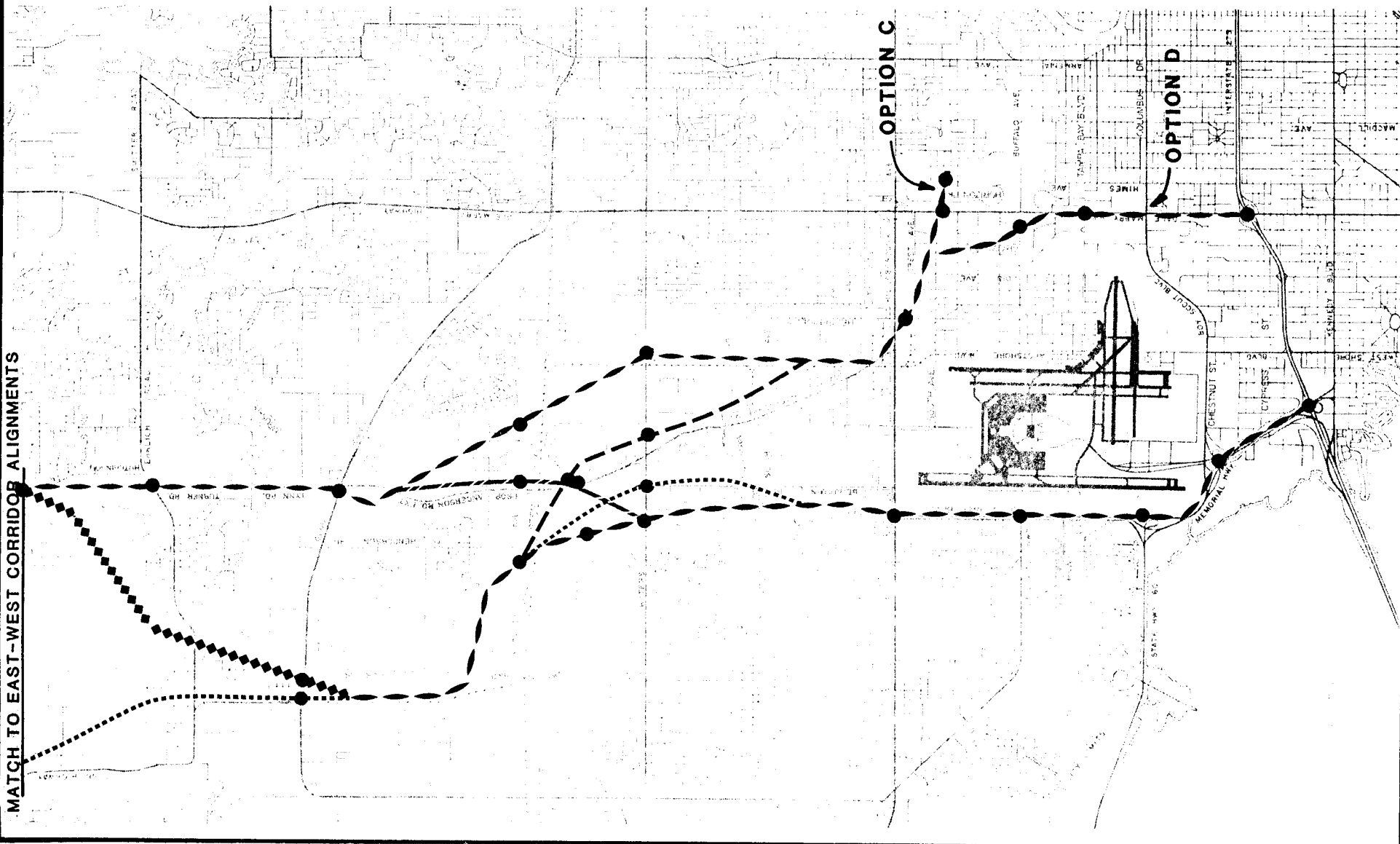
LEGEND

ALIGNMENT ALTERNATIVES CONSIDERED BUT REJECTED

- DALE MABRY / LYNN-TURNER ALIGNMENT
- - - DALE MABRY / LYNN-TURNER TO EISENHOWER / WEST CROSSOVER
- / - EISENHOWER / WEST TO DALE MABRY / LYNN-TURNER CROSSOVER
- BENJAMIN ROAD ALIGNMENT
- INTERCHANGE LOCATIONS

REASONABLE ALIGNMENT ALTERNATIVES

- EISENHOWER / WEST ALIGNMENT
- ◆◆◆◆◆ LAKE LECLARE ALIGNMENT
- RAILROAD ALIGNMENT
- INTERCHANGE LOCATIONS



MATCH TO EAST-WEST CORRIDOR ALIGNMENTS

OPTION C

OPTION D

NORTH-SOUTH CORRIDOR ALIGNMENT ALTERNATIVES



United States Department of the Interior



OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 92/140

FEB 19 1992

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

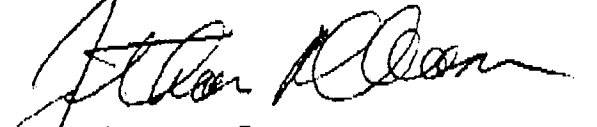
Dear Mr. Skinner:

This responds to a request for the Department of the Interior's comments on the Section 4(f) Evaluation for the Northwest Hillsborough Expressway, Hillsborough County, Florida.

We concur that there are no feasible and prudent alternatives to the proposed use of Veterans Memorial/Skyway Park. We also concur that all possible planning to minimize harm has been considered.

Consequently, the Department of the Interior has no objection to Section 4(f) approval of this project.

Sincerely,



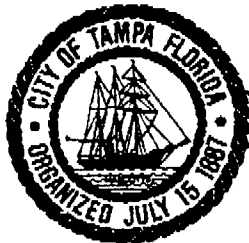
Jonathan P. Deason
Director
Office of Environmental Affairs

cc: C. L. Irwin, Manager
Environmental Management Office
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

CITY OF TAMPA

Sandra W. Freedman, Mayor

Water Resources and Public Works

Mike Salmon
Administrator

February 24, 1992

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

Re: Draft Section 4(f) Evaluation for the NW Hillsborough
Expressway
State Project Number 10000-1531
Work Program Number 7113669
Federal Aid Project Number M-4047(40)
County: Hillsborough

Dear Mr. Irwin:

The City of Tampa has completed its review of the above-referenced document. We believe that the document adequately indicates that there are no feasible nor prudent alternatives to the proposed use of property from the Veteran's Memorial/Skyway Park complex. The City concurs that all appropriate planning activities are being undertaken to minimize harm to the Park based on information noted in the document. The Hillsborough County Expressway Authority's Resolution Number 524, dated October 28, 1991, also supports this funding.

The City of Tampa appreciates this opportunity to comment on the draft document and should there be any questions concerning these comments, please contact me at (813)223-8771.

Sincerely,

R. Michael Salmon, P.E., Administrator
Water Resources and Public Works

RMS:mts

xc: David Twiddy

TABLE 1

UNINCORPORATED HILLSBOROUGH COUNTY
PARKS AND RECREATION FACILITIES INVENTORY

NEIGHBORHOOD PARKS			1988			TOWN-	CENSUS		
PK PA	UNIT NAME	ACRES	USAGE	SEC	SHIP	RNG	TRACT	PC PA	
1	NW	ALEXANDER PARK	10.00	ACTIVITY	33S	28	18E	118.02	Town & Country
2	NW	BEACON MEADOWS PARK	8.96	ACTIVITY	17S	28	18E	114.01	Carrollwood
3	NW	BELLAMY PARK	10.00	ACTIVITY	13S	28	17E	114.01	Carrollwood
4	NW	BRAY AND CHELSEA	18.14	ACTIVITY	1S	29	17E	117.02	Town & Country
5	NW	BURKE STREET PARK	1.70	ACTIVITY	34S	28	18E	119.03	Town & Country
6	NW	CARROLLWOOD MEADOWS PARK	18.00	ACTIVITY	1S	28	17E	114.01	Carrollwood
7	NW	CARROLLWOOD SCHOOL PARK	10.00	ACTIVITY	15E	28	18E	113	Carrollwood
8	NW	CHURCH PARK	5.00	ACTIVITY	35S	28	17E	116.04	Town & Country
9	NW	COUNTRY PLACE PARK WEST	10.00	ACTIVITY	31S	27	18E	115	Keystone
10	NW	COUNTRY PLACE	20.00	ACTIVITY	32S	27	18E	115	Keystone
11	NW	COUNTRY RUN	19.00	ACTIVITY	7,18S	28	18E	114.02	Carrollwood
12	NW	DEERFIELD PARK	1.80	ACTIVITY	24S	28	17E	116.02	Town & Country
13	NW	DICKENSON SCHOOL PLAYGROUND	10.00	ACTIVITY	1S	29	17E	117.02	Town & Country
14	NW	EGYPT LAKE PAR	7.23	ACTIVITY	34S	28	18E	119.03	Town & Country
15	NW	HAMILTON PARK	17.00	ACTIVITY	27S	28	17E	116.01	Town & Country
16	NW	JACKSON SPRINGS PARK	9.70	ACTIVITY	35S	28	17E	116.04	Town & Country
17	NW	LOGAN GATE PARK	9.43	ACTIVITY	13S	28	17E	114.01	Carrollwood
18	NW	SHELDON ROAD PARK	20.00	ACTIVITY	10S	28	17E	115	Carrollwood
19	NW	SUGARWOOD PARK	7.34	ACTIVITY	6S	28	18E	114.02	Carrollwood
20	NW	TIMBERLAN PARK	10.00	ACTIVITY	8S	28	18E	114.02	Carrollwood
21	NW	TOWN.N COUNTRY PARK	10.00	ACTIVITY	36S	28	17E	116.05	Town & Country
22	NW	WOODLAKE PARK	5.00	ACTIVITY	27S	28	17E	116.01	Town & Country
			238.30		22 Parks				
23	NE	BULLARD PARK	2.41	ACTIVITY	12S	27	18E	110.01	Lutz
24	NE	DOVER PARK	7.50	ACTIVITY	32S	28	21E	124	Uninc Plant City
25	NE	KENLY PARK	9.99	ACTIVITY	11S	28	19E	102.01	Thonotosassa
26	NE	KINGS FOREST PARK	4.22	ACTIVITY	1S	29	19E	120.01	Thonotosassa
27	NE	KNIGHTS-GRIFFIN PARK	2.18	ACTIVITY	6S	28	22E	101.01	Uninc Plant City
28	NE	LUTZ CIVIC	2.41	ACTIVITY	12S	27	18E	110.01	Lutz
29	NE	LUTZ MEMORIAL PARK	7.00	ACTIVITY	12S	27	18E	110.01	Lutz
30	NE	MORT SCHOOL PLAYGROUND	10.00	ACTIVITY	6S	28	19E	108.02	USF
31	NE	NORTH POINTE PARK	1.65	ACTIVITY	1S	28	18E	112.01	USF
32	NE	NUCCIO PARK	10.11	ACTIVITY	33S	28	19E	105	Thonotosassa
33	NE	NYE PARK	9.70	ACTIVITY	12S	27	18E	111	Lutz
34	NE	ROY HAYNES PARK	4.37	ACTIVITY	11S	28	18E	112.02	USF
35	NE	SEFFNER PARK	3.00	ACTIVITY	2S	29	20E	121.02	Thonotosassa
36	NE	SPRINGHEAD PARK	8.00	ACTIVITY	12S	29	22E	130	Uninc Plant City
37	NE	STERLING HEIGHTS	4.09	ACTIVITY	6S	28	20E	102.01	Thonotosassa
38	NE	TEMPLE PARK	5.6C	ACTIVITY	23S	28	19E	102.01	Thonotosassa
39	NE	THONOTOSASSA PARK	4.00	ACTIVITY	9S	28	20E	102.02	Thonotosassa
40	NE	THONOTOSASSA SCH PLAYGROUND	10.00	ACTIVITY	16S	28	20E	103.01	Thonotosassa
41	NE	TURKEY CREEK PARK	16.00	ACTIVITY	23S	29	21E	125	Uninc Plant City
42	NE	WILLIAMS ROAD	8.00	ACTIVITY	5S	29	20E	121.01	Thonotosassa
			130.23		20 Parks				
43	CEN	BLOOMINGDALE PARK EAST	12.00	ACTIVITY	12S	30	20E	134	Brandon
44	CEN	BLOOMINGDALE PARK WEST	5.00	ACTIVITY	11S	30	20E	134	Brandon
45	CEN	BRYAN-DEWOLF PARK	14.00	ACTIVITY	35S	29	20E	133.03	Brandon
46	CEN	GARDENVILLE PARK	4.84	ACTIVITY	35S	30	19E	138	Gibsonton
47	CEN	GARDINIER/ALAFIA PARK	6.80	ACTIVITY	23S	30	19E	138	Gibsonton
48	CEN	HEATHER LAKES PARK	16.00	ACTIVITY	33S	29	20E	133.01	Brandon
49	CEN	J.B. GIBSON PARK	9.18	ACTIVITY	24S	30	19E	138	Gibsonton
50	CEN	KINGSWAY PARK	4.54	ACTIVITY	3S	30	20E	133.03	Brandon
51	CEN	LIMONA PARK	10.00	ACTIVITY	16S	29	20E	122.01	Brandon
52	CEN	PALM RIVER PARK	4.55	ACTIVITY	22S	29	19E	135.01	Gibsonton
53	CEN	PROGRESS VILLAGE PARK	14.07	ACTIVITY	1S	30	19E	137	Gibsonton
54	CEN	PROVIDENCE PARK	7.03	ACTIVITY	4S	30	20E	133.01	Brandon
55	CEN	RIVERVIEW PARK	10.00	ACTIVITY	17S	30	20E	137	Gibsonton
56	CEN	RIVERVIEW SCHOOL PARK	10.00	ACTIVITY	17S	30	20E	137	Gibsonton
57	CEN	SIMMONS-BOWEN PARK	4.22	ACTIVITY	1S	30	19E	137	Gibsonton
58	CEN	WINSTON PARK	8.00	ACTIVITY	23S	29	19E	135.02	Gibsonton
59	CEN	WILLIAMS PARK	13.00	ACTIVITY	23S	30	19E	136	Gibsonton
			153.23		17 Parks				
60	S	APOLLO BEACH PARK	13.25	ACTIVITY	21S	31	19E	141.01	Ruskin/Sun City
61	S	BALM PARK	10.00	ACTIVITY	24S	31	20E	139.01	Balm/Wimauma
62	S	BETHUNE PARK	5.23	ACTIVITY	10S	32	20E	139.02	Balm/Wimauma

**TABLE 1
CONT.**

**UNINCORPORATED HILLSBOROUGH COUNTY
PARKS AND RECREATION FACILITIES INVENTORY**

NEIGHBORHOOD PARKS			1988	USAGE	SEC	TOWN-	CENSUS	PC PA
PK PA	UNIT NAME	ACRES			SHIP	RNG	TRACT	
63	S	BOYETTE SPRINGS	11.00	ACTIVITY	26S	30	20E	139.01 Balm/Wimauma
64	S	LITHIA CLUBHOUSE PARK	2.00	ACTIVITY	25,26S	30	21E	139.01 Balm/Wimauma
65	S	PINECREST SCHOOL	10.00	ACTIVITY	30S	30	22E	139.03 Balm/Wimauma
66	S	RUSKIN SCHOOL PLAYGROUND	2.00	ACTIVITY	8S	32	19E	141.02 Ruskin/Sun City
67	S	SHADOW RUN	12.23	ACTIVITY	26S	30	20E	139.01 Balm/Wimauma
68	S	SUMNER ACRES	2.73	RESOURCE	27S	32	19E	140 Ruskin/Sun City
69	S	SUNDANCE	12.55	ACTIVITY	32S	32	19E	140 Ruskin/Sun City
70	S	WIMAUMA PARK	21.00	RESOURCE	9,10S	32	20E	139.02 Balm/Wimauma
			101.99	12 Parks				
TOTAL 1988 NEIGHBORHOOD PARK ACRES			623.75	71 Parks				
DISTRICT PARKS								
71	NW	CITRUS PARK	9.30	ACTIVITY	2S	28	17E	114.01 Carrollwood
72	NW	KEYSTONE PARK	27.90	ACTIVITY	13,14S	27	17E	115 Keystone
73	NW	NORTHWEST LANDFILL PARK	20.00	ACTIVITY	14S	28	17E	114.01 Carrollwood
74	NW	NORTHWEST L.L.	5.00	ACTIVITY	33S	28	18E	118.02 Town & Country
75	NW	ORANGE GROVE PARK	21.98	ACTIVITY	22S	28	18E	119.01 Town & Country
76	NW	SHELDON ROAD PARK	100.00	ACTIVITY	9,10S	28	17E	115 Carrollwood
77	NW	SHIMBERG PARK	40.00	ACTIVITY	25S	28	17E	116.03 Town & Country
73	NW	SKYWAY PARK	33.00	ACTIVITY	7S	29	18E	117.01 Town & Country
			257.18	8 Parks				
79	NE	ANTIOCH PARK	20.00	ACTIVITY	31,32S	27	21E	101.01 Uninc Plant City
80	NE	BEALSVILLE PARK	20.00	ACTIVITY	23S	29	22E	130 Uninc Plant City
81	NE	DOVER DISTRICT PARK	80.00	ACTIVITY	5S	29	21E	124 Uninc Plant City
82	NE	EVANS PARK	16.76	ACTIVITY	35S	28	20E	121.02 Thonotosassa
83	NE	HILLSBOROUGH HEIGHTS	20.00	ACTIVITY	27S	28	20E	103.02 Thonotosassa
84	NE	LUTZ ATHLETIC PARK	20.07	ACTIVITY	11S	27	18E	111 Lutz
85	NE	MANGO PARK	23.29	ACTIVITY	3S	29	20E	121.02 Thonotosassa
86	NE	NORTH LAKES PARK	27.80	ACTIVITY	27S	27	18E	111 Lutz
87	NE	PINECREST PARK L.L.	10.00	ACTIVITY	17S	30	22E	131 Uninc Plant City
			237.92	9 Parks				
88	CEN	BRANDON PARK	24.00	ACTIVITY	23S	29	20E	123.02 Brandon
89	CEN	CLAYTON PARK	16.12	ACTIVITY	27S	29	20E	133.01 Brandon
90	CEN	DAVIS PARK	42.00	RESOURCE	22S	29	20E	123.01 Brandon
91	CEN	J.C. HANDLY PARK	46.53	ACTIVITY	3S	30	20E	133.01 Brandon
92	CEN	NORTH BRANDON PARK	18.32	ACTIVITY	11S	29	20E	122.02 Brandon
			146.97	5 Parks				
93	S	BEAUDETTE PARK	18.00	ACTIVITY	8S	32	19E	141.02 Ruskin/Sun City
94	S	BOYETTE SPRINGS	45.00	ACTIVITY	26S	30	20E	139.01 Balm/Wimauma
95	S	RHODINE BELL PARK	107.00	ACTIVITY	24S	30	20E	139.01 Balm/Wimauma
96	S	SUN CITY HERITAGE	27.00	RESOURCE	13,14S	32	18E	141.02 Ruskin/Sun City
97	S	THATCHER PARK	20.00	ACTIVITY	31S	31	22E	139.03 Balm/Wimauma
98	S	VANCE V. VOGEL	107.00	ACTIVITY	8S	31	20E	139.01 Balm/Wimauma
			324.00	6 Parks				
TOTAL 1988 DISTRICT PARK ACRES			966.07	28 Parks				
REGIONAL PARKS								
99	NW	LAKE PARK	600	RESOURCE	21S	27	18E	115 Keystone
100	NW	LAKE ROGERS	269	RESOURCE	27S	27	17E	115 Keystone
101	NW	UPPER TAMPA BAY PARK	2,090	RESOURCE	29S	28	17E	117.01 Town & Country
			2,959					
102	NE	EUREKA SPRINGS PARK	31	RESOURCE	31S	28	20E	103.01 Thonotosassa
103	NE	LETTUCE LAKE PARK	240	RESOURCE	2S	28	19E	102.01 Thonotosassa
104	NE	MEDARD PARK	625	RESOURCE	25,26S	29	21E	131 Uninc Plant City
*105	NE	WILDERNESS	16,000	RESOURCE				Thonotosassa
			16,896					

**TABLE 1
CONT.**

**UNINCORPORATED HILLSBOROUGH COUNTY
PARKS AND RECREATION FACILITIES INVENTORY**

NEIGHBORHOOD PARKS

PK PA	UNIT NAME	1988 ACRES	USAGE	SEC	TOWN- SHIP	RNG	CENSUS TRACT	PC PA
106	CEN LITHIA SPRINGS PARK	165 165	RESOURCE	17,18S	30	21E	134	Brandon
107	S ALDERMAN'S FORD	596	RESOURCE	17,18S	30	22E	139.03	Balm/Wimauma
108	S E.G. SIMMONS	458 1,054	RESOURCE	35,36S	31	19E	140	Ruskin/Sun City
109	CITY OF TAMPA REGIONAL PARK HORIZON PARK	126						
*110	STATE REGIONAL PARKS	9,103						

TOTAL 1988 REGIONAL PARK ACRES 30,303

GRAND TOTAL UNINCORPORATED COUNTY PARKS 31,893 Acres

(Includes Tampa Regional Parks)

(Excludes Unincorporated County Special Parks)

*105: A-TIS-A-WEE PARK *110: A-LITTLE MANATEE RIVER STATE PARK
 B-TROUT CREEK B-HILLSBOROUGH RIVER STATE PARK
 C-DEAD RIVER
 D-FLINT CREEK
 E-MORRIS BRIDGE
 F-FLAT WOODS

NEIGHBORHOOD PARKS

PK PA	UNIT NAME	1988 ACRES	USAGE	SEC	TOWN- SHIP	RNG	CENSUS TRACT	PC PA
111	AUDREY LAND PARK	0.25	RESOURCE	33S	28	17E	117.01	
112	ALAFIA RIVER BOAT RAMP	0.75	RESOURCE	10S	30	20	134	
113	BAYCREST BOAT RAMP	0.5	RESOURCE	2S	29	17E	117.01	
114	CANAL TRAILS PARK	15	RESOURCE	35S	28	17E	116.04	
115	COCKROACH BAY BOAT RAMP	2	RESOURCE	19, 20S	32	18E	141.02	
116	COURTNEY CAMPBELL CAUSEWAY	1	RESOURCE	9	29	17E	117.01	
117	DOMINO BOAT RAMP	1.5	RESOURCE	18S	32	19E	140	
118	EAST POINT CONSTRUCTION	2.5	RESOURCE	31S	28	20E	103.01	
119	GANDY BOAT RAMP	10	RESOURCE	10	30	18E		
120	HIGHWAY 41 FISHING PIER	0.55	RESOURCE	18S	32	19E	140	
121	LAKE WEEKS BOAT RAMP	3.5	RESOURCE	2S	29	20E	121.02	
122	LOGAN GATE							
123	KENNEY "K" PARK							
124	MID-LAKE PARK	0.25	UNDEVEL	10S	29	20E	122.01	
125	OAKMONT PARK	1.6	UNDEVEL	35S	29	20E	133.03	
126	ROCKY CREEK							
127	RUSKIN AG. CENTER							
128	RUSKIN COMMONGOOD PARK	1.5	RESOURCE	7,8S	32	19E	141.02	
129	THONOTOSASSA BOAT RAMP	14	RESOURCE	13, 14S	28	20E	103.02	
130	VALRICO PARK	0.25	RESOURCE	24S	29	20E	123.02	
131	WILDCAT CREEK PARK	4	RESOURCE	29, 30S	32	19E	140	
132	WOODBERRY ESTATES PARK	0.63	RESOURCE	16S	29	20E		
133	WOODBRIIDGE PARK		RESOURCE	35S	28	17E	116.04	
134	WOODMERE PARK	0.25	RESOURCE	32S	28	17E	117.01	

Note: The "special" park listing is part of Table 3.a since this park category is also under the jurisdiction of the Parks and Recreation Department. However, the park acreage in this category is not counted for the Needs Analysis since there are no standards for this category.

KEY: PK PA: Parks and Recreation Department Planning Areas
 SEC: Section
 RGE: Range
 PC PA: Planning Commission Planning Areas

The numbers listed in the first column of this inventory correspond to the unit name in the parks map.

Sources: 1988 Parks and Recreation Department Inventory
 Prepared by: The Planning Commission, 1988