Conceptual Stage Relocation Plan

Northwest Hillsborough Expressway
Final Environmental Impact Statement

Design Change Re-evaluation

from Cypress Street just south of the Tampa International Airport to Dale Mabry Highway (SR 597)

Work Program Segment #255433-2

October 2019

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

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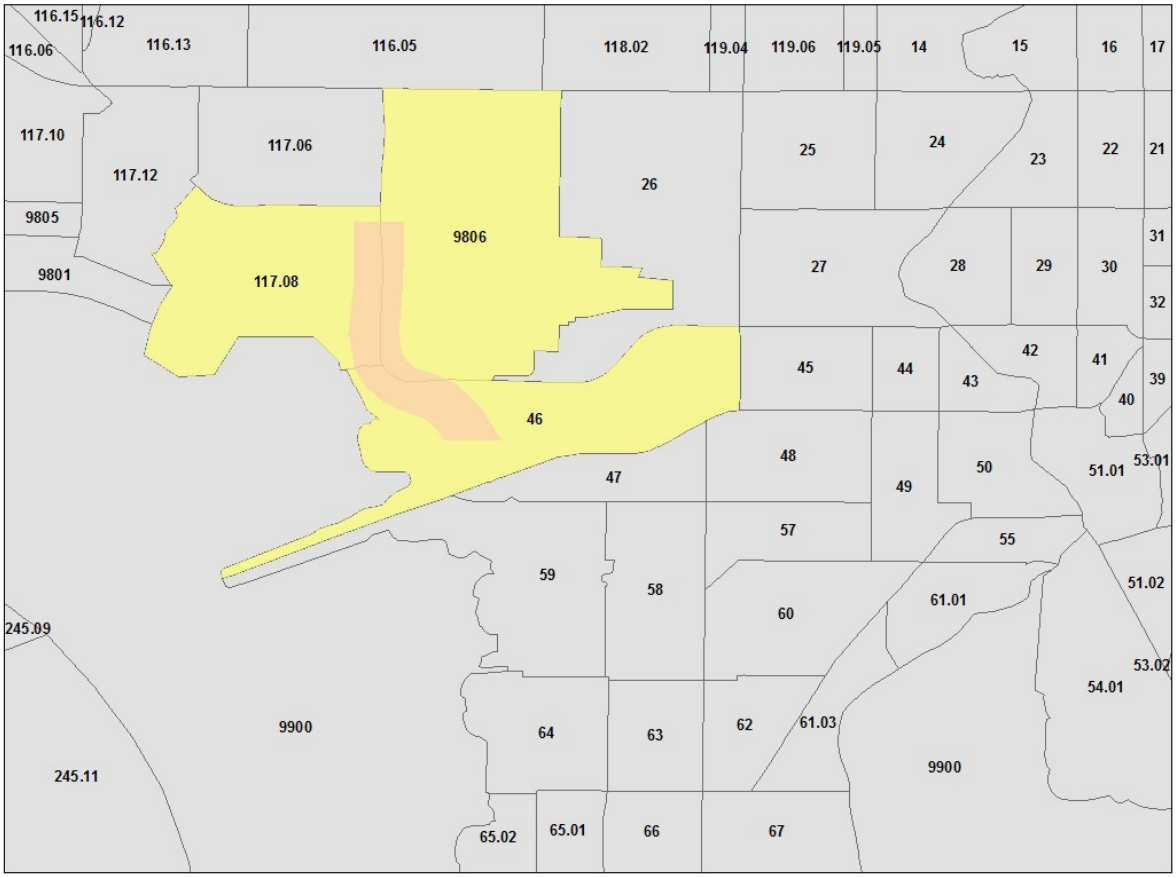
Section 1.0
PURPOSE AND BACKGROUND

1.1 PURPOSE

The purpose of this Conceptual Stage Relocation Plan (CSRP) is to identify community characteristics and analyze the impact of the project on the community, as well as to identify residences and businesses that will be impacted by the project and any special relocation needs.

The community characteristics are determined by analyzing and comparing the demographics of the state, local, and project area. The neighborhood area for the CSRP is defined by the Census tracts adjoining the Preferred Alternative. The Census tracts applicable to this study are: 46, 117.08 and 9806 (includes Tampa International Airport (TIA) only). The official 2010 United States Census and the 2018 American Community Survey are the sources for the baseline demographic data used in developing this CSRP. **Figure 1-1** shows a map of the Census tracts along the project corridor.

FIGURE 1-1
PROJECT AREA CENSUS TRACTS



Although every effort has been made to minimize the impact of the proposed project on existing land uses, some business relocations associated with the project right-of-way (ROW) acquisition are unavoidable. A discussion of the potential relocation impacts can be found in Section 3. For those acquisitions that are unavoidable, relocation and financial assistance will be provided by the Florida Department of Transportation to the residential and business displaces. (See Section 4 Relocation Assistance.)

1.2 REEVALUATION BACKGROUND

This reevaluation addresses one design segment of the Northwest Hillsborough Expressway (NWEx): FPN 255433-2, SR 60/Memorial Highway/Eisenhower Boulevard from north of Cypress Street to north of Memorial Highway. The NWEx is currently known as the Veterans Expressway. The ROW changes resulting from the proposed design changes to the NWEx are discussed below and shown on the plan sheets located at Appendix A.

1.3 NORTHWEST EXPRESSWAY (VETERAN'S EXPRESSWAY)

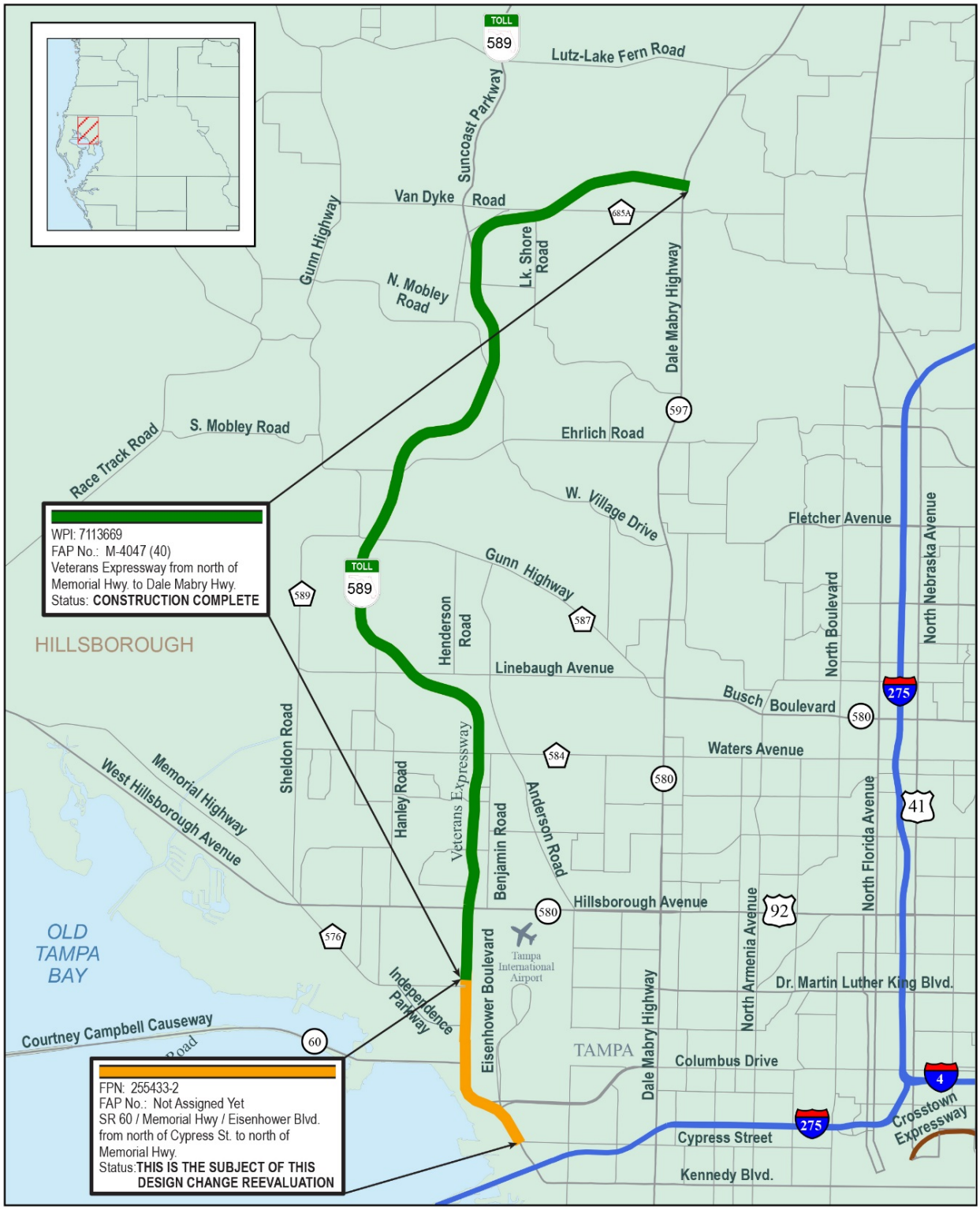
1.3.1 PROJECT HISTORY

In 1987, the Federal Highway Administration (FHWA) signed the Final Environmental Impact Statement (FEIS) for the NWEx for improvements from Cypress Street just south of the TIA to Dale Mabry Highway (State Road (SR) 597), approximately 16.9 miles. The original study area is illustrated in **Figure 1-2**. The NWEx was proposed as a major, divided, limited-access roadway to serve local traffic in the north and northwest areas of Hillsborough County near Tampa, Florida. The expressway involved improving Eisenhower Boulevard to six and eight lanes and the addition of interchanges between Interstate (I)-275 and Hillsborough Avenue. The remainder of the expressway was a new four-lane divided roadway with interchanges to the local road system from north of Hillsborough Avenue to Dale Mabry Highway.

In 1992, the FHWA signed a Design Change Re-evaluation of the NWEx FEIS to authorize design of all eight segments of the roadway from I-275 north to Dale Mabry Highway (SR 597). Subsequently, Florida's Turnpike Enterprise (FTE) assumed responsibility for the project. FTE renamed the roadway Veterans Expressway (SR 589). Construction of the segment from Memorial Highway to Dale Mabry Highway (SR 597) was completed in October 1994.

In 1999, a Design Change/Right-of-Way (ROW) Re-evaluation was completed and approved by the FHWA, which focused on the section of the project corridor from Cypress Street to Independence Parkway. This re-evaluation specifically addressed design changes to the SR 60/Courtney Campbell Causeway interchange, which included shifts in roadway alignment, and reconfiguration of ramps including new ramps to and from Independence Parkway. The re-evaluation also addressed changes to design speeds which created the need for refinements to ramp configurations. These changes resulted in the need for additional ROW acquisitions (Appendix A, Sheets 1 to 9). This same section was advanced through a 2003 Design Change/Construction Authorization Re-evaluation. As such, the interchanges located between I-275 and Memorial Highway, including new access to the TIA, Spruce Street, SR 60 at Courtney Campbell Causeway (CCC), and Independence Parkway, were reconstructed by the Florida Department of Transportation (FDOT) between 2005 and 2010.

FIGURE 1-2
NWE REEVALUATION PROJECT LIMITS



1.4 NORTHWEST EXPRESSWAY RIGHT-OF-WAY CHANGES

1.4.1 NORTHWEST EXPRESSWAY FROM CYPRESS STREET TO NORTH OF MEMORIAL HIGHWAY

The right-of-way (ROW) footprint for the newly preferred alternative from Cypress Street to TIA Interchange is different than the footprint identified in the Preferred Alternative for NWEx from the approved FEIS and related RODs and subsequent reevaluations. Several parcels are proposed to accommodate design changes due to changes in traffic patterns. The additional parcels and changes to the FEIS and Master Plan footprint are identified below and shown in Appendix A.

- The preferred alternative affects three parcels located in the southeast quadrant of the airport interchange along E. Frontage Road at Laurel Street. The preferred alternative proposes a new northbound tolled express lane to TIA, which was not included as part of the Preferred Alternative. In order to accommodate the proposed new express lane, the northbound general use lanes were shifted, requiring the need for additional ROW (Appendix A, Sheet 2).

- Additional ROW from six parcels located in the southwest quadrant of W. Frontage Road and the NWEx in the vicinity of W. Nassau Street and W. La Salle Street are required. This need is due to reconstructing the southbound general use lanes and accommodating the proposed new northbound tolled express lane to TIA and southbound tolled express slip ramp from TIA to the southbound tolled express lanes (Appendix A, Sheet 2, 4, 6).

- Additional new ROW is required from a parcel in order to extend Mondigo Street north of La Salle Street to provide access to a structure where existing access will be removed.

Section 2.0

POPULATION, HOUSEHOLD AND EMPLOYMENT CHARACTERISTICS

2.1 POPULATION

Table 2-1 represents the estimated 2018 populations for the State of Florida, Hillsborough County and the City of Tampa. The majority of the population within Hillsborough County resides within the unincorporated portion of the county with the second highest population residing within the city of Tampa.

TABLE 2-1
POPULATION DENSITIES
(as of July 1, 2018)

Area	Population	Density Per Square Mile
State of Florida	21,299,325	353
Hillsborough County	1,436,888	1,156
Tampa	392,890	3,398

Source: American Fact Finder Population Estimates 2018.
www.worldpopulationreview.com/us

Table 2-2 shows the estimated population for the nine US 2010 Census tracts located within the immediate project area. These include Census Tracts 46, and 117.08. Tract 9806 lies entirely within the bounds of Tampa International Airport with a population of zero. The table includes data on gender, race and ethnicity for the project area that are discussed in the following sections.

2.1.1 GENDER

For the most part the split between male and female population in the listed census tracts are nearly the same with males slightly outnumbering females in Tract 46 (50.8% to 49.2%) while females outnumber males by a wider margin (52.9% to 47.1%) in Tract 117.08. The explanation for this is unclear.

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

Demographic Category	Census Tract 46		Census Tract 117.08	
	No.	%	No.	%
Total Population	**4,654**		**4,211**	
Gender				
Male	2,364	50.8	1,982	47.1
Female	2,290	49.2	2,229	52.9
Race				
White Alone	2,425	52.1	3,222	76.5
African American Alone	1,599	34.4	562	13.3
American Indian or Native Alaskan Alone	0	0	33	0.8
Asian Alone	352	7.6	185	4.4
Native Hawaiian/Other Pacific Islander Alone	0	0	0	0
Some Other Race Alone	72	1.5	109	2.6
Two or More Races	206	4.4	100	2.4
Ethnicity				
Hispanic	892	19.2	840	19.9

Source: US Census, ACS 2017. Table DP05.

2.1.2 RACE

As shown in Table 2-2 Tracts 46 (34.4%) has the highest percentage of African American population. The geography of this tract lies north of I-275 outside this project area and covers an area which has been a historically African American community while the area in the immediate vicinity of this project lies within a predominately office/light industrial area. Although additional ROW is required within Tract 46, no residential parcels will be affected and there will be no impact on the minority population. Tract 117.08 on the other hand has an overwhelmingly high white populations in excess of 76 percent. This is a large tract with high number of higher rent apartments and some condominiums. No new additional ROW is required from this tract and no impact on minority populations is expected.

2.1.3 ETHNICITY

Tract 46 (19.2%) and Tract 117.08 (19.9%) 2 have nearly identical Hispanic populations. While additional ROW is required in Tract 46, the impact is to commercial office parcels adjacent to the ROW and does not affect residential parcels and will have no impact on the Hispanic population No additional ROW is required from Tract 117.08.

2.2 HOUSEHOLDS

There is a total of 4,592 households located within the census tracts bordering the project area. Of these households, 1,788 are family households, 2,804 are non-family households, 169 are large households (5 or more persons) and 577 households have at least one elderly person. The distribution of these households among the two census tracts is discussed below.

2.2.1 HOUSEHOLD SIZE AND TYPE

Table 2-3 shows the types and size of households within the study area. The average household size with in the project area ranges between 1.89 and 1.98 persons. Tract 117.08 (43.5%) has the highest percentage of family households, which is nearly 8.5 percentage points higher than Tract 46 (35.0%). Tract 46 (5.7%) also has the highest percentage of households with five or more members.

TABLE 2-3
HOUSEHOLD INFORMATION WITHIN THE PROJECT AREA

Demographic Category	Census Tract 46		Census Tract 117.08	
	No.	%	No.	%
Total Number of Households	**2,461**		**2,131**	
Average Number of Persons per Household	1.89		1.98	
Family Households	861	35.00	927	43.5
Non-Family Households	1600	65.0	1,204	56.5
Households with 5 or More Persons	142	5.7	27	1.3

Source: U.S. Census 2010, ACS; Table B11016 2013-2017 5-Year Estimate and Table DP02 2013-2017 5-Year Estimate.

2.2.2 ELDERLY OCCUPIED HOUSEHOLDS

Table 2-4 shows the number of households occupied by elderly persons aged 65 years or older. Tract 46 (12.7%) has the highest number of elderly households, while Tract 117.08 12.4% has the lowest percentage of elderly households. These percentages are extremely low compared to the state of Florida (35.1%) and Hillsborough County (25.0%). One potential reason for this is the high number of residential apartments that tend to be occupied by younger, working aged persons that work within the area. The average ages in Tract 46 and 117.08 are 32 and 36 years old.

TABLE 2-4
HOUSEHOLDS WITH PERSONS AGE ≥ 65 YEARS WITHIN THE PROJECT AREA

Demographic Category	Census Tract 46		Census Tract 117.08	
	No.	%	No.	%
Number of Households	**2,461**		**2,131**	
Elderly Households	313	12.7	264	12.4

Source: U.S. Census 2010, ACS. Table B11007 2013-2017 5-Year Estimate.

2.2.3 HOUSEHOLDS WITH DISABLED PERSONS

Table 2-5 shows the number and percentage of households within the State of Florida, Hillsborough County and the two census tracts that include disabled residents. The percentage of disabled persons in Tract 46 (12.6%) is not substantially different than the state (13.4%) or county (11.6%). On the other hand, Tract 117.08 (6.2%) has a substantially lower percentage of disabled persons than the state and county as well as Tract 46. While residential impacts to disabled persons are not expected, ROW acquisition will affect the structure containing the Social Security Administration offices located on E Frontage Road south of W Laurel Street (Tract 46), which will affect access to services provided by this facility.

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

Area	Number	Percent
State of Florida	2,673,685	13.4%
Hillsborough County	155,104	11.6%
Tract 46	565	12.2%
Tract 117.08	266	6.4%

Source: U.S. Census, American Fact Finder 207, Table DP02. 2013-2017 5-Year Estimate.

2.3 INCOME AND EMPLOYMENT

2.3.1 MEDIAN HOUSEHOLD INCOME

Table 2-6 shows the median household income for the State of Florida, Hillsborough County and Census tract 46 and 117.08 based on the five-year estimate from 2013 to 2017.

TABLE 2-6
MEDIAN HOUSEHOLD INCOME

Area	2017
United States	$57,652
Florida	$50,883
Hillsborough County	$53,742
Tampa	$48,245
Tract 46	$59,576
Tract 117.08	$79,659

Source: U.S. Census, ACS, Table DP03 2013-2017 5-Year Estimate.

The median income for persons living within Tract 46 is higher than the national, state and county median incomes and substantially higher than the city of Tampa. This tract is undergoing change from mostly blue collar workers that generally earn less to more professional occupations that pay more. The median household income for Tract 117.08 is substantially higher than the national, state, county and city averages. As previously stated, Tract 117.08 includes a large area of high rent apartments as well as high valued condominium and single-family housing units that are normally occupied by higher earning residents.

2.3.2 EMPLOYMENT STATUS

Table 2-7 provides information on employment for the State of Florida, Hillsborough County and Tampa at the end of 2017. Note that the unemployment rate for the census tracts in the table are not shown because they were calculated for a 5-year average at a time when the unemployment rate nationwide was high. Unemployment has fallen substantially since 2016, but due to the averaging system used by the Census Bureau the lower numbers are not reflected in the most recent census tables. On the other hand, the unemployment rates for the state of Florida and Hillsborough County shown here were current for May 2019 and reflect the lower employment rates. An assumption may be made that the unemployment rates for tracts 46 and 117.08 are similar to the Hillsborough County rate.

TABLE 2-7
EMPLOYMENT STATUS FOR
THE STATE OF FLORIDA, HILLSBOROUGH COUNTY AND TAMPA (2017)

Area	Population Over 16 Years of Age in Labor Force	Employed	Unemployment Rate
State of Florida	9,772,762	9,018,570	3.4%*
Hillsborough County	699,502	647,075	2.9%*
Tract 46	3,201	3,028	
Tract 117.08	2,803	2,803	

Source: U.S. Census, ACS, Table DP03, 2013-2017 5-Year Estimate.
* Bureau of labor Statistics for May 2019.

2.4 HOUSING CHARACTERISTICS

Table 2-8 includes the total, occupied, and owner-occupied housing characteristics of the Florida and Hillsborough County and Census Tracts 46 and 117.08 based on the American Community Survey Table D-04. 2013-2017, 5-Year Estimate.

TABLE 2-8
OWNER-OCCUPIED HOUSING UNITS IN
THE STATE OF FLORIDA, HILLSBOROUGH COUNTY
AND CENSUS TRACTS 46 AND 117.08

	State of Florida		Hillsborough County		Tract 46		Tract 117.08	
Demographic Category	Number	%	Number	%	Number	%	Number	%
Total Housing	9,259,684		563,638		2,848		2,373	
Total Occupied Units	7,510,882	81.1%	505,845	89.7%	2,461	86.4%	2,131	89.8%
Total Owner-Occupied Housing Units	4,868,827	64.8%	293,143	58.0%	534	21.7%	640	30.0%

Source: U.S. Census 2010 ACS, Table DP-04, 2013-2017, 5-Year Estimate.

The table shows that the total occupied units for the two census tracts are similar to those of Hillsborough County and slightly higher than the state. However, the total owner occupied units is substantially lower for Tract 46 (21.7%) and Tract 117.08 (30.0%) than both the state and county totals. This reflects a higher percentage of renter occupied units. This trend may be the result of the housing bubble crash in 2007 when many people lost their homes in foreclosure and are now renting while waiting for their credit to recover. Additionally, Tract 117.08 has a high percentage of apartments and condominiums. Similarly, Tract 46 has a high volume of new apartment complexes combined with smaller house that are being rented. In both cases, none of the housing units are adjacent to the project corridor.

Table 2-9 focuses more closely on the immediate project area. Tract 46 is located along the north side of I-275 and on both sides of SR 60 south of Cypress Street. Tract 117.08 is located north of Cypress Street and west of Tampa International Airport as shown on Figure 1-1.

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

Demographic Category	Census Tract 46	Census Tract 117.08
Total Housing Units	2,848	2,373
Occupied Units	2,461	2,131
% Occupied	86.4	89.8
Vacant Units	387	242
% Vacant	13.6	10.2
Owner Occupied	534	640
% Owner Occupied	21.7	30.0
Renter Occupied	1,927	1,491
% Renter Occupied	78.3	70.0

Source: U.S. Census 2010 ACS, Table DP-04, 2013-2017 5-Year Estimate.

As shown in the table, occupancy rates are high ranging from 86.4 percent in Tract 46 to 89.8 percent in Tract 117.08. Owner occupancy are significantly lower, ranging from 21.7 percent in Tract 46 to 30.0 percent in Tract 117.08. Tract 46 includes the Westshore Business District and is mostly dominated by commercial office space with small pockets of single family homes and large numbers of newer apartments and condominium units. Similarly, Tract 117.80 includes a high number of apartment units, which is reflected in the owner occupancy rate.

2.5 TENURE OF DISPLACED STRUCTURES

Table 2-10 shows the location, type, number of buildings/units, total floor area and tenure of structures that will be affected and may be displaced due to the acquisition of new right-of way for this project. Aerial photos and general information clips from the Hillsborough County Property Appraiser's database are in Appendix B, Relocation Aerial Photos.

TABLE 2-10
TENURE AND TYPE OF STRUCTURES BEING DISPLACED

Location of Structure Being Displaced	Type of Structure	Buildings/ Stories/Units	Total Area (sf)	Need	Year Built
5402 W Laurel St[1]	Office Condominium	1/2/36	131,500	LA ROW	1975
5501 W Nassau St.	Warehouse/Storage	1/1/1	1,915	LA ROW	1985
3415 E Frontage Rd.[1]	Office[2]	1/1/3	39,471	LA ROW	1962
5510 W LaSalle St.	Office	1/2/1	13,773	LA ROW	1984

[1] Partial building clip may not require a complete displacement.
[2] Includes the Social Security Administration office.

A total of four structures containing approximately 186,579 square feet of commercial office/ industrial space may be affected. Two structures will be impacted by the new ROW and will require relocations. One of the three is an office condominium with a total of 36 units of which 11 will require relocation. A second houses the offices of the Social Security Administration. One structure with 13,773 square feet is impacted by access issues that may be mitigated by providing alternate access.

Section 3.0
RELOCATION IMPACTS

This section presents an overview of the anticipated ROW changes and potential relocations since the last reevaluation. For the purposes of this update only NWEx from north of Cypress Street to the Veterans Expressway north of Memorial Highway is evaluated.

Appendix A shows the new alignment, Limited Access (L/A) ROW, and potential business relocations for from Cypress Street on SR 60 north to the connection to the Veterans Expressway north of Memorial Highway.

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

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

Number of Affected Parcels	Number of Affected Structures	Number of Affected Parcels Land Only	Number of Affected Parcels NWE FEIS ROW	Number of Affected Parcels New ROW
12	3	9	6	6

3.1 POTENTIAL RELOCATIONS

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

3.1.1 POTENTIAL RESIDENTIAL RELOCATIONS

No residential relocations are anticipated due to the changes in design, typical sections and ROW needs. There are no residential units affected in this segment of the project corridor.

3.1.2 POTENTIAL BUSINESS RELOCATIONS

As shown on the plan sheets located in Appendix A the improvements to the SR 60/Memorial Highway north of Cypress Street are all located within the Westshore Business District. As a result, 55,334 square feet of office and commercial space will be impacted in a total of four structures (including associated parking garages).

Of the 12 commercial parcels required for ROW, three have affected structures, and 9 are affected by land ROW needs only. Six parcels were previously included in the NWE FEIS and six parcels are impacted by new limited access ROW. The three affected structures will result in approximately 14 potential business relocations. Of the 12 parcel impacts, nine have been improved and three are vacant. Two of the parcels, totaling 172,881 square feet of office and commercial space, identified in Table 3-2 below will require relocation of the businesses within. Photos of the affected structures requiring relocations are found in Appendix B.

TABLE 3-2
POTENTIAL BUSINESS RELOCATIONS (NORTH OF CYPRESS)

Folio	Address	Type	Parcel Size (Acres)	Total Floor Area (sf)	Number of Bldgs./ Floors	Number of Business Relocations	Year Built
1124600000	5501 W Nassau St	Warehouse	0.39	1,910	1/1	0	1985
1124450000	3415 E Frontage Rd.	Office[1]	4.41	39,471	1/1	3	1962
Multiple Parcel IDs	5402 W Laurel St	Office Condominiums[2]	2.92	131,500	1/2	11	1975

1 This structure includes the leased offices of the Social Security Administration and two other small businesses. The owner of this parcel has plans to completely redevelop this parcel in other uses including multile structures.

2 Substantial structure clip requiring 11 relocations of 36 units.

The warehouse structure at 5501 W Nassau is currently vacant. The structure at 3415 E Frontage Road includes the offices of the Social Security Administration, which serves the residents of the west Tampa region. This office is currently served by local bus transportation that provides access to disabled and disadvantaged citizens that live within the sevice area. It should be noted that the owner of this parcel has plans to redevelop it into other uses. The 11 office condominiums that will be taken for the existing structure at 5402 W. Laurel Street contain mostly small businesses involved in manufactureing and other commercial businesses. The nuber of affected employees at each of these impacted stuctures was not ascertainable.

3.1.3 PUBLICLY-OWNED FACILITIES IMPACTS

Tampa International Airport is located east of SR 60/Memorial Highway north of Spruce Street. There is also Skyway Park a large recreational sporting complex located west of the Veterans Expressway between SR 60 Courtney Campbell Causeway and Independence Parkway. There are no anticipated impacts to either publicly owned facility due to the changes in design, typical sections and ROW needs.

3.1.4 POTENTIAL CONTAMINATION CONCERNS

There was a total of six potential contamination sites located within the project area. Of these, three sites will potentially impact the proposed new ROW and three are located within the existing ROW. The remaining 31 sites are located away from the project ROW. **Table 3-3** shows only those sites with direct effect on the project ROW.

TABLE 3-3
POTENTIAL CONTAMINATION SITES

Folio	Site Name	Site Address	Concern	Facility ID	ROW/ Pond	Initial Risk Rank
1124680000	New York Life	5517 W. LaSalle St.	Petroleum	9814181	ROW	Low
1124845002	New York Life Corporate Oaks	5505 W Cypress St.	Petroleum	9807461	ROW	Low
1124515000 1124810000	Concourse Center	3503 E Frontage Rd.	Petroleum	9200538	ROW	Low
Sites within Existing ROW						
NA	Redwing Carriers	Eisenhower Blvd. & Courtney Campbell Causeway	Petroleum	9101830	ROW	Low
NA	Allied Tire Sales, former Sun Auto Repair	3302 Eisenhower Blvd	Petroleum, HazMat	8625542 FLD981859293	ROW	Low
NA	McKenzie Truck Spill	Under the overpass at Veterans Expressway & Independence Parkway	Petroleum	9804504	ROW	High

Section 4.0
RELOCATION RESOURCES

4.1 AVAILABLE HOUSING

There are no residential relocation impacts within the project corridor. Residential relocation resources are not required.

4.2 BUSINESS SPACE AND SITES

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

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

TABLE 4-1
EXAMPLE COMMERCIAL OFFICE LISTINGS FOR SALE OR LEASE (WESTSHORE AREA)

Type	Location	Parcel Size (Acres)	Total Area (sf)	Number of Floors	Year Built
Office Condo*	5550 W Executive Dr.	3.64	3,193	5	
Office Medical*	5404 W. Hoover Blvd.	0.84	1,274	1	1980
Office Condo*	5402 W Laurel St.	2.92	783	2	1975
Office**	4401 W Kennedy Blvd.	1.77	28,302	3	1986
Office**	4905 W Laurel St,	1.33	23,394	3	1980
Office**	3707 W Cherry St	0.78	10,845	2	1950
Listings for Lease					
Office	5404 Cypress Center Dr.	8.36	3,580	3	1982
Office	600 N Westshore Blvd.	1.22	1,236	11	1989
Office	4010 W Boy Scout Blvd.	3.07	1,672	11	1988
Office	3001 N Rocky Point Dr. E	1.97	2,000	4	1987
Office Condo*	54.39 W Beaumont Center Blvd.	4.31	4,158	1	1986

Source: Colliers International Q1 2019 Summary and www.cityfeet.com accessed 6/12/2019.
* Individual office condo unit for sale or Lease. **Multiple units available.

Table 4-2 shows the number of buildings, total inventory of office space, vacancy rates, average lease rates and the new construction completions for Westshore, City of Tampa, and the I-75 corridor. As shown, there is plenty of available office space to absorb the relocated business tenants from the acquired properties.

TABLE 4-2
COMMERCIAL OFFICE SPACE FOR LEASE

Area	Type	Number Buildings	Total Inventory	Vacancy Rate (%)	Average Lease Rates ($/sf)	New Completions (sf)	Under Construction (sf)
Westshore	Class A	44	8,137,534	13.3	34.45	0	247,691
	Class B, C	172	6,930,567	11.2	24.53	0	0
Tampa CBD	Class A	14	5,442,943	7.7	30.65	0	0
	Class B, C	50	2,442,795	3.8	23.16	0	0
I-75 Corridor	Class A	35	4,047,913	10.0	26.12	0	0
	Class B, C	246	8,396,624	15.4	17.57	0	0

Source: Colliers International Q1 2019 Summary.

Based on **Table 4-3** below, there are 2.53 million square feet of new office space projected for the Westshore area. There is also 1.25 million square feet of office under construction and another 203,289 square feet recently delivered.

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

Folio	Project Name	Address	Parcel Size (Ac)	Floor Area	Available Date
Projected New Facilities					
1117710000	Tampa Bay 1	3725 W Grace St.	1.5	700,000 s.f. Office, 250,000 Retail, 250 Room Hotel and 100-200 Residential Units	Projected TBD
0944610020	Independence Park	Independence Pkwy at George Rd.	33	480,000 s.f. Office	Projected TBD
1126380000	West View Corporate Center	402 N Reo St.	8.0	576,000 Office	Projected TBD
1125250000	Cypress Center IV	5406 W Gray St (402 N Hoover Blvd.)[1]		120,000 s.f. Office	Projected TBD
0313850000	Eisenhower II	4931 George Rd.	12.83	120,000 s.f. Office	Projected TBD
1120210022	Cornerstone Plaza	4352 W Boy Scout Blvd.	6.53	285,000 s.f. Office	Projected TBD
1124200000	Bayport Plaza [2]	6200 Courtney Campbell Cswy.	21.29	175,000 s.f. Office	Projected TBD
1124290000	3 Parcels W Cypress St	W. Cypress St. near SR 60 interchange	13	50,000-75,000 s.f. Office, 65 Room Hotel	Projected TBD
Facilities Under Construction					
1120210666	Met West Three	4050 W Boy Scout Blvd	1.0	250,000 s.f. Office	2019
1120210662	MetWest International	4040 Boy Scout Blvd.		180 Room Hotel/ 300 Res / 250,000 s.f. Office / 28,000 retail	2019
1117480000	Midtown Tampa	Cypress St.	9.28	750,000 s.f Office; 240,000 s.f. Retail, 225 Room Hotel, 400 Residential Units	2020
0946371000	Current Hotel	2545 N Rocky Point Dr.	2.11	180 Room Hotel	2019

TABLE 4-3 (Continued)
PROJECTED, UNDER CONSTRUCTION
DELIVERED FACILITIES WITHIN THE WESTSHORE AREA

Folio	Project Name	Address	Parcel Size (Ac)	Floor Area	Available Date
Delivered Projects					
1120210654	AC Hotel Tampa Airport	4020 W Boy Scout Blvd.	2.36	175 Room Hotel	2019
0946370100	Seazen on Rocky Point	7616 W. Courtney Campbell Cswy..	9.15	323 Luxury Apartments	2019
1124060226	Westshore Village	2511 N Grady Ave	4.5	92 Luxury Townhomes	2019
0276200000	Westshore Logistics Center	5400 Southern Comfort Blvd.	11.68	140,000 s.f. Industrial	2019
1127260000	Women's Care Florida	5016 W. Cypress St.	4.37	63,289 s.f. Medical Office	2019

Source: www.choosewestshore.com/tour , downloaded 6/10/2019

[1] Choosewestshore.com has parcel listed on Gray St. The Hillsborough County Property Appraiser has the parcel listed on Hoover Blvd.

[2] Seven structures exist on this parcel.

Section 5.0
RELOCATION ASSISTANCE

5.1 RELOCATION ASSISTANCE PROCESS

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

The Florida Department of Transportation provides advance notification of impending ROW acquisition. Before acquiring ROW, all properties are appraised on the basis of comparable sales and land uses values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or the Florida Department of Transportation has offered the relocate decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied displaces will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Makeup of the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling, and

4. Make payment for eligible increased cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased payments, and closing costs are limited to $31,000 combined total.

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

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

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

5.2 COMMUNITY ORGANIZATIONS PROVIDING ASSISTANCE

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

TABLE 5-1
COMMUNITY ORGANIZATIONS AVAILABLE FOR RELOCATIONS ASSISTANCE

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

Section 6.0
BIBLIOGRAPHY

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

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

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

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

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

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

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

Hillsborough County Florida. http://hillsboroughcounty.org

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

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

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

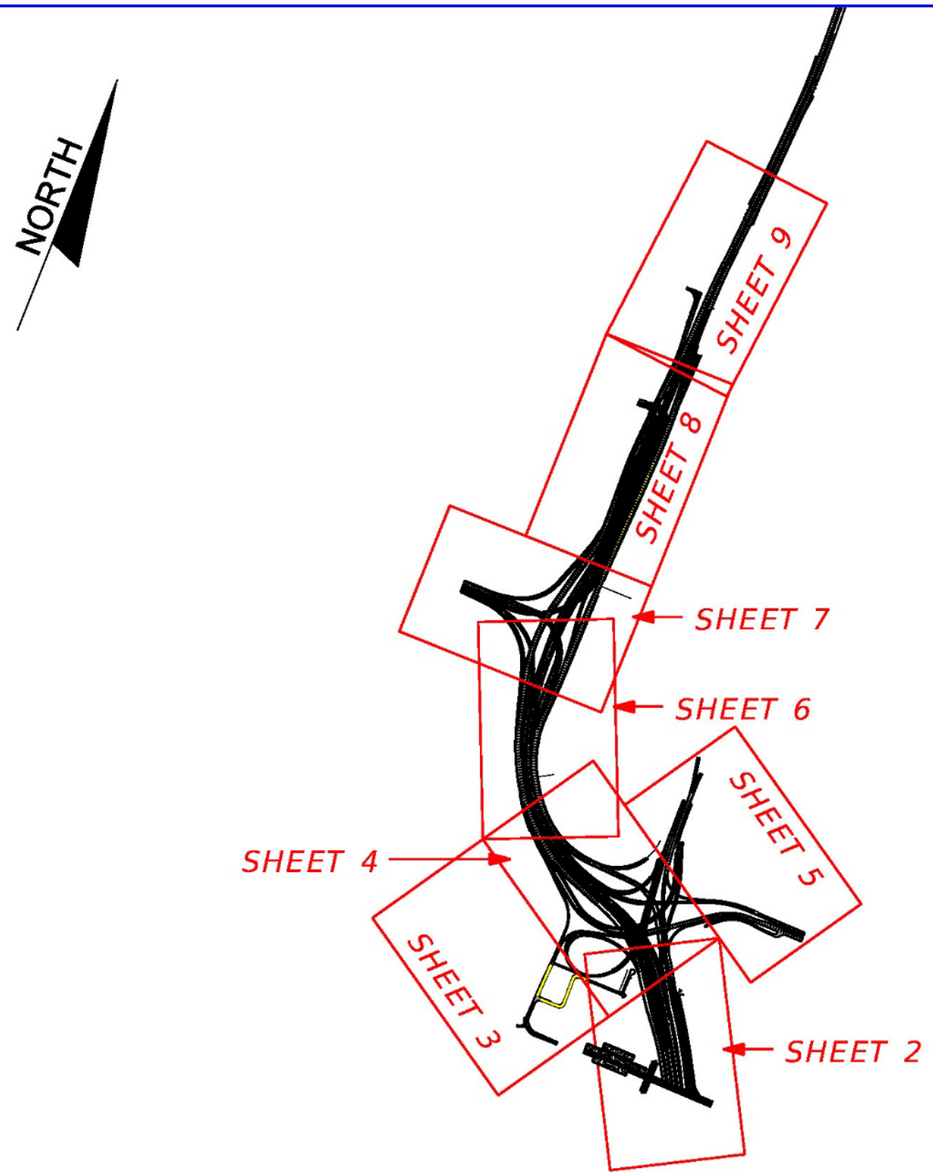
Minority Business Enterprise and Small Local Business Enterprise. http://www.tampagov.net/minority-business-development

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

Westshore Alliance [Online]. http://choosewestshore.com/tour (April 22, 2016)

APPENDIX A

Plan Sheets



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- EXISTING NB / WB SR 60 MANAGED LANE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- PROPOSED NON-INTERSTATE FACILITY
- VETERANS EXPRESSWAY TRANSITION LANE
- TRANSIT CORRIDOR
- EXISTING OR UNDER CONSTRUCTION
- REMOVAL OF EXISTING ROADWAY PAVEMENT
- 3 NUMBER OF GENERAL USE LANES
- 2 2 NUMBER OF EXPRESS LANES
- 1 NUMBER OF MANAGED LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- STORMWATER MANAGEMENT FACILITY
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (MINIMUM REQUIREMENTS FOR ROADWAY ONLY)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (MINIMUM REQUIREMENTS FOR ROADWAY ONLY)
- TIS/FEIS RIGHT OF WAY
- TIS/FEIS LA RIGHT OF WAY
- PROPOSED GREENWAY LINE
- PERPETUAL EASEMENT
- I-275 BIKE/PEDESTRIAN TRAIL
- ACCESS ROAD
- PARCEL LINES
- NEIGHBORHOOD BOUNDARY
- WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT (1983)

- B00 BUSINESS RELOCATION
- EASEMENT OWNED BY FDOT
- OWNED BY FDOT
- FULL OR PARTIAL ACQUISITION

AERIAL FLIGHT DATE: 2017

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
08/26/19	DRAFT NORTHWEST (VETERANS) EXPRESSWAY REEVALUATION.		

PRELIMINARY
SUBJECT TO CHANGE

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
589	HILLSBOROUGH	255433-2

NORTHWEST (VETERANS) EXPRESSWAY FINAL ENVIRONMENTAL IMPACT STATEMENT REEVALUATION

SHEET LAYOUT

SHEET NO. 1 OF 9

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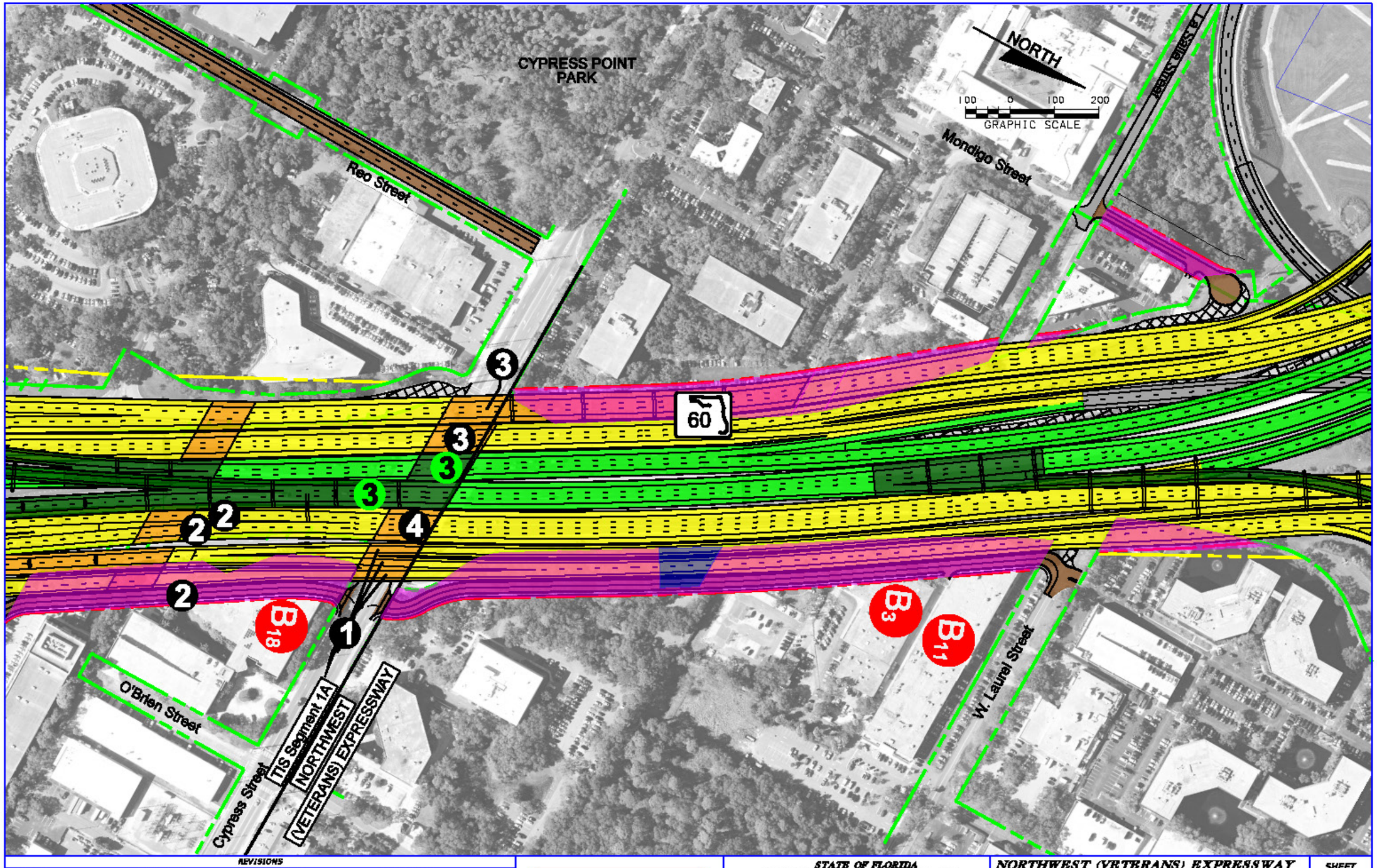

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PRELIMINARY
SUBJECT TO CHANGE

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
589	HILLSBOROUGH	255433-2

NORTHWEST (VETERANS) EXPRESSWAY
FINAL ENVIRONMENTAL
IMPACT STATEMENT REEVALUATION

PLAN SHEET

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PRELIMINARY
SUBJECT TO CHANGE

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
589	HILLSBOROUGH	255433-2

NORTHWEST (VETERANS) EXPRESSWAY FINAL ENVIRONMENTAL IMPACT STATEMENT REEVALUATION

PLAN SHEET

SHEET NO. 3 OF 9

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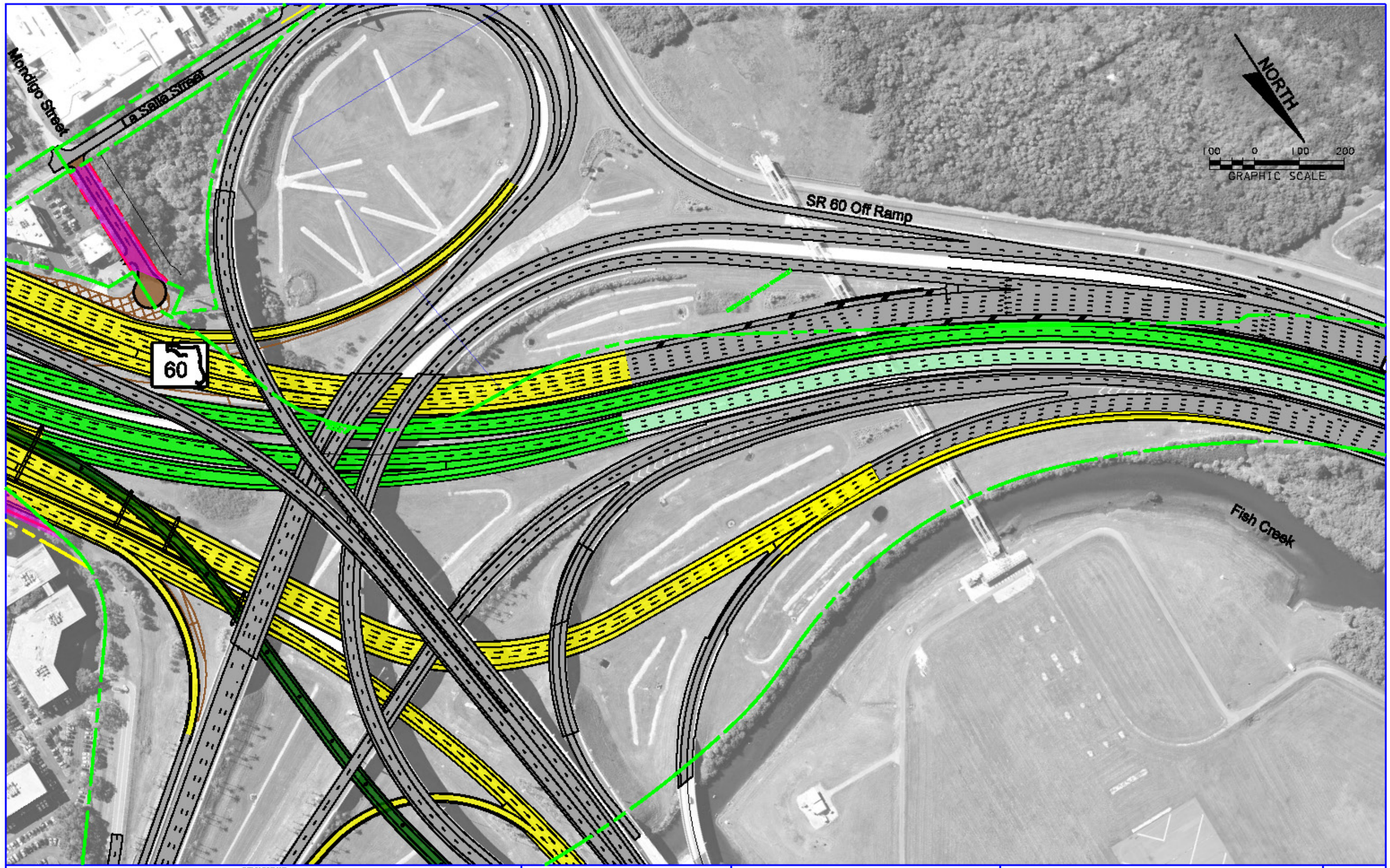

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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NORTHWEST (VETERANS) EXPRESSWAY FINAL ENVIRONMENTAL IMPACT STATEMENT REEVALUATION

PLAN SHEET

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PRELIMINARY
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
589	HILLSBOROUGH	255433-2

NORTHWEST (VETERANS) EXPRESSWAY
FINAL ENVIRONMENTAL
IMPACT STATEMENT REEVALUATION

PLAN SHEET

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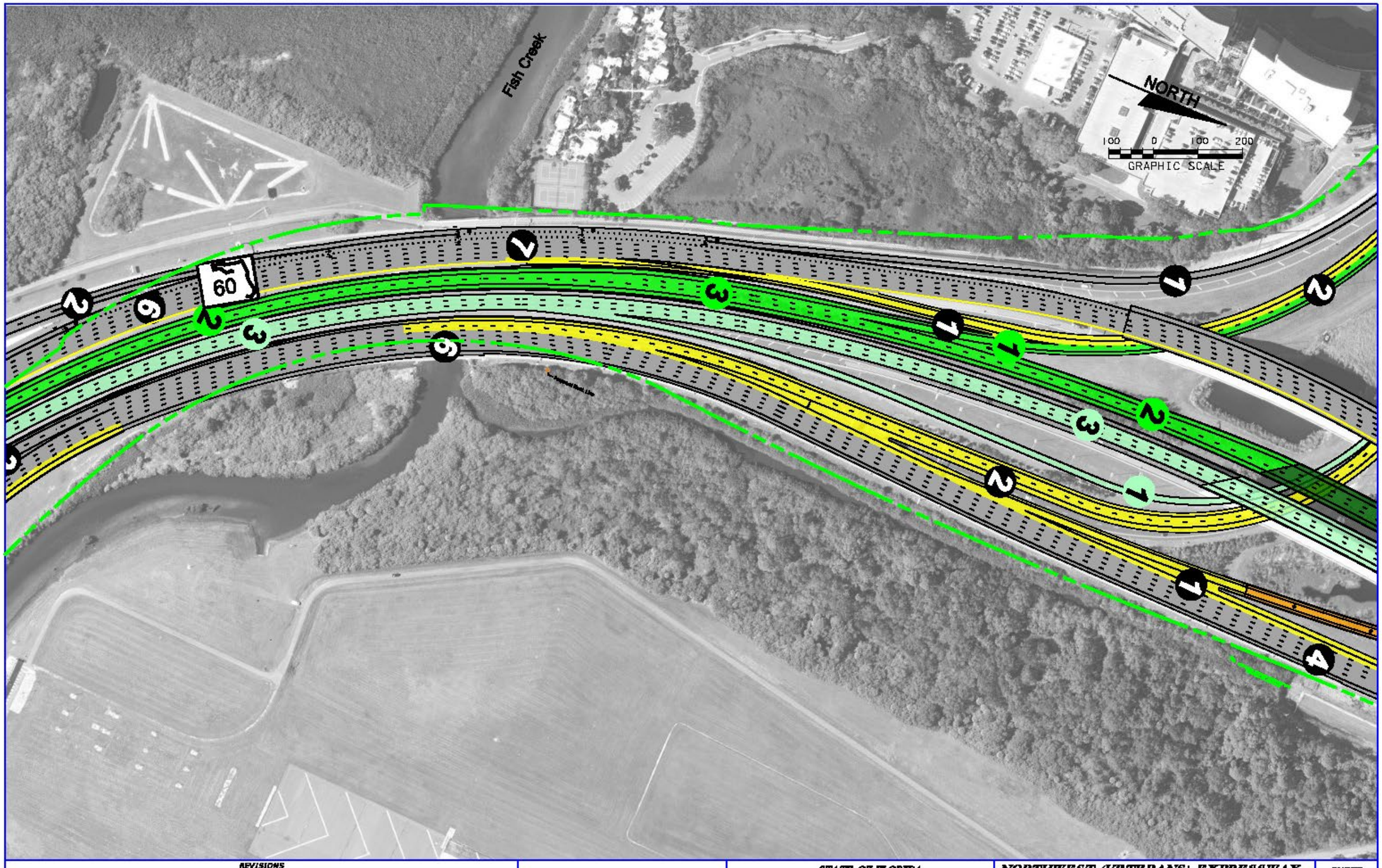

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
589	HILLSBOROUGH	255433-2

NORTHWEST (VETERANS) EXPRESSWAY
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IMPACT STATEMENT REEVALUATION

PLAN SHEET

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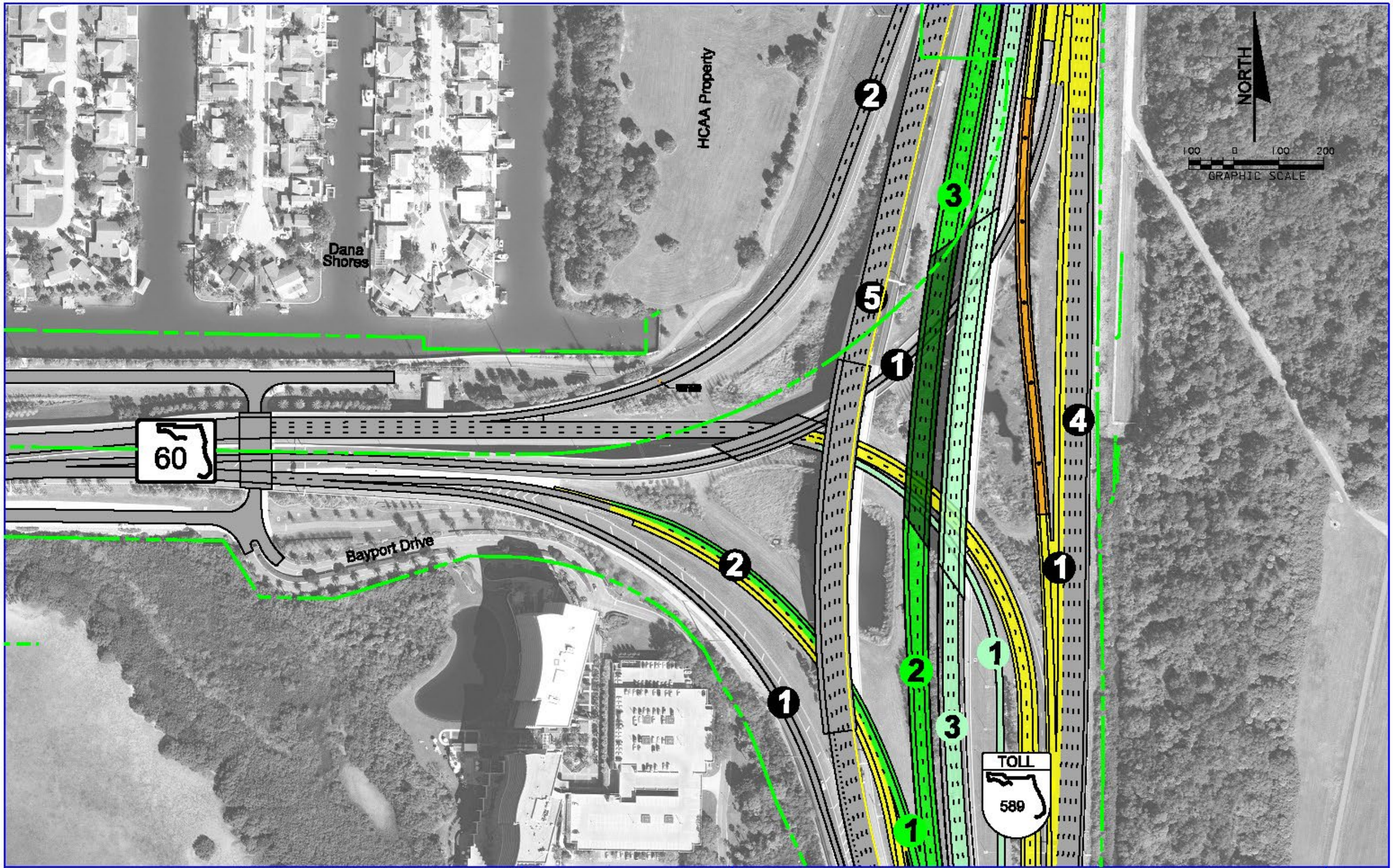

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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NORTHWEST (VETERANS) EXPRESSWAY
FINAL ENVIRONMENTAL
IMPACT STATEMENT REEVALUATION

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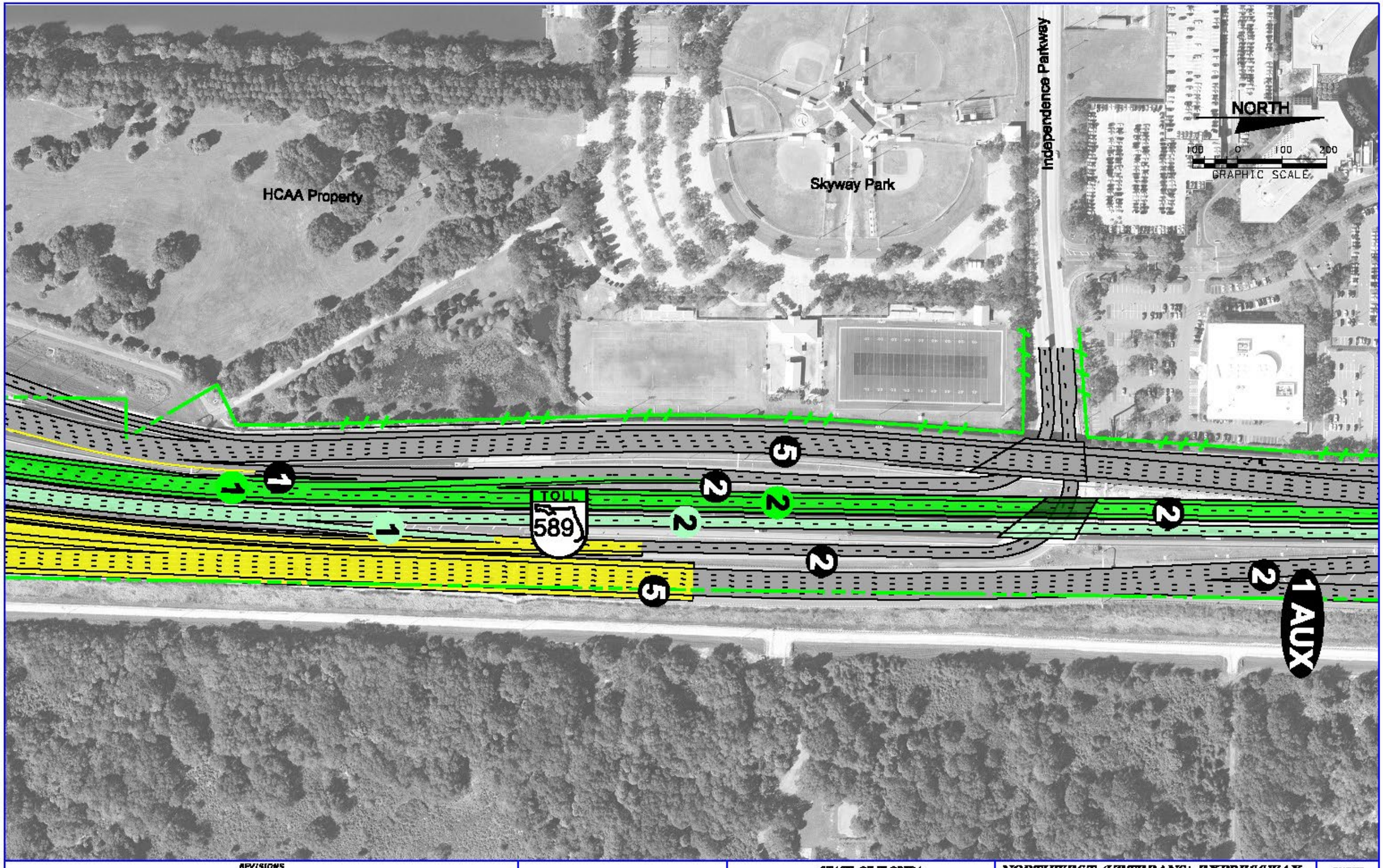

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NORTHWEST (VETERANS) EXPRESSWAY
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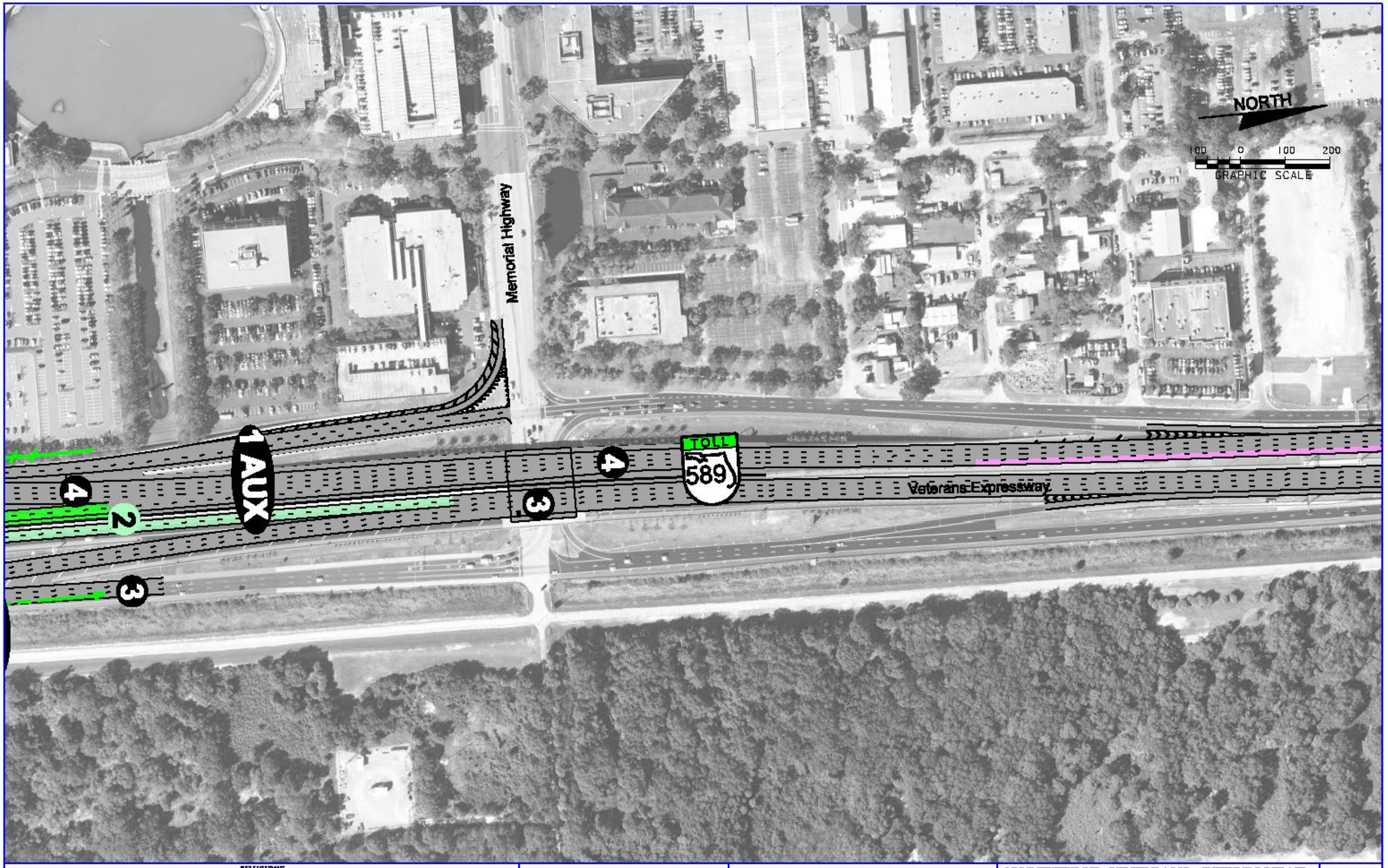

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APPENDIX B

Relocation Aerial Photos

APPENDIX B
COMMERCIAL RELOCATION AERIALS AND PHOTOS

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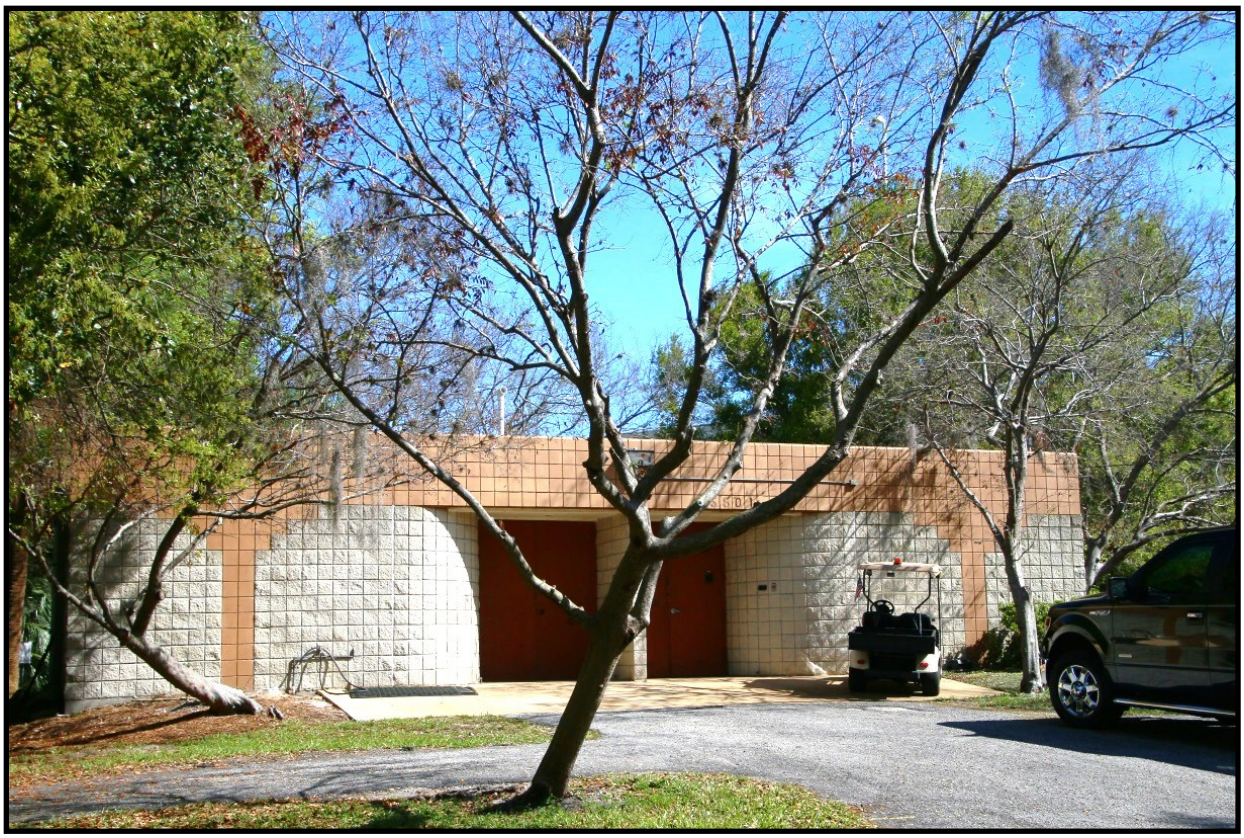

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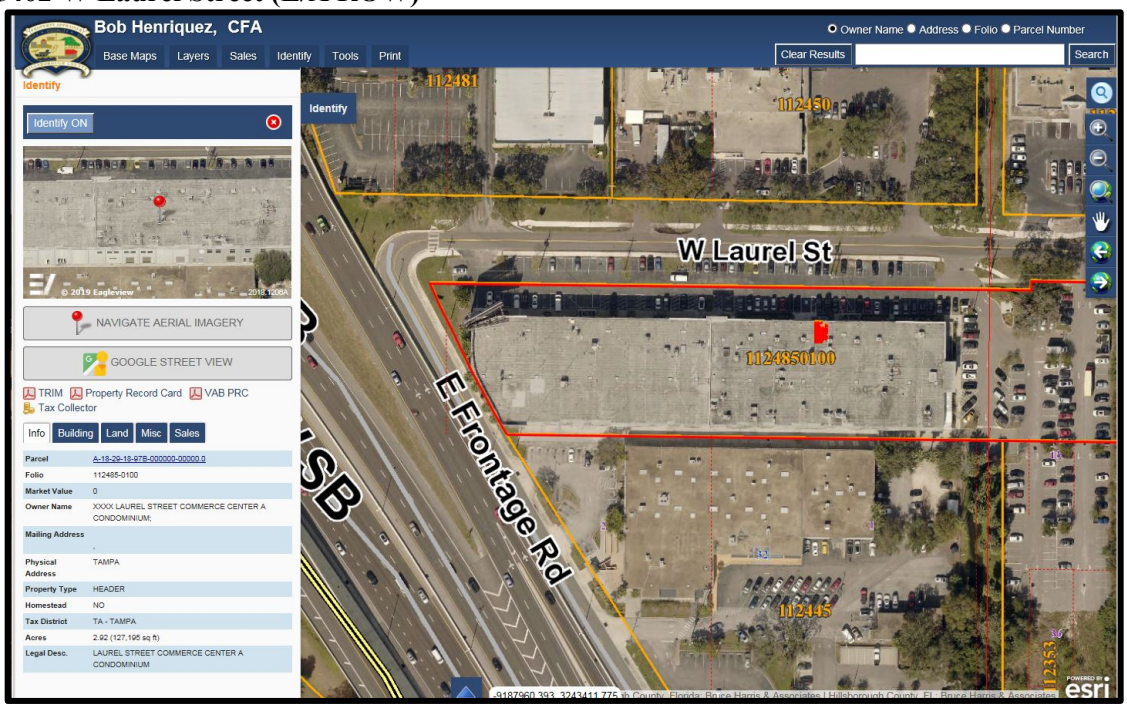
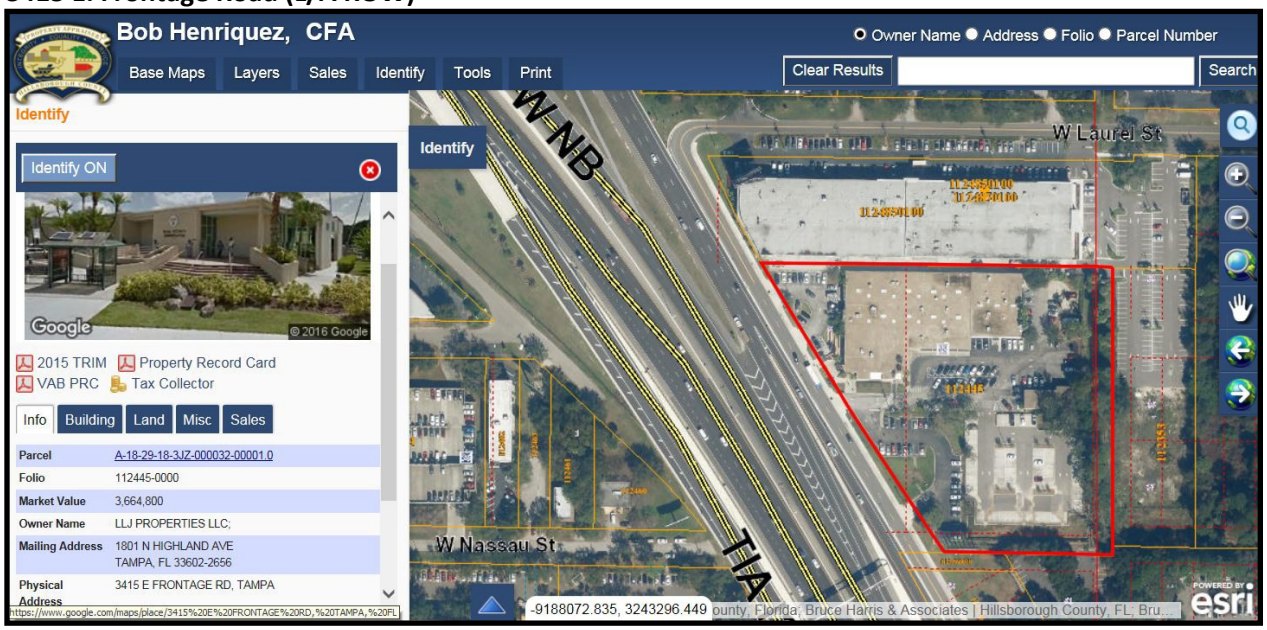
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