

**FINAL  
CONCEPTUAL STAGE RELOCATION PLAN**

**PD&E Study  
I-75 (S.R. 93) from South of S.R. 56 to North of S.R. 52  
Pasco County**

**Work Program Item Segment No. 258736 1  
Federal Aid Program No. NH-75-1(91)275**

**This project evaluates improvement alternatives for I75 (S.R. 93) from south of  
S.R. 56 to north of S.R. 52 in Pasco County, Florida.  
The approximate length of the project is 19.15 kilometers (11.902 miles).**

Prepared for:

**Florida Department of Transportation  
District Seven  
11201 North McKinley Drive  
Tampa, Florida 33612-6403**

**December 2000**

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**December 2000**

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## ***I. EXECUTIVE SUMMARY***

The Conceptual Stage Relocation Plan (Type A) [CSRP] for the I-75 corridor Project Development and Environment (PD&E) Study has been conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (Public Law 91-646 as amended by Public Law 100-17).

The I-75 corridor is primarily a north/south facility which, in its entirety, extends from a southern terminus at Miami, Florida to a northern terminus at Sault Saint Marie, Michigan. The PD&E Study corridor encompasses the portion from south of the proposed interchange with S.R. 56 to north of the existing interchange with S.R. 52, in Pasco County, Florida, a distance of approximately 19.15 kilometers (km) [11.90 miles (mi)]. The project is shown in *Figure 2-1* of the *Introduction* of this report. The project is located in its entirety within Pasco County, Florida.

The CSRP addresses the project's Alternatives 4 & 5 and includes displacements due to acquisition of right of way for the proposed interchange modification located at S.R. 52. The recommendation that Alternatives 4 and 5 be selected as the preferred alternatives is described in detail in the I-75 Preliminary Engineering Report. Both Alternatives will require identical relocations. A recapitulation of any displacements (or potential displacements of which significance is noted) is listed in *Table 3-2, the Displacement Inventory*. Storm water management areas will be included in the Final CSRP. Information is not available at this time to sufficiently identify any displacements due to storm water management.

The purpose of the CSRP is to identify community impacts and specifically those businesses, residential units and non profit organizations that will be displaced by the Recommended Alternative. It should be noted that this CSRP deals with those displacements caused by impact to the structure and potential displacements caused by parking loss, close proximity to the right of way and ingress/egress problems associated with private driveways. Only those parcels where the structure is impacted are included in the displacement counts.

### ***BUSINESSES***

Three businesses will be displaced by Alternatives 4 & 5. One additional vacant commercial location creates the potential of an additional business relocation (*see Displacement Discussion*). At the current time, sufficient resources are available to accommodate the business relocations associated with this project without discrimination. A list of the replacement commercial properties is shown as *Table 4-1*.

### ***RESIDENTIAL***

No residential units will be displaced due to impacts by Alternatives 4 & 5 for this project.

### ***NON PROFIT ORGANIZATIONS***

No non profit organizations (religious/church affiliated) will be displaced by Alternatives 4 & 5 for this project.

### ***SPECIAL POPULATIONS***

The project will not separate special populations from community services. Based upon extensive field reviews it was concluded that if necessary, adequate replacement single family homes, multi-family units and vacant lots for construction are available within 3.2 km (2 mi) of the displaced units and are available to all displacees without discrimination.

It has been determined through field surveys and market data that suitable replacement housing, including rentals and "offered for sale" housing, is available to accommodate any relocations which may result from the identification of storm water management areas. Therefore, should any residential displacements be identified at a later date no last resort housing is anticipated. Comparable replacement housing was found through local real estate agents and field reviews.

No handicapped or disabled facilities were observed during the field surveys. It is not anticipated that special assistance services will be necessary. Should these special assistance services be necessary, ample organizations are in the area to assist the relocation specialist with specialized help. (See Health and Social Service Organizations)

### ***CONCLUSIONS***

In summary, minimal negative community relocation impacts are anticipated for this project. Resources are plentiful. The business displacees should be able to relocate within a 3.2 kilometer (2 mile) radius of the project area with comparable visibility to interchange traffic for I-75.

## ***II. INTRODUCTION***

This Conceptual Stage Relocation Plan has been prepared in cooperation with the Florida Department of Transportation's (FDOT) Project Development and Environment (PD&E) Study for the improvement of I-75 and encompasses the portion from south of the proposed interchange with S.R. 56 to north of the existing interchange with S.R. 52, in Pasco County, Florida. This Conceptual Stage Relocation Plan is submitted in compliance with Florida Statute 339.09, and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended.

The purpose of the Conceptual Stage Relocation Plan is to identify residences, businesses and non profit organizations impacted by the project and to identify special relocation needs. The plan also discusses community characteristics and analyzes the impact of the project on the community.

### ***PROJECT DESCRIPTION***

For this project area, which encompasses the portion of I-75 from south of the proposed interchange with S.R. 56 to north of the existing interchange with S.R. 52 in Pasco County, Florida, a distance of approximately 19.15 kilometers (km) [11.90 miles (mi)] the functional classification is "rural interstate". The facility is also a part of the Federal Aid Interstate System, the Florida Intrastate Highway System (FIHS) and the State Highway System.

Project segmentation is used in this type of study in order to effectively assess and compare the impacts of each alternative in different geographical areas within the project. Interchange locations and type and age of existing structures along I-75 were considered when the following Segments were developed.

- Segment A: South of Cypress Creek to north of the proposed S.R. 56 interchange
- Segment B: North of the proposed S.R. 56 interchange to north of the S.R. 54 interchange
- Segment C: North of the S.R. 54 interchange to north of Overpass Road
- Segment D: North of Overpass Road to north of the S.R. 52 interchange

Development in the immediate area of I-75 and State Roads 54 and 52 is typical of interstate interchanges with heavy tourist/traveler traffic. Business concerns are primarily truck stops, gasoline stations and restaurants which support the traffic along the corridor. Property away from interchange locations in the area is primarily rural in nature.

The total displacements for the proposed project area are three (3) business units and no on premise/trade signs other than those which would be part of the business unit displacements of which are total acquisitions. There are no residential relocations or non profit organizations which require relocation. Additional parcels are identified with impacts other than to structures or to the potential of future relocations of currently vacant properties but not included in displacement counts. Those additional impacts/potentials are noted in the *Displacement Inventory (Table 3-4)* under Comments/Impacts. The Pasco Zoning Department has confirmed that the zoning in the immediate area of S.R. 52 and I-75 is General Commercial.



***THE METRO AREA (Tampa-St. Petersburg-Clearwater Metro)***

Tampa Bay, considered Florida's top metro market, comprises Pinellas, Hillsborough, Pasco, Hernando, Citrus and Manatee Counties. Number one in population and effective buying power, the Tampa Bay area is also number one in retail sales and buying income. Hosting 187 "Fortune 500" affiliates and subsidiaries, the Tampa Bay area is already the 22nd largest metro area in the United States. The population of the Tampa Bay area is expected to increase from 2.2 million to nearly 2.7 million by the year 2010.<sup>1</sup>

Viewed as a central location for vacation and business travelers, Tampa Bay is known as easily accessible for all areas of the country and the world. Numerous theme parks, entertainment centers, museums, sporting events, beaches, shopping and dining give the area broad appeal. Boasting a strong infrastructure of roads, rail, seaports and airports, Tampa Bay is also recognized as Florida's gateway to the Gulf of Mexico.

More than 550 high technology firms (the highest concentration in Florida) employing more than 80,000 people are considered one of the strongest growth areas in Tampa Bay.

TABLE 2-1

<b><i>TAMPA BAY AREA - POPULATION ESTIMATES</i></b>							
	April 1, 1993 Estimate	1995	2000	2005	2010	2015	2020
Tampa, St. Petersburg, Clearwater,	2,136,748	2,199,100	2,366,400	2,527,300	2,684,500	2,841,200	2,994,000

*SOURCE: University of Florida, Bureau of Economic and Business Research, Division of Population Studies, Bulletin #108, February 1994*

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<sup>1</sup>University of Florida, Bureau of Economic and Business Research, Population Program, Bulletin No. 105-106 (released July 1993).

TABLE 2-2

<b>TAMPA BAY AREA AND COUNTIES - 1990 to 1992 Population Growth</b>					
COUNTY	APRIL 1, 1992 Estimate	April 1, 1990 (U.S. Census)	Percent Change	Rank by 1992 Population	Persons Per Square Mile 1992
Tampa Bay Area	2,113,112	2,067,959	+2.2%	---	829
Pinellas	860,736	851,659	+1.1%	4	3,074
Hillsborough	853,990	834,054	+2.4%	5	811
Pasco	290,274	281,131	+3.3%	13	393
Hernando	108,112	101,115	+6.9%	28	227
Citrus	98,623	93,515	+5.5%	30	157
Manatee	219,313	211,707	+3.6%	16	294

SOURCE: University of Florida, Bureau of Economic and Business Research, Division of Population Studies, Bulletin #108, February 1994

TABLE 2-3

<b>TAMPA BAY AREA COUNTIES - Total Personal Income Analysis - 1989 (Income by Major Source)</b>						
Personal Income by Type (1)	Pinellas	Pasco	Hillsborough	Hernando	Manatee	Citrus
Wages and Salaries	\$7,052,700	1,025,857	9,358,268	336,292	1,271,945	370,748
Other Labor Income	625,373	93,030	833,259	30,530	120,087	37,903
Proprietors' Income	1,362,249	260,124	969,991	81,347	283,734	79,403
Residence adjustment (2)	629,044	381,884	(1,109,844)	164,444	134,861	(4,499)
Dividends, interest and rent	5,351,335	1,129,366	2,108,372	349,405	1,177,276	424,498
Social security and transfer	3,127,596	985,208	1,882,451	352,007	646,728	341,813
Total Personal Income	\$18,148,297	3,875,469	14,042,497	1,314,025	3,634,631	1,249,866

(1)Gross income before any withholding for personal contribution to social insurance.

(2)The adjustment of labor income from a place-of-work to a place-of-residence.

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis (Released April 1991)

## ***PASCO COUNTY***

Although Pasco County is part of the Tampa - St. Petersburg Metropolitan Statistical Area (the largest in Florida), Pasco County has recorded impressive growth of its own. Between 1987 and 1993 population leaped 16%, and labor force and employment increased more than 20%. During the same period, private industry annual wages rose 21.57%, almost two percentage points higher than the state average.<sup>2</sup>

Pasco has responded to this surge with a \$350 million investment in the future, including:

- Local transportation improvements
- State-of-the-art systems for water and waste treatment
- An advanced solid waste management system
- New schools to educate more than 8,000 students
- Florida's most comprehensive parks and library system

Pasco County has the Committee of 100. The mission of the Committee is to improve the economy and quality of life in Pasco County by attracting, retaining and promoting the expansion of business and industry in order to broaden the County's tax base and to create improved job opportunities for it's citizens.

The Committee of 100 is a private not-for-profit partnership supported by the Pasco County Board of County Commissioners and the private sector. The committee will assist in site analysis, job training information, planning and permitting facilitation of existing, expanding or new businesses.

In addition to the Committee of 100, there is Pasco County Development Services which maintains various divisions within the Department. Such divisions would include, but not be limited to, Development Review, Engineering, Development and Design, Traffic Engineering, Building Inspection, Zoning, Growth Management and other support divisions. Development Services works cooperatively with the Committee of 100 on proposed new and expanding growth of the commercial and residential aspects of Pasco County.

The Board of County Commissioners of Pasco County has adopted an ordinance which provides for an economic development incentive credit for certain qualified development within Pasco County. Specific minimum qualification for this ordinance is administered by the Committee of 100. Applications are submitted through the Committee of 100 for consideration by the Business Incentive Commission. Such incentives offered may be available singly, or as packages by the terms of the ordinance. Incentives may include payment of the business' impact fees, deferment of impact fees, payment of utility connections charges, industrial bond financing, job training and/or ad valorem tax abatement. A copy of the ordinance has been included in Appendix A (ORDINANCE).

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<sup>2</sup>*Pasco County, Committee of 100, Growth Statistics (current August 1998)*

Among Pasco County's most significant growth sectors are electronics, health management, medical instruments, metal fabrication, optics and plastics. Major businesses include:

- |   |                                    |
|---|------------------------------------|
| NationsBank (Formerly Barnett Bank)       | Mease/Morton Plant                 |
| Barnett International                     | Pall Aeropower                     |
| Collier Safe                              | Reimelt Corporation                |
| Columbia of New Port Richey & Bayonet Pt. | Robertson Display Inc.             |
| Columbia Dade City Hospital               | Saddlebrook Golf and Tennis Resort |
| Component General                         | Saint Leo College                  |
| Cotee Industries                          | Satellite Archery                  |
| D&K Transport                             | SouthTrust                         |
| Fedco Systems Co.                         | St. Petersburg Times               |
| Florida Engineered Concrete Products      | SunTrust of Pasco County           |
| Florida Power Corporation                 | Tampa Electric Co.                 |
| Freedom Foods                             | Turko Packing, Inc.                |
| The Harbor                                | Withlacoochee River Electric Co-op |
| Keys Concrete Industries, Inc.            | Zeagle Systems, Inc.               |
| Lindsay Transport Inc.                    | Zephyr Egg Co.                     |
| Lykes Pasco                               | Zephyrhills Bottled Water Company  |

Pasco County's economy has evolved from an agriculture, construction and retirement base to light manufacturing, professional and business services, distribution centers and corporate offices. Today, local business parks offer more than 1,000 acres of well-planned, full-service commercial space and building sites, creating a viable, friendly atmosphere for business expansion. The area's enviable lifestyle represents both an attractive residential market and a powerful tool in recruiting high quality employees to complement the existing work force of more than 100,000. Over 10,000 acres of regional, community and neighborhood parks with nature trails, fishing and boating access, and camping facilities. In addition, Pasco-Hernando Community College, Saint Leo College and the University of South Florida have developed strong technical and professional programs in direct response to the business community's needs.

Over the past 10 years, an increasing number of professionals and their families have discovered the pleasures of living in Pasco County. The availability of affordable upscale housing, the comfort or close-knit communities and the county's commitment of high-quality education, parks and libraries have made this the Tampa Bay area's home.

Pasco County residents are within a 40 minute drive of these amenities:

- Busch Gardens
- The Florida Aquarium
- Over 20 Championship Golf Courses
- Gulf Beaches

- Major League Baseball
- NFL Football, NHL Hockey and Major League Soccer
- Tampa International Airport
- Ybor City
- Tampa Bay Performing Arts Center
- Ruth Eckerd Hall

There is a growing highway system with access to any point in the Tampa Bay area and Florida. A major east-west thoroughfare, S.R. 54 will be widened between four to six lanes and connected to a new interchange (part of this project). I-75 forms a vital link to I-4, I-275, downtown Tampa, Tampa International Airport, Port of Tampa and strategic markets. U.S. 41 (currently being widened) intersects the four and six-lane Dale Mabry Highway corridor, one of Tampa's most strategic north-south thoroughfares. The Veterans Expressway intersects Dale Mabry about two miles south of the county line. This 15-mile toll road extends to the Courtney Campbell Causeway near I-275, terminating at Tampa International Airport. The Suncoast Parkway will extend from the Veterans Expressway to create a north-south route for Hillsborough and Pasco County communities.

TABLE 2-4

<b>PASCO COUNTY PROFILE</b>	
POPULATION	281,131
MALE	133,213
FEMALE	147,918
WHITE	270,653
BLACK	5,352
AMERICAN INDIAN, ESKIMO, ALEUT	1,114
ASIAN OR PACIFIC ISLANDER	1,304
OTHER	2,708
HISPANIC ORIGIN	9,078

NOTE: THE COMBINED TOTAL OF RACE, INCLUDING HISPANIC ORIGIN, WILL EXCEED THE TOTAL POPULATION AS HISPANIC ORIGIN MAY BE OF ANY RACE AND INDICATE ONLY THAT A PERSON'S ANCESTRY IS FROM A SPANISH-SPEAKING COUNTRY.

SOURCE: Department of the Commerce, Bureau of the Census, File tape 2A (1990 Census)

TABLE 2-5

<b>PASCO COUNTY - AGE OF POPULATION - 1992</b>	
Total Population	281,131
18 years and under	52,867
19-24	15,652
25-44	64,259
45-64	57,596
65+	90,757

SOURCE: University of Florida, Bureau of Economic and Business Research, "Population Estimates and Projections by Age, Sex and Race for Florida and its Counties, 1992-2010" (Released July 1993)

TABLE 2-6

<b>PASCO COUNTY - EMPLOYMENT BY INDUSTRY - 1992</b>	
CATEGORY	NUMBER OF EMPLOYEES
Agriculture, forestry and fisheries	3,620
Mining	236
Construction	9,445
Manufacturing	8,405
Transportation	4,015
Communication and other public utilities	2,989
Wholesale Trade	3,159
Retail Trade	23,062
Finance/Insurance/Real Estate	6,350
Business and Repair Services	5,226
Personal Services	4,269
Entertainment and Recreational	1,933
Professional and Related Services:	
Health	10,165
Educational Services	6,187
Other Professional and Related services	4,765
Public Administration	3,856

SOURCE: Occupational Compensation Survey - 1992

TABLE 2-7

<i>PASCO COUNTY - MEANS OF TRAVEL TO WORK</i>	
TRAVEL MEANS	NUMBER OF PERSONS
Car, truck or van	
Drove alone	76,065
Car pooled	14,180
Public transportation	
Bus or a trolley bus	70
Street car or trolley cars	0
Subway or elevated	24
Railroad	0
Ferryboat	0
Taxicab	81
Motorcycle	429
Bicycle	485
Walked	1,882
Other means	856
Worked at home	1,877

SOURCES: Department of Commerce, Bureau of the Census, File tape A, 1990 Census.

TABLE 2-8

<i>PASCO COUNTY INCOME</i>	
Median Household Income (1989)	\$21,480
Median Family Income (1989)	\$25,435
Median Non-family Income (1989)	\$12,069
Per capita income	\$11,732
Median gross rent	\$397

SOURCE: Department of Commerce, Bureau of the Census, File tape A, 1990 Census

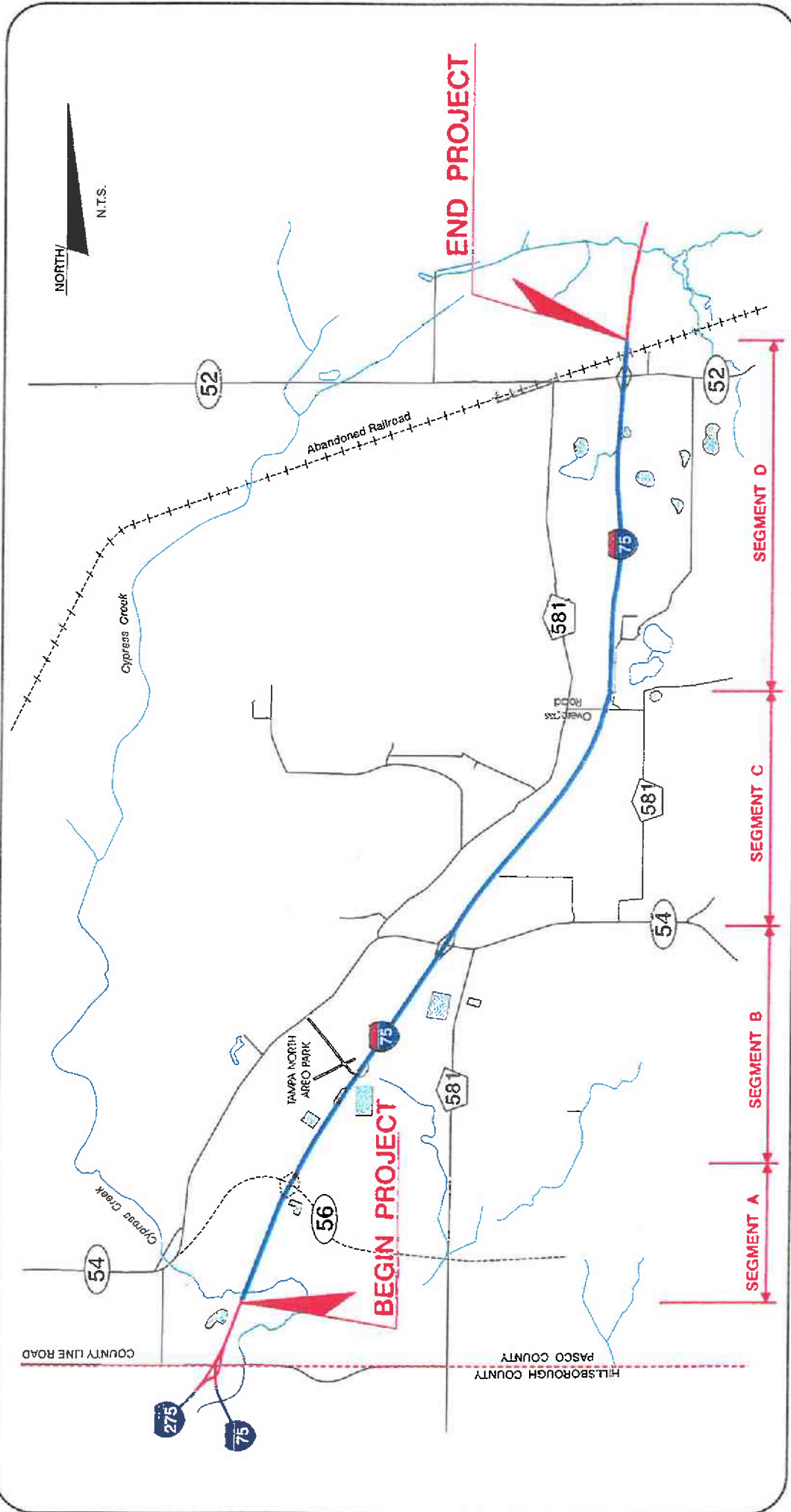
TABLE 2-9

<b>PROJECT AREA - ZIP CODE PROFILE</b>				
	ZIP CODE 33543	ZIP CODE 33544	ZIP CODE 33575	ZIP CODE totals/averages
<b>POPULATION</b>				
POPULATION TOTAL	4,418	6,568	1,412	12,398
MALE %	48.8%	50.3%	51.0%	50.03%
FEMALE %	51.2%	49.7%	33.9%	44.93%
MEDIAN AGE	44.5	33.9	28.6	35.66
<b>POPULATION BY AGE</b>				
0-9 YEARS	11.0%	15.0%	10.7%	12.23%
10-17 YEARS	8.8%	12.4%	7.7%	9.63%
18-24 YEARS	6.3%	9.4%	22.9%	12.86%
25-44 YEARS	24.4%	32.6%	30.8%	29.26%
45-64 YEARS	25.1%	21.5%	16.9%	21.16%
65 AND OVER	24.3%	9.2%	10.9%	14.80%
<b>PERCENT OF TOTAL POPULATION*</b>				
WHITE	98.5%	97.1%	93.3%	96.30%
BLACK	0.1%	0.9%	3.7%	1.56%
ASIAN/PACIFIC ISLANDER	0.8%	1.1%	0.6%	.65%
HISPANIC ORIGIN	3.8%	6.1%	6.1%	5.33%
*The above percentages will exceed 100 percent as Hispanic Origin may be of any race and indicate only that a person's ancestry is from a Spanish-speaking country. Figures for American Indian and Eskimo populations were not available by zip code.				
<b>1990 MEDIAN INCOME ESTIMATE</b>				
PER ZIP CODE AREA	\$27,516	\$30,020	\$31,002	\$29,513 (rd.)

SOURCE: The St. Petersburg Times Market Research Report 1993



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FLORIDA DEPARTMENT OF TRANSPORTATION

**I-75 (S.R. 93)**  
**PD&E STUDY**  
 From South of S.R. 56 to North of S.R. 52  
 Pasco County, Florida

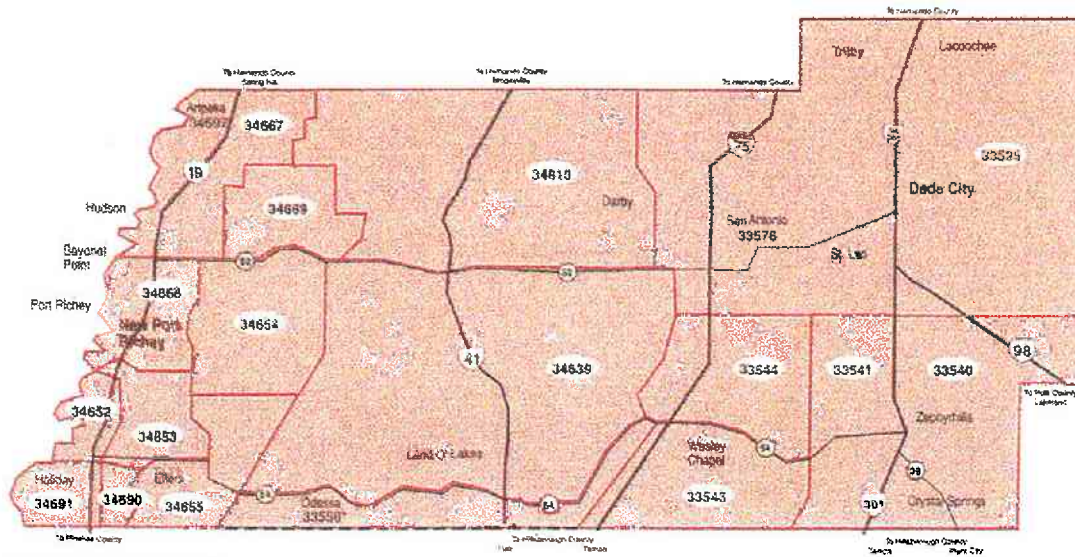
**PROJECT LOCATION MAP**

SPN #: 14110-1423  
 WPI #: 7147819  
 FAP#: NH-75-1911275

**LEGEND**

- Project Limits
- River / Water
- Railroad
- State Road Numbers
- County Road Numbers
- Proposed Roadway

**FIGURE 2-2 ZIP CODE MAP**



\* ZIP is largely in Hillsborough County

1" = approximately 5.7 miles

### **III. RELOCATION OVERVIEW**

The following synopsis of each of the potential displacements anticipated indicates the relocation activity generated by the proposed acquisition on this project. Alternatives 4 & 5 are identical in their relocations. While the main categories identified for relocation/potential relocation were single family homes, multi-family homes, businesses, non profit organizations and on-premise trade signs, there are only three relocations of business units. An inventory of all displacements as well as parcels with severe impacts is contained in *Table 3-2*.

Replacement sites are available in the immediate area and within a 3.2 km (2 mi) radius to accommodate the successful and timely relocation of the business occupants within the respective Census tract(s) from which it is being displaced. *Figure 3-2* shows the impacted census tracts. This would not preclude the possibility that relocation could occur outside of these areas. The businesses to be displaced by any of the alternates also have an adequate number and selection of sites to accommodate them. *Table 4-1* represents available commercial sites, both for purchase and lease within the immediate project area that meet the needs of the displaced businesses.

Where commercial buildings were vacant, they were not labeled as a displacement but were noted in the *Displacement Inventory*. Vacancies could possibly be sold or rented prior to the acquisition period.

An analysis of this project reveals that no unusual conditions or unique problems exist with the proposed acquisition area.

The project area is within six separate census tracts. They are as follows: Tract 319, 320.02, 321.01, 321.02, 322 and 323. An analysis of those census tracts is found in *Table 3-1*.

TABLE 3-1

<b>PROJECT AREA - CENSUS TRACT PROFILE</b>							
CENSUS TRACT	319	320.02	321.01	321.02	322	323	Tract Totals
<b>POPULATION</b>							
POPULATION TOTAL	4,502	5,085	4,069	2,069	2,929	1,419	20,073
MALE	2,331	2,542	1,995	1,035	1,518	700	10,121
FEMALE	2,171	2,543	2,074	1,034	1,411	719	9,952
<b>POPULATION BY AGE</b>							
18 years & under	1,098	1,491	788	613	654	447	5,091
19 - 24 YEARS	228	393	240	83	825	122	1,891
25 - 44 YEARS	1,283	1,806	1,032	732	715	489	6,057
45 - 64 YEARS	892	999	1,134	385	415	267	4,092
65 AND OVER	1,001	396	875	256	320	94	2,942
<b>TOTAL POPULATION BY RACE (AND HISPANIC ORIGIN)*</b>							
WHITE	4,378	4,971	4,029	1,969	2,695	1,385	19,427
BLACK	31	47	6	64	200	26	374
AMERICAN INDIAN/ESKIMO	17	16	0	0	0	8	41
ASIAN/PACIFIC ISLANDER	11	51	20	0	2	0	84
OTHER	65	0	14	36	32	0	147
HISPANIC ORIGIN	160	273	150	72	136	15	806
* The above figures will exceed the total population as Hispanic Origin may be of any race and indicate only that a person's ancestry is from a Spanish-speaking country.							

TABLE 3-1 (CONTD.)

CENSUS TRACT	319	320.02	321.01	321.02	322	323
<b>MEANS OF TRAVEL TO WORK</b>						
TRAVEL MEANS	NUMBER OF PERSONS (percentage)					
Car, truck or van						
Alone	73.0	82.6	74.9	81.0	68.5	83.9
Car pooled	23.5	12.9	16.6	17.5	13.4	12.3
Public transportation	0.2	0.0	0.0	0.0	0.0	0.0
Bus or trolley bus						
Street car or trolley car						
Subway or elevated						
Railroad						
Ferryboat						
Taxicab						
Other means	0.0	0.5	2.7	1.5	0.6	0.0
Walked or worked at home	3.2	4.0	5.8	0.0	17.5	3.8

TABLE 3-1 (CONTD.)

CENSUS TRACT	319	320.02	321.01	321.02	322	323	Tract Totals/Averages
<b>INCOME INFORMATION</b>							
Median household income (1989)	26,098	28,398	32,527	27,449	29,130	32,527	29,354 (rd.)
Per capita income (1989)	11,588	12,732	15,116	11,169	11,249	14,108	12,660 (rd.)
<b>YEAR STRUCTURE BUILT</b>							
1989 - 3/1990	29	104	133	52	32	13	363
1985 - 1988	239	479	642	137	106	88	1691
1980 - 1984	483	458	704	205	127	136	2113
1970 - 1979	966	758	528	291	297	175	3015
1960 - 1969	237	83	78	9	128	46	581
1950 - 1959	132	4	6	61	92	39	334
1940 - 1949	78	10	0	8	45	42	183
1939 or earlier	55	7	0	7	70	25	164
Median Value Owner - Occupied Housing Units	86,400	96,400	90,900	82,700	76,900	81,500	85,800

TABLE 3-1 (CONTD.)

CENSUS TRACT	319	320.02	321.01	321.02	322	323	Tract Totals
<i>Professions by Industry - Employed Persons 16 and Over</i>							
Agriculture, Forestry & Fisheries	130	48	0	27	83	91	379
Mining	11	11	13	0	7	7	49
Construction	206	334	172	95	58	48	913
Manufacturing	140	236	217	62	104	82	841
Transportation	56	132	64	62	49	42	405
Communications and Other Public Utilities	82	85	79	51	44	30	371
Wholesale Trade	100	162	77	57	20	8	424
Retail Trade	295	537	424	126	146	71	1,599
Finance / Insurance / Real Estate	105	134	89	31	84	44	487
Business and Repair Services	116	157	100	44	96	44	557
Personal Services	41	102	99	38	52	22	354
Entertainment and Recreational	15	58	62	19	21	6	181
Professional and Related Services:	130	187	161	104	73	39	694
Health	131	268	94	89	295	88	965
Educational Services							
Other Professions and related Services	83	106	63	27	69	47	395
Public Administration	97	48	74	84	94	41	438

Source: Department of Commerce, Bureau of the Census, File tape A, 1990 Census

## ***DISPLACEMENT DISCUSSION***

### ***Interchange of S.R. 52 and I-75***

Parcel 25      **Sun RV Superstore** (Recreational Vehicle Sales Lot)

This parcel would be impacted by the proposed boundaries of the acquisition area. While the structure and property were initially vacant at the time research commenced on this project (July 1998) and the structure still is at the present time, the business discussed has now parked recreational vehicles on the property. It is estimated there are two employees working at this location and business is being conducted out of an office trailer which has recently been brought to the property and connected to electricity. No sewer connections are evident and it is assumed the recreational vehicles are being used for this purpose. It is assumed to be a seasonal operation directly connected to the retirement/seasonal traffic on I-75 during the winter months. Approximately 40 recreational vehicles (motor homes and camper trailers) are parked on the site with several parked on Parcel 26 (see Parcel 26 below for details). The structure on the property (old Shell Oil/Stuckey's gas station) is still boarded up and does not appear to be in use. There is sufficient vacant land in the surrounding area to provide a comparable replacement location for this operation.

Parcel 26B      **Waffle House Restaurant** (Restaurant)

This business would require relocation as the building is impacted by the proposed acquisition area. The easily recognized name along with a national reputation would assist the business in attracting customers to another location. There is ample property in the immediate area which would be suitable for the relocation of this business.

Parcel 34      **Texaco Gas Station and Truck Stop** (Gasoline Station, Restaurant, Trucker's Rest Stop)

The four sets of gasoline pumps and the pump canopy to this station will be impacted by the proposed boundaries of the acquisition area as well as six (6) fuel storage tanks located in the front area of the parcel. Located in a landscaped area in the frontage area is a vacuum, signage and landscaping which would be impacted by the proposed boundaries.

In the after situation the business is also cut off from direct access to S.R. 52 due to the proposed limited access right of way area. Several parcels are available in the area which would accommodate this business.

Parcel 26E **Vacant Parcel** (Formerly Don's Towing)

This site will be denied direct access to S.R. 52 due to the proposed limited access right of way area. This parcel is currently for sale and the building is not occupied, however, this does not preclude the possibility that occupancy could occur prior to acquisition.

Parcel 26 **Vacant Parcel**

This is a former service station location which has been deemed contaminated. There are vent pipes located on the property within a fenced in area and the parcel is identified in *Potential Hazardous Waste Concerns*. No sale or rent signs are posted. Occupancy on this parcel would not be expected prior to the acquisition. There are currently a couple motor homes parked on the property in an area which was also used as a driveway/easement area to access Parcel 25, however it is assumed that they are only there as part of the Parcel 25 business and not a leased tenant of this parcel.



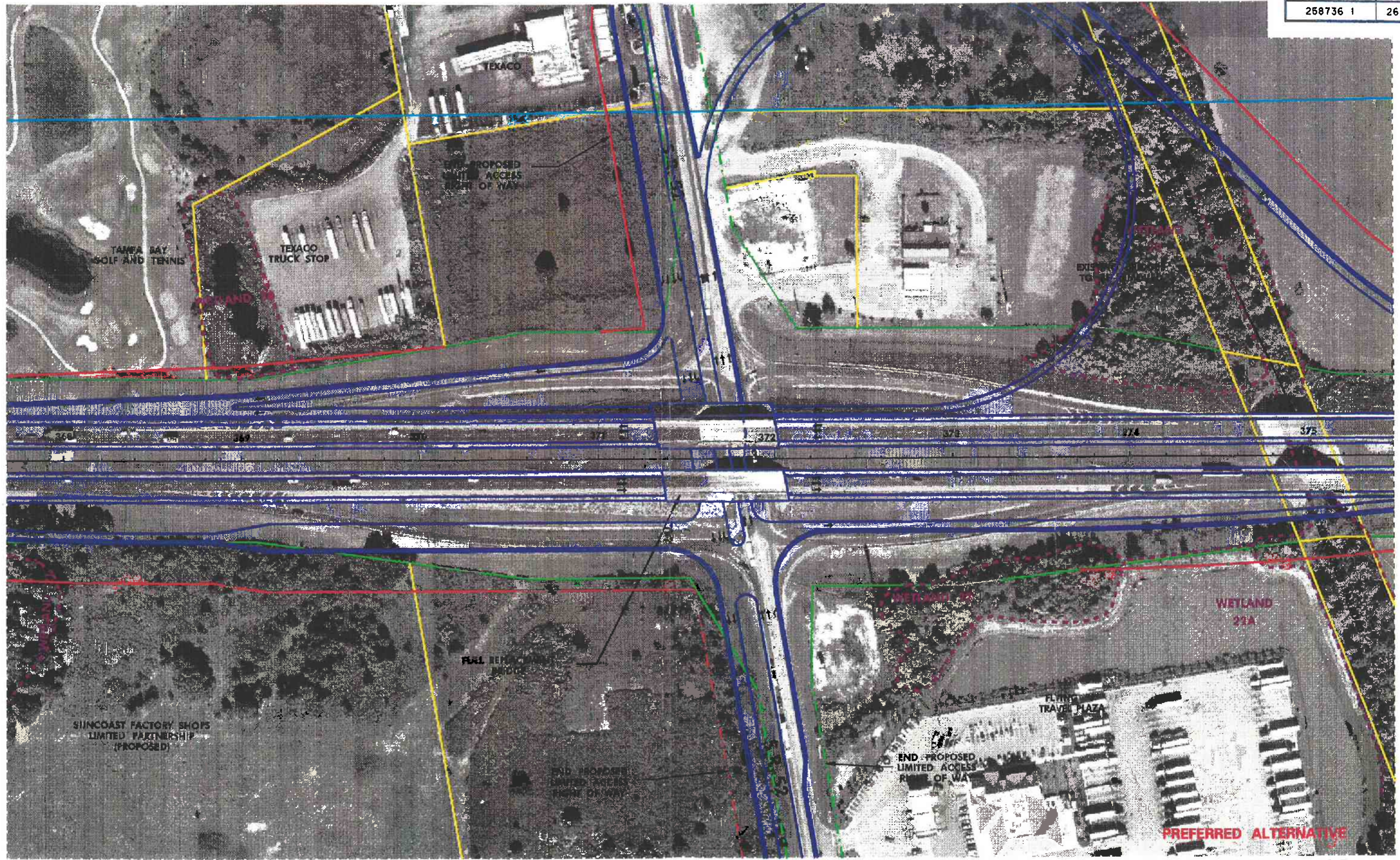
**DISPLACEMENT INVENTORY**

TABLE 3-2

<i>PARCEL</i>	<i>BUSINESS NAME/RESIDENTIAL DESCRIPTION</i>		<i>COMMENTS IMPACTS</i>	<i># Employee # Owners # Tenants</i>
<b>State Road 52 / I-75 Interchange Area</b>				
25	Sun RV Superstore	BX1	Building impacted	2 employees
26	Vacant Parcel		Contamination Site	
26B	Waffle House Restaurant	BX1 1LL	Building impacted	6 employees
26E	Vacant Parcel		Access impacted by limited access right of way	
34	Texaco	BX1 1SU 3ML 1LL	Access impacted by limited access right of way Front kiosk and gasoline pumps impacted - vacuum - landscaping	10 employees
BUSINESS DISPLACEMENTS (BX)		3		
RESIDENTIAL DISPLACEMENTS (RX)		0 (0 Owners / 0 Tenants)		
NON PROFIT ORGANIZATIONS (NP)		0		
SIGN DISPLACEMENTS		0		
<b>LEGEND</b>				
<i>BX#</i>	<i>Business displacement due to acquisition - number of displacements</i>			
<i>RX#</i>	<i>Residential displacement due to acquisition - number of displacements</i>			
<i>BXIA#</i>	<i>Business displacement for storm water management area included in acquisition displacement counts - number of displacements</i>			
<i>RXIA#</i>	<i>Residential displacement for storm water management area included in acquisition displacement counts - number of displacements</i>			
<i>BXSW#</i>	<i>Business displacement for storm water management area only and included in displacement counts - number of displacements</i>			
<i>RXSW#</i>	<i>Residential displacement for storm water management area only and included in displacement counts - number of displacements</i>			
<i>NP#</i>	<i>Non profit organization displacement due to acquisition - number of displacements</i>			
<i>NPIA#</i>	<i>Non profit organization displacement for storm water management area included in acquisition displacement counts - number of displacements</i>			
<i>NPSW#</i>	<i>Non profit organization displacement for storm water management area only and included in displacement counts - number of displacements</i>			
<i>Sign displacements:</i>				
<i>SL</i>	<i>Small lighted on premise/trade sign</i>	<i>SU</i>	<i>Small unlit on premise/trade sign</i>	
<i>ML</i>	<i>Medium lighted on premise/trade sign</i>	<i>MU</i>	<i>Medium unlit on premise/trade sign</i>	
<i>LL</i>	<i>Large lighted on premise/trade sign</i>	<i>LU</i>	<i>Large unlit on premise/trade sign</i>	

FIGURE 3-1 AERIAL MAP OF DISPLACEMENT AREA

WPI SEGMENT NO.	SHEET NO.
258736 1	26



PREFERRED ALTERNATIVE

FLIGHT DATE: JUNE 7, 1997

05-JUN-2000 12:44  
01:\proj\sect8\175\PLANPA26.DGN

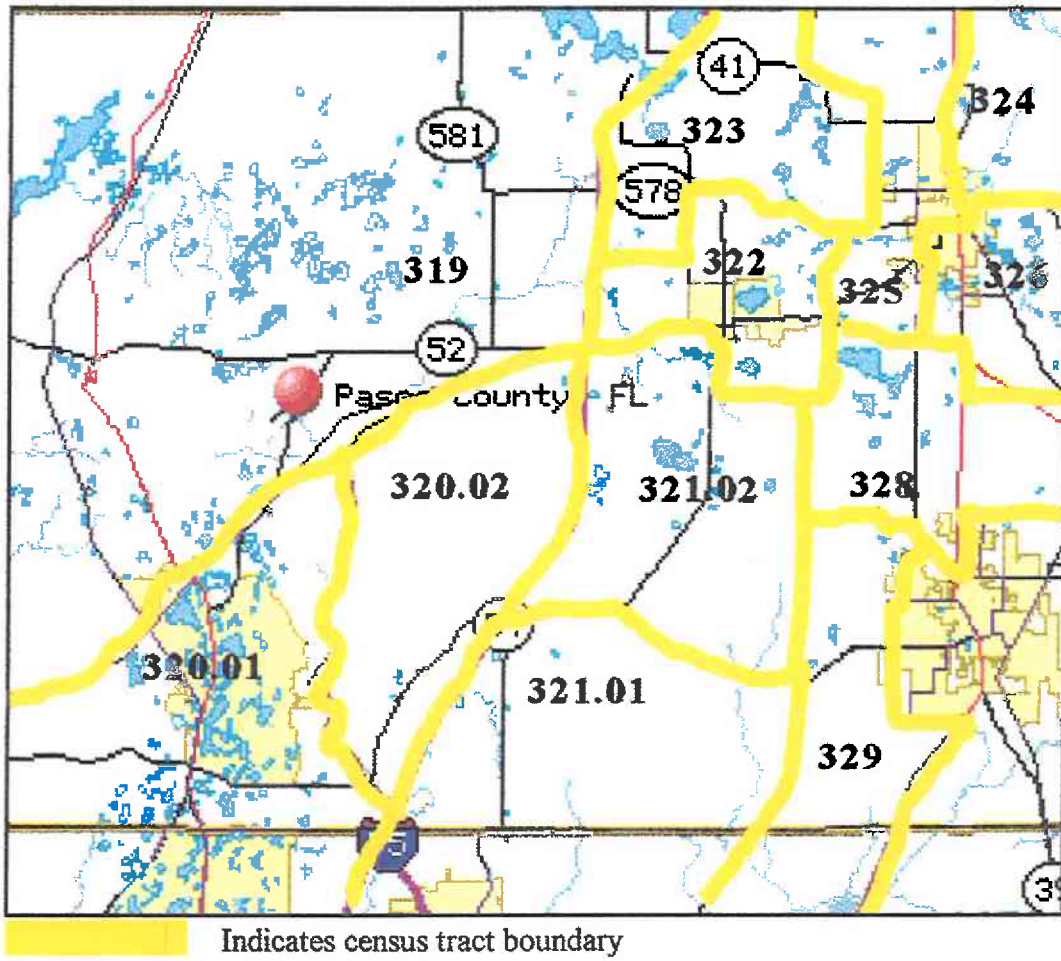
PROPOSED LIMITED ACCESS RIGHT OF WAY	PROPOSED EDGE OF PAVEMENT	SECTION LINES	FUTURE EXISTING EDGE OF PAVEMENT (CONSTRUCTED BY OTHERS)
EXISTING LIMITED ACCESS RIGHT OF WAY	PROPERTY LINES	WETLAND BOUNDARY	
PROPOSED RIGHT OF WAY	EXISTING RIGHT OF WAY	FLUCPCS MAPPING	



FLORIDA DEPARTMENT OF TRANSPORTATION

1-75 PDE STUDY FROM SOUTH OF S.R. 56 TO NORTH OF S.R. 52 PASCO COUNTY, FLORIDA

**FIGURE 3-2 CENSUS TRACT MAP**



#### ***IV. RESOURCE OVERVIEW***

Data was collected during the survey phase and analyzed to determine the resource needs of each type of land use displacement. An inventory of displacee needs was compiled to determine the type and quantity of resources that would be necessary to accomplish a successful relocation of all displacees. The market was searched for the availability of sufficient resources to accomplish this purpose. At the current time, sufficient resources are available to accommodate all relocations associated with this project.

#### **RESIDENTIAL**

There are no residential relocations identified in this study. In the event residential relocations become evident once storm water management areas are identified, there are sufficient resources in the area which would provide Equal Opportunity Housing, available without discrimination, to all displacees, which would provide housing comparable in price and density to those residences which are in the area. No special facilities or schools that would accommodate handicapped or disabled persons were impacted by the proposed project.

#### **BUSINESSES**

There are business assistance programs which include Small Business Development Center at the University of South Florida in Tampa and the Service Corps of Retired Executives (SCORE - See Health and Social Service Organizations). In addition, Pasco County Committee of 100 is an active assistance program for new and developing businesses in the Pasco County area.

- For displaced businesses wishing ownership status, a sufficient amount of vacant land for sale exists for construction within 3.2 km (2 mi) to the east or west of the project area. Sites available for purchase are listed in Table 4-1. This is not a highly developed area once beyond the immediate intersection location and land is plentiful for building.

The project area is currently zoned general commercial and agricultural. With commercial development spreading beyond the immediate area of the interstate interchange, it is recognized that requesting a change from agricultural to general commercial would be a relatively logical metamorphosis of this area. No existing structures exist which would provide sufficient relocation for any displacees. Only vacant land has been addressed as replacement possibilities in this study.

TABLE 4-1

COMMERCIAL TO PURCHASE - VACANT LAND		
LOCATION	SIZE	PRICE
SE corner of S.R. 52/75 Interchange*	5+ acres	**to be announced (800,000 previous price)
Approx. 1.6 km (1 mi) west of I-75/S.R. 52 Interchange - north side of S.R. 52	Three 20 acre parcels	\$148,000 per acre
East of I-75/S.R. 52 Interchange - Pasco Rd. & S.R. 52	2.68 acres	\$74,000 per acre
Approx. 1.2 km (3/4 mi) west of I-75/ south side S.R. 52	2.4 acres	\$400,000
Approx. 1.2 km (3/4 mi) west of I-75 / south side of S.R. 52	5 acres	\$180,000
Approx 2.4 km (1.5 mi) west of I-75 / south side of S.R. 52	60 acres - will sell in 10 acre parcels	\$12,000 per acre
Approx. 1.2 km (3/4 mi) west of Waffle House / north side of S.R. 52	4.6 acres	\$750,000
Approx. .8 km (½ mi) west of Waffle House / north side of S.R. 52	5 acres	\$884,000

\* This parcel will be impacted by the proposed acquisition area but has been mentioned due to the highly visible location which may be appealing to a relocatee - especially the Texaco Station which would have access beyond the limited access right of way area from S.R. 52. The limited access area extends only to the midpoint of the frontage area of the property along S.R 52. The acquisition area for this parcel is a strip taking and the remainder area will be a minimum of four acres.

\*\* The developer was contacted and this parcel will be available in late 1998/early 1999 when development plans are complete. Price and size of parcels to be sold/leased is not determined at this time. Preliminary plans will include several out parcels which would be suitable for the relocation of the Waffle House Restaurant. When the property was on the market previously it was priced at \$800,000.

## *V. IMPACTS ON THE COMMUNITY*

The proposed project is an expansion of an existing roadway, so the construction of this project is expected to minimally disrupt neighborhood activity and enhance traffic patterns in a developing area. Since the project adjoins existing right-of-way on an existing roadway, its completion will not sub-divide neighborhoods or negatively impact neighborhood identity. Nor does the project separate residences from community facilities such as churches, schools, shopping areas or civic or cultural facilities. The project is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority or transit dependent. Bus transportation will be enhanced by the completion of this project.

Because this project is an expansion of an existing roadway, existing land use types will be maintained. The area is a developing area with much of the land zoned commercial adjacent to the interchange location and agricultural in very close proximity in either direction of S.R. 52.

No functional replacement of real property in public ownership will be necessary.

## ***VI. ACQUISITION AND RELOCATION ASSISTANCE PROGRAM***

Pasco County promotes businesses and development by the prior adoption of an ordinance which is identified as Appendix A at the end of this report. This ordinance promotes business growth by offering incentive packages for expanding and new businesses and demonstrates a willingness to assist in the commercial growth of the region.

No publicly owned lands have been identified which would require consideration for functional replacement of real property in public ownership.

In order to minimize the unavoidable effects of the right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way and Relocation Assistance Program in accordance with Florida Statute, Chapter 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (Public Law 91-646, as amended by Public Law 100-17).

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use 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 that the FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one Relocation Agent 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 to 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-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (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. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;
4. Make payment for eligible increased interest cost resulting from having to get a mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500.00, combined total.

A displaced tenant may be eligible to receive payment, not to exceed \$5,250, 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 which describe in detail the FDOT's relocation assistance program and Right-of-Way acquisition program are: "Your Relocation: Residential", "Your Relocation: Businesses, Farms and Nonprofit Organizations", "Your Relocation: Signs", and "The Real Estate Acquisition Process". All of these brochures are distributed at all public workshops and hearings and made available upon request to any interested persons.

An individual, family, business, farm operation or non-profit organization is entitled to the reimbursement of reasonable, actual and necessary moving costs for a distance of no more than 50 miles, in most cases, provided the eligibility requirements are met for an initial or subsequent occupant and the property is subsequently acquired by the FDOT.

In addition to moving costs, a small business, farm operation or non-profit organization may be eligible to receive reimbursement for Search Expenses, the Actual Direct Loss of Tangible Personal Property, and a payment not to exceed \$10,000.00 for Reestablishment Expenses.

In place of the above, a small business, farm operation or non-profit organization may be eligible for a Fixed Payment in Lieu of Moving Expenses. This payment will not be less than \$1,000.00 or more than \$20,000.00 and removes the eligibility for any move expense, search expense or reestablishment expense reimbursement.

The "Real Estate Acquisition Process" is a brochure describing in detail the Right-of-Way Acquisition Program. The Relocation Assistance and Payments Program is outlined in the "Your Relocation" Brochure. These brochures are distributed at all public hearings and the initiation of Negotiations for owners and within 14 days subsequent for tenants. These brochures are also available upon request to any interested party.

The proposed project is not expected to impact any distinct minority, ethnic, elderly, or disabled group. This project is being developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.



## VII. POTENTIAL HAZARDOUS WASTE CONCERNS

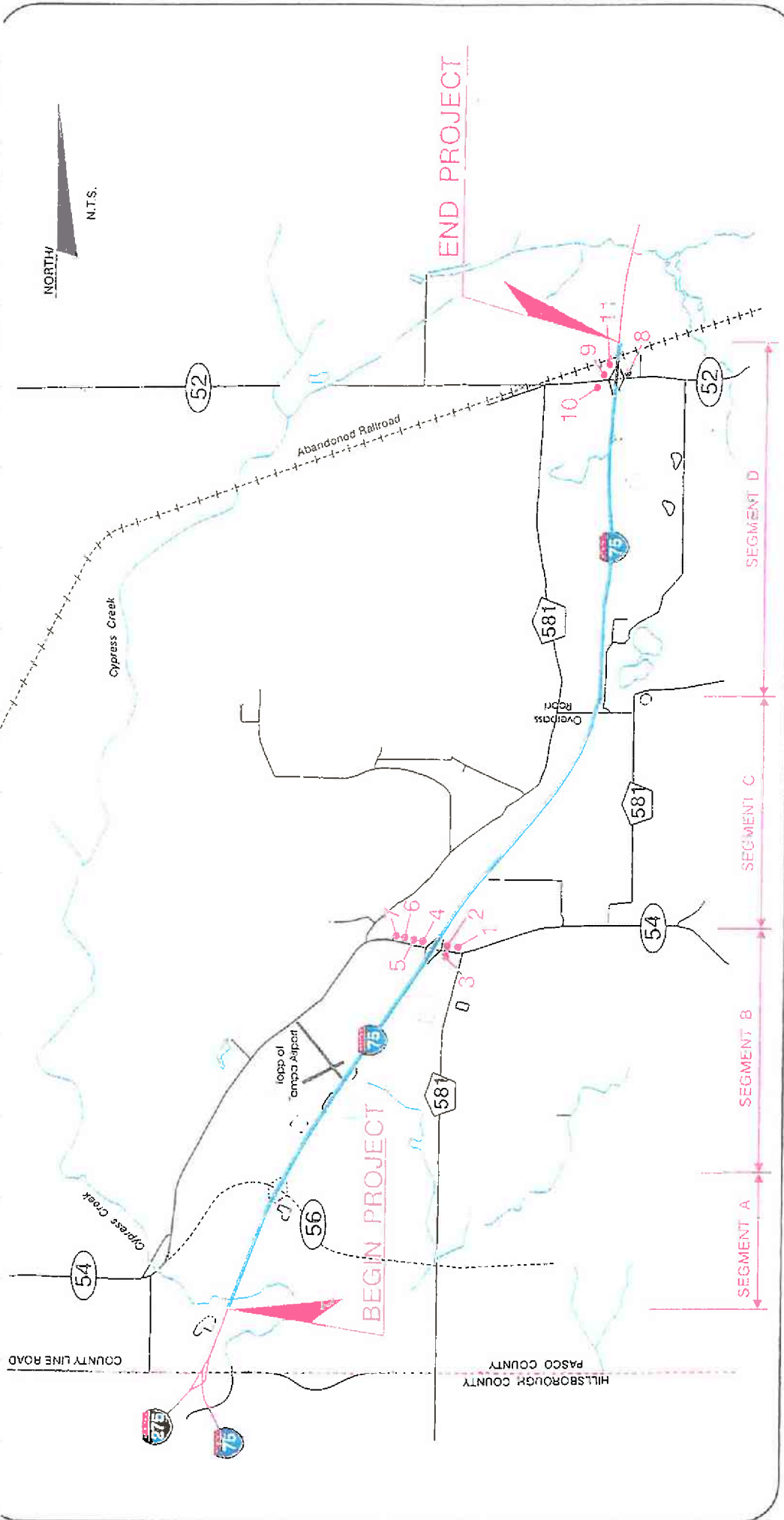
A preliminary contamination assessment review was conducted for the proposed acquisition area. Sites have been identified as potential contamination sites whether or not acquisition is required. Table 7-1 shows which sites are of potential concern.<sup>3</sup> During the contamination screening evaluation of the I-75 corridor, 11 sites were identified for potential contamination.

TABLE 7-1

SITES OF POTENTIAL CONTAMINATION CONCERN		
Site No.	Description	Rating
1	Racetrac # 407 - Facility ID # 519100181	Low
2	Oakley Groves, Inc. - Facility ID # 518515016	High
3	Gas Kwick # 9 - Facility ID # 51906575	High
4	Tillack and Sons, Inc (Chevron) - Facility ID # 518515078	High
5	Masters Economy Inn - Facility ID # 519201573	Medium
6	Amoco #10710 - Facility ID # 518520035	Medium
7	Circle K #518520488 - Facility ID # 518520488	Medium
8	Chevron # 47132 - Facility ID # 518515028	Low
9	Mobil #02-DHO - Facility ID # 518519953	High
10	Roberts and Associates - Facility ID # 518520041	High
11	Pasco Fuel and Food Shoppe (Stuckeys) Facility ID # 518630460	Medium

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<sup>3</sup>All contamination information is obtained from the Draft Contamination Screening Evaluation Report prepared by Post Buckley Schuh & Jernigan, Inc.



FLORIDA DEPARTMENT OF TRANSPORTATION

I-75 (S.R. 93)  
 PD&E STUDY

From South of S.R. 56 to North of S.R. 52  
 Pasco County, Florida

POTENTIAL HAZARDOUS  
 MATERIAL SITES

SPN #: 14140-1423  
 WPI #: 7147619  
 FAPI #: NH-75-1911275

FIGURE 7-1

LEGEND

- Project Limits
- ~ River / Water
- +--+ Railroad
- (54) State Road Numbers
- (581) County Road Numbers
- - - Proposed Roadway
- Potential Hazardous Material Sites

## ADVISORY HEALTH AND SOCIAL SERVICE ORGANIZATIONS

NAME	ADDRESS	TELEPHONE
Catholic Charities	5609 U.S. Hwy.. 19. Ste. I New Port Richey, FL 34652	727-834-3984
Deaf Service Center	4023 N. Armenia Ste. 250 Tampa, FL 33607	813-354-9522
Pasco Association for Retarded Citizens - Center for Independence	32223 Michigan Avenue San Antonio, FL 33576	813-942-5454
Salvation Army	8040 N. Washington Street Port Richey, FL 34668	727-847-6321
Service Corps of Retired Executives (SCORE) c/o Pasco County School Board	7227 Land of Lakes Blvd. Land of Lakes, FL 34639	813-794-2207
American Association of Retired Persons	6014 U.S. 19 NationsBank Tower, Ste. 503 New Port Richey, FL 34652	727-848-6649
American Red Cross	6520 Ridge Road Port Richey, FL 34673-0428	352-523-1801
Pasco County Housing Authority	14517 7 <sup>th</sup> Street Dade City, FL 33525	352-567-0848
Dade City Chamber of Commerce	38035 Meridian Avenue Dade City, FL 33525	352-567-3769
African American Club	P.O. Box 45 Port Richey, FL 34673	727-869-1367
Small Business Administration c/o Dade City Chamber of Commerce	38035 Meridian Avenue Dade City, FL 33525	352-567-3769
United Way of Pasco County	P.O. Box 609 Port Richey, FL 33673-0609	727-848-5555

**ADVISORY HEALTH AND SOCIAL SERVICE ORGANIZATIONS (contd.)**

Tampa (Greater) Association of Realtors	2918 W. Kennedy Blvd. Tampa, FL 33609-3195	813-879-7010
Area Agency on Aging	591 Breckenridge Pkwy. Ste. B Tampa, FL 33610	813-623-2244
Hillsborough County Aging Service	601 E. Kennedy Blvd. Tampa, FL 33602	813-272-6630
Pasco County Committee of 100	4111 Land O' Lakes Blvd. Ste. 305 Land O' Lakes, FL 34639	813-996-4075

## RESOURCES

- Pasco County Development Services
- Pasco County
- Land of Lakes Chamber of Commerce
- Pasco County Visitors and Convention Bureau
- Pasco County Tourist Development Council
- Occupational Compensation Survey
- University of South Florida - Governments Documents Center
- Florida Small Business Development Center
- University of South Florida - Center for Economic and Management Research
- Tampa Bay Business Journal
- Tampa Bay Region Technology Directory
- Bay Area Manufacturers Association
- Barnett Bank (now NationsBank) Newcomers Division
- Florida Trend Magazine - Economic Yearbook
- TRW-REDI Market Profile
- University of Florida, Bureau of Economic and Business Research
- U.S. Department of Commerce, Bureau of Economic Analysis
- Committee of 100 - Pasco County

**APPENDIX A**

**ORDINANCE**

AN ORDINANCE TO BE ENTITLED:

AN ACT PROVIDING FOR AN ECONOMIC DEVELOPMENT INCENTIVE CREDIT FOR CERTAIN QUALIFIED DEVELOPMENT WITHIN PASCO COUNTY; PROVIDING FOR QUALIFICATION CRITERIA; PROVIDING FOR APPLICATION PROCEDURES; PROVIDING FOR SPECIFIC INCENTIVES; PROVIDING FOR PROJECT ASSISTANCE; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

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WHEREAS, the Board of County Commissioners is desirous of attracting quality economic development to the County in order to contribute to the economic growth of the County, provide gainful prosperity, public health, and general welfare of the people of the County; and

WHEREAS, the Board of County Commissioners has given priority to the need to plan for an expanded economic base in Pasco County; and

WHEREAS, the Board of County Commissioners recognizes and hereby gives appropriate economic development within the County its highest priority and utmost attention in order to encourage the location of such development projects within the boundaries of Pasco County; and

WHEREAS, Pasco County offers many unique characteristics advantageous to the business community which give the County a distinct advantage over other areas in Tampa Bay including highly competitive prices for real property, previously approved development parks, existing public facilities necessary to meet the needs of the business community, and ease of interstate access to all major metropolitan areas of Florida, as well as international markets by air or sea; and

WHEREAS, those features are further complemented by the County's labor force, residential developments located in close proximity to existing office parks and schools, libraries, and recreation facilities which provide outstanding benefits to the County's residents; and

WHEREAS, Pasco County's part of the Tampa Bay Metropolitan Area on the west coast of Florida which is ranked the 21st largest metropolitan area in the United States; and

WHEREAS, the Board of County Commissioners has decided that the development of clean, job-producing industry or expansion of such industry is a benefit to the County.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Pasco County, Florida, as follows:

SECTION I. Section I of Ordinance No. 95-01 is hereby amended as follows:

The Board of County Commissioners is hereby authorized to provide economic development incentives pursuant to the terms of this Ordinance for those particular development projects which the Board of County Commissioners determines meet the following criteria:

1. The project must be nonresidential, and nonretail in character; or
2. The business will serve a public purpose by advancing the economic prosperity and the general welfare of the people with consideration to the overall environment of the County; or
3. The project may be a hotel/motel development with a minimum of 100 rooms/units; or
4. The project may be a regional mall or a factory outlet mall containing a minimum of 200,000 square feet, which must be located at least ten (10) miles from any municipal boundary within Pasco County, unless it is located along the interstate, subject to approval by the Board of County Commissioners; and
5. The business activity provides specific benefits to the County including, but not limited to, increased ad valorem taxation, employment, education, increased revenues for existing County utilities, and increased State-shared or local option revenues; and
6. The proposed business activity generates more in terms of County revenues than it consumes in County services; and
7. The business is appropriate to the needs and circumstances of and will make a significant contribution to the economic growth of the County; and
8. The business will provide gainful full-time employment to the citizens of the County; and
9. Specific Minimum Qualification Criteria for:

New Business

- a. 15 full-time employees and 10,000 square feet of enclosed permanent structure; and
- b. Average annual income per full time position will be at least 80% of the Median 1 Person Income of the Tampa MSA as reported by the U.S. Department of Housing and Urban Development; Or 40% of the employees are or will be existing Pasco County residents.

Business Expansion

- a. Increase in current full-time employment by 15 full-time employees and a minimum 10,000 square feet expansion of enclosed permanent structure; and
- b. (I) Average annual income per full-time position will be at least 80% of the Median 1 Person Income of the Tampa MSA as reported by the U.S. Department of Housing and Urban Development; or  
(ii) 40% of the employees are or will be existing Pasco County residents.

Existing Structure Purchase

- a. 15 full-time employees and 50% increase in current assessed and tangible property values due to renovations; and

- b. (I) Average annual income per full-time position will be at least 80% of the Median 1 Person Income of the Tampa MSA as reported by the U.S. Department of Housing and Urban Development; or
  - (ii) 40% of the employees are existing or will be Pasco County residents.

SECTION II. Section II (A) of Ordinance No. 95-01 is amended as follows:

The Board of County Commissioners hereby authorizes the Pasco County Committee of 100, Inc. to administer the economic development incentive process with the following stipulations:

- A. Applications to the process are required and the information gathered through the application will consist of, but not be limited to, the following:
  - Company profile and background;
  - Function of the firm;
  - Location of the project;
  - Total acreage of site;
  - Approximate size, square footage (enclosed under-roof building structure);
  - Site acquisition (purchased or leased);
  - Employment size;
  - Total number of full-time employees;
  - Number of full-time employees transferred to the area;
  - Number of new full-time employees;
  - Estimated number of current Pasco County residents to be employed full-time;
  - Percent of full-time unskilled workers;
  - Percent of full-time skilled workers;
  - Percent of full-time professional workers;
  - Percent of employee health insurance paid by employer;
  - Average wages of unskilled workers;
  - Average wages of skilled workers;
  - Average wages of professional workers;
  - Requirement of special utility, police, or fire protection services;
  - Estimated Pasco County utilities usage;
  - Estimated Pasco County impact fees;
  - Disclosure of environmental impacts.
  
- B. Applications will be submitted through the Pasco County Committee of 100, Inc., for consideration by the Business Incentive Commission. The Pasco County Committee of 100, Inc., will coordinate with the County Administrator or his designee to perform an



economic analysis and cost-benefit analysis or other acceptable analysis techniques and Comprehensive Plan compliance review so the Business Incentive Commission can make a recommendation of the type of incentive or incentive package and the amount to be offered.

- C. After the Pasco County Committee of 100, Inc., receives a complete application, the Business Incentive Commission's recommendation will be determined within four weeks. The Business Incentive Commission's recommendation will be presented by the Pasco County Committee of 100, Inc., to the Board of County Commissioners for approval. This presentation will be no later than the second subsequent Board of County Commissioners' meeting following the Business Incentive Commission's decision.
- D. The Business Incentive Commission will consist of seven individuals representing the following business segments; banking (1); accounting (1); development (1); manufacturing (1); and citizens (3) not actively employed in the previously identified business segments. The County Administrator or his designee and the Pasco County Committee of 100, Inc., will each have one nonvoting representative who acts as a technical advisor to the Business Incentive Commission. Term of the individuals will be three (3) years. The Business Incentive Commission members will be nominated by the Pasco County Committee of 100, Inc., and approved by the Board of County Commissioners.

### SECTION III. INCENTIVES.

At the Board of County Commissioners' option for those developments qualifying under Section I above, and submitting an application for Economic Development Incentive Award for staff and Pasco County Committee of 100, Inc., review, the following incentive mechanisms may be made available, singly or packaged, by the terms of this Ordinance;

- A. **Impact Fees and Connection Charge**  
Through the creation of an Economic Development Fund, the Board of County Commissioners may choose to:
  - 1) Pay all or a part of the business' impact fees for projects provided that infrastructure is currently available or paid by the developer.
  - 2) Pay the business' impact fees and then defer the reimbursement of these impact fees for a maximum of three years and pay the carrying costs for projects.
  - 3) Pay all or part of the business' utility connection charges associated with new construction for projects.
- B. **Industrial Bond Financing**  
The Board of County Commissioners may issue revenue bonds for the purpose of

financing and providing funds for those projects that meet the criteria and requirements set forth in Section 159.25 through 159.431, Florida Statutes, The Florida Industrial Development Financing Act.

C. Job Training

The Board of County Commissioners may reimburse for job training of Pasco County residents for the first six months and direct the Pasco County Committee of 100, Inc., to work with Private Industry Council and Pasco-Hernando Community College for the development of appropriate programs.

D. Ad Valorem Tax Abatement

Subject to voter approval, the Board of County Commissioners may abate ad valorem taxes for a maximum of five years to encourage land and capital investment.

SECTION IV. PROJECT ASSISTANCE.

The Board of County Commissioners will assign County staff to facilitate or expedite procedural assistance for approved economic development projects.

SECTION V. CONTRACT REQUIREMENT.

Once an incentive package/program has been approved, the Board of County Commissioners will authorize the County Attorney to draft a legally enforceable contract outlining the incentive or incentive package; specific performance criteria based on investment, employment, and public recourse for nonperformance; annual monitoring mechanisms; and the penalties, clawbacks, or recalibrations that will be used and enforced should the business fail to meet its requirements. Reparation will be capped at incentive amounts prorated over, and limited to, a five-year period. Annual compliance reports will be required for economic development projects which receive an incentive award. These reports will be reviewed by the Business Incentive Commission.

SECTION VI. SEVERABILITY.

It is declared to be the intent of the Board of County Commissioners of Pasco County, Florida, that if any section, subsection, sentence, clause, or provision of this Ordinance shall be declared invalid, the remainder of the Ordinance shall be construed as not having contained said section, subsection, sentence, clause, or provision, and shall not be affected by such holding.

SECTION VII. EFFECTIVE DATE.

A certified copy of this Ordinance shall be filed in the Office of the Secretary of State by the Clerk of the Board of County Commissioners within ten days after the adoption of this Ordinance, and shall take effect upon official acknowledgment from that office that said Ordinance has been filed.