

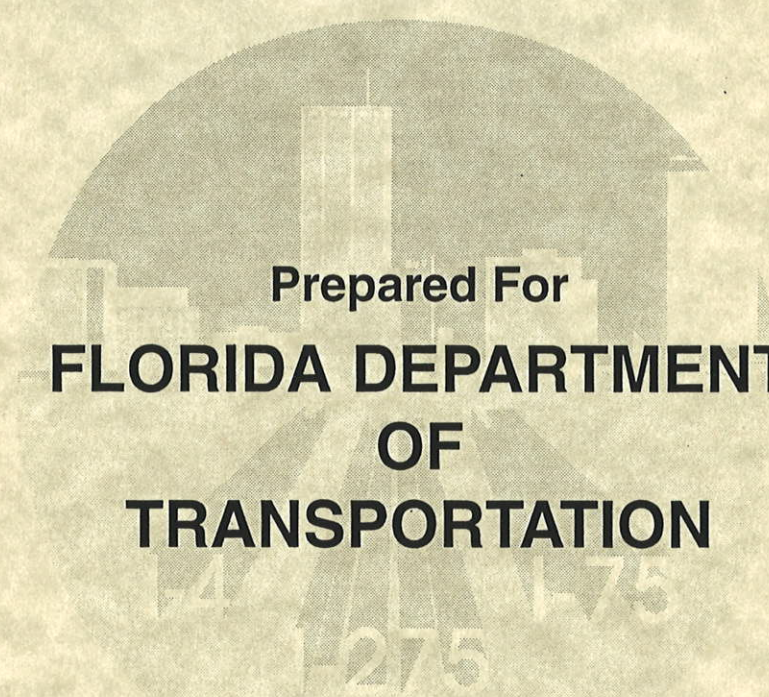
**Conceptual Stage Relocation Plan  
Technical Memorandum**

**TAMPA INTERSTATE STUDY**

**(the I-275/I-4 Downtown Interchange Operational Improvement)**

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

Interstate 275 (I-275) from the Hillsborough River to Floribraska Avenue and Interstate 4 (I-4) from the I-275/I-4 merge to east of 22nd Street (Section 10320-MP 0.0 to MP 0.7 and Section 10190-MP 6.389 to MP 8.49) approximately 4.5 kilometers (2.8 miles) in length.



Prepared For  
**FLORIDA DEPARTMENT  
OF  
TRANSPORTATION**

Prepared By  
**GREINER, INC.**

In Association With  
**KNIGHT APPRAISAL SERVICES, INC.  
JANUS RESEARCH**

**JULY 1996**



# CONCEPTUAL STAGE RELOCATION PLAN

## TECHNICAL MEMORANDUM

I-275/ I-4 Downtown Interchange Operational Improvements

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

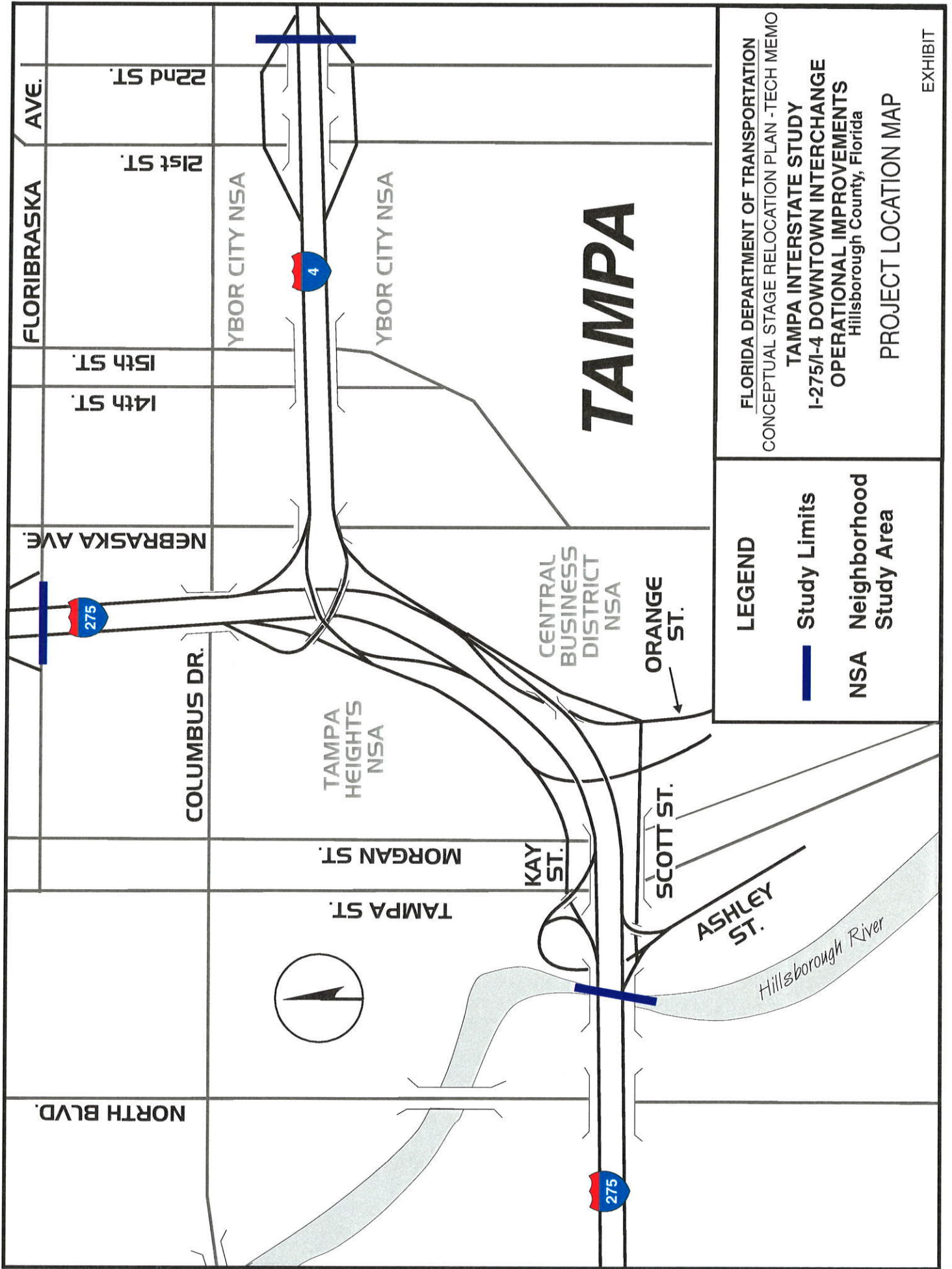
### Introduction

This Conceptual Stage Relocation Plan Technical Memorandum documents the potential relocation impacts associated with the proposed Interstate 275/Interstate 4 Downtown Interchange Operational Improvements project. The proposed project extends along Interstate 275 (I-275), from the Hillsborough River east through the downtown interchange and north to Floribraska Avenue, and along Interstate 4 (I-4) from the downtown interchange east to 22nd Street. A project location map is provided on the attached Exhibit. Detailed information about the project, including the conceptual design and environmental impacts of the proposed improvements, are contained in the *Engineering Summary* and the *Environmental Analysis* reports, published separately for the I-275/I-4 Downtown Interchange Operational Improvements.

The proposed I-275/I-4 Downtown Interchange Operational Improvements involve, for the most part, improving the operation of the on- and off-ramps and improving the weave sections in the interchange to reflect current design and safety standards. Minimizing required right-of-way was one goal of the project. However, additional right-of-way requirements associated with the Preferred Alternative will impact some residential and commercial property owners along the existing corridor, including ethnic, minority, and elderly persons. A complete description of the Preferred Alternative is provided in the *Engineering Summary* and impacts are described in the *Environmental Analysis*.

### Methodology

The publications *TIS-EA A.5.b.12 - Conceptual Stage Relocation Plan* (September 1993) and *TIS-EIS A.5.b.12 - Conceptual Stage Relocation Plan* (November 1995) document in detail the potential relocation impacts associated with the ultimate Tampa Interstate Study (TIS) project. Those documents contain detailed information regarding the area demographics, project relocation impacts, availability of replacement resources, and the relocation process. This Technical Memorandum has been prepared as a sub-report of the *TIS-EIS A.5.b.12 - Conceptual Stage Relocation Plan* (November 1995), referred to from this point on as the *TIS-EIS Plan*. The information contained in this Technical Memorandum has been extracted from the *TIS-EIS Plan* and comprises an overview of only that information relevant to the I-275/I-4 Downtown Interchange Operational Improvements project. This Technical Memorandum is not intended to duplicate the level of



# TAMPA

FLORIDA DEPARTMENT OF TRANSPORTATION  
 CONCEPTUAL STAGE RELOCATION PLAN - TECH MEMO  
**TAMPA INTERSTATE STUDY**  
 OPERATIONAL IMPROVEMENTS  
 Hillsborough County, Florida  
**PROJECT LOCATION MAP**

**LEGEND**

- Study Limits
- NSA Neighborhood Study Area

detailed demographics information and replacement housing statistics contained in the *TIS-EIS Plan*. For additional information on those topics, please refer to the *TIS-EIS Plan*.

## **Relocation Impacts**

Although every effort has been made to minimize the impact of the proposed I-275/I-4 Downtown Interchange Operational Improvements project on existing land uses, some residential and business relocations associated with project right-of-way acquisition are unavoidable. Relocation impacts associated with the Preferred Alternative include a total of 10 residences, three small businesses, one non-profit organization, and a city-owned bus passenger transfer facility.

The *TIS-EIS Plan* divided the TIS project corridor into several Neighborhood Study Areas (NSAs), based on census tract boundaries and socio-geographic features, for the purpose of compiling demographics information and assessing impacts. Based on the information developed for the *TIS-EIS Plan*, the proposed I-275/I-4 Downtown Interchange Operational Improvements project is contained within three previously identified NSAs: the Central Business District (CBD) NSA; the Tampa Heights NSA; and the Ybor City NSA. The NSA locations are shown on the previously referenced Exhibit.

The CBD NSA is approximately one mile in length and comprises the south side of I-275 from the Hillsborough River east to Nebraska Avenue. Along I-275, the CBD NSA has a commercial orientation, with service-related businesses and community resources as the dominant land uses. Table 1 presents a demographic profile of the CBD NSA based on U.S. Census data. Within the CBD NSA, the Preferred Alternative will require no residential or business relocations.

The Tampa Heights NSA is approximately one mile in length and includes the northern side of I-275 from the Hillsborough River east and north to Columbus Drive. This neighborhood includes Tampa's oldest residential neighborhood and is dominated by single-family residences and numerous churches. The Tampa Heights neighborhood includes a National Register Historic District. Table 2 presents a demographic profile of the Tampa Heights NSA. Relocations associated with the Preferred Alternative include six single-family residences; three small businesses comprising Central Animal Hospital, Willy's Auto Detailing, and Abe's Bail Bonds; one non-profit organization, Faith Temple Missionary Baptist Church; and one community service, the Hillsborough Area Regional Transit (HART) Northern Transit Terminal.

The Ybor City NSA is approximately 2.6 miles in length. For this project, the neighborhood includes both the north and south sides of I-4 from Nebraska Avenue east to the project terminus at 22nd Street. This neighborhood is dominated by densely spaced single-family residences to the north and by service-related

TABLE 1

**CENTRAL BUSINESS DISTRICT NEIGHBORHOOD STUDY AREA  
1990 CENSUS**

	Census Tract 40		Census Tract 51	
	Number	Percent	Number	Percent
<b>Population</b>				
White	117	6.3	955	65.68
Black	1,734	92.4	478	32.9
Other	26	1.3	21	1.44
Hispanic Origin	99	5.3	179	12.3
<b>TOTAL PERSONS</b>	<b>1,877</b>		<b>1,454</b>	
<b>Sex</b>				
Male	764	40.70	1,094	75.24
Female	1,113	59.30	360	24.75
<b>Median Age</b>	<b>22.5</b>		<b>34.5</b>	
<b>Age 65 or Older</b>	<b>230</b>	<b>12.3</b>	<b>244</b>	<b>16.8</b>
<b>Persons Per Household</b>	<b>2.74</b>		<b>1.40</b>	
<b>One-Person Households</b>	<b>187</b>	<b>28.85</b>	<b>294</b>	<b>68.69</b>
<b>Total Housing Units</b>	<b>709</b>		<b>513</b>	
<b>Total Occupied Housing Units</b>	<b>648</b>	<b>91.39</b>	<b>428</b>	<b>83.43</b>
<b>Housing Status</b>				
Owner Occupied	45	6.9	156	36.4
Median Value	\$31,300		\$275,000	
Tenant Occupied	603	93.05	272	63.55
Mean Rent	\$115		\$187	
Vacant Housing Units	61	8.60	85	16.56

TABLE 2

**TAMPA HEIGHTS NEIGHBORHOOD STUDY AREA  
1990 CENSUS**

	Census Tract 41		Census Tract 42	
	Number	Percent	Number	Percent
<b>Population</b>				
White	403	30.71	406	27.08
Black	859	65.5	1,065	71.0
Other	50	3.79	28	1.92
Hispanic Origin	159	12.1	99	6.6
<b>TOTAL PERSONS</b>	<b>1,312</b>		<b>1,499</b>	
<b>Sex</b>				
Male	659	50.22	840	56.03
Female	653	49.78	659	43.97
<b>Median Age</b>	<b>38.8</b>		<b>36.1</b>	
<b>Age 65 or Older</b>	<b>328</b>	<b>25.0</b>	<b>170</b>	<b>11.3</b>
<b>Persons Per Household</b>	<b>2.03</b>		<b>2.47</b>	
<b>One-Person Households</b>	<b>319</b>	<b>57.78</b>	<b>181</b>	<b>37.01</b>
<b>Total Housing Units</b>	<b>708</b>		<b>657</b>	
<b>Total Occupied Housing Units</b>	<b>552</b>	<b>77.96</b>	<b>489</b>	<b>74.42</b>
<b>Housing Status</b>				
Owner Occupied	84	15.2	260	53.2
Median Value	\$31,800		\$46,900	
Tenant Occupied	468	84.78	229	46.83
Mean Rent	\$155		\$269	
Vacant Housing Units	156	22.03	168	25.57

businesses, community facilities, and single-family residences to the south. This established neighborhood includes the Ybor City National Historic Landmark District. Table 3 presents a demographic profile of the Ybor City NSA. The Preferred Alternative will require the relocation of one multi-family dwelling comprising four individual residences. No business relocations are anticipated.

## **Replacement Resources**

As part of the TIS project, the commercial and residential real estate markets in Tampa were researched for the availability of resources to accommodate all of the potential displacees. Comparable replacement resources were identified using information obtained from realtors and real estate publications. It was determined that sufficient resources were available to accommodate all relocations associated with that project. Commercial and residential resources within the project vicinity are available and abundant.

Comparable replacement housing for sale and rent is available throughout Tampa. According to the Greater Tampa Association of Realtors - Multiple Listing Service (MLS, September 1995), over 100 single-family homes, multi-tenant income properties, and condominiums were listed for sale in the three neighborhoods immediately adjacent to the project. According to the Bay Area Apartment Association (April 1995), over 11,000 multi-family rental units are located throughout central Tampa with a vacancy rate of over three percent. These numbers do not include single-family homes for sale or rent advertised in the newspaper.

For businesses, the Maddux Report (July and August 1995) indicates over two-million square feet of vacant leasable office and retail space is available in Tampa. The MLS (February 1996) listed 89 commercial properties for sale in neighborhoods adjacent to the interstate.

Because of the adequate supply of comparable replacement housing available for sale or rent, the abundance of vacant leasable business space, and the frequency in which new listings become available, it is anticipated that all residences, businesses, and non-profit organizations can be relocated within or near their respective neighborhoods, if so desired. Information from realtors indicates the existing inventory of replacement resources is typical and may increase. The resources discussed in this report are considered Equal Opportunity Housing.

Last resort housing payments and rent supplements are anticipated for all 14 residential relocations. If necessary, last resort payments will be used to place residential relocatees in decent, safe, and sanitary housing. Last resort housing would be a result of low income or low rental payments rather than a lack of available housing. Should last resort housing be constructed, the housing would be made available before the relocatees are required to vacate their current dwellings. There are numerous residential lots available

TABLE 3

YBOR CITY NEIGHBORHOOD STUDY AREA  
1990 CENSUS

	Census Tract 32		Census Tract 33		Census Tract 35		Census Tract 38		Census Tract 39	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Population</b>										
White	1,057	45.61	386	11.35	124	4.55	286	20.87	366	19.86
Black	1,030	44.5	2,859	84.1	2,559	94.0	1,058	77.2	1,419	77.0
Other	230	9.89	155	4.55	39	1.45	26	1.93	57	3.14
Hispanic Origin	1,016	43.80	462	13.6	52	1.9	91	6.6	383	20.8
TOTAL PERSONS	2,317		3,400		2,722		1,370		1,842	
<b>Sex</b>										
Male	1,090	47.04	1,550	45.58	1,299	47.72	670	48.90	885	48.04
Female	1,227	52.96	1,850	54.42	1,423	52.28	700	51.10	957	51.96
Median Age	36.5		24.3		34.0		36.6		33.5	
Age 65 or Older	515	22.2	372	10.9	460	16.9	237	17.3	374	20.3
Persons Per Household	2.72		2.90		2.72		2.50		2.12	
One-Person Households	234	28.46	321	27.45	298	30.43	179	33.58	429	50.58
Total Housing Units	1,048		1,470		1,173		663		954	
Total Occupied Housing	822	78.43	1,169	79.52	979	83.46	533	80.39	848	88.88
<b>Housing Status</b>										
Owner Occupied	453	55.10	385	32.9	582	59.44	245	46.0	101	11.9
Median Value	\$34,800		\$30,500		\$34,200		\$32,600		\$23,300	
Tenant Occupied	369	44.90	784	67.1	397	40.55	288	54.03	747	88.08
Mean Rent	\$258		\$132		\$246		\$238		\$159	
Vacant Housing Units	226	21.56	301	20.47	194	16.53	130	19.60	106	11.11



for new construction, particularly within the Tampa Heights and Ybor City areas. Lot sizes vary but on average are approximately 3,000 to 4,000 square feet with average costs of between \$3,800 and \$6,500.

## **Impacts on the Community**

The construction of the proposed I-275/I-4 Downtown Interchange Operational Improvements will have some impact on the immediate local community adjacent to the interstate with respect to relocations. However, any disruption to the neighborhoods is anticipated to be minimal. The anticipated relocations are located immediately adjacent to the interstate. The existing interstate acts as a boundary between neighborhoods in the area. The existing neighborhoods will not be further divided or separated. No specific ethnic groups or minorities will become socially or culturally isolated as a result of the improvements. The proposed improvements will impact only two community resources, requiring the relocation of Faith Temple Missionary Baptist Church and the HART Northern Transit Terminal.

It has been determined that comparable replacement housing and business space is readily available to accommodate the anticipated residential displacements and the small number of business displacements. Residential and business relocatees will find ample resources available to relocate within their existing neighborhoods. In general, the replacement housing and business space available is comparable, or superior, in terms of location, aesthetic appeal, environmental quality, and property value.

Based on the demographic profile of the three NSAs (see Tables 1, 2, and 3), and observations made during field surveys, potential relocatees will include minority, ethnic, and elderly residents. No handicapped or disabled relocatees are anticipated. The proposed project has not been planned to impact any specific groups or individuals but rather to improve the operational condition and safety of the existing interstate facility.

As a result of the project, many positive effects will be created in the neighborhoods adjacent to the interstate as traffic flows more smoothly and accessing properties becomes easier. Interstate improvements will improve roadway safety. Overall, access to the neighborhoods will improve and traffic circulation will be maintained.

## **Acquisition and Relocation Assistance Program**

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy 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 relocatees decent, safe, and sanitary housing which is within his/her 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-occupant displacees will receive an explanation of 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; or (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatees to:

1. Reimburse the relocatees 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 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 interest cost resulting from having to obtain another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as 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 hearings and made available upon request to any interested persons.