



**APPENDIX D:  
SUPPORTING MEMORANDA**

**Tampa Interstate Study Section 106 Memorandum of Agreement  
City of Tampa Memorandum**



1140004.17

MOA



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

Florida Division Office

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

October 18, 1996

IN REPLY REFER TO: HPO-FL

Mr. William H. McDaniel, Jr.  
District Secretary  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, Florida 33612

Attention: Mr. Michael Coleman

Dear Mr. McDaniel:

Subject: FAP No. IR-9999(43)  
Tampa Interstate Study  
Executed Section 106 Memorandum of Agreement

RECEIVED  
SECTION 106

Enclosed is one copy of the fully executed Section 106 Memorandum of Agreement for your action. Also enclosed is a copy of the transmittal letter from the Advisory Council on Historic Preservation (ACHP) regarding their approval of the document. The letter indicates that the ACHP is pleased with the close coordination utilized during this project as well as the high level of public involvement.

If you have any questions regarding this matter, please feel free to call our office.

Sincerely yours,

For: J. R. Skinner  
Division Administrator

Enclosure

cc: Mr. George W. Percy, State Historic Preservation Officer,  
w/Enclosure (Original)

# Advisory Council On Historic Preservation

The Old Post Office Building  
1100 Pennsylvania Avenue, NW, #809  
Washington, DC 20004

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

OCT 8 1996

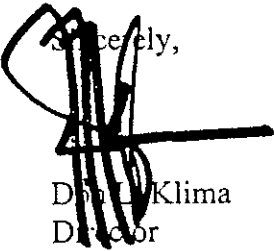
REF: Tampa Interstate Improvements  
Project No. IR-9999(43)  
I-275 Widening from Dale Mabry Highway to Dr. M.L.King, Jr., Blvd. and  
I-4 from I-275 to East of 50th Street  
Hillsborough County, Florida

Dear Mr. Skinner:

Enclosed is your copy of the fully executed Memorandum of Agreement for the referenced project. By carrying out the terms of the Agreement, you will have fulfilled your responsibilities under Section 106 of the National Historic Preservation Act and the Council's regulations for the Tampa Interstate Improvement Project. We recommend that you provide copies of the fully-executed agreement to the Florida State Historic Preservation Officer, the Florida Department of Transportation, and the City of Tampa.

We wish to commend FHWA, the Florida Department of Transportation, the Florida State Historic Preservation Officer, and the City of Tampa for your close coordination in handling a highly complex situation. In particular, the exemplary public participation process planned and implemented with the assistance of project consultants smoothed the way in anticipating the concerns so often raised when transportation improvements are necessary in a densely settled area. We also appreciate receiving the comprehensive, expertly prepared project documentation which supported every step of project development. Thank you for your ongoing cooperation.

Sincerely,



Don L. Klima  
Director  
Eastern Office of Review

Enclosure

**MEMORANDUM OF AGREEMENT  
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,  
THE FLORIDA STATE HISTORIC PRESERVATION OFFICER,  
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING THE TAMPA INTERSTATE PROJECT  
IN TAMPA, FLORIDA**

WHEREAS, the United States Department of Transportation Federal Highway Administration (FHWA) proposes to provide financial assistance to the Florida Department of Transportation (FDOT) for the proposed improvements to I-275 from the Dale Mabry Highway interchange north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to east of 50th Street, the Crosstown Connector from I-4 south to the existing Tampa South Crosstown Expressway in the vicinity of 31st Street, and the South Tampa Crosstown Expressway from Kennedy Boulevard east to Maydell Drive in Tampa, Florida, as shown on the map entitled, "Project Map," and attached hereto as Appendix 1 (State Project No. 99007-1402, WPI No. 7140004, Federal Aid Project No. IR-9999(43), hereinafter the Project); and

WHEREAS, pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), and pursuant to Section 110(1) of the same Act (16 U.S.C. 470h-2(1)), FHWA has:

- Determined that the area of potential effect of the Project, as defined in 36 CFR 800.2(c), is as described in the document entitled "Effects Analysis," dated November 1995, and as shown on the "Project Map," attached hereto as Appendix 1.
- Pursuant to 36 CFR 800.5, determined that the Project will have an adverse effect on the Ybor City National Historic Landmark District, the West Tampa Historic District and the Tampa Heights Historic District, all of which are included in the National Register; and three individual properties: Fernandez y Rey House, Washington Junior High School, and Arguelles, Lopez and Brothers Cigar Factory, all of which are eligible for the National Register, and all of which properties are identified in the document entitled "Effects Analysis," and a summary list from this report is attached hereto as Appendix 2.

- Consulted with the Florida State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) to address the Project's adverse effects and afforded the Council a reasonable opportunity to comment on the Project.

WHEREAS, the FDOT, the City of Tampa (City), and the National Park Service (NPS) have participated in the consultation, and have been invited by FHWA to concur in this Memorandum of Agreement (MOA); and

WHEREAS, the definitions given in Appendix 3 are applicable throughout the MOA.

NOW, THEREFORE, FHWA, the Florida SHPO, and the Council agree that upon FHWA's decision to participate in the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the Project on historic properties.

## STIPULATIONS

FHWA will ensure that the following stipulations are implemented:

### I. Design and Construction of the Project

- A. FDOT will construct the Project within the right-of-way and elevations delineated on the preferred alternative concept plans, dated January 1995, subject to alterations that may be necessary during further Project design to achieve the Project's purposes.
- B. It is expressly understood that the Project right-of-way and elevations delineated in these plans have been designed with the goal of minimizing adverse effects on the historic properties identified in the document entitled "Effects Analysis." FDOT will ensure that this goal continues to be observed as Project design proceeds.
- C. FDOT will notify the FHWA, who in turn will notify the SHPO and the Council, of any substantive alteration in the Project design that could result in adverse effects to historic properties not previously addressed during the course of consultation, and afford each the opportunity to consider amending the agreement pursuant to Stipulation VII.L.
- D. Any Interstate Highway-related construction beyond the limits shown in Appendix I is not the subject of this MOA, and will require separate compliance with 36 CFR Part 800.

### II. Urban Design Guidelines

- A. The FDOT will follow the Tampa Interstate Study (TIS) Urban Design Guidelines (December 1994), summarized in Appendix 4, in continuing design of the Project, providing for the use of retaining walls, noise barriers, bridges, and other design amenities to minimize or avoid adverse visual and auditory effects on historic properties, users of the Project, the adjacent communities.
- B. The FDOT will follow and document adherence to these guidelines necessary for project implementation approval by the FHWA. In the event that the Guidelines cannot be met, the FDOT will summarize the issues and submit the information to SHPO and the Council, pursuant to Stipulations VII.E., F. and G.

### III. Relocation and Rehabilitation of Historic Structures

- A. FHWA will participate in funding the relocation and rehabilitation of the 35 historic structures that FDOT judges to be most suitable for relocation and rehabilitation among those proposed for acquisition as outlined in the Historic Structures Preliminary Moving Feasibility Study included in the Tampa Interstate Study (TIS) Environmental Impact Statement (EIS), Appendix D, November 1995. The following measures will be carried out as part of the relocation and rehabilitation of the 35 historic structures:

1. FDOT will judge suitability of structures for relocation and rehabilitation in consultation with the City and the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB) or its designee based on the building's structural condition, and the physical feasibility and appropriateness of relocating and rehabilitating each structure. Methodology for determining the physical feasibility (height, structural, etc.) and appropriateness (based on cost of relocation, available and similar setting of relocation site, percentage of historic material remaining as part of the structure, groupings of structures, etc.) of moving a structure will be based upon the Historic Structures Preliminary Moving Feasibility Study included in the TIS EIS Appendix D, November 1995.
2. FDOT will have the 35 structures moved to a site(s) approved by the HT/HCPB, either within the historic district to which it contributes, within the district or cluster of historic buildings determined by the HT/HCPB to be most compatible, or elsewhere in Tampa if the HT/HCPB determines that the building is not compatible with any district or cluster.
3. FDOT will ensure that each building is sited in its new location in accordance with the following guidelines:
  - (a) Whenever feasible, the new site must allow for placement and use of the building in a manner similar to those allowed by its original site, and/or for placement and use compatible with the appearance and use of the district or cluster of historic buildings surrounding its new site;
  - (b) Whenever feasible, relocated buildings will be sited to be compatible with the spacing, setback, and rhythm of the streetscape of the new site and the former site; and
  - (c) The new site must not possess historical (including known archeological) resources that would be adversely affected by siting the building there.
4. FDOT will ensure that the building is moved to its new site in accordance with the approaches recommended in Moving Historic Buildings (John Obed Curtis, 1979, American Association for State and Local History; hereinafter MHB), by a professional mover who has demonstrated the capability to move historic structures properly.
5. FDOT will ensure that the 35 historic structures relocated will be rehabilitated on the exterior to meet the Secretary of Interior Standards and meet the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for decent safe and sanitary housing on the interior of the structures. The FDOT will provide SHPO the opportunity to review and ratify that the exterior rehabilitation is consistent with the Secretary of Interior Standards.



6. Where FDOT determines that it is feasible to relocate and rehabilitate any of the 35 historic structures, FDOT will make a good faith effort to relocate people within the historic districts displaced by the Project into the rehabilitated structures. If this is unsuccessful, these structures will be made available to any relocatees from the project.
  7. Should a relocated structure not be occupied by a relocatee pursuant to Stipulation III.A.6., FDOT will advertise and sell the structure as outlined in Appendix 5.
- B. FHWA will participate in funding the relocation of an additional 29 historic structures and fund the additional costs of moving the structures, disconnecting and reconnecting the utilities, and stabilizing the structures once they are moved. FDOT will deed the structures to the City, providing the City agrees to:
1. Provide the sites for relocating the structures. Consult with the HT/HCPB to ensure the most suitable relocation site within the historic district or elsewhere in Tampa if HT/HCPB determines the site to be compatible.
  2. Make a reasonable and good faith effort to ensure that the building is maintained in such a way as to contribute to, and not detract from, the character of the district or cluster of historic buildings surrounding its new site, and will at a minimum ensure that the building when rehabilitated meets the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for decent, safe and sanitary housing.
- C. Where it is not feasible for a building to be moved in accordance with Stipulation III.A or B, FDOT may demolish the building after completing documentation and allowing architectural salvage in accordance with Stipulation V.

#### IV. Interim Protection

- A. In order to ensure public safety and to better effect the preservation of the historic properties, the FDOT will pursue protective buying and advanced acquisition of these identified properties so as to safely relocate historic properties capable of being moved.
- B. Whenever FDOT acquires title to a historic property, FDOT will ensure protection of the structures from vandalism, illegal occupancy, and weather damage until the terms of Stipulations III.A and B and V.A and B have been fulfilled, taking into account the guidelines set forth in the National Park Service publication "Mothballing Historic Buildings" (Preservation Brief 31, Sharon C. Park, NPS Preservation Assistance Division, September 1993).

V. Documentation and Architectural/Historical Salvage

- A. Pursuant to Section 110(b) of the National Historic Preservation Act, FHWA will ensure that:
1. FDOT will complete the documentation required by the Stipulations V.A.6, 7, or 8, whichever is applicable, and ensure that such documentation is submitted to and accepted by the National Park Service for transmittal to the Library of Congress, before allowing a historic building to which such stipulation is applicable to be demolished or moved.
  2. All final documentation will be completed in accordance with "Preparing Documentation for Transmittal to the Library of Congress." (99)
  3. FHWA will submit draft copies of all documentation to the National Park Service (NPS), Southeast Regional Office prior to submission of the final documentation for review and assignment of an Historic American Buildings Survey (HABS) project number.
  4. FHWA will file copies of all documentation prepared pursuant to this MOA with the SHPO and the HT/HCPB.
  5. For the Fernandez y Rey House; Washington Junior High School; and the Arguelles, Lopez and Brothers Cigar Factory, which are **individually eligible** for the *National Register of Historic Places* and are slated for demolition or relocation, FDOT will prepare the following documentation:
    - a. Drawings - Select existing drawings, where available, with large-format negatives or photographically reproduced on mylar.
    - b. Photographs - Photographs with large-format negatives of exterior and interior views or historic views, where available.
    - c. Written Data - History and description.
  6. For contributing buildings within the **Ybor City National Historic Landmark District** which are slated for demolition or relocation, FDOT will prepare the following documentation:
    - a. District Overview
      - i. 4" x 5" Large Format Photography (Following Photographic Specifications)

- Streetscape views of all sides of all blocks which provide full photographic coverage of buildings and green space impacted by the Project.
- Area photograph(s) of impact area shall clearly illustrate existing vegetation and hardscape.

ii. Written Documentation

- Narrative report of Ybor City
- Sanborn maps of areas impacted by building removal as well as the new location.

iii. 24" x 36" Measured Drawing (Following Field Instructions for Measured Drawings)

- Site plan of Ybor City (scale 1"=100'.0") with all buildings represented.

b. Historic Properties

i. 4" x 5" Large Format Photography (Following Photographic Specifications)

- One view of all elevations, two ¾ views and exterior/interior views of significant features.

ii. 8 ½" x 11" Sketch Drawings - Photocopies of Original Drawings (Following Guidelines for Preparing Written Historical and Descriptive Data)

- Plan(s) of all floors of each building.
- Site plan for Ybor City with the building's location labeled.

iii. Written Documentation (Following Guidelines for Preparing Written Historical and Descriptive Data)

- Architectural Data Form (short form) for each residential building.

Note: A single document recording typical design maybe produced for a group of similar buildings. Dissimilar buildings will be documented separately.

7. For contributing buildings within the **West Tampa National Register Historic District** which are slated for demolition or relocation, FDOT will prepare the following documentation:
  - a. Drawings - Sketch plan.
  - b. Photographs - Photographs with large-format negatives of exterior and interior views.
  - c. Written Data - Architectural data form.
8. For contributing buildings that are part of the **Tampa Heights National Register Historic District** which are slated for demolition or relocation, FDOT prepares the following documentation:
  - a. Drawings - Sketch plan.
  - b. Photographs - Photographs with large-format negatives of exterior and interior views.
  - c. Written Data - Architectural data form.

- B. As FDOT acquires title to historic buildings and after the documentation prescribed in Stipulation V.A is completed, FDOT will afford the City in coordination with the HT/HCPB at least 30 days access to each building that is scheduled for demolition, for the purpose of salvaging architectural elements for use in rehabilitating other historic structures in accordance with the "Salvaging Architectural Elements" (June 1996) attached hereto as Appendix 6.

## **VI. Archeological Monitoring/Discoveries**

- A. Should unmarked human burials be encountered during construction of the Project, FDOT will ensure that they are recovered and treated in accordance with Chapter 872.05, Florida Statutes.
- B. The FDOT will make a reasonable and good faith effort to ensure that any discoveries of historic properties during advanced design and construction are addressed according to 36 CFR 800.11. FDOT will also ensure that any unanticipated effects of the Project be addressed according to 36 CFR 800.11.

- C. FDOT will ensure that all records resulting from archeological monitoring are in accordance with 36 CFR 79, and that all materials resulting from such monitoring that are not disposed of in accordance with Stipulation VI.A are curated in accordance with 36 CFR 79.

**VII. Administrative Stipulations**

- A. Should a question arise subsequent to execution of this MOA about whether any property within the area of potential effect is eligible for the National Register, FHWA in coordination with SHPO will exercise its discretion to resolve the question in accordance with either 36 CFR 800.4(c) or 36 CFR 800.11(d)(1).
- B. FDOT will ensure that information resulting from the work completed for this MOA is provided to the SHPO in a form acceptable to the SHPO for inclusion in the SHPO's files, historic properties inventory, and archives.
- C. FDOT will ensure that all recordation of historic buildings and structures carried out pursuant to this MOA is conducted by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards for Architectural History (48 FR 44739); and that all archeological work is carried out by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards for Archeology (48 FR 44739).
- D. FDOT will not change any contract let to implement work specified by this MOA without first affording the SHPO the opportunity to review the proposed change and determine whether to invoke Stipulation VII.L.
- E. At the beginning of each phase (design, right-of-way acquisition and construction) of the Project, a re-evaluation of the Project will be undertaken by FDOT. As part of the re-evaluation process, the FDOT will prepare and provide to all parties to this MOA a Section 106 MOA Status Report (hereinafter the Report). The following topics will be addressed in the Report:
  - 1. General status of the Project;
  - 2. Historic building(s) acquired;
  - 3. How each stipulation of this MOA has been implemented;
  - 4. Any problems encountered in implementation;
  - 5. How such problems (if any) have been addressed; and
  - 6. Any recommendations for changes to the MOA or the Urban Design Guidelines or their means of implementation.

- F. FDOT will make a reasonable good faith effort to ensure that its Report is made available for public inspection, that known and interested members of the public are made aware of its availability, and that interested members of the public are invited to provide comments regarding the Report to the Council and SHPO as well as to FHWA and FDOT.
- G. FHWA will submit the Report to the SHPO and Council for their review comments. Comments should be submitted to the FHWA within 30 days. At the request of any party to this MOA, including any concurring party, a meeting or meetings will be held to facilitate review and comment, to resolve questions, or to resolve comments that are adverse.
- H. Based on this review of the Report, this agreement may continue in force or be amended by any party to the MOA in accordance with Stipulation VII.L.
- I. Should any party to this MOA object to any action or proposed action that relates to this MOA and its subject matter, within 30 days after learning of such objection, FDOT will consult with the objecting party to resolve the objection. If after initiating such consultation, FDOT determines that it cannot resolve the objection, FDOT will request assistance from FHWA. If FHWA determines that it cannot resolve the objection, FHWA will forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the Council will exercise one of the following options:
1. Advise FHWA that the Council concurs in FHWA's proposed final decision, whereupon FHWA will respond to the objection accordingly;
  2. Provide FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding its response to the objection; or
  3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800.6(b) and proceed to refer the objection and comment. The resulting comment will be taken into account by FHWA in accordance with 36 CFR Part 800.6(b) and Part 110(1) of NHPA.

Should the Council not exercise one of the above options within 30 days after receipt of all pertinent documentation, FHWA may assume the Council's concurrence in its proposed response to the objection.

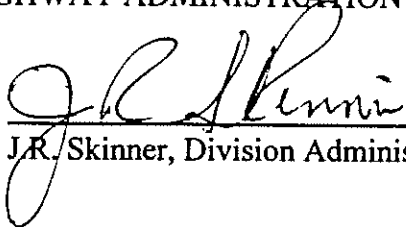
- J. FHWA and FDOT will take into account any Council recommendation or comment provided in accordance with Stipulation I with reference only to the subject of the objection; FHWA's and FDOT's responsibilities to carry out all actions under this MOA that are not the subjects of the objection will remain unchanged.

- K. At any time during implementation of the measures stipulated in this MOA, should an objection to any such measure, its manner of implementation, or any other aspect of the Project that relates to historic properties management be raised by a member of the public, FDOT will notify the other parties to this MOA of such objection, take the objection into account, and consult as needed with the objecting party, the SHPO, and/or the Council to make a reasonable and good faith effort to resolve the objection. In the event that such reasonable and good faith efforts fail to resolve the objection, FDOT will request assistance from FHWA in accordance with the dispute resolution procedure outlined in Stipulations VII.I and VII.J.
  
- L. Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.5(e) to consider such an amendment.

Execution of this Memorandum of Agreement and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the Tampa Interstate Project [No. IR-9999(43)] and its effects on historic properties, and that FHWA has taken into account the effects of the Project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

Approved by:

  
J.R. Skinner, Division Administrator

Date:

8/22/96

FLORIDA STATE HISTORIC PRESERVATION OFFICER

Approved by:

  
George W. Percy, SHPO

Date:

8/30/96

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Approved by:

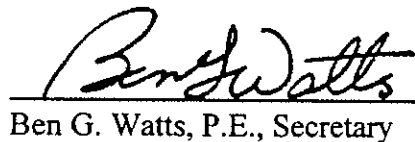
  
Cathryn B. Slater, Chairman

Date:

10-7-96

FLORIDA DEPARTMENT OF TRANSPORTATION

Concur by:

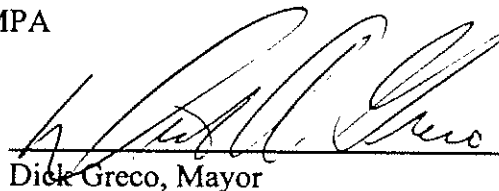
  
Ben G. Watts, P.E., Secretary

Date:

8/15/96

CITY OF TAMPA

Concur by:

  
Dick Greco, Mayor

Date:

7/26/96

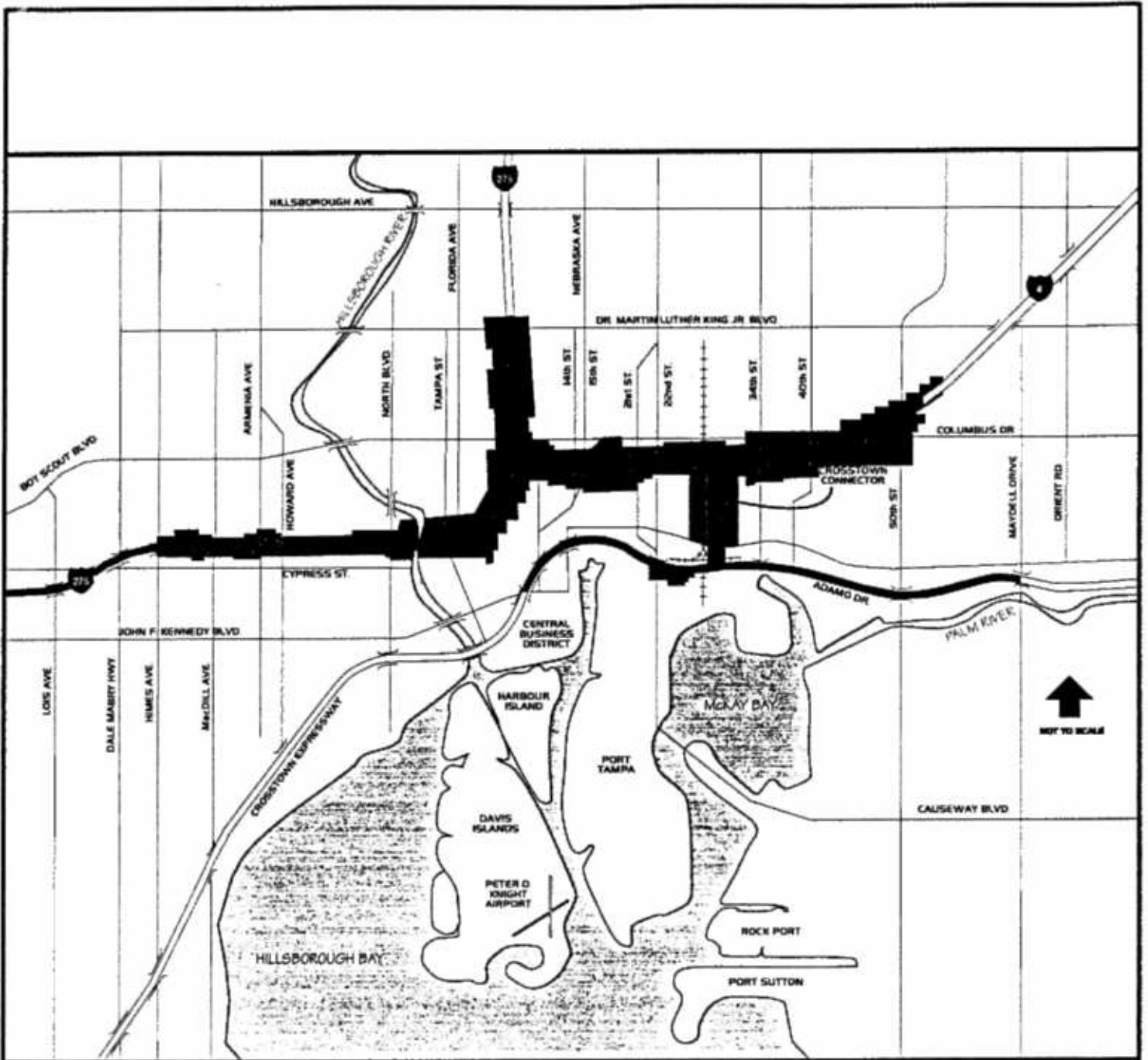
Legal Review:

By:

  
Attorney - DOT



**APPENDIX 1**  
**PROJECT MAP**



- - - Proposed New Roads
- ▨ Proposed Improvements
- Area of Potential Effect

FLORIDA DEPARTMENT OF TRANSPORTATION  
 MEMORANDUM OF AGREEMENT  
**TAMPA INTERSTATE STUDY**  
**PHASE II**  
 Hillsborough County, Florida  
**PROJECT MAP**

**APPENDIX 2**

**PROPERTIES WITH ADVERSE EFFECTS**

## APPENDIX 2

### PROPOSED FOR ACQUISITION AND POSSIBLE RELOCATION

#### INDIVIDUAL PROPERTIES ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
I23	8HI4096	Fernandez y Rey House	3300 Laurel Street
I24	8HI4172	Washington Junior High School	707 Columbus Drive
I25	8HI964	Arguelles, Lopez, and Brothers Cigar Factory	2503 East 21st Street

#### WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT PROPERTIES

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
027	8HI4106	Private Residence	1920 Laurel Street
026	8HI4105	Private Residence	1924 Laurel Street
022	8HI4101	Private Residence	1928 Laurel Street
021	8HI4100	Private Residence	1930 Laurel Street
023	8HI4102	Private Residence	2312 Laurel Street
024	8HI4103	Private Residence	2324 Laurel Street

#### YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
404	8HI4472	Private Residence	907 East 12th Avenue
405	8HI4432	Private Residence	909 East 12th Avenue
140	8HI4174	Private Residence	916 East 12th Avenue
142	8HI4176	Private Residence	920 East 12th Avenue
406	8HI4433	Private Residence	922 East 12th Avenue
143	8HI4177	Private Residence	1004 East 12th Avenue
144	8HI4178	Private Residence	1006 East 12th Avenue
145	8HI4179	Private Residence	1010 East 12th Avenue
147	8HI4181	Private Residence	1018 East 12th Avenue
149	8HI4183	Apartment	1022 East 12th Avenue
435	8HI5458	Private Residence	1210 East 12th Avenue
436	8HI5459	Private Residence	1212 East 12th Avenue
437	8HI5460	Private Residence	1214 East 12th Avenue
438	8HI4561	Private Residence	1216 East 12th Avenue
439	8HI5457	Private Residence	2301 North 12th Street
407	8HI4434	Private Residence	2302 North 12th Street
150	8HI4184	Private Residence	2305 North 12th Street
151	8HI4185	Duplex	2307 North 12th Street
152	8HI4186	Private Residence	2309 North 12th Street
153	8HI4187	Private Residence	1209 East 13th Avenue
154	8HI4188	Private Residence	1211 East 13th Avenue

YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES (Continued)

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
156	8HI4190	Private Residence	1215 East 13th Avenue
157	8HI4191	Private Residence	1219 East 13th Avenue
158	8HI4192	Private Residence	1221 East 13th Avenue
433	8HI5463	Private Residence	2306 North 13th Street
237	8HI4270	Private Residence	2501 North 13th Street
236	8HI4269	Private Residence	2502 North 13th Street
238	8HI4271	Private Residence	2503 North 13th Street
239	8HI4272	Private Residence	2509 North 13th Street
159	8HI4193	Private Residence	910 East 14th Avenue
160	8HI4194	Private Residence	914 East 14th Avenue
161	8HI4195	Private Residence	916 East 14th Avenue
162	8HI4196	Private Residence	918 East 14th Avenue
163	8HI4197	Apartment	920 East 14th Avenue
164	8HI4198	Private Residence	1002 East 14th Avenue
166	8HI4200	Private Residence	1006 East 14th Avenue
180	8HI4214	Private Residence	1007 East 14th Avenue
167	8HI4201	Private Residence	1008 East 14th Avenue
177	8HI4211	Private Residence	1017 East 14th Avenue
170	8HI4204	Duplex	1018 & 1018 1/2 East 14th Avenue
176	8HI4210	Private Residence	1019 East 14th Avenue
171	8HI4205	Apartment	1020 East 14th Avenue
175	8HI4209	Commercial (unspecified)	1021-25 East 14th Avenue
228	8HI4261	Private Residence	1204 East 14th Avenue
227	8HI4260	Private Residence	1206 East 14th Avenue
226	8HI4259	Private Residence	1210 East 14th Avenue
225	8HI4258	Private Residence	1212 East 14th Avenue
252	8HI4285	Private Residence	1306 East 14th Avenue
251	8HI4284	Private Residence	1310 East 14th Avenue
250	8HI4283	Private Residence	1312 East 14th Avenue
249	8HI4282	Private Residence	1316 East 14th Avenue
258	8HI4291	Private Residence	1410 1/2 14th Avenue
259	8HI4292	Private Residence	1412 East 14th Avenue
260	8HI4293	Private Residence	1414 East 14th Avenue
261	8HI4294	Private Residence	1416 East 14th Avenue
262	8HI4295	Private Residence	1418 East 14th Avenue
277	8HI4308	Duplex	1506 East 14th Avenue
276	8HI4307	Private Residence	1508 East 14th Avenue
274	8HI4305	Private Residence	1518 East 14th Avenue
278	8HI4309	Private Residence	1602 East 14th Avenue
282	8HI4313	Duplex	1616 East 14th Avenue
307	8HI4338	Private Residence	1712 East 14th Avenue
323	8HI4353	Private Residence	1806 East 14th Avenue
322	8HI4352	Private Residence	1808 East 14th Avenue
319	8HI4349	Private Residence	1820 East 14th Avenue
318	8HI953	Apartment Cueto House	1822 East 14th Avenue
214	8HI4247	Private Residence	1920 East 14th Avenue
328	8HI4358	Private Residence	2004 East 14th Avenue
329	8HI4359	Private Residence	2008 East 14th Avenue
248	8HI4281	Private Residence	2506 North 14th Street/ Republica de Cuba
292	8HI4323	Private Residence	1701 East 15th Avenue

**YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT PROPERTIES (Continued)**

<u>L.D. No.</u>	<u>FMSF<sup>o</sup> No.</u>	<u>Description</u>	<u>Property Address</u>
293	8HI4324	Duplex	1703 East 15th Avenue
294	8HI4325	Private Residence	1705 East 15th Avenue
295	8HI4326	Private Residence	1707 East 15th Avenue
296	8HI4327	Private Residence	1709 East 15th Avenue
297	8HI4328	Duplex	1711 East 15th Avenue
298	8HI4329	Private Residence	1713 East 15th Avenue
299	8HI4330	Private Residence	1715 East 15th Avenue
312	8HI4343	Private Residence	1803 East 15th Avenue
313	8HI4344	Private Residence	1805 East 15th Avenue
314	8HI4345	Private Residence	1811 East 15th Avenue
316	8HI4347	Private Residence	1815 East 15th Avenue
317	8HI4348	Private Residence	1821 East 15th Avenue
220	8HI4253	Private Residence	1901 East 15th Avenue
219	8HI4252	Private Residence	1905 East 15th Avenue
218	8HI4251	Duplex	1909 East 15th Avenue
217	8HI4250	Duplex	1911 East 15th Avenue
215	8HI4248	Duplex	1915 East 15th Avenue
266	8HI4299	Private Residence	2501 North 15th Street
263	8HI4296	Private Residence	2502 North 15th Street
267	8HI0957	Private Residence	2503 North 15th Street
264	8HI4297	Private Residence	2504 North 15th Street
268	8HI1052	Private Residence	2505 North 15th Street
265	8HI4298	Private Residence	2506 North 15th Street
284	8HI4315	Private Residence	2504 North 17th Street
285	8HI4316	Storage Building	2510 North 17th Street
308	8HI4339	Private Residence	2507 North 18th Street
309	8HI4340	Private Residence	2509 North 18th Street
301	8HI4332	Private Residence	2514 North 18th Street
222	8HI4255	Private Residence	2501 North 19th Street
221	8HI4254	Private Residence	2509 North 19th Street

**TAMPA HEIGHTS MULTIPLE PROPERTY LISTING PROPERTIES**

<u>L.D. No.</u>	<u>FMSF<sup>o</sup> No.</u>	<u>Description</u>	<u>Property Address</u>
080	8HI3663	Private Residence	2004 North Lamar Avenue
410	8HI4437	Private Residence	506 East Palm Avenue
079	8HI3753	Apartment	508 East Palm Avenue
073	8HI3672	Faith Temple Missionary Baptist Church	602 East Palm Avenue
076	8HI812	Apartment Building	1902 North Lamar Avenue
051	8HI917	Otto Stallings House	408 East 7th Avenue

**PROPERTIES WITH INDIRECT ADVERSE EFFECT**

**WEST TAMPA NATIONAL REGISTER HISTORIC DISTRICT  
PROPERTIES WITH INDIRECT ADVERSE EFFECT**

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
B8a		Commercial	1403 N. Howard Avenue
B9b		Private Residence	1907 La Salle Street
B8e		Private Residence	2115 La Salle Street
B8f		Private Residence	2117 La Salle Street
B5i	8HI4121	Private Residence	2307 La Salle Street
B5h	8HI4122	Private Residence	2309 La Salle Street
B5g	8HI4104	Private Residence	N. Howard Avenue
B5f	8HI4124	Private Residence	2321 La Salle Street
B5e	8HI4125	Private Residence	2329 La Salle Street
B5d	8HI4126	Private Residence	2331 La Salle Street
B5c	8HI4127	Private Residence	2333 La Salle Street
B5a	8HI4129	Private Residence	2337 La Salle Street

**YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT  
PROPERTIES WITH INDIRECT ADVERSE EFFECT**

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
B1a	--	Private Residence	909 East 15th Avenue
B1d	--	Private Residence	2514 North 10th Street
B1e	--	Private Residence	2518 North 10th Street
B2a	--	Private Residence	1009 East 15th Avenue
B2b	--	Private Residence	1011 East 15th Avenue
B2c	--	Private Residence	1011 1/2 East 15th Avenue
B2d	--	Private Residence	1013 East 15th Avenue
B2e	--	Private Residence	1019 East 15th Avenue
B2f	--	Private Residence	1021 East 15th Avenue
B2g	--	Private Residence	2516 North 12th Street
B3b	8HI4242	Private Residence	2505 North 12th Street
B3c	8HI4262	Private Residence	1203 East 15th Avenue
B3d	8HI4263	Private Residence	1205 East 15th Avenue
B4a	--	Private Residence	911 East 12th Avenue
B4b	--	Private Residence	915 East 12th Avenue
B4c	--	Private Residence	917 East 12th Avenue
B4d	--	Private Residence	919 East 12th Avenue
B4e	--	Private Residence	921 East 12th Avenue
B4f	--	Private Residence	2105 Nebraska Avenue
B4g	--	Private Residence	906 East 11th Avenue
B4j	--	Private Residence	920 East 11th Avenue
B4k	--	Private Residence	2202 North 10th Street
B4l	--	Private Residence	2204 North 10th Street
B5a	--	Private Residence	905 East 11th Avenue
B5b	--	Private Residence	907 East 11th Avenue
B7a	--	Private Residence	1001 East 12th Avenue
B7b	--	Private Residence	1007 East 12th Avenue
B7d	--	Private Residence	1011 East 12th Avenue

**YBOR CITY NATIONAL HISTORIC LANDMARK DISTRICT  
 PROPERTIES WITH INDIRECT ADVERSE EFFECT (Continued)**

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
B7c	--	Private Residence	1019 East 12th Avenue
B7f	--	Private Residence	2206 North 12th Street
B8f	--	Private Residence	1203 East 12th Avenue
B8g	--	Private Residence	1205 East 12th Avenue
B8h	--	Private Residence	1207 East 12th Avenue
B8i	--	Private Residence	1211 East 12th Avenue
B8j	--	Private Residence	1213 East 12th Avenue
B8l	--	Private Residence	1219 East 12th Avenue
B8m	--	Private Residence	1221 East 12th Avenue
B8n	--	Private Residence	2214 North 13th Street
B9a	8HI4264	Private Residence	1211 East 15th Avenue
B9b	8HI4265	Private Residence	1215 East 15th Avenue
B9c	8HI4267	Private Residence	2508 North 13th Street
B12a	8HI4322	Private Residence	1605 East 15th Avenue
B12b	8HI4321	Private Residence	1609 East 15th Avenue
B12c	8HI4320	Private Residence	1611 East 15th Avenue
B12d	8HI4319	Private Residence	1613 East 15th Avenue
B12e	8HI4318	Private Residence	1615 East 15th Avenue

**TAMPA HEIGHTS MULTIPLE PROPERTY LISTING PROPERTIES**

<u>I.D. No.</u>	<u>FMSF* No.</u>	<u>Description</u>	<u>Property Address</u>
PAa	8HI3751	Private Residence	407 East Palm Avenue
PAb	8HI0271	Private Residence	405 East Palm Avenue
PAi	8HI0279	Apartments	2003 North Central Avenue
PAj	8HI0689	Day Care Center	2005 North Central Avenue
PAk	8HI0283	Private Residence	2007 North Central Avenue
MPL1	8HI3649	Tampa Heights Methodist Church (Tyer Temple United Methodist Church)	503 East Park Avenue

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\* Florida Master Site File Form



**APPENDIX 3**  
**DEFINITIONS**

## APPENDIX 3

### MOA DEFINITIONS

**Criteria of Adverse Effect:** An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on National Register or eligible properties may occur under conditions which include but are not limited to:

- (1) Physical destruction, damage, or alteration of all or part of a property;
- (2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;
- (3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
- (4) Neglect of a property resulting in its deterioration or destruction;
- (5) Transfer, lease, or sale of a property without adequate conditions or restrictions regarding preservation, maintenance, or use.

**Advisory Council on Historic Preservation:** The National Historic Preservation Act of 1966, as amended, established the Advisory Council on Historic Preservation (ACHP) as an independent agency of the United States to advise the President and the Congress on historic preservation matters, recommend measures to coordinate Federal historic preservation activities, and comment on Federal actions affecting properties included in or eligible for inclusion in the *National Register of Historic Places*. The Council protects properties of historical, architectural, archeological, and cultural significance at the national, State, and local level.

**Agency Official:** The Federal agency head or a designee with authority over a specific undertaking, including any State or local government official who has been delegated legal responsibility for compliance with Section 106 and Section 110(f) in accordance with law.

**Area of Potential Effect:** The geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist.

**Cultural Resources:** Resources that are considered to be properties with ethnic, historic, architectural, industrial, and/or personal significance to the community.

**Federal Relocation Assistance:** Anyone displaced by a Federal or Federally-assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property

which meets the federal requirements for decent, safe, and sanitary housing. Public Law 91-646, the Uniform Relocation Act of 1970 as amended, ensures fair and consistent

treatment of people who are required to move to make way for new road construction. Relocation services are provided by qualified personnel employed by the Department of Transportation.

**Florida Master Site File:** The State's clearinghouse for information on archaeological sites, historical structures, and field surveys for such sites. The system is administered by the Bureau of Archaeological Research, Division of Historical Resources, under the Florida Department of State. The Master Site File depends on the reporting of outside individuals and organizations for its information. The Master Site File Form Number which organizes all files includes a prefix of "8" for the state of Florida, a two letter county code, the number in assignment order within the county, and an optional terminal letter designating spatial or other subdivisions of the site.

**HABS:** The Historic American Buildings Survey (HABS) is a federal government program which documents locally, regionally, and nationally significant architectural properties that are listed in or eligible for the *National Register of Historic Places*. The National Park Service manages the program and all HABS records are maintained in the Prints and Photographs Division of the Library of Congress. The Historic American Engineering Record (HAER) is administered in conjunction with the HABS program.

**Historic Property:** Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register. This term includes, for the purposes of these regulations, artifacts, records, and remains that are related to and located within such properties. The term "eligible for inclusion in the National Register" includes both p properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria.

**Historic Tampa/Hillsborough County Preservation Board of Trustees (HT/HCPB):** The HT/HCPB consists of nine members who are appointed by the Governor, confirmed by the Senate, and serve 4-year terms. The HT/HCPB is a not-for-profit Board of Trustees and operates as part of the Department of State under the Division of Historical Resources. The purpose and functions of the Board are to restore, preserve, maintain, reconstruct, reproduce, and operate for the use, benefit, education, recreation, enjoyment, and general welfare of the people of this state and nation certain ancient or historic landmarks, sites, cemeteries, graves, military works, monuments, locations, remains, buildings, and other objects of historic or antiquarian interest of Hillsborough County.

**Individually Eligible:** A historic property that the Secretary of the Interior has designated as individually eligible for listing on the *National Register of Historic Places*.

**Mayor's Challenge Fund Partnership:** An organization comprised of government, local nonprofit, and private lending organizations committed to improving Tampa's housing stock. Funds pledged or committed by Partnership lending institutions are used by the City and local nonprofit housing corporations in order to make low interest loans to Tampa's low and moderate income families through the Challenge Fund Program. The Challenge Fund guarantees private bank loans for 5 years

which eliminates the need for mortgage insurance, insures lower rates, and requires 0 points to obtain a loan.

**Mitigation:** If an adverse effect on historic properties is found, the Agency Official shall notify the Advisory Council on Historic Preservation (ACHP) and shall consult with the State Historic Preservation Officer (SHPO) to seek ways to avoid or reduce the effects on historic properties. This process is referred to as mitigation. If the Agency Official and the State Historic Preservation Officer agree upon how the effects will be taken into account, they shall execute a Memorandum of Agreement (MOA).

**National Historic Landmark:** A historic property that the Secretary of the Interior has designated as a National Historic Landmark.

**National Register of Historic Places:** The *National Register of Historic Places* maintained by the Secretary of the Interior.

**Protective Buying:**

**Secretary of Interior Guidelines:** "Standards and Guidelines for Archaeology and Historic Preservation" (48 FR 447716) used to identify historic properties and to evaluate the eligibility of these properties for the *National Register of Historic Places*.

**Section 106 Process:** The National Historic Preservation Act requires consultation between the State Historic Preservation Officer (SHPO) and the FHWA to determine the effects of a proposed improvement project on properties listed or eligible for listing on the *National Register of Historic Places* and properties identified as contributing to National Register Historic Districts. The identification of these historic properties as well as agreed upon mitigation for impacts to properties based on consultation activities is referred to as the "Section 106 process." The Federal Register cites 36 CFR Part 800, "Protection of historic Properties," which outlines the regulations that govern the Section 106 review process established by the National Historic Preservation Act of 1966, as amended.

**APPENDIX 4**

**URBAN DESIGN GUIDELINES SUMMARY**

# INTENT OF THE GUIDELINES

## Tampa Interstate Study Urban Design Guidelines

*The Granger Team*

### INTENT OF THE GUIDELINES

From the inception of the Tampa Interstate Study Master Plan project, visual quality and aesthetics have been an integral component of the planning process. Goals and objectives outlined in the Master Plan are as follows:

- To improve the overall aesthetics and unity of the interstate system;
- To establish a hierarchy of areas for special visual emphasis; and
- To develop a palette of man-made and natural design elements to be used in the implementation of the project.

The Urban Design Guidelines for the Tampa Interstate Study have been developed to minimize adverse visual and auditory impacts to both users of the freeway and land use neighbors adjacent to the system. The goal of these guidelines is to ensure a consistent, aesthetically pleasing treatment for design and to minimize visual effects throughout the limits of the interstate study.

The objective of these guidelines is to provide the design team guidance on specific aesthetic requirements contained in approved environmental documents, the Section 4(f) Evaluation and Section 106 commitments. It is emphasized that the aesthetic requirements have been agreed upon by federal, state and local agencies as appropriate and in some areas serve as mitigation. These measures must be followed and documented as are any other project criteria necessary for project implementation approval by the Federal Highway Administration.

While these guidelines present concepts and examples, their goal is to encourage the design team to exercise fully their own talents and intuition in shaping the aesthetic experience of any design. The Urban Design Guidelines should be used to provoke, not to inhibit, design expression. It should be used to facilitate observation, develop an awareness of aesthetic responses and evaluate the relative

success of alternative solutions. Although sharing the common framework of the interstate corridor, every project is unique. Only through the design team, with intimate project knowledge and first-hand participation in the design evolution, can the intent and objectives of this document be realized.

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## 1.0 INTRODUCTION

In 1989, the Tampa Interstate Study team produced a plan for the proposed reconstruction of 37 miles of Tampa's interstate system. This multi-modal transportation project, referred to as the Tampa Interstate Study (TIS) Phase I Master Plan, consisted of the full range of master planning and impact analyses for several reconstruction alternatives to safely accommodate transportation needs in the year 2010. The TIS Master Plan was approved by the Federal Highway Administration (FHWA) in November 1989. The limits of the study include portions of I-275, I-75 and I-4, as illustrated on Exhibit I.1. The Master Plan study area was divided into 6 geographic study segments and 20 design segments for planning and analysis. The design segments are shown on Exhibit I.2 and discussed in Appendix A. The FHWA-approved TIS Master Plan concept is documented in the Florida Department of Transportation's (FDOT) Master Plan Report (August 1989).

From the inception of the project, visual quality and aesthetics of the interstate expansion have been an integral component of the Master Plan process for both the system user and the adjacent land area. Goals and objectives outlined in the Master Plan are as follows:

- To improve the overall aesthetics and unity of the interstate system;
- To establish a hierarchy of areas for special visual emphasis; and
- To develop a palette of man-made and natural design elements to be used in the implementation of the project.

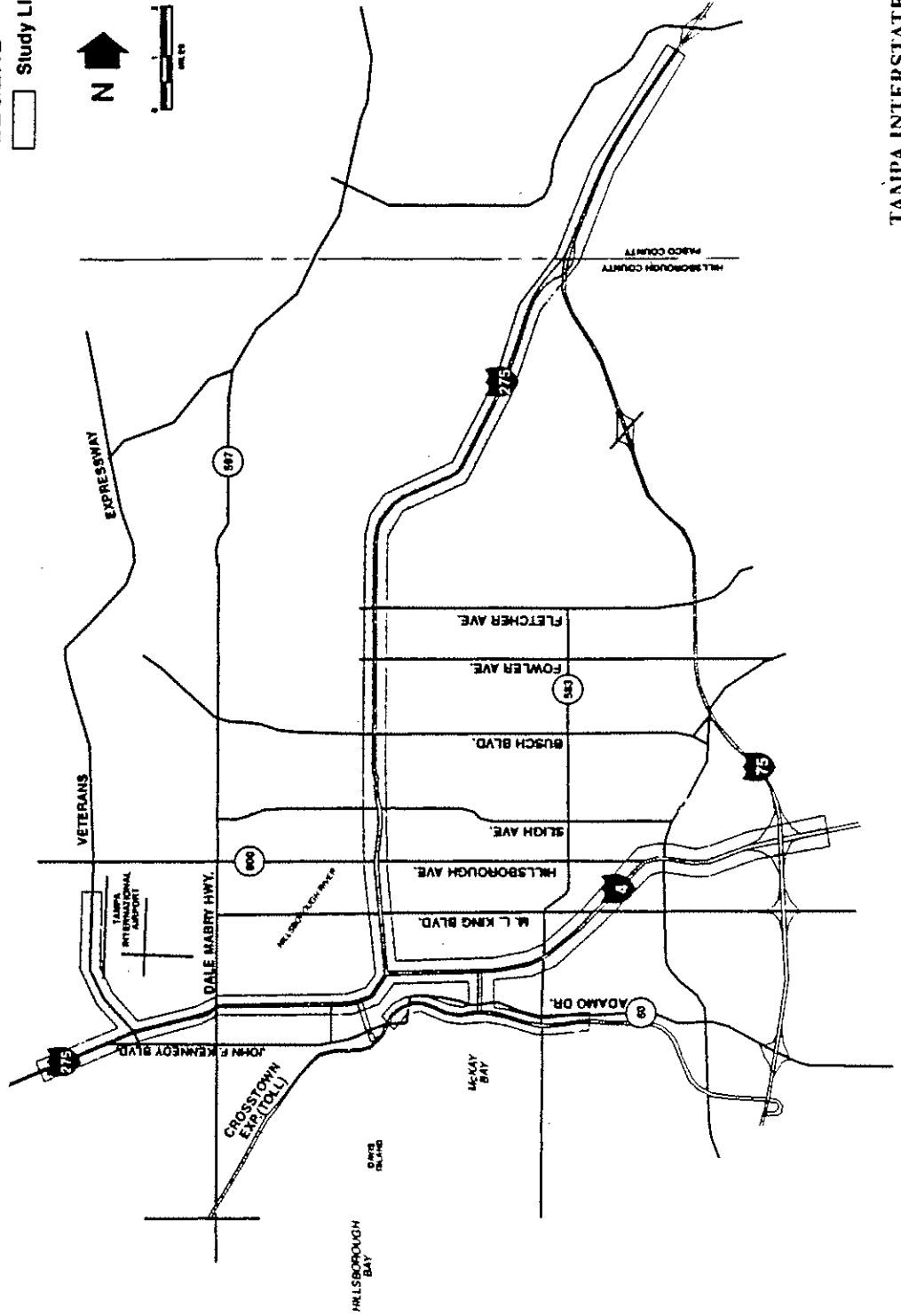
The intent of the Phase I Master Plan was to document visual quality and provide the framework for tempering design decisions so that these goals and objectives are not overlooked or compromised in the subsequent phases of the project. While aesthetics is an integral part of functional roadway design, no design features should be proposed that would interfere with current roadway safety standards and criteria. The TIS project is included in the Hillsborough County MPO 2010 Long Range Transportation Plan, adopted September 10, 1991.

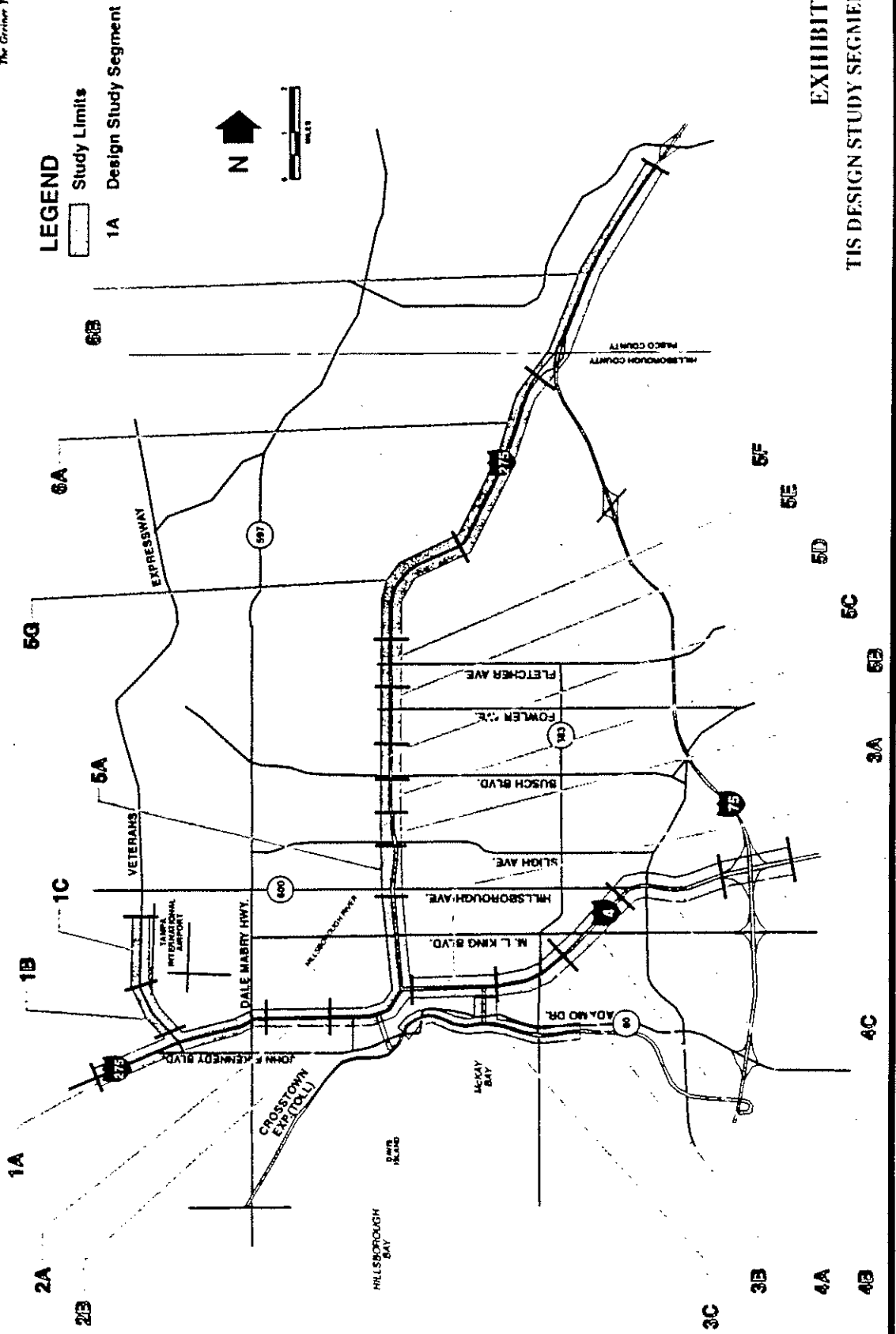
Phase II of the TIS began in May 1990 and involves the environmental documentation necessary for state and federal approvals and funding for those concepts approved in Phase I. Environmental documentation completed to date is discussed in Appendix B. The Environmental Impact Statement portion of the TIS includes the Section 106 and Section 4(f) analyses, which address mitigation for impacts on cultural, historic, and recreational resources. A Memorandum of Agreement (MOA), developed as part of the Section 106 process, will be signed by coordinating and cooperating agencies to establish the appropriate mitigation required to be carried forth in subsequent project phases. The Urban Design Guidelines will be incorporated as part of the MOA, which is a legally binding agreement. The reality of such a complex project is that a multitude of consultants will be involved with the design of the project. This underscores the importance of providing a concise set of guidelines that will ensure integration and continuity of design standards throughout the different contracts so the overall aesthetic goals of the interstate reconstruction are achieved.

The design documentation, or final design for the proposed improvements, will be accomplished in Phase III of the TIS. Selected design consultants will complete bid documents by geographic segment as outlined in the Master Plan. At designated submittals, design consultants will be required to address aesthetic issues in writing, detailing compliance with the Urban Design Guidelines. Presentations to a Design Review Committee will be required, at specified intervals of project completion, to ensure compliance with the Urban Design Guidelines and coordination with adjacent design segments.

Phase IV of the TIS will involve right-of-way acquisition, relocation, and construction of the proposed improvements. Purchase of additional properties necessary for the proposed interstate reconstruction, as well as the construction of the improvements, will be completed by design segment.

LEGEND  
Study Limits





**2.0  
PURPOSE OF URBAN DESIGN GUIDELINES**



## 2.0 PURPOSE OF THE URBAN DESIGN GUIDELINES

The TIS Urban Design Guidelines have been developed to minimize adverse visual and auditory impacts to users of the freeway and to land uses adjacent to the system. The goal of the guidelines is to ensure a consistent, aesthetically pleasing design and to minimize adverse effects in the project area. A description of the various levels of treatment throughout the 37-mile corridor is provided in Section 3.2 of this document.

An objective of these guidelines is to provide the designer with specific aesthetic requirements relative to the approved environmental documents, Section 4(f) Evaluation and Section 106 commitments and requirements. It should be noted that the aesthetic requirements have been approved by federal, state, and local agencies as appropriate mitigation of adverse effects in some design segments. These specific mitigation measures must be followed and documented as any other project criteria and commitment.

## 2.1 AESTHETIC DESIGN THEME

It is the intent of this document to refine the general design concepts and performance standards established in the Master Plan, and to delineate requirements for conformance to an aesthetic design theme and criteria. These criteria are for use by the government agencies responsible for maintaining the design process, by the professional design consultants responsible for preparing final design documents, and for the construction administration of the design segments.

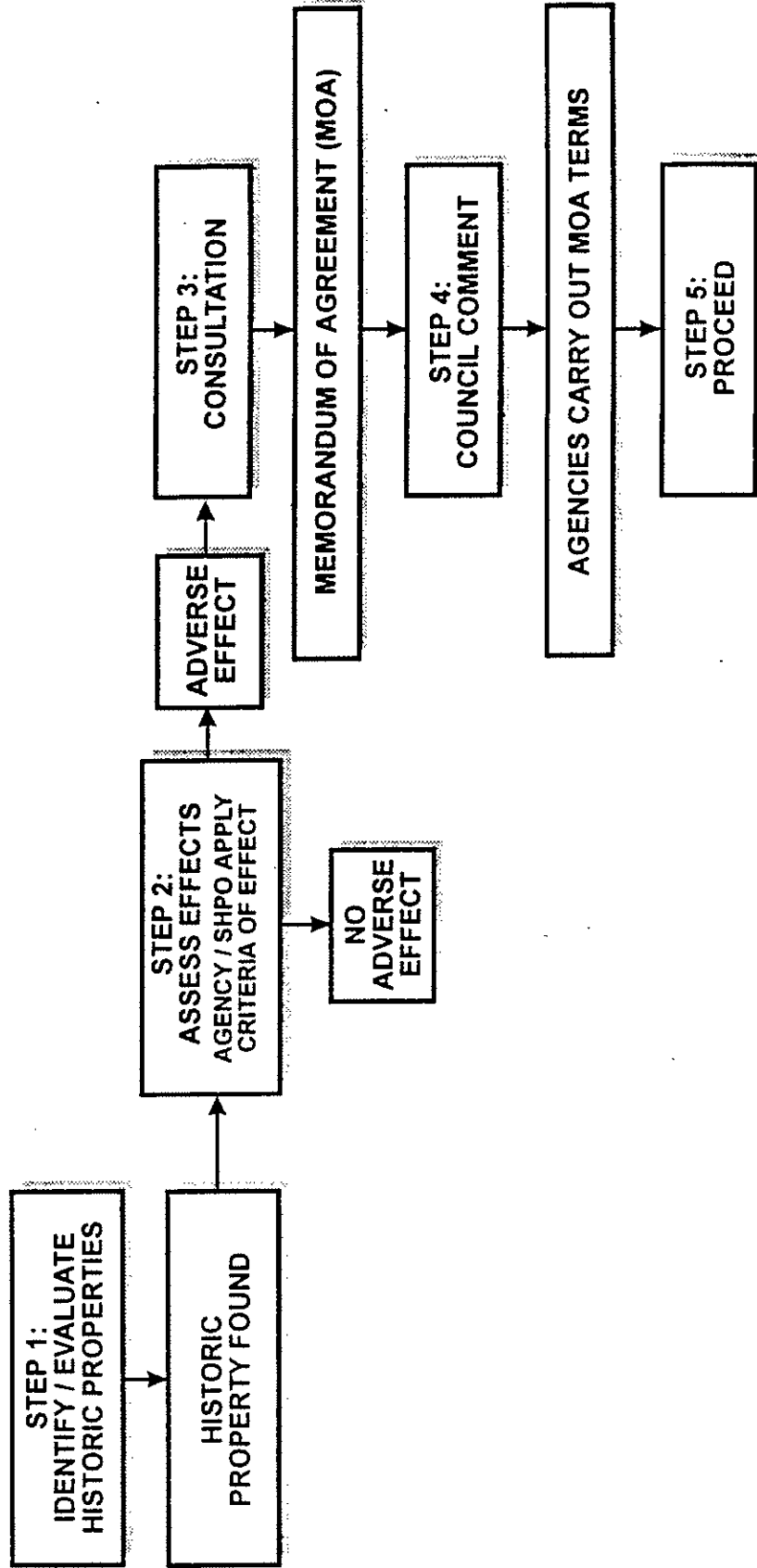
Because the interstate reconstruction is scheduled for implementation by individual design segments over an estimated 20-year time frame, coordination to ensure consistency and continuity among adjacent design segments is essential to the long-term success of the project. This coordination will require continued agency liaison efforts throughout the duration of the project.

## 2.2 MINIMIZING VISUAL IMPACTS

In addition to improving the overall unity and visual quality of the project, the Urban Design Guidelines address specific performance standards for unique areas within the corridor. These areas include West Tampa, Ybor City, Seminole Heights and Tampa Heights, recognized for their historic resources, and downtown Tampa and Westshore, which encompass several culturally significant and historic resources. These special design areas are discussed in Section 3.3. These areas are the subject of environmental analysis and documentation as required by Section 106 of the National Historic Preservation Act and Section 4(f) of the Federal Highway Act/Department of Transportation Act of 1966 (in conjunction with the National Environmental Policy Act).

The Section 106 process, as illustrated on Exhibit 2.1, considers the potential effects of proposed actions on historic properties. In addition to addressing such direct impacts as physical destruction, isolation or alteration of setting, and neglect of historic properties, the Section 106 evaluation criteria of adverse effects includes alteration of visual, audible or atmospheric elements to a property's setting. Consultation among the State Historic Preservation Officer (SHPO), the Federal Highway Administration (FHWA), and the Advisory Council on Historic Preservation and the FDOT will result in a Memorandum of Agreement (MOA), which will outline agreed upon measures that will reduce, avoid, or mitigate adverse effects. The City of Tampa and the FDOT will be concurring signatures to the MOA. Therefore, the visual components of the urban design elements in the area of potential effect as outlined in these Urban Design Guidelines will serve as mitigation measures for the negative impacts created by the proposed interstate improvements.

Section 4(f) protected lands impacted by the project include historic sites and publicly owned properties used for parks and recreational facilities. Proposed actions which may directly or indirectly impact such properties are subject to the Section 4(f) process. Direct impacts include property acquisition for additional right-of-way and access to the facilities. Indirect impacts include, among other elements,



Tampa-Interstate Study Urban Design Guidelines

The Greiner Team

visual aesthetics and noise. Similar to the Section 106 concerns, the Urban Design Guidelines are intended to minimize adverse indirect impacts to Section 4(f) properties in the vicinity of the proposed interstate improvements.

Due to the small size of parcels in many locations, right-of-way for the interstate improvements in these areas will be acquired by parcel. The remainder parcels will be available for aesthetic treatments outlined in this report to be a "good neighbor" to the surrounding community. No partial parcels will be left which would be unusable by the property owner due to code or setback requirements.

**APPENDIX 5**  
**MARKETING PLAN**

**APPENDIX 5**  
**MARKETING PLAN**

- I. The Federal Highway Administration (FHWA), in consultation with the State Historic Preservation Officer (SHPO), shall ensure that a plan is prepared and implemented for marketing any of the historic structures referenced in Stipulation III.A of the Memorandum of Agreement (MOA) that have not been occupied by a relocatee pursuant to Stipulation III.A5 of the MOA. FHWA shall ensure that the marketing plan includes the following elements:
- A. An information package for each relocated and rehabilitated structure that is not occupied by a relocatee, including but not limited to:
1. Photographs of the property;
  2. A parcel map;
  3. Information on the property's historic significance;
  4. Information on the property's cost;
  5. Information on tax benefits for rehabilitation of historic properties;
  6. Notification that the purchaser shall be required via protective covenant to maintain the property in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Properties (U.S. Department of the Interior, National Park Service, 1992); and
  7. Notification that the covenant shall be included in the documents transferring the property to the purchaser.
- B. A distribution list of potential purchasers.
- C. An advertising plan and schedule.

- D. A schedule for receiving and reviewing offers.
- II. Upon SHPO's agreement with the marketing plan or after resolution of any disagreement in accordance with Stipulation I of the MOA, FDOT shall implement the marketing plan.
  - III. In consultation with SHPO, FDOT shall review each offer it receives in response to the marketing plan and select one that meets the following requirements:
    - A. The offeror has the financial and technical ability to carry out the terms of the offer; and
    - B. The offeror agrees to accept transfer of the property with the covenant.
  - IV. If FDOT receives no offer that it determines conforms to the requirements of paragraph III above, FDOT, in consultation with SHPO, may modify the requirements and re-offer the property, or may deed the property to the City of Tampa or a non-profit organization. Should SHPO not agree with FDOT's decision regarding the property(ies), FDOT may implement the dispute resolution stipulation outlined in the MOA.

**APPENDIX 6**  
**SALVAGING PLAN**

**APPENDIX 6**  
**SALVAGING ARCHITECTURAL ELEMENTS**

**I. GENERAL RESPONSIBILITIES**

**A. Intent**

Pursuant to Stipulation III.C of the Memorandum of Agreement (MOA), the Florida Department of Transportation (FDOT) shall establish and implement the following plan for assuring the salvage of architectural elements and materials from all structures located in the National Register Historic and Historic Landmark Districts and from any individually listed or eligible buildings located in the planned interstate right-of-way expansion.

**B. Phasing**

FDOT shall undertake a phased right-of-way acquisition plan for relocation, rehabilitation, documentation, salvage and/or demolition of the structures subject to terms of the MOA. The FDOT will coordinate the effort with the City of Tampa, Tampa Preservation, Inc. (TPI) and the Historic Tampa/Hillsborough County Preservation Board (HT/HCPB).

**C. Purpose**

The purpose of salvaging the architectural elements and material shall be to aid in the restoration of other contributing structures in the historic districts. First priority shall be given to structures relocated and rehabilitated by FDOT. Second priority for distribution of materials shall be given to those structures being relocated by FDOT and deeded to the City of Tampa. All remaining materials shall be made available for use in historic neighborhoods or structures to the extent possible.



## II. PROCESS

### A. Establishment of Salvage Identification Team

The FDOT shall participate in a Salvage Identification Team which shall consist of a representative from FDOT (or its designee), the City of Tampa and TPI and a staff member of the HT/HCPB. The team may include a structural engineer or other technical expert as deemed appropriate by the HT/HCPB. The HT/HCPB staff member shall be chairman of the committee and coordinate the Team's activities.

### B. Identification of Elements and Materials

1. Upon acquisition of each structure, FDOT shall immediately secure each site per Stipulation IV.B of the MOA.
2. During the documentation process outlined in Stipulation V.A, the Salvage Identification Team shall have access to evaluate each structure prior to its scheduled demolition. The evaluation process shall begin as soon as possible following property acquisition.
3. The Salvage Identification Team shall inventory and mark or otherwise stipulate those elements to be salvaged. The team shall note any materials which appear to be particularly fragile to help assure care in their removal.

### C. Removal

1. Within 60 days of completion of documentation and salvage identification, FDOT, in consultation with HT/HCPB and TPI, shall contract for the removal of the identified objects with a qualified licensed contractor experienced in the rehabilitation or salvage of historic structures. The FDOT will give first

consideration to qualified licensed contractors with experience in both the salvaging and demolition of historic structures.

2. Salvage of identified materials shall begin within 30 days of date of salvaging contract execution.
3. The salvage contractor shall coordinate with the Salvage Identification Team the removal of the identified materials to an interim storage site.

**D. Storage**

1. The City of Tampa and FDOT shall identify and provide a secure, convenient, adequately sized and fumigated facility for storage and distribution. (It is anticipated that said storage facility will be an existing building adjacent to the interstate that will be acquired by FDOT as the TIS project is completed.)
2. The facility or facilities shall be available for the life of the salvage, relocation and rehabilitation process associated with the interstate expansion.
3. The salvaging contractor shall have the materials fumigated and in a clean and "useable" condition prior to delivery to the storage facility.

**E. Distribution/Administration**

1. Distribution of the salvage materials shall be administered in accordance with the purposes set forth in Paragraph I.C of this plan by a non-profit organization specializing in historic preservation, rehabilitation and redevelopment to be selected by FDOT in consultation with the HT/HCPB.

2. The non-profit organization may charge a minimal fee to the recipients of the materials to cover overhead expenses associated with the maintenance and distribution of the salvaged materials for any structures being rehabilitated or relocated from the interstate right-of-way.
  
3. Once it has met the priorities set forth in Paragraph 1.C. of this plan to the satisfaction of the FDOT, which shall consult with the HT/HCPB in determining whether these priorities have been satisfied, the non-profit organization may distribute or sell any material not required to meet such priorities.



# CITY OF TAMPA

Pam Iorio, Mayor

Parks and Recreation Department

Karen Palus, Director

## MEMORANDUM

**DATE:** December 21, 2009  
**TO:** Nazih Haddad, FDOT  
**FROM:** Peg Bors & Laurie Potier-Brown, COT  
**SUBJECT:** Commitments and Trail Alignment Comments

After a review of the High Speed Rail documents and a recent site visit, we have come up with the following commitment requests. This review is with consideration to the 0.05 acre impact that is proposed by the Reevaluation of impacts resulting from the Florida High Speed Rail alignment between Tampa and Orlando and the continued determination that moderate noise level increases (proximity effects) and evaluation of vibration, access, aesthetics, and ecological encroachment of the FHSR project will not substantially impair or diminish the use of the park. The 2005 FHSR FEIS initially calculated that 0.184 acres of the park would be impacted by the FHSR right of way, the reduction of impact is based on changes to the park boundaries, as coordinated by the City of Tampa and the minimization of right of way required by the FHSR alignment.

With respect to the property impact combined with the anticipated visual, shade, noise, mature tree and site impacts imposed upon Perry Harvey Park as a result of the FHSR development, the City of Tampa (COT) request the following:

1. The trail alignment easement should proceed north along the FHSR ROW/GTE property, crossing under the interstate at 7<sup>th</sup> Avenue as originally planned. We request that FHSR work with COT staff to identify and secure locations for potential trail locations under the overhead structure and the remainder of the trail north of the park. We also request any funding and/or construction assistance available for trail construction in this segment.
2. Use of a portion of the approximately 14 feet of uncovered area underneath the elevated track structure for the trail alignment and landscaping along the park and trail.
3. A noise wall barrier is further considered during the design and construction of the FHSR with consideration to placement along the park/trail boundary and FHSR ROW.
4. Aesthetic wall treatment on noise barrier and vertical walls built for the HSR compatible with the existing Urban Design Guidelines set up for the TIS within the Tampa CBD and Ybor

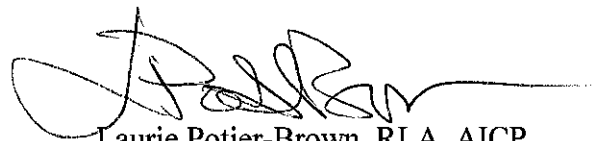
City areas. At a minimum, the color of the concrete should be compatible with the TIS concrete color, and decorative red brick treatment similar to that used in the Ybor area. The SHPO, City of Tampa, and local community groups, should be included in the development of the FHSR aesthetics.

5. Any fence enclosure along the park boundary and trail alignment to be an aesthetic fence style which meets DOT security standards.
6. Landscape materials and berms include enhanced landscape buffer and planting with trees, palms, shrubs and ground cover similar to plantings found elsewhere along I-4 in the Ybor City area. Plantings should ultimately provide aesthetic visual interest, canopy trees for shade, as well as screening at the pedestrian level, and be compatible with the restrictions of space and environment. This work will be detailed in the design phase in order to determine what will grow and flourish within the restricted space and light. Landscaping to be reviewed with COT staff for compatibility.
7. FDOT will assist COT staff in working with the owner of the GTE parcel to develop the trail alignment along the ROW and property line, and the potential for a trailhead plaza at the south end of their parcel for their employees and public use.
8. FDOT will assist in replacement of the Perry Harvey Park skate park amenity and relocation of the Kid Mason Fendall Center into Perry Harvey Park as originally agreed between FDOT and COT in the commitments of the Tampa Interstate Study Final Environmental Impact Statement.

We look forward to the development of this project. Please give us a call if there is any other information that you need from us.



Peg Bors, RLA



Laurie Potier-Brown, RLA, AICP