

**DRAFT**  
**SOCIOCULTURAL EFFECTS EVALUATION**  
**TECHNICAL MEMORANDUM**

**Widen Suncoast Parkway (SR 589)**  
**Project Development and Environment (PD&E) Study**

Suncoast Parkway  
from South of Van Dyke Road to North of State Road (SR) 52

ETDM Number: 14503  
Financial Management Number: 448068-1-22-01  
Hillsborough and Pasco Counties, Florida

Prepared for:  
Florida's Turnpike Enterprise

January 2025

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## I. Introduction

### A. Project Summary

Florida's Turnpike Enterprise (Enterprise), part of the Florida Department of Transportation (FDOT), is conducting a Project Development and Environment (PD&E) Study to evaluate the widening of the Suncoast Parkway (State Road [SR] 589) from south of Van Dyke Road to north of SR 52 (milepost [MP] 13 to 29), a distance of approximately 16 miles. The project corridor traverses through two counties: Hillsborough and Pasco counties, Florida. The project location map, **Figure 1**, highlights the limits of the study.

Suncoast Parkway is currently a four-lane (two lanes in each direction) tolled, limited access facility. The travel lanes along the project corridor are 12-foot (ft) wide and separated by a median varying from 50-ft to 64-ft wide. Within the study limits, the roadway is functionally classified as an Urban Principal Arterial - Freeway and Expressway and has a posted speed limit of 60 miles per hour (mph) from approximately MP 13 to MP 17 and 70 mph from MP 17 to MP 29. The right-of-way along the project corridor varies from approximately 250 feet to 2,700 feet.

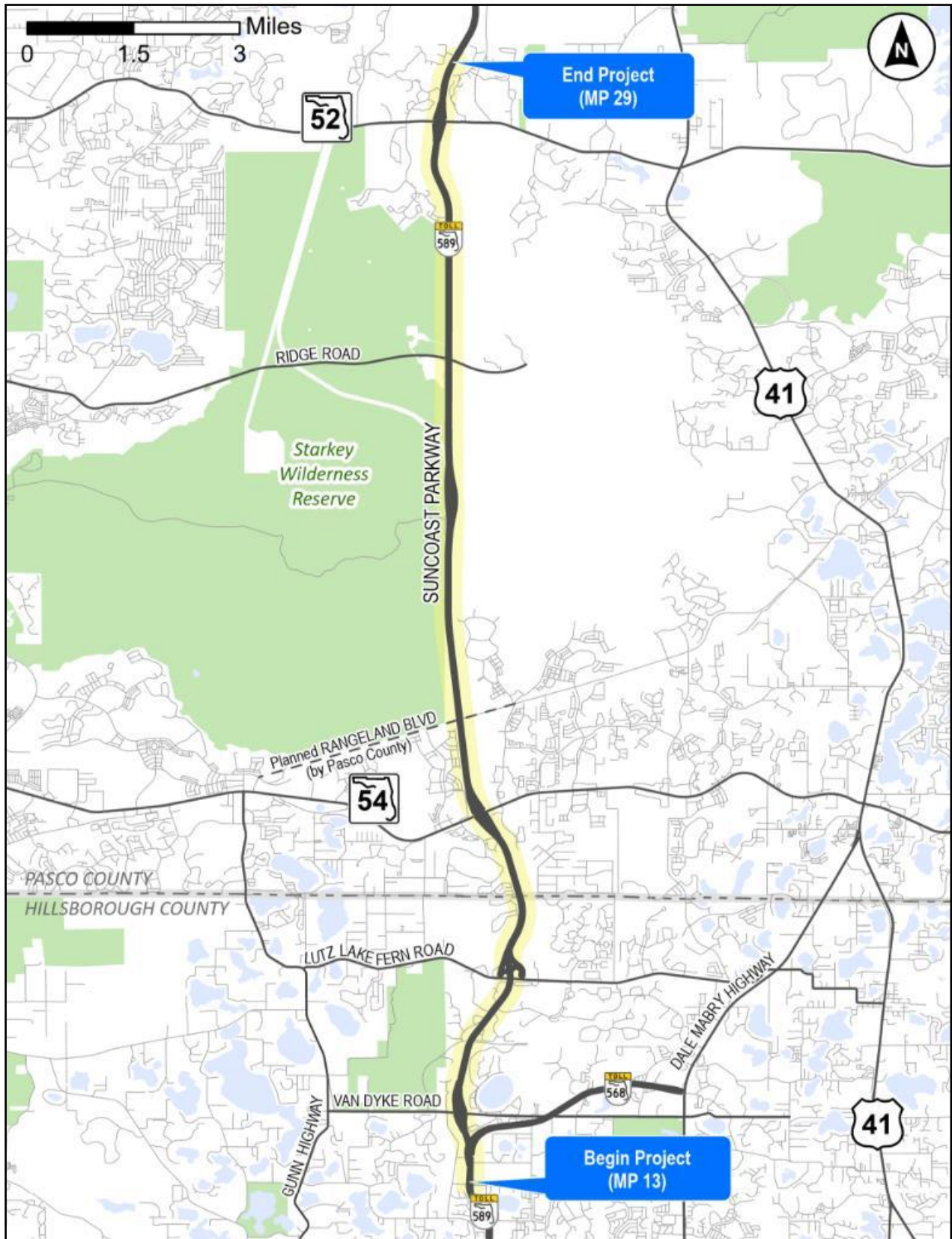
The Suncoast Trail, part of the greater Florida Shared-Use Non-motorized (SUN) Trail network, runs along the west side of the Suncoast Parkway from Lutz Lake Fern Road to the north beyond the project limits at SR 52.

The Suncoast Parkway provides regional connectivity between Hillsborough, Pasco, Hernando, and Citrus counties. Within the project area, the Suncoast Parkway is a designated hurricane evacuation route and part of Florida's Strategic Intermodal System (SIS). Facilities on the SIS are subject to special standards and criteria for design speed, level of service, and other requirements.

The proposed improvements are expected to reduce congestion and improve safety and operations along the Suncoast Parkway mainline and at the interchanges within the project study limits. Additionally, the proposed project will support economic and social demands, enhance travel time reliability, and improve emergency response and evacuation times.



Figure 1: Project Location Map



- **Purpose and Need**

The purpose of this project is to provide additional capacity on the Suncoast Parkway from south of Van Dyke Road to north of SR 52 to accommodate existing capacity and future traffic demand for vehicular and truck traffic. Goals of the project include enhancing safety and improving emergency evacuation capabilities.

The need for this project is to improve current and future peak period traffic operations and safety at the interchanges and throughout the corridor. The merge/diverge area of SR 54 and SR 52 interchanges currently has the highest number of vehicular crashes resulting from high congestion in the area. The proposed improvements will enhance travel time reliability, safety, and emergency response and evacuation times.

- **Conceptual Alternatives**

This PD&E study evaluated the feasibility of widening Suncoast Parkway from south of Van Dyke Road to north of SR 52 to improve operations. The existing interchanges within the study limits were also evaluated for operation and access improvements along with the potential for a new reliever interchange at Rangeland Boulevard.

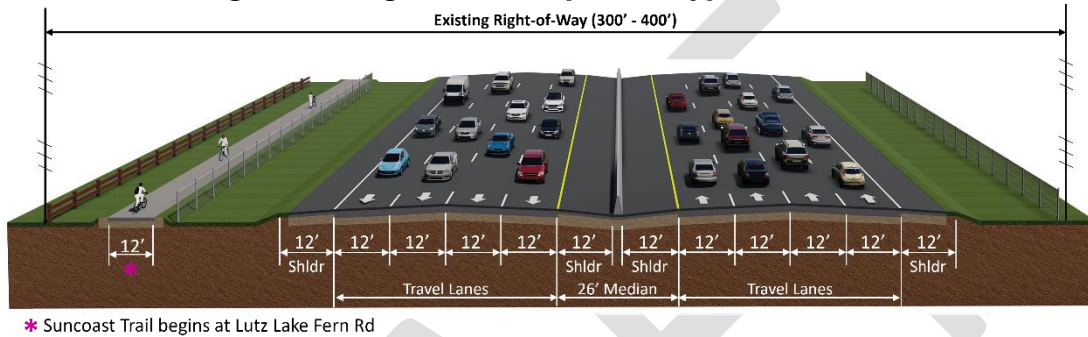
One Build alternative was evaluated for the Suncoast Parkway mainline, Van Dyke Road interchange, Lutz Lake Fern Road interchange, Rangeland Boulevard (new interchange), Ridge Road interchange and SR 52 interchange. Two alternatives were evaluated for the SR 54 interchange. The No-Build alternative remain as viable alternative throughout the PD&E Study. The No-Build alternative will maintain the existing configuration of Suncoast Parkway from south of Van Dyke Road to north of SR 52 and would not make any capacity improvements to the corridor while the Build Alternative will increase capacity along the Suncoast Parkway mainline. During the alternative development process, Suncoast Parkway was broken out into two segments: Segment 1 – from south of Van Dyke Road to north of SR 54 and Segment 2 – from north of SR 54 to SR 52. Below is a description of the alternatives evaluated for this project.

1. **No-Build Alternative**

The No-Build Alternative assumes that the existing four (4) lanes would remain along the Suncoast Parkway through the design year 2050. The operational analysis shows that under 2050 No-Build conditions, most of the SR 589 mainline segments in both directions are expected to operate at a level of service (LOS) D or worse during both 2050 AM and PM peak hours.

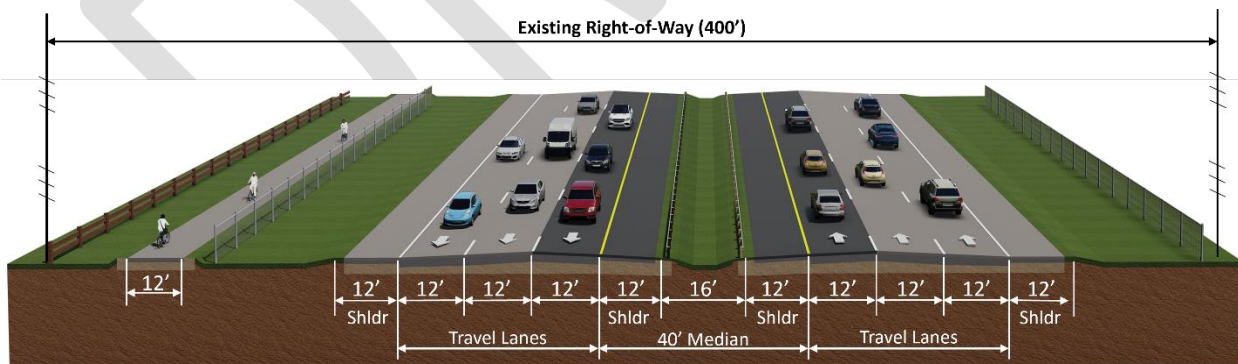
2. Segment 1: from south of Van Dyke Road to north of SR 54  
 This alternative widens SR 589 to the inside and outside to include four 12-ft wide travel lanes in each direction separated by a 26-ft wide median with a barrier wall. This proposed build alternative is anticipated to have a potential need for additional right-of-way; however, it is expected to have minimal impact and will not relocate any homes or businesses. **Figure 2** highlights the proposed typical section for segment 1.

**Figure 2: Segment 1 Proposed Typical Section**



3. Segment 2: from north of SR 54 to SR 52  
 This alternative proposes to widen SR 589 mainline to the inside to provide three 12-ft wide travel lanes in each direction separated by a 40-ft wide median. No additional right-of-way is anticipated to accommodate the widening within this segment. **Figure 3** highlights the proposed typical section for segment 2.

**Figure 3: Segment 2 Proposed Typical Section**



4. Van Dyke Road Interchange (MP 14)

The proposed improvement includes adding an additional left turn lane to the northbound and southbound off ramps and adding a turn lane along Van Dyke Road in the westbound direction to Ramblewood Road. This alternative is anticipated to have minimal impact as the proposed typical section will not require additional right-of-way.

5. Lutz Lake Fern Road Interchange (MP 16)

The proposed build alternative includes minor operational modifications that includes adding additional turn lanes and extending turn lanes at the intersections. In addition, a shared-use path is proposed within the interchange area on both sides of Lutz Lake Fern Road. This alternative is anticipated to have minimal impact as the proposed typical section will not require additional right-of-way.

6. SR 54 Interchange (MP 19) – Two Build Alternatives

Two build alternatives were proposed at the SR 54 interchange: a tight diamond interchange and a diverging diamond interchange alternative.

*Tight Diamond Interchange*

This includes adding an additional right turn lane to the northbound off ramp; an additional right and left turn lane to the southbound off ramp; and an additional left turn lane from westbound SR 54 to the southbound on ramp. Along SR 54 itself, an additional through lane would be added in the westbound direction beginning at the southbound off ramp, continuing past Crossings Boulevard, and up to South Branch Boulevard. Improvements would also include a shared use path on both sides within the interchange area. This alternative is anticipated to have minimal impact as the proposed typical section will not require additional right-of-way.

*Diverging Diamond Interchange*

This proposed alternative requires lanes in a diverging diamond to briefly cross over from the right side to the left side of the roadway between ramps. The lanes then change back to the right side of the road. Improvements related to the diverging diamond interchange would include a shared use path on both sides to accommodate bicyclists and pedestrians. Bicyclists or pedestrians crossing the SR 54 interchange would follow the crosswalk to a central walkway to access either side of the interchange. This alternative is not anticipated to require additional right-of-way.



## II. Community Characteristics Summary and Map

A sociocultural effects (SCE) evaluation assesses social, economic, land use changes, mobility, aesthetic effects, and relocations, including potential issues associated with Environmental Justice (EJ), Civil Rights, and other nondiscrimination laws. Project benefits and effects on communities are assessed in the SCE evaluation with special consideration for minority, low income, and other potentially underrepresented populations. The SCE evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

There are six major steps in an SCE evaluation process:

1. Review Project Information
2. Define the Study Area
3. Prepare Community Information
4. Evaluate Sociocultural Effects
5. Identify Solutions to Project Impacts
6. Document Results

The data used for the community information and sociocultural effects evaluation is downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. A Sociocultural Data Report was generated in the Efficient Transportation Decision Making (ETDM), Environmental Screening Tool (EST) and was used to understand general population trends. A copy of this SDR is available for review in **Appendix A** of this report.

The study area for the sociocultural effects evaluation is the proposed corridor for the widening of Suncoast Parkway between south of Van Dyke Road and north of SR 52 and a 1,320-foot buffer around the existing roadway and proposed interchange improvements for the resources evaluated. The project was screened through the ETDM EST, and the programming screen was published September 15, 2022 (ETDM #14503 -<https://etdmpub.floridastate.gov/est/>).

This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, dated July 31, 2024.

### *SCE Evaluation Study Area – Existing Land Use*

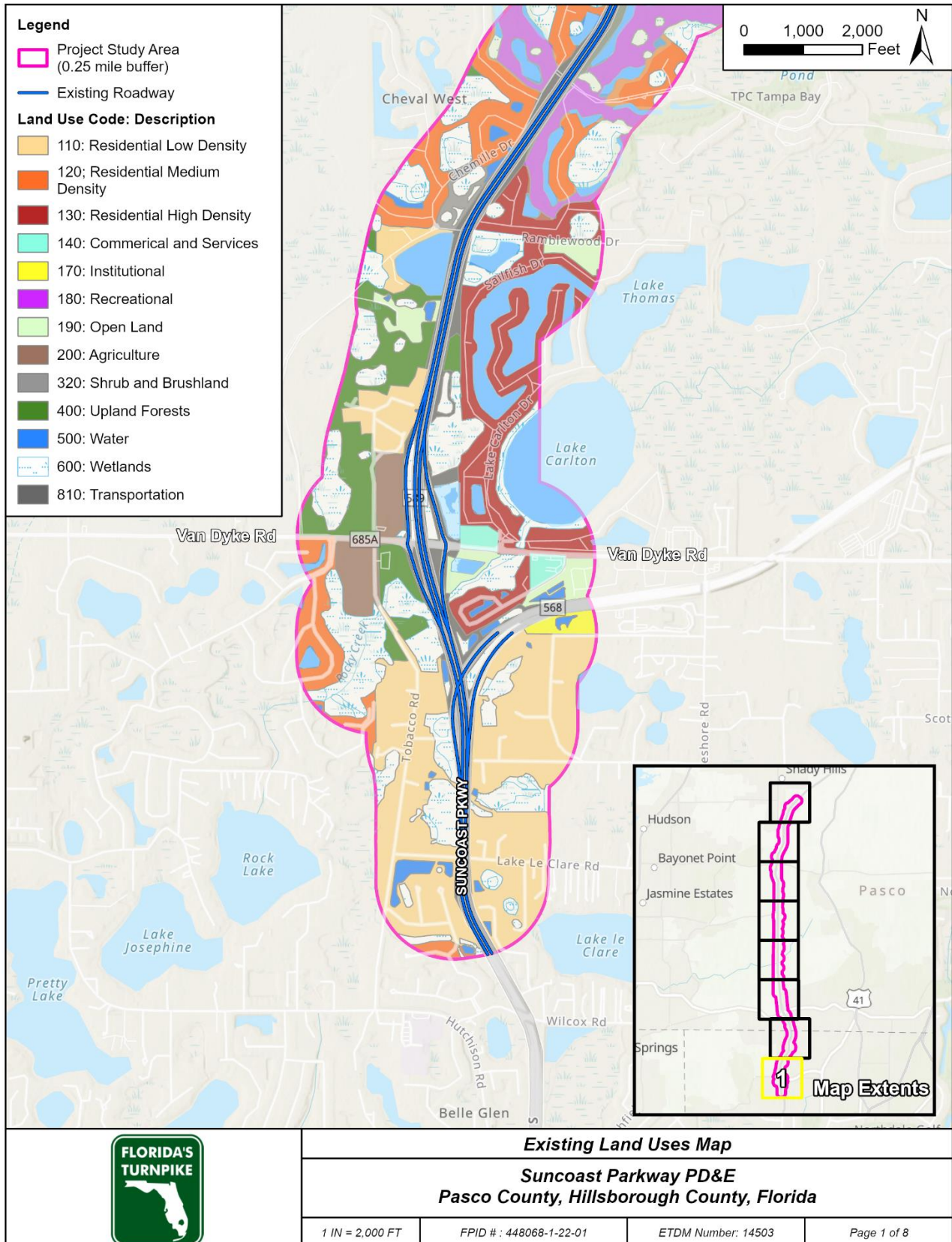
The study area has experienced significant growth within recent years and continues to experience significant growth within the area. Existing land use within the study area was determined through review of land cover Geographic Information Systems (GIS) data obtained from the Southwest Florida Water Management District (SWFWMD). Existing land use was mapped within a quarter mile of the project limits based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (SWFWMD, 2019) for the project area and is summarized in **Table 1** and shown in **Figure 4**.

**Table 1: Existing Land Use Composition Summary**

Land Use Type	Acres	Percentage
Recreational	1,793	27.25%
Residential	1,497	22.75%
Agriculture	1,194	18.15%
Vacant Nonresidential	206	3.13%
Other	197	2.99%
Vacant Residential	128	1.95%
Acreage Not Zoned for Agriculture	122	1.85%
Retail/Office	113	1.72%
Parcels with No Values	53	0.81%
Industrial	39	0.59%
Right-of-Way	36	0.55%
Institutional	30	0.46%

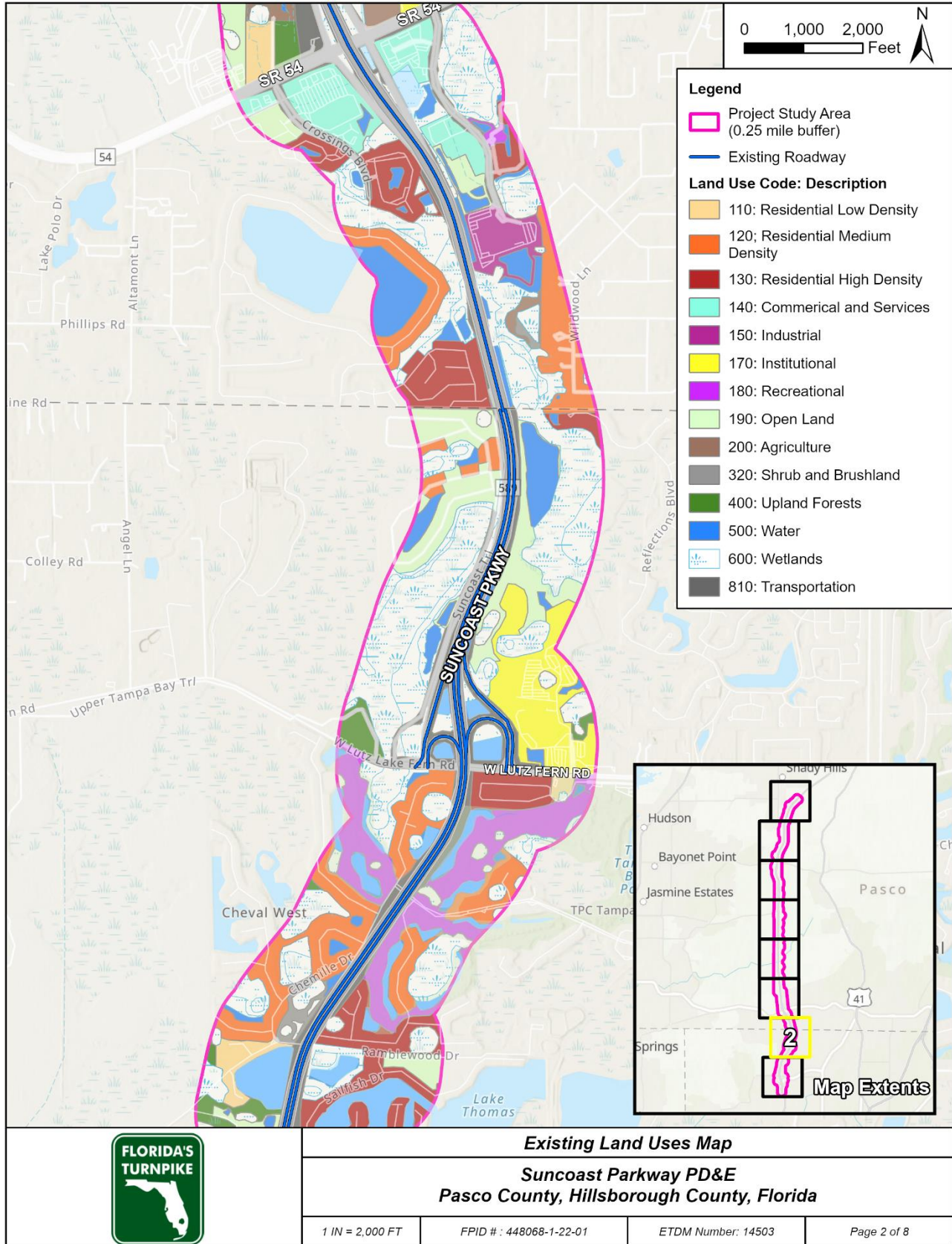
Recreational land comprises the largest percentage of the corridor with 1,793 acres (27.25%), followed by residential 1,497 acres (22.75%). Agriculture land and vacant nonresidential comprise the next largest share of the corridor with 18.15% and 3.13%, respectively. Approximately 2.99% of the corridor is classified as other, 1.95% of the corridor is vacant residential, 1.85% is acreage not zoned for agriculture and 1.72% is retail/office space. Parcels with No Values, industrial and institutional comprises less than 1% of the area.

**Figure 4: Existing Land Use Map**



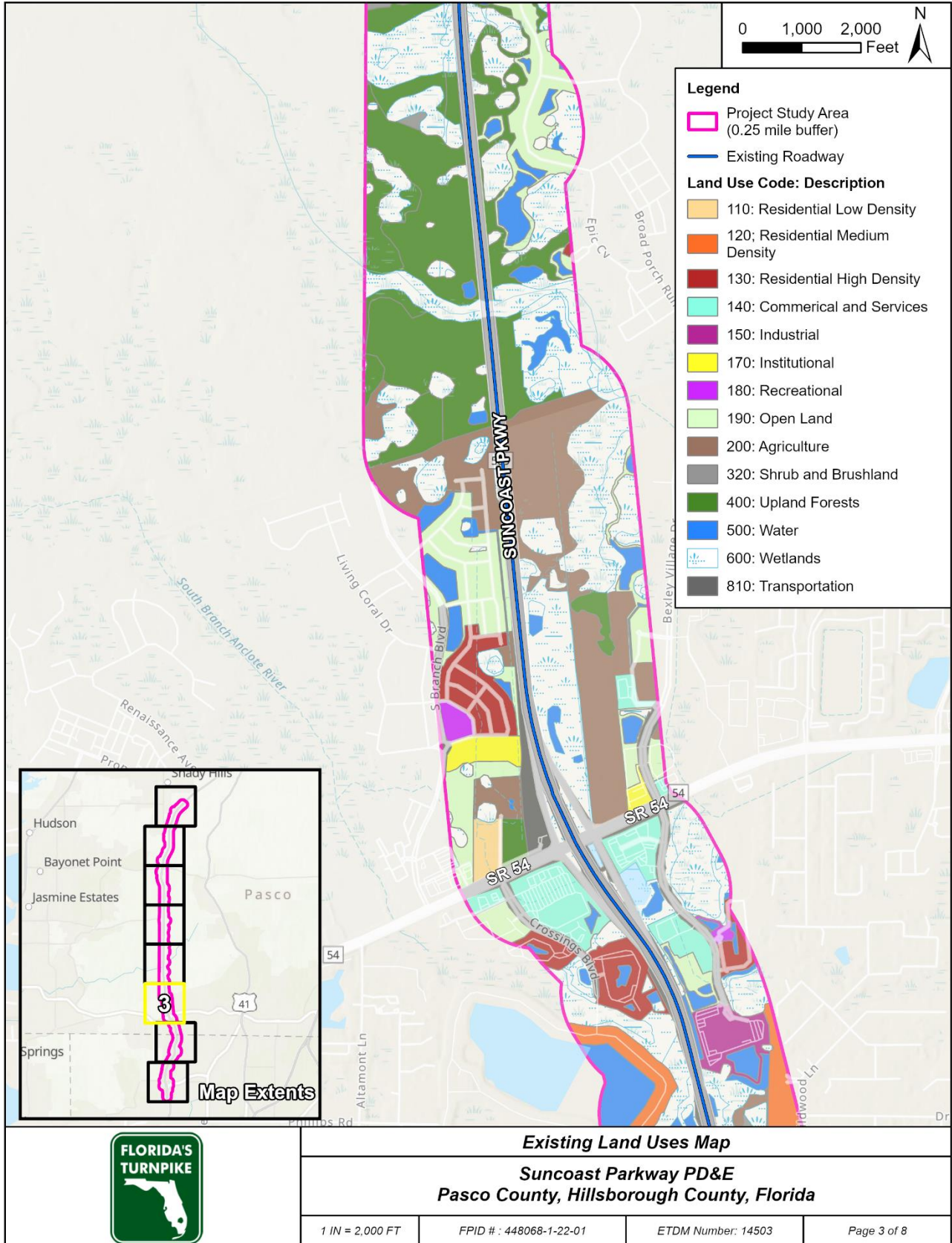


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 SOCIOCULTURAL EFFECTS EVALUATION

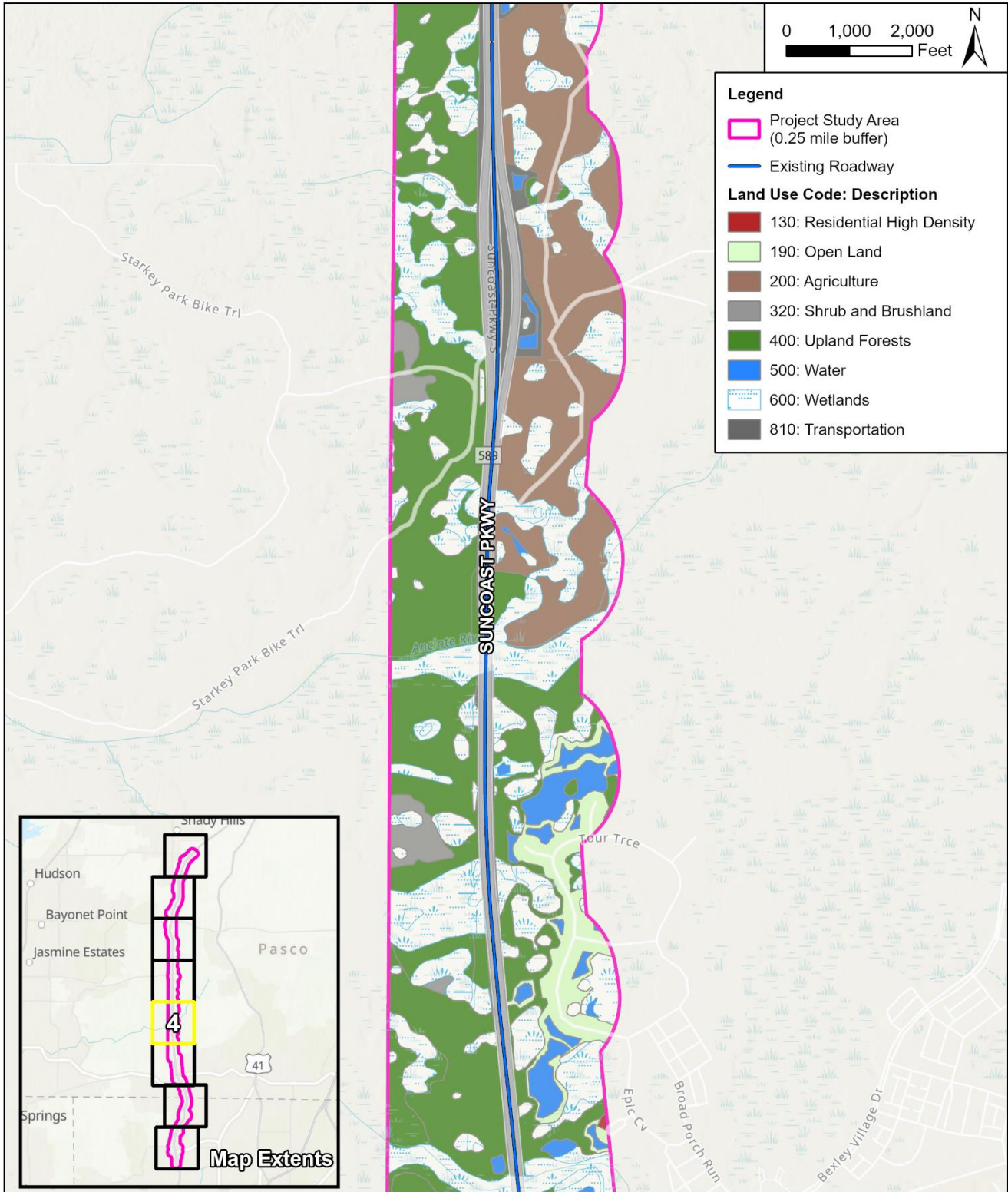




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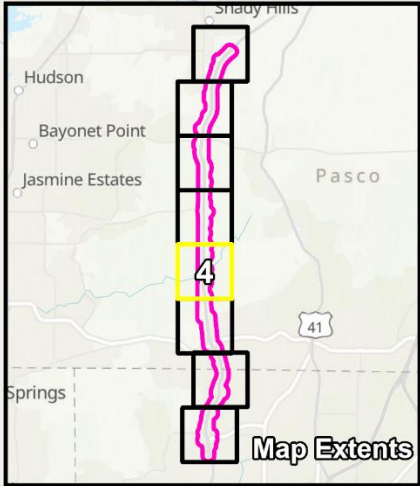


**Legend**

- Project Study Area (0.25 mile buffer)
- Existing Roadway

**Land Use Code: Description**

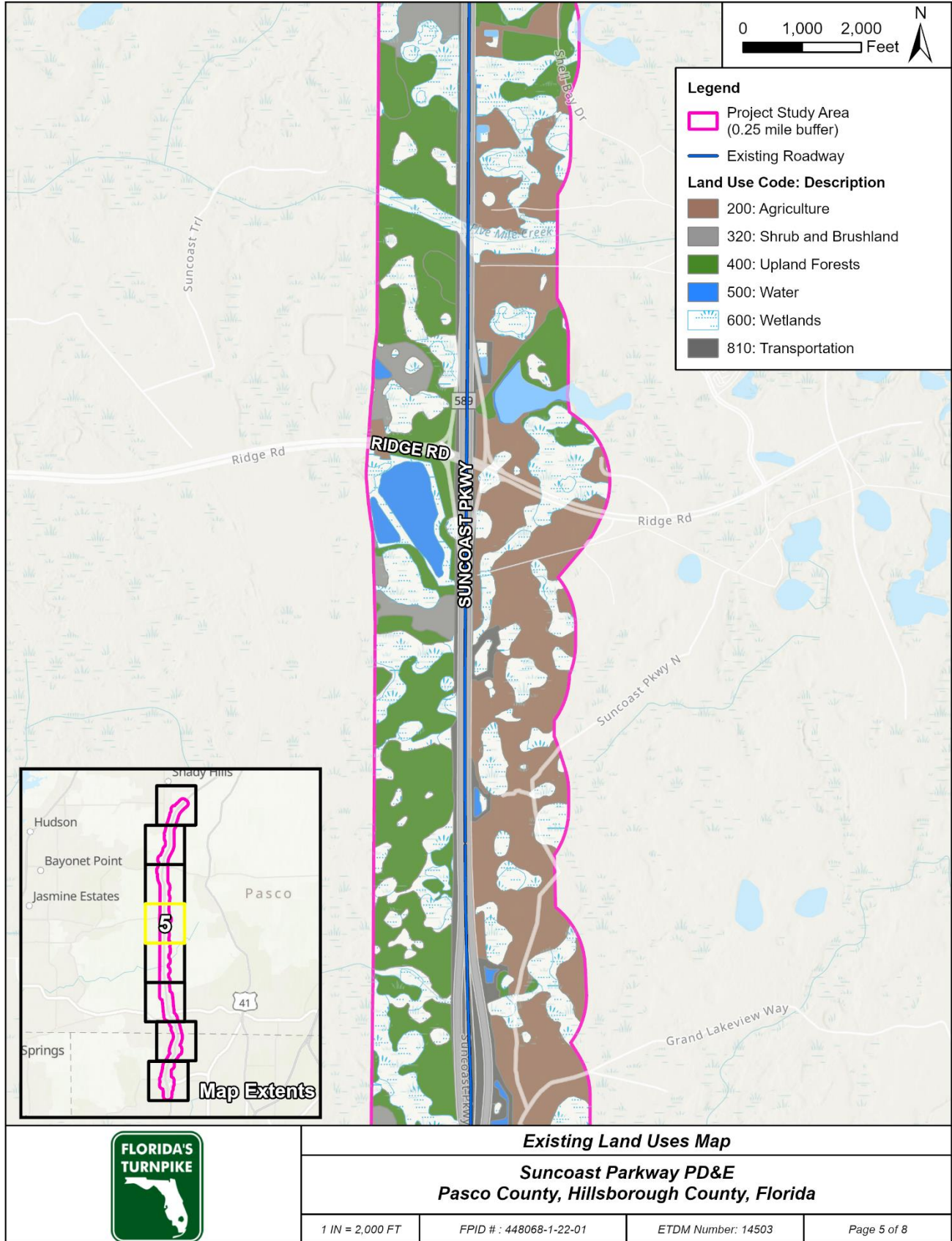
- 130: Residential High Density
- 190: Open Land
- 200: Agriculture
- 320: Shrub and Brushland
- 400: Upland Forests
- 500: Water
- 600: Wetlands
- 810: Transportation



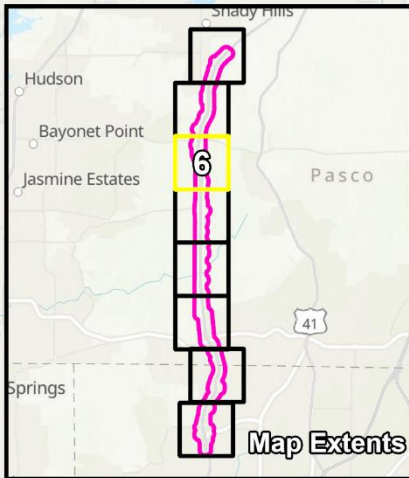
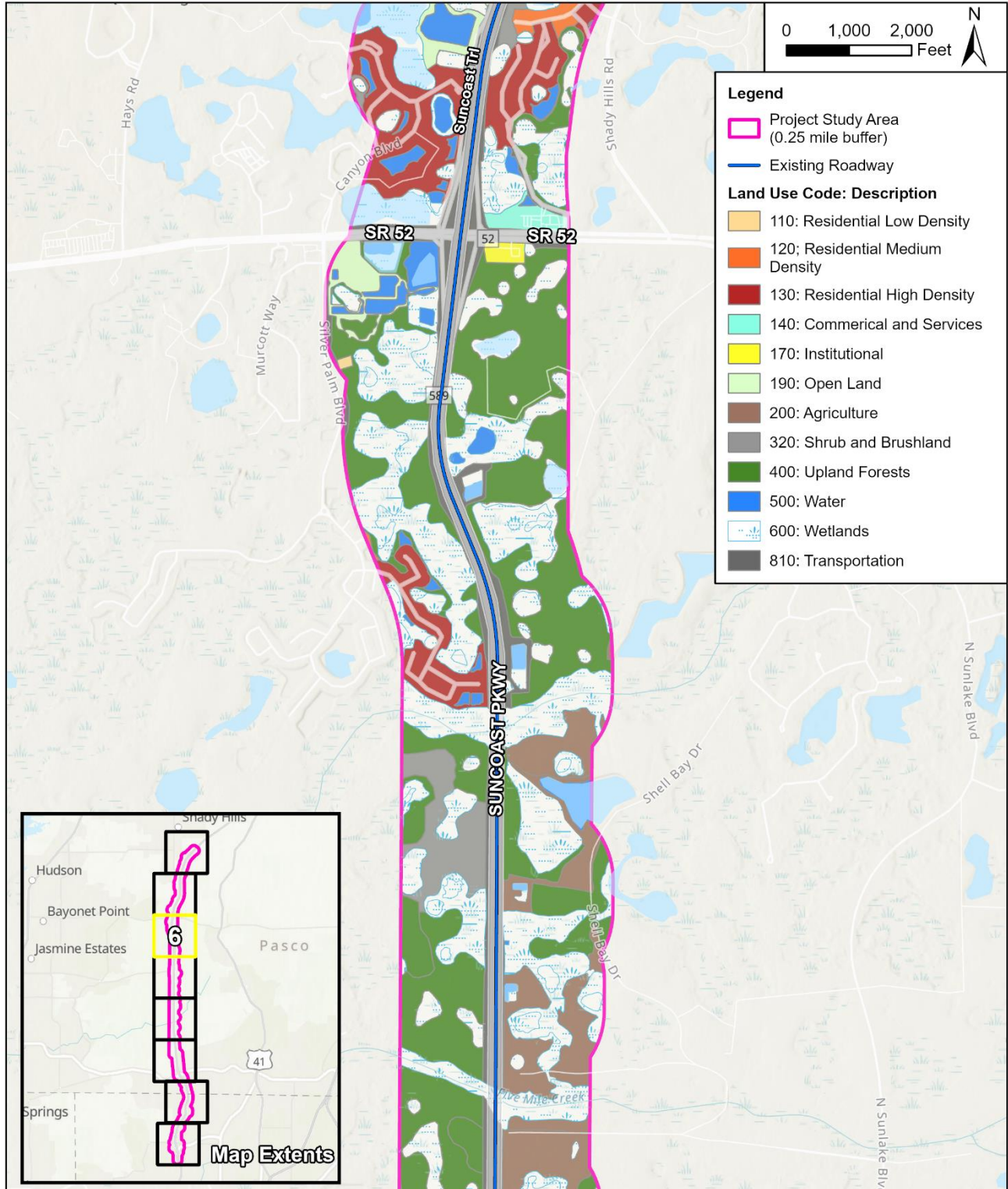
<b>Existing Land Uses Map</b>			
<b>Suncoast Parkway PD&amp;E</b>			
<b>Pasco County, Hillsborough County, Florida</b>			
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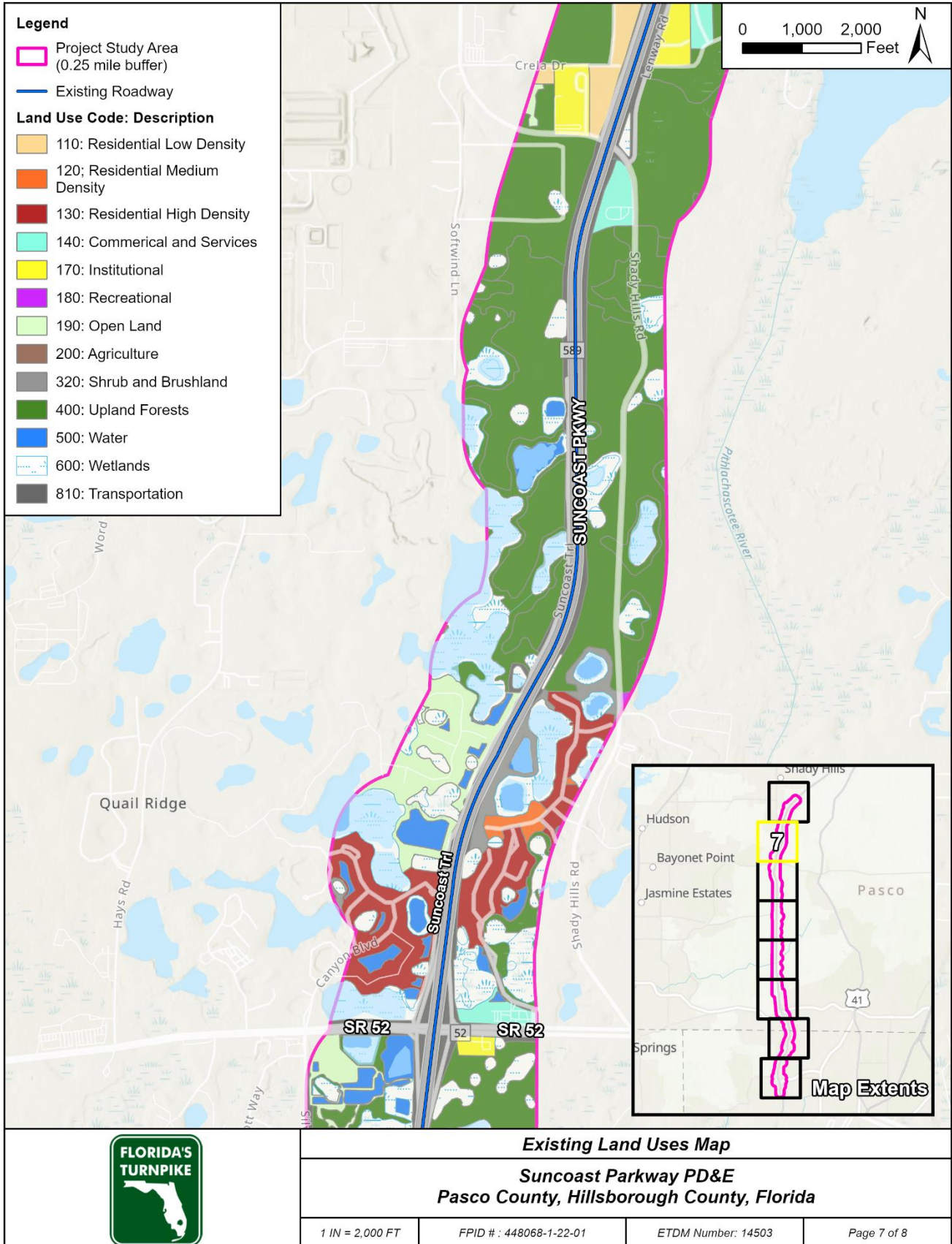
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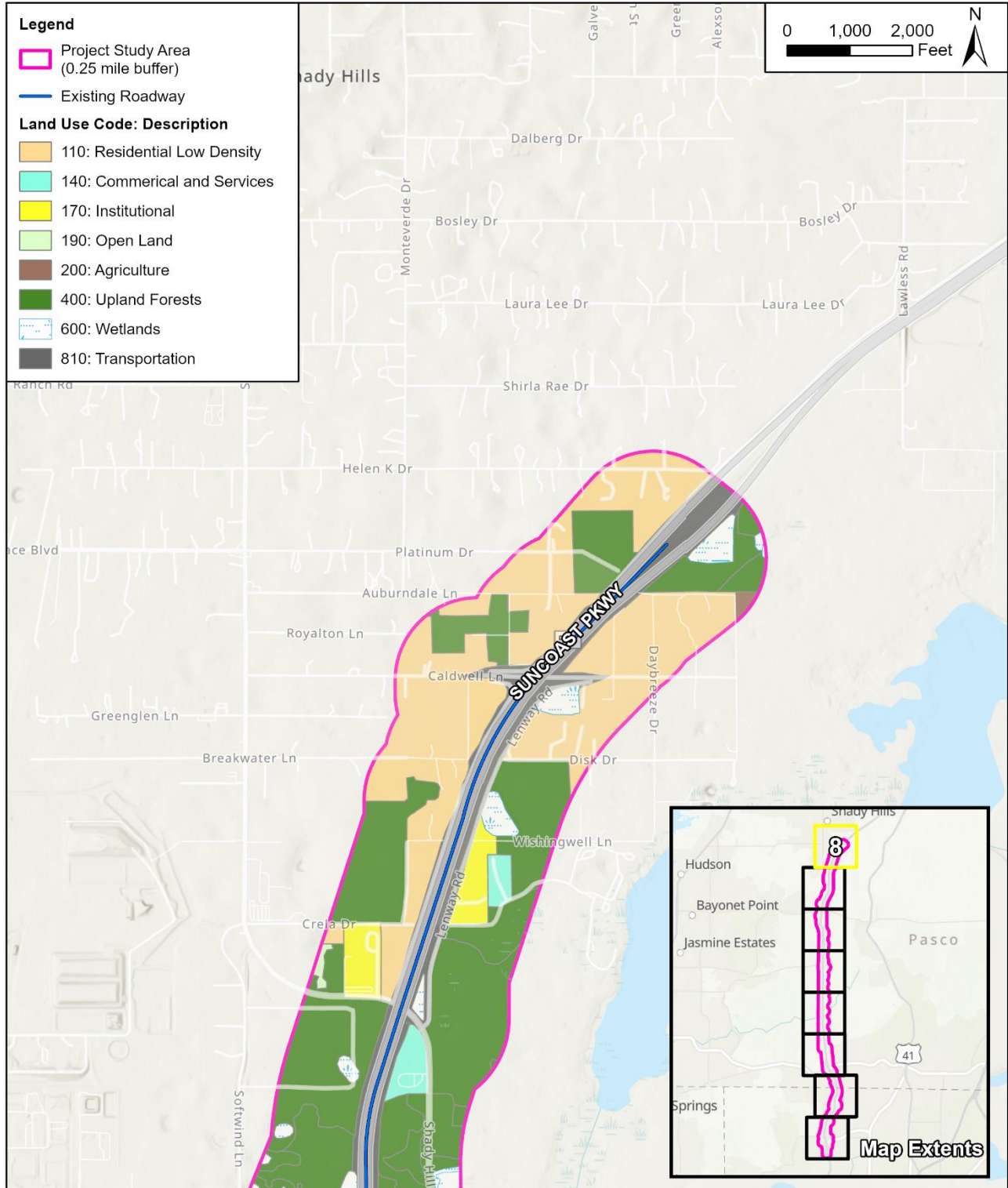
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<b>Pasco County, Hillsborough County, Florida</b>			
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**Existing Land Uses Map**

**Suncoast Parkway PD&E  
 Pasco County, Hillsborough County, Florida**

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*SCE Evaluation Study Area – Future Land Use*

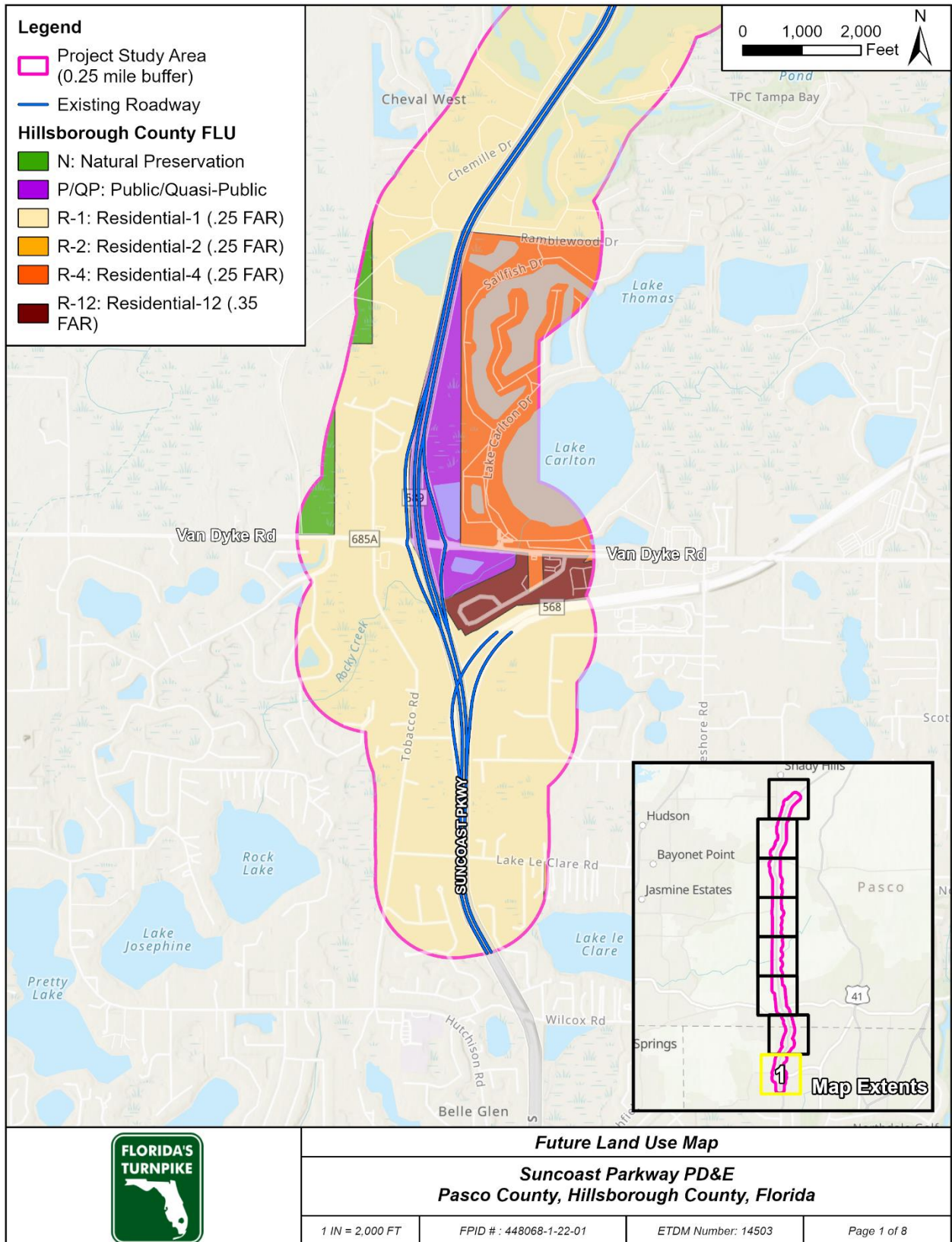
Hillsborough and Pasco County’s Future Land Use (FLU) data (2025) located within a quarter mile of the Suncoast Parkway was collected, mapped, and analyzed to determine the corridor’s future land use composition as summarized in **Table 2**. The Future Land Use Map provides the planned land uses throughout the corridor as shown in **Figure 5**.

**Table 2: Future Land Use Composition Summary**

<b>Future Land Use</b>	<b>Percentage</b>
<b><i>Hillsborough County</i></b>	
Residential	19.68%
Public/Quasi-Public	2.39%
Agricultural	0.63%
Natural Preservation	0.30%
<b><i>Pasco County</i></b>	
Residential	27.23%
Planned Development	22%
Conservation Land	15.17%
Agriculture	4.66%
Mixed Use	3.67%
Industrial-Light	3.57%
Employment Center	0.39%
Recreation/Open Space	0.31%

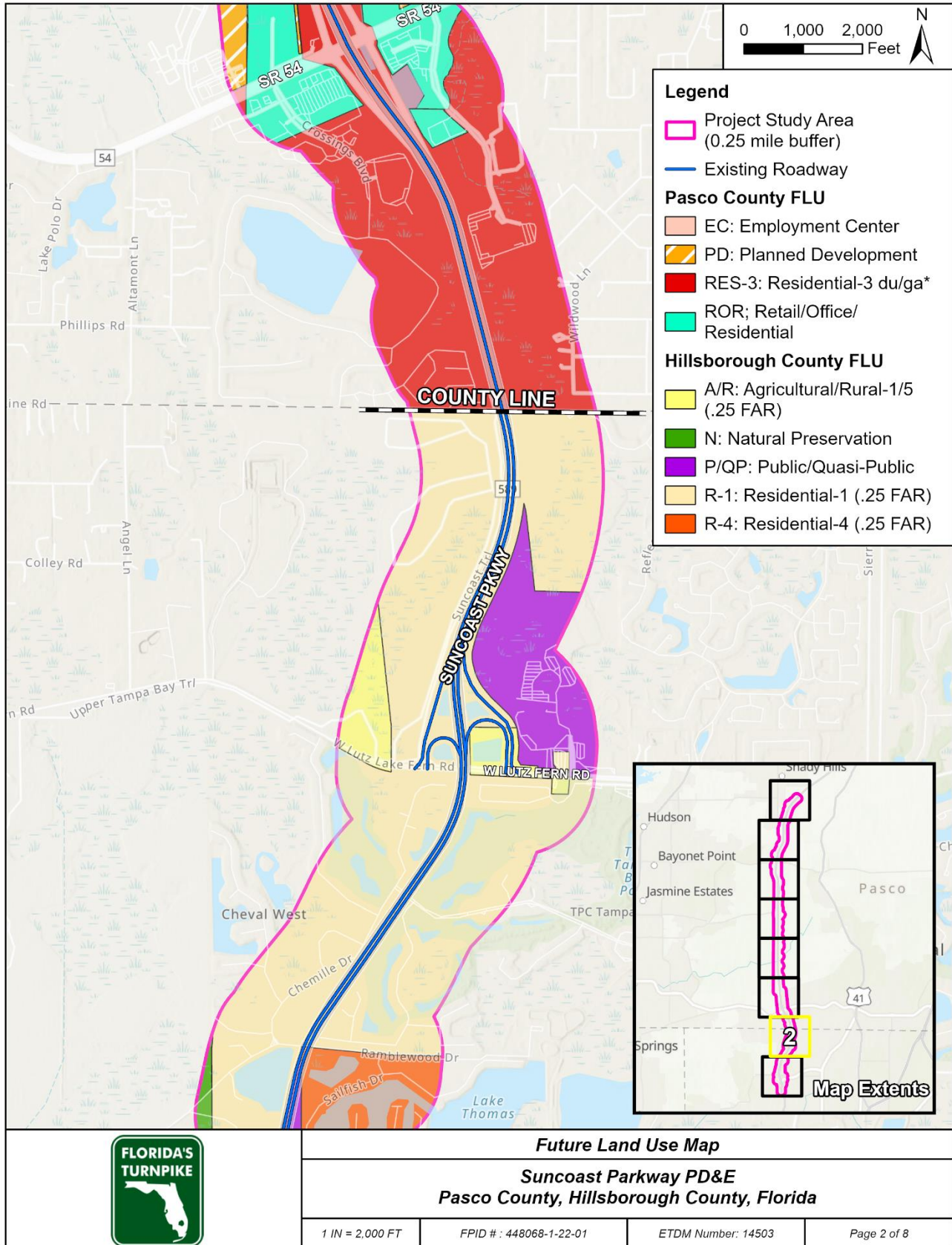


**Figure 5: Future Land Use Map**

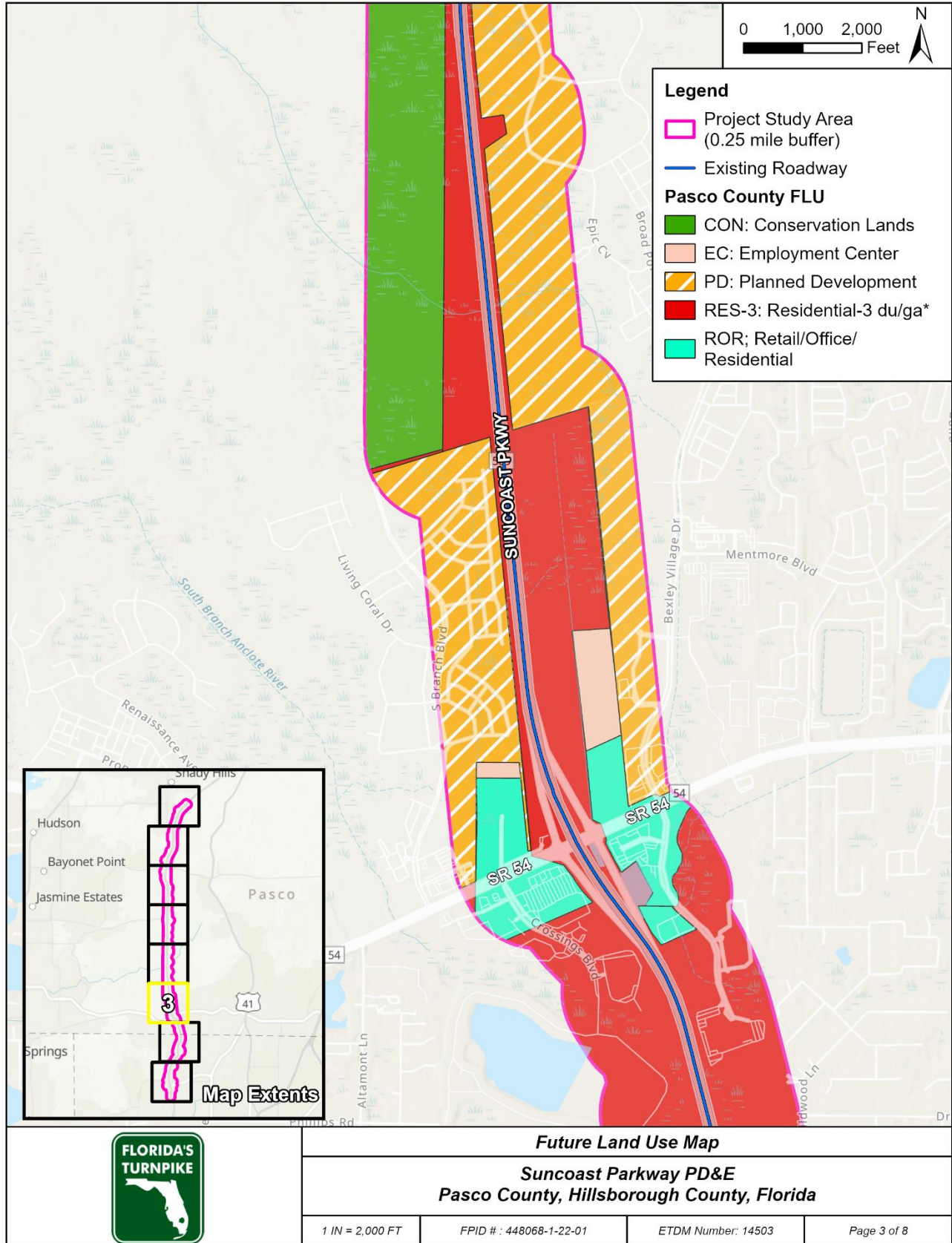




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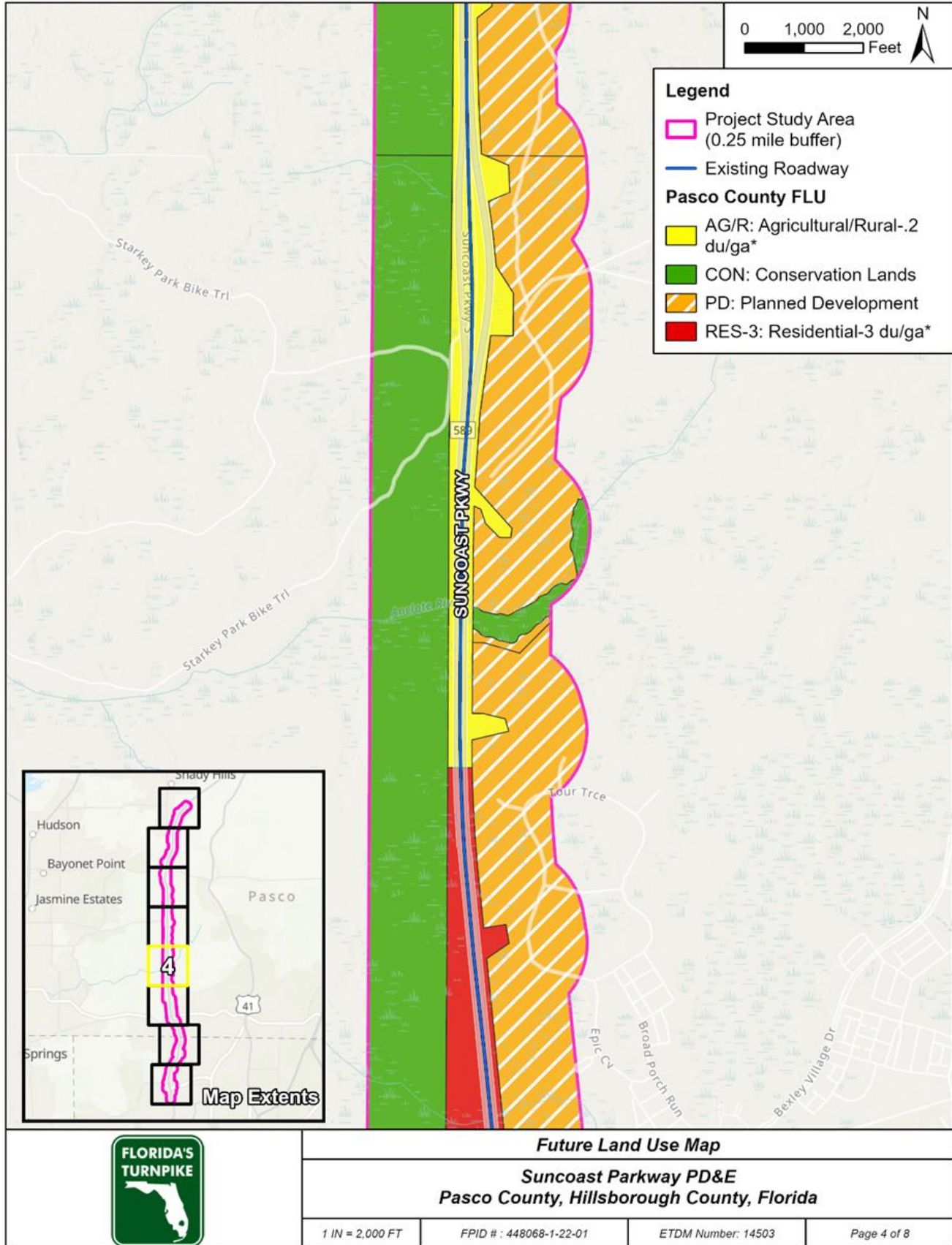


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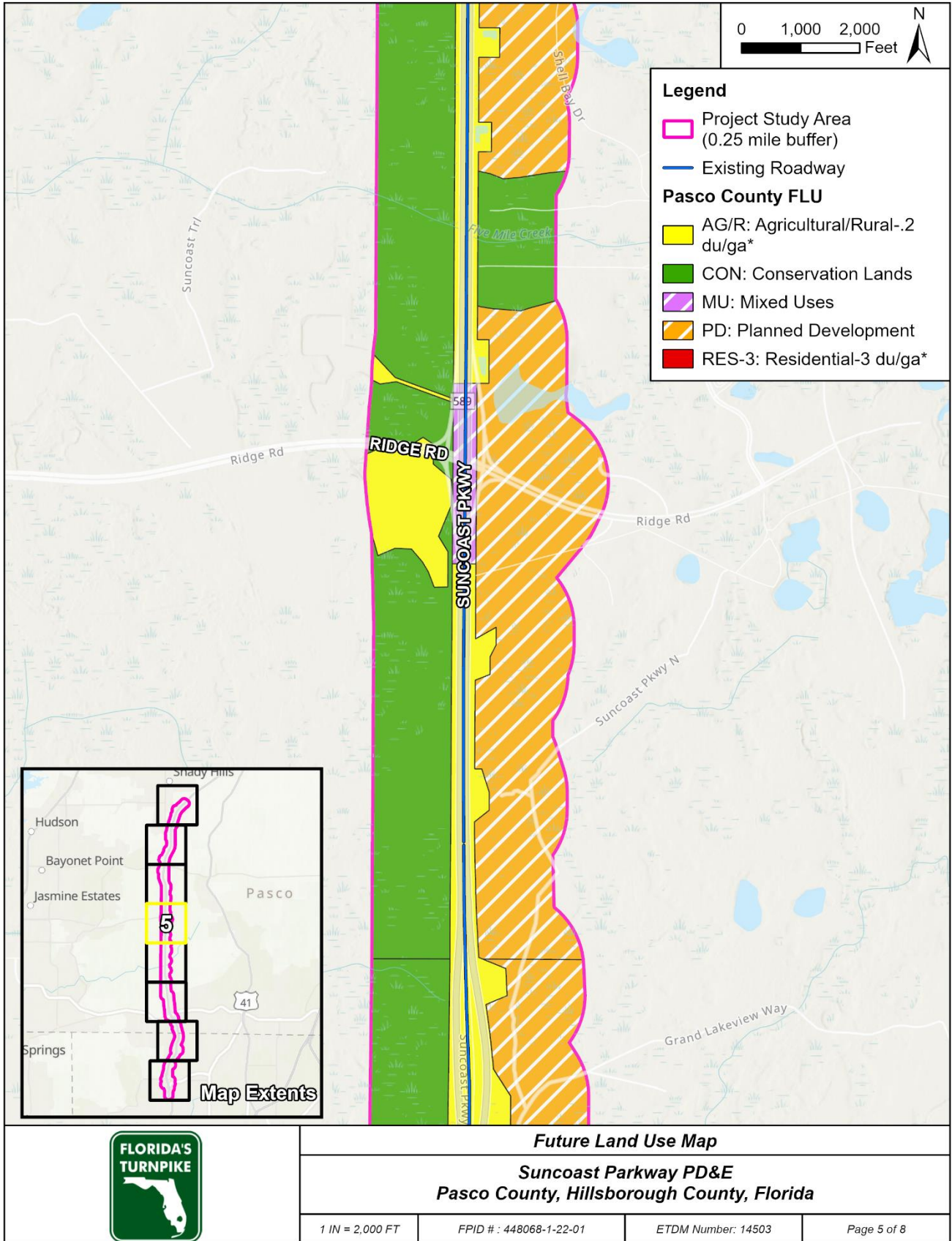




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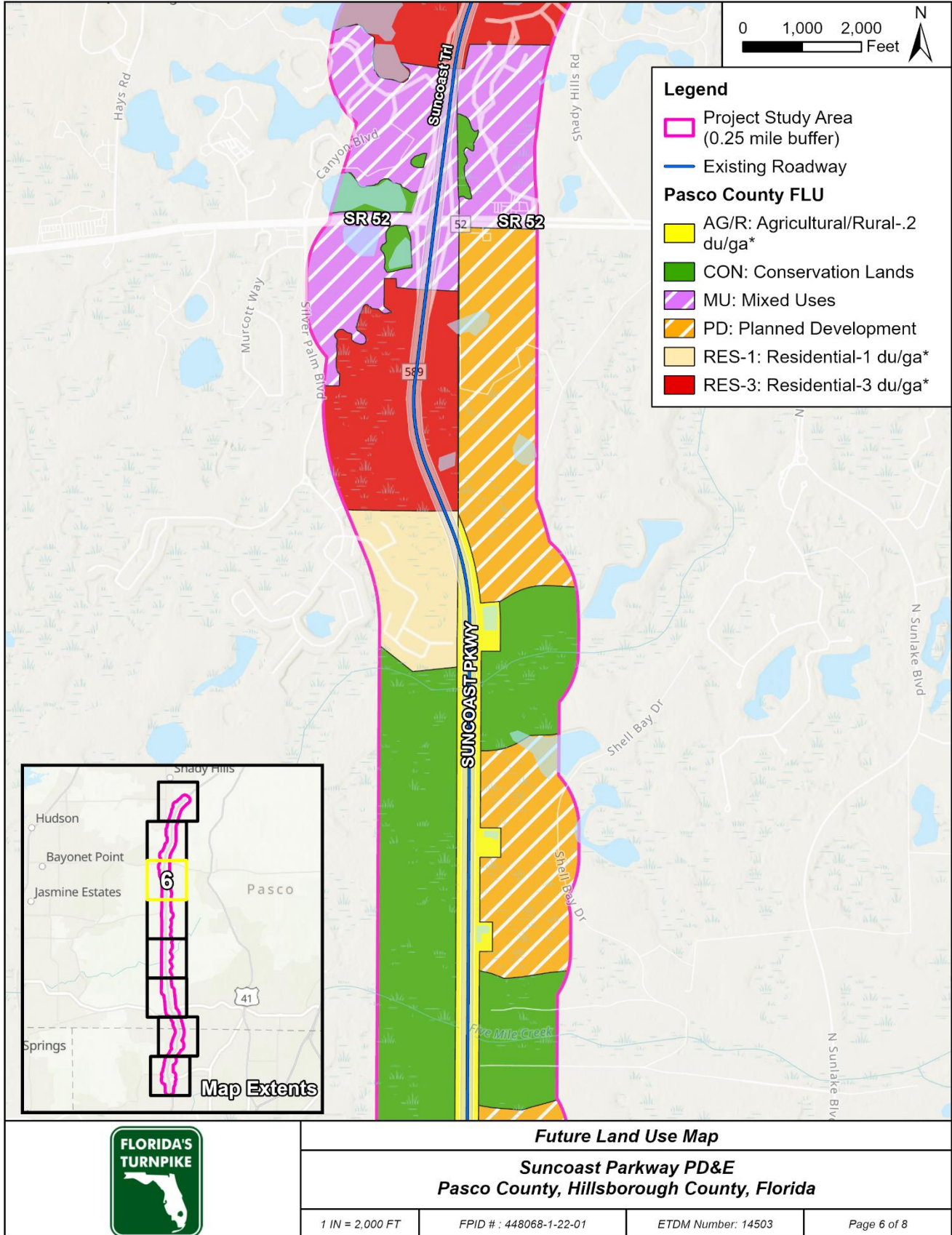


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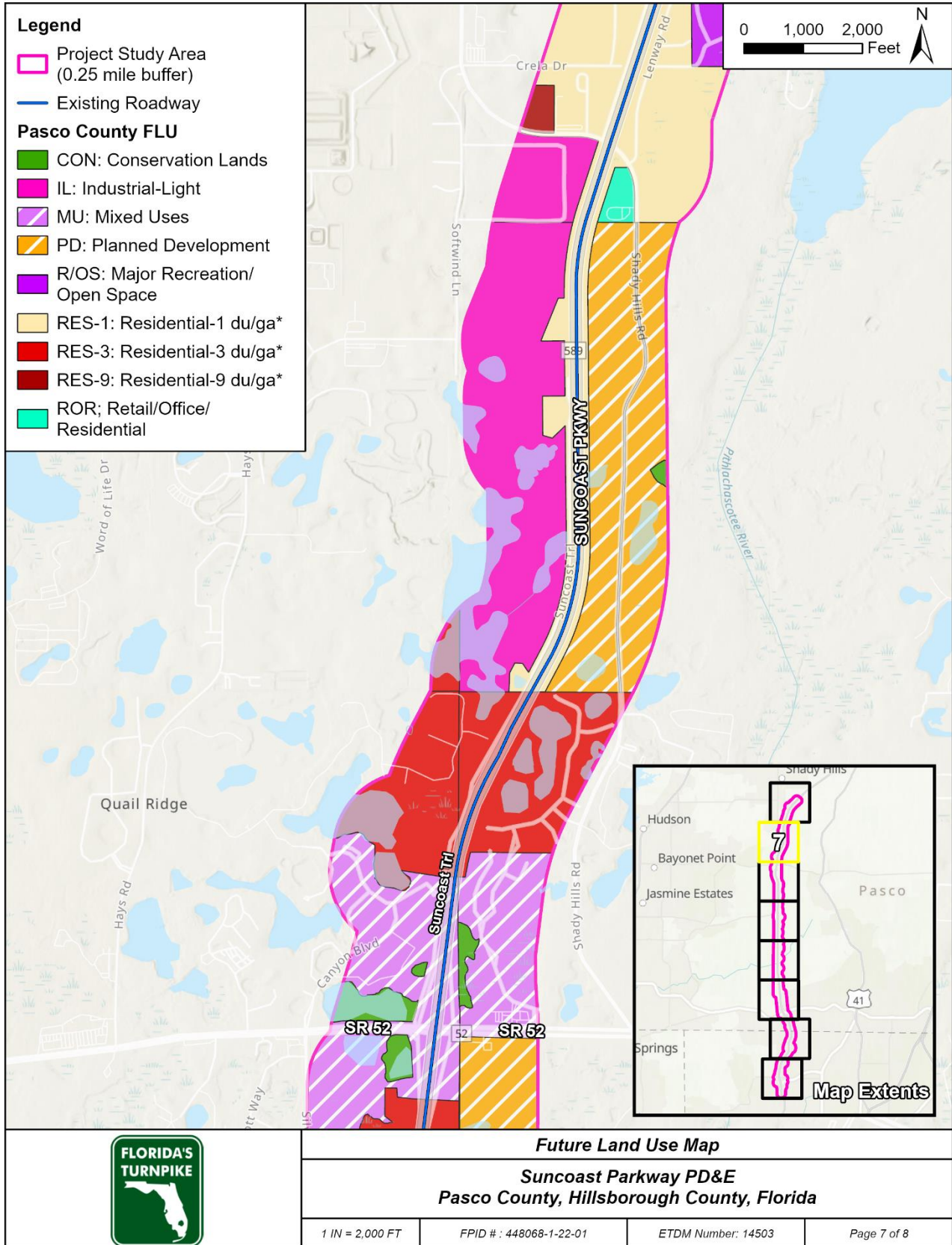




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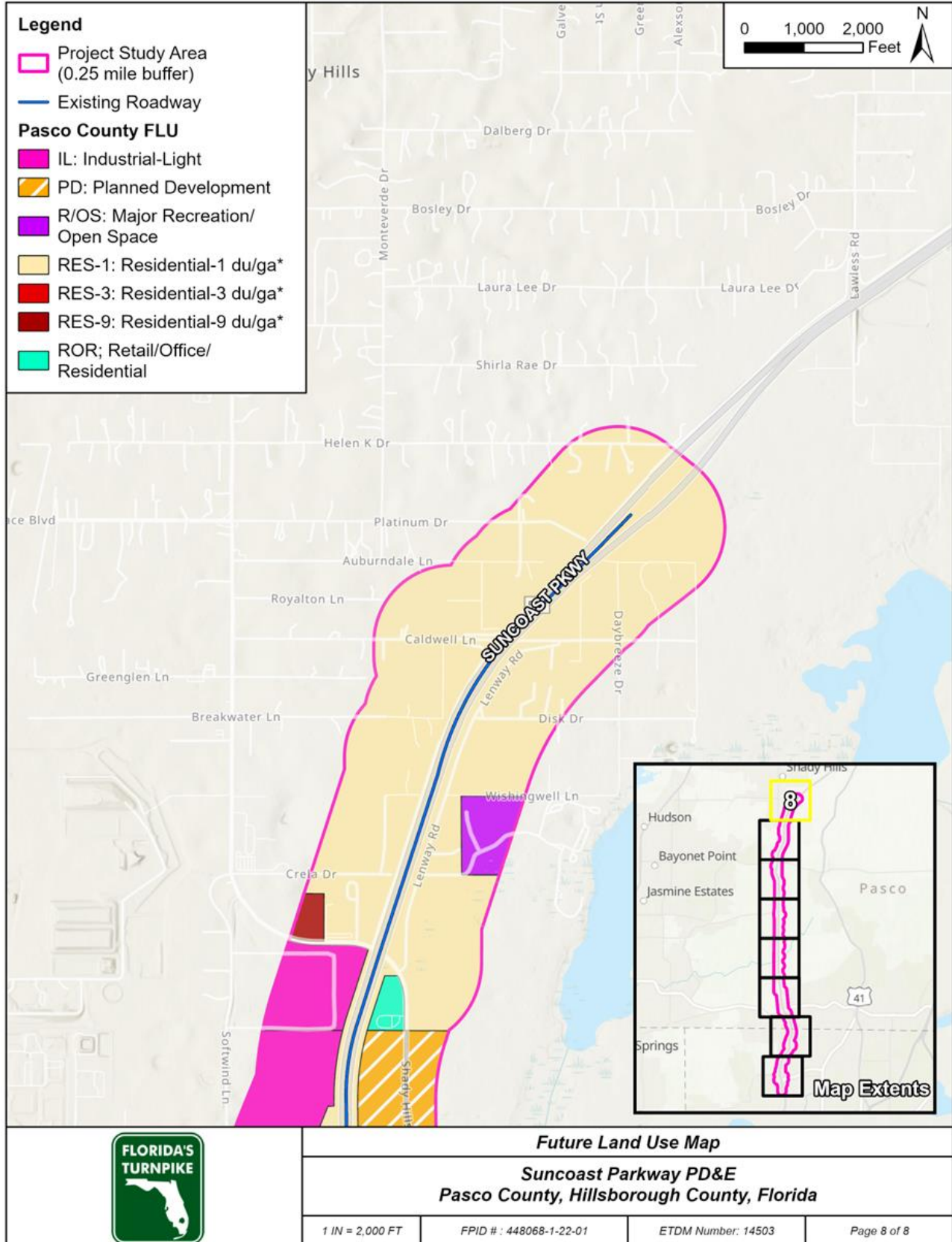


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*Community Focal Points*

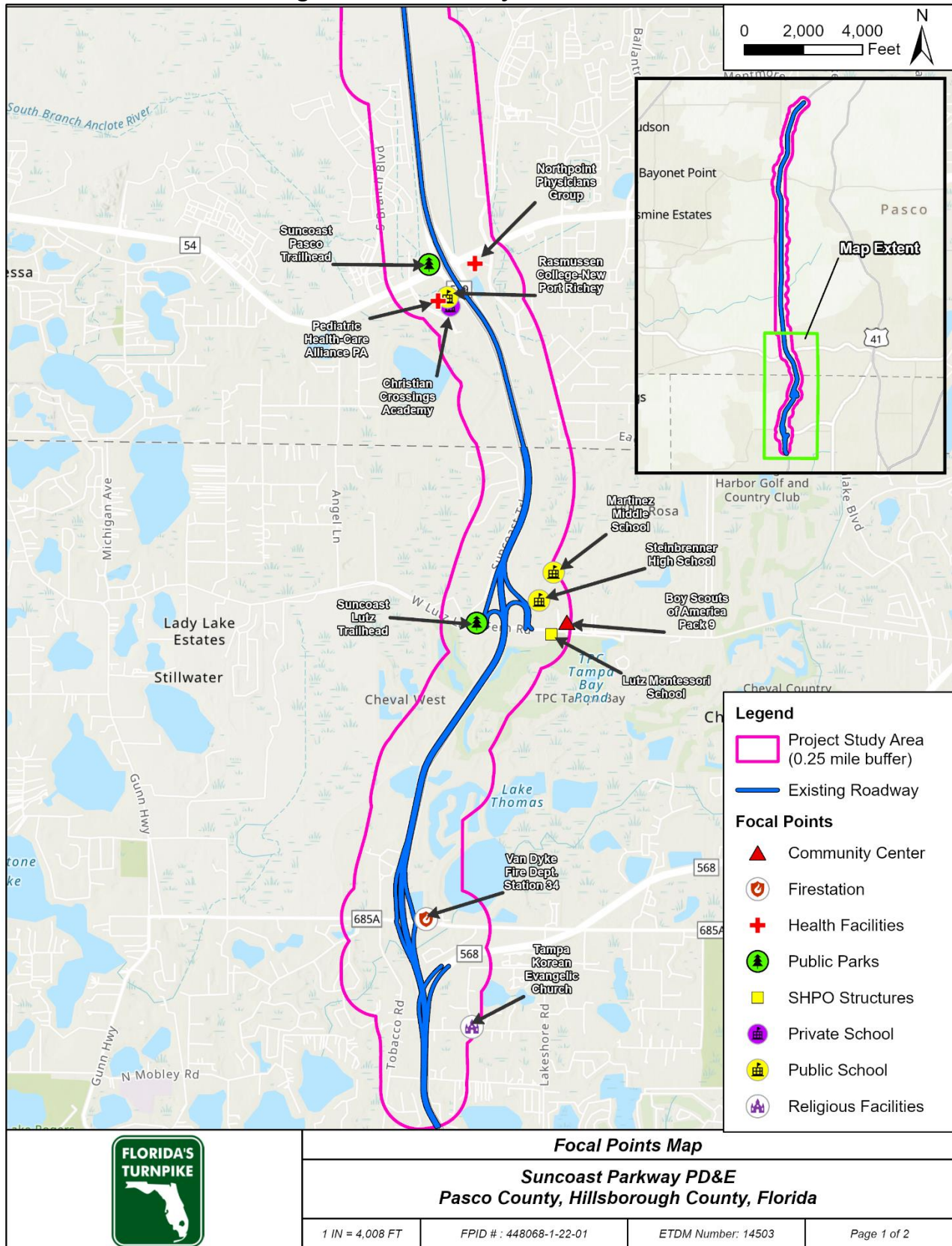
Community focal points are public or private locations, facilities, or organizations that are important to residents and communities. Community focal points include schools, religious facilities, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, cultural centers, healthcare facilities, and social service facilities. **Table 3** and **Figure 6** identifies the community focal points within the SCE study area, defined as the area within a quarter mile of the project limits.

**Table 3: Study Area Community Focal Points**

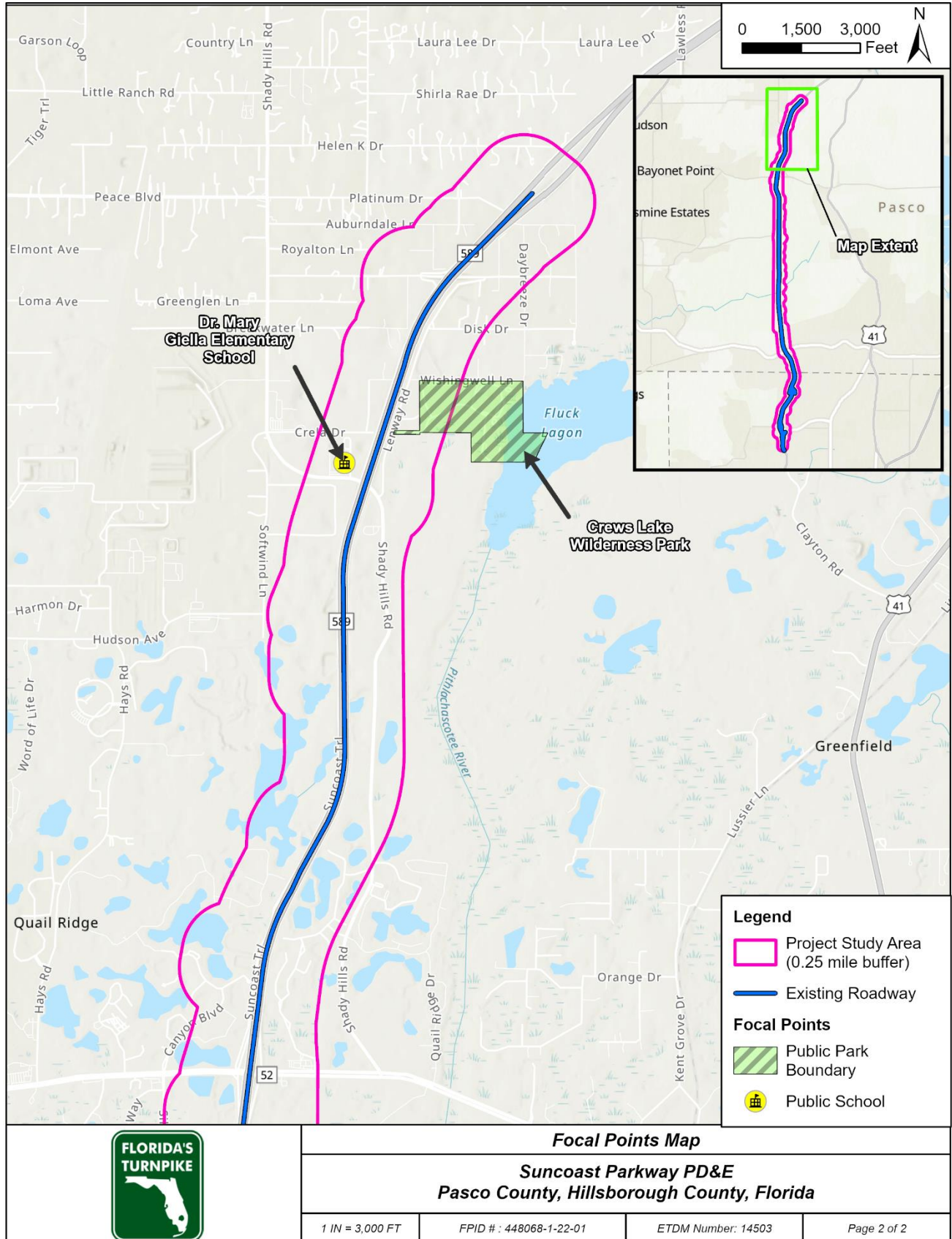
Name	Address
Tampa Korean Evangelic Church	6002 Lakeside Drive
Van Dyke Fire Dept. Station 34	6415 Van Dyke Road
Lutz Montessori School	5604 W Lutz Lake Fern Road
Steinbrenner High School	5575 W Lutz Lake Fern Road
Martinez Middle School	5601 W Lutz Lake Fern Road
Suncoast Lutz Trailhead	6007 W Lutz Lake Fern Road
Boy Scouts of America Pack 9	5503 Lutz Fern Road
Christian Crossings Academy	1840 Crossings Boulevard
Pediatric Health Care Alliance PA	1850 Crossings Boulevard
Rasmussen College New Port Richey	16418 State Road 54
Northpoint Physicians Group	16541 Pointe Village Drive
Suncoast Pasco Trailhead	16155 State Road 54
Crews Lake Wilderness Park	16739 Crews Lake Drive
Dr. Mary Giella Elementary School	14710 Shady Hills Road



**Figure 6: Community Focal Points**



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### III. Potential Effects

Potential direct and indirect effects to Social, Economic, Land Use Changes, Mobility, Aesthetic Effects, and Relocation Potential were examined, as described in the following sections.

#### A. Social

- **Demographics**

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Additionally, the project has been developed in accordance with *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority populations and Low-Income Populations (February 11, 1994)*.

An analysis of potential Environmental Justice (EJ) populations was conducted using a review of the American Community Survey (ACS) 5-Year Estimates (2018-2022) data for census block groups that overlap the study area. The demographic analysis was conducted by comparing the population characteristics of each Census block group in the project area to the Hillsborough and Pasco Counties community of comparison.

The ACS defines minority population percentage as “the percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word ‘alone’ in this case indicates that the person is of a single race, not multiracial.” The ACS defines percent low-income as the “percent of individuals whose ratio of household income to poverty level in the past 12 months was less than 2 (as a fraction of individuals for whom ratio was determined).” The poverty level is set by the U.S. Census Bureau each year. **Table 4** below highlights the demographic area summary for the study area and Hillsborough and Pasco Counties.

**Table 4: Study Area and Hillsborough and Pasco Counties Demographic Summary**

Demographic Variable	Study Area	Hillsborough County	Pasco County
Minority Population	41.89%	53.73%	29.62%
Low Income Population	6.05%	13.68%	11.82%
Limited English-Speaking Households	3.99%	6.45%	2.30%
Less than High School Education	2.47%	10.7%	9.29%
Under Age 5	4.07%	5.79%	4.93%
Population Over Age 65	13.66%	14.61%	22.17%

The project area has a majority minority population (41.89%), which is lower than Hillsborough County but above Pasco County minority population (53.73% and 29.62% respectively). The median household income for the U.S. Census Block Groups composing the study area is \$124,286 which is \$61,099 higher than the median household income for Hillsborough County and \$53,674 higher than the median household income for Pasco County. Also, the average percentage of Hillsborough County and Pasco County households reporting poverty between 2018-2022 is 13.68% and 11.82% respectively. The study area's population with less than a high school education (2.47%) is less than both Hillsborough and Pasco County's 10.7% and 9.29%, respectively. The study area is lower than the county-wide averages for Limited English Proficiency (LEP) population in Hillsborough County, however, it is higher than the LEP population in Pasco County (2.30%). The percent population age 65 and over within the study area is 13.66%, which is lower than both county averages.

Based upon review of the study area demographics and project effects, the preferred alternative is not anticipated to have disproportionate effects on minority, low-income, LEP, or elderly populations. The proposed improvement associated with the preferred alternative will improve access for all users creating easier connection for all users to community facilities.

- **Community Cohesion**

Community cohesion is when residents have a sense of belonging to their community. Community cohesion may also include the degree in which neighbors interact and cooperate with one another, the level of attachment felt between residents and institutions in the community, and/or a sense of common belonging, cultural similarity or "togetherness" experienced by the population. Therefore, construction of roadways through existing communities has the potential to reduce the level of community cohesion by restricting access and creating divisions between already connected neighborhoods.

Suncoast Parkway (SR 589) is also a part of FDOT SIS network, and an evacuation route identified by Florida Division of Emergency Management. The preferred alternative is expected to improve the Suncoast Parkway, therefore, increasing capacity along the Suncoast Parkway is not anticipated to result in any changes in population or in any new impacts to community division or creation of isolated areas.

Similarly, the proposed interchange improvements at Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road and SR 52 will modify existing interchanges that coincide with the development of the surrounding communities they serve. The proposed improvements associated with the preferred alternative will improve safety and multi-modal connectivity to the surrounding communities and improve access to the Suncoast Trail which runs adjacent to the project corridor from Lutz Lake Fern Road to the north beyond the project limits at SR 52.

- **Safety**

Suncoast Parkway plays an important role in the transportation network as it facilitates north-south movement within Hillsborough and Pasco Counties and along the west side of Central Florida. The corridor is a tolled facility owned and operated by the Enterprise. Suncoast Parkway is a designated hurricane evacuation route and part of Florida's SIS. Facilities on the SIS are classified as an evacuation route. Therefore, improvements to Suncoast Parkway will help to improve mobility and decrease evacuation times. Between 2018 and 2022, there was a total of 1,562 crashes within the project's area of influence. The operational capacity improvement and multi-modal improvement is also expected to reduce the number of crashes and provide a facility for all roadway users.

- **Community Goals/Quality of Life**

Hillsborough County Comprehensive Plan outlines the transportation goals for the county, which includes building and maintaining a transportation system that supports the needs of all users. The Pasco County Comprehensive Plan outlines their goal to develop an integrated, multimodal, transportation system that provides for the safe, efficient, and effective movement of people, goods and services within the county. The proposed improvements for this project were developed to meet the transportation goals of both counties along with the purpose and need of this project. An analysis of public comments received as part of this study's public outreach efforts was conducted to identify public concerns related to the initial proposed improvements. The proposed alternatives were refined to address concerns received during the public outreach period and from project stakeholders.

The preferred Build Alternative is anticipated to improve quality of life within the study area by reducing congestion and crashes, improving travel time reliability and emergency response times.

- **Special Community Designations**

The project corridor does not contain any special community designations. The project is not within any Community Redevelopment Areas.

## **B. Economic**

The Suncoast Parkway mainline is a critical component of the surface transportation system in West Central Florida. It promotes the movement of goods and people between airports, seaports, employment centers and residential areas throughout the region. The corridor also provides access to facilities of regional and statewide significance. Additionally, it is part of the Florida SIS.

The improvements associated with the preferred alternative are anticipated to enhance the economic conditions in the study area by improving operational

capacity, enhancing safety conditions, reducing traffic congestions and travel times. The improvements will also improve access to the Suncoast Trail from the local cross-streets. The proposed widening is expected to enhance economic conditions of the area by addressing deficient operational capacity of the roadway in the future condition to serve the mobility demands of the area, thereby accommodating increased growth and freight traffic spurred because of area growth.

- **Business and Employment**

Increasing capacity along the Suncoast Parkway is a critical component to accommodate the growth of economic opportunity within the surrounding area. Improving operational capacity will accommodate future travel demand projected from the area-wide population and employment growth. The preferred alternative will aid in the efficient movement of goods, people and services and thereby enhance the stated purpose of the SIS, which directly benefits the local and state economy. The proposed improvements are anticipated to enhance business and employment opportunities both locally and regionally.

- **Tax Base**

Additional right-of-way will be required to accommodate the proposed improvements. The preferred alternative will require partial acquisition of four (4) parcels which is anticipated to reduce their assessed value and lower the amount of tax these properties will generate.

- **Traffic Patterns**

The proposed improvements include the addition of a new interchange at Rangeland Boulevard. This new interchange is anticipated to divert some traffic away from the adjacent interchanges and help to reduce traffic within the study area of influence. The proposed interchange improvements will result in operational and safety improvement within study area.

- **Business Access**

Business access is anticipated to be preserved or enhanced with the development of the preferred alternative. The conceptual design preserves existing business access, including improvements on cross-streets intersecting the Suncoast Parkway.

- **Special Needs Patrons**

The proposed improvements are not anticipated to have any impact on special needs patrons of businesses in the project limits.

## C. Land Use Changes

- **Land Use – Urban Form**

The preferred alternative is not anticipated to affect the existing character or use of the surrounding area. The land use along the project corridor is primarily comprised of residential, recreational and agricultural land dispersed throughout. Based on generalized existing land use data (presented by zoning description), the 1,320-foot project buffer primarily consists of recreation (27.25%), residential (22.75%), agriculture (18.15%), public/semi-public (14.60%), vacant nonresidential (3.13%), and other (2.99%).

Smaller acreages/percentages of parcels include vacant residential (1.95%), acreage not zoned for agriculture (1.85%), retail/office (1.72%), parcels with no values (0.81%), industrial (0.59%) and institutional (0.46%).

- **Plan Consistency**

Widening Suncoast Parkway mainline from south of Van Dyke Road (MP 14) to north of SR 52 (MP 27) is included in the State Transportation Improvement Program (STIP) for the PD&E phase. However, no future phases are currently included in the STIP. Within the project limits, a segment of this project is included in the Hillsborough Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) for FY 2024 to FY 2029 as well as the Innovate Pasco 2050 Long Range Transportation Plan (LRTP) from Hillsborough County Line to Rangeland Boulevard.

- **Growth Trends and Issues (past and present)**

According to the Bureau of Economic and Business Research (BEBR) at the University of Florida, between 2015 and 2019 the project area experienced a population increase of 2.2% in Hillsborough County and 2% in Pasco County. According to the predictions, the population is estimated to increase from 1,444,900 (2019 population) to 2,027,400 (forecasted 2030 population) in Hillsborough County and 527,100 (2019 population) to 744,600 (forecasted 2030 population) in Pasco County.

- **Focal Points**

Several community focal points are in the study area and identified above in **Table 3**. Based on a preliminary evaluation, access to community focal points could temporarily be affected and/or modified because of construction. However, access will be maintained to all community facilities throughout construction. No other negative impacts to community focal points are expected.

- **Agricultural lands not protected under the FPPA**

There are no agricultural lands protected under the Farmland Protection Policy Act (FPPA).

## D. Mobility

The purpose of this project is to increase operational capacity to provide for future travel demand while improving safety, addressing roadway and enhancing travel conditions/operations throughout the study limits. Thus, mobility will be enhanced with the preferred alternative.

- **Mobility Choices**

The proposed concepts offer improved service to motorists with the increase in capacity along the Suncoast Parkway mainline. The preferred alternative also improves access to the Suncoast Trail from the cross-streets within the study limits. Existing bicycle and pedestrian facilities at interchange locations will also be improved. The interchange modification taking place at SR 54 is also anticipated to benefit transit users taking GoPasco.

- **Accessibility**

The proposed Suncoast Parkway widening and interchange improvements are not anticipated to significantly affect accessibility within the project limits. All the proposed improvements to existing interchanges will maintain existing bicycle and pedestrian connections under Suncoast Parkway to preserve access for non-driving population groups.

- **Connectivity**

The proposed interchange concepts are designed to improve connectivity to the Suncoast Parkway along with interchange modifications designed to offer better connections at existing interchanges at Van Dyke Road, Lutz Lake Fern Road, SR 54, Ridge Road and SR 52. In addition, the new interchange proposed at Rangeland Boulevard will provide new connections to the Suncoast Parkway, which will also improve the function of the adjacent existing interchanges. Overall, the preferred alternative will improve connections for all users and reduce travel time within the study area.

- **Traffic Circulation**

Traffic circulation is anticipated to be enhanced with the addition of more travel lanes along the Suncoast Parkway mainline, improvements to existing interchanges, and the addition of the new interchange at Rangeland Boulevard. The new interchange is anticipated to reduce congestion at the adjacent interchanges. The preferred alternative will also improve connections for all users and reduce travel time along the project corridor as users utilize this facility to connect to other major arterials and minor corridors.

- **Public Parking**

No impacts on public parking are anticipated with the proposed improvements.



## E. Aesthetic Effects

Aesthetics include consideration of community and environmental character, community values, sensitive areas, visual features, and overall compatibility of the project within the regional context.

- **Noise/Vibration**

Noise and vibration are expected to increase within the study area due to anticipated increase in traffic. There are some residential communities located within the study area, which are considered noise sensitive sites. A Noise Study is being performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise, and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook to determine noise impacts and potential need for noise barriers. Results from the noise analysis will be documented under a separate cover in the *Noise Study Report (NSR)*

Construction related noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. A reevaluation of the project corridor for additional noise sensitive sites particularly sensitive to construction noise and/or vibration will be performed during the final design phase to ensure that impacts to such sites are minimized.

During construction, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because of heavy construction equipment. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. Additionally, these construction noise impacts will only be temporary.

- **Viewshed**

Most of the project study area consists of recreational followed by residential. Views within the area are restricted by vegetation and/or other structures. The proposed improvements will be constructed at-grade and will incorporate enhancements to aesthetics including opportunities for landscaping. Alteration to the viewshed and aesthetics will be minimal.

During the design phase, the final aesthetic package will be determined and will be partially based on community input from public involvement efforts.

Construction may consist of visual disturbance to the local community in the form of construction equipment and dust from earthwork. To reduce construction related impacts, the design team will evaluate construction staging options that reduce the effects to local residences and businesses to the extent practical.

- **Compatibility**

Suncoast Parkway is an existing, limited-access transportation facility extending through West Central Florida. The study area is primarily recreational along with some developments. The proposed infrastructure improvements enhance the transportation corridor's function and are compatible with the existing facility's relationship to the surrounding community.

## F. Relocation Potential

Approximately 10.2 acres of right-of-way is anticipated to be needed with the proposed improvements associated with the preferred alternative. This will result in partial acquisition of four (4) parcels within the study area.

- **Residential**

There is no residential displacement associated with improvements anticipated with the preferred alternative.

- **Non-Residential**

There are no non-residential relocations anticipated to be required with the preferred alternative.

- **Public Facilities**

There are no public facilities relocations with the preferred alternative.

## IV. Recommendations and Commitments

### A. Recommendations for Resolving Issues

Various stakeholder and public meetings were held during the PD&E Study to solicit input on the project's potential effects and enhancements. In response to community feedback, the proposed Build Alternatives were refined to address community and stakeholders' concerns. Through this comprehensive engagement, the Enterprise will continue to work with key stakeholders to ensure that the social, economic, and transportation needs of the affected communities are thoroughly addressed.

Potential noise impacts were analyzed, and results will be documented in the *NSR* prepared under a separate cover. This report will be made available for public review prior to the Public Hearing. Analyses are being performed of the impacted locations to determine if noise abatement is potentially feasible and reasonable under FDOT policy.

Any community concerns related to visual impacts are recommended to be resolved through a landscaping plan that will be prepared during this project's design phase. The landscaping plan will include elements designed to screen

views of the elevated infrastructure elements associated with the proposed interchange improvements. Any noise barriers should also be designed to add to the corridor's aesthetic appeal.

## B. Project Commitments

*No Sociocultural commitments have been established at this time. This section will be updated as the project advances.*

# V. Environmental Justice, Civil Rights, and Related Issues

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

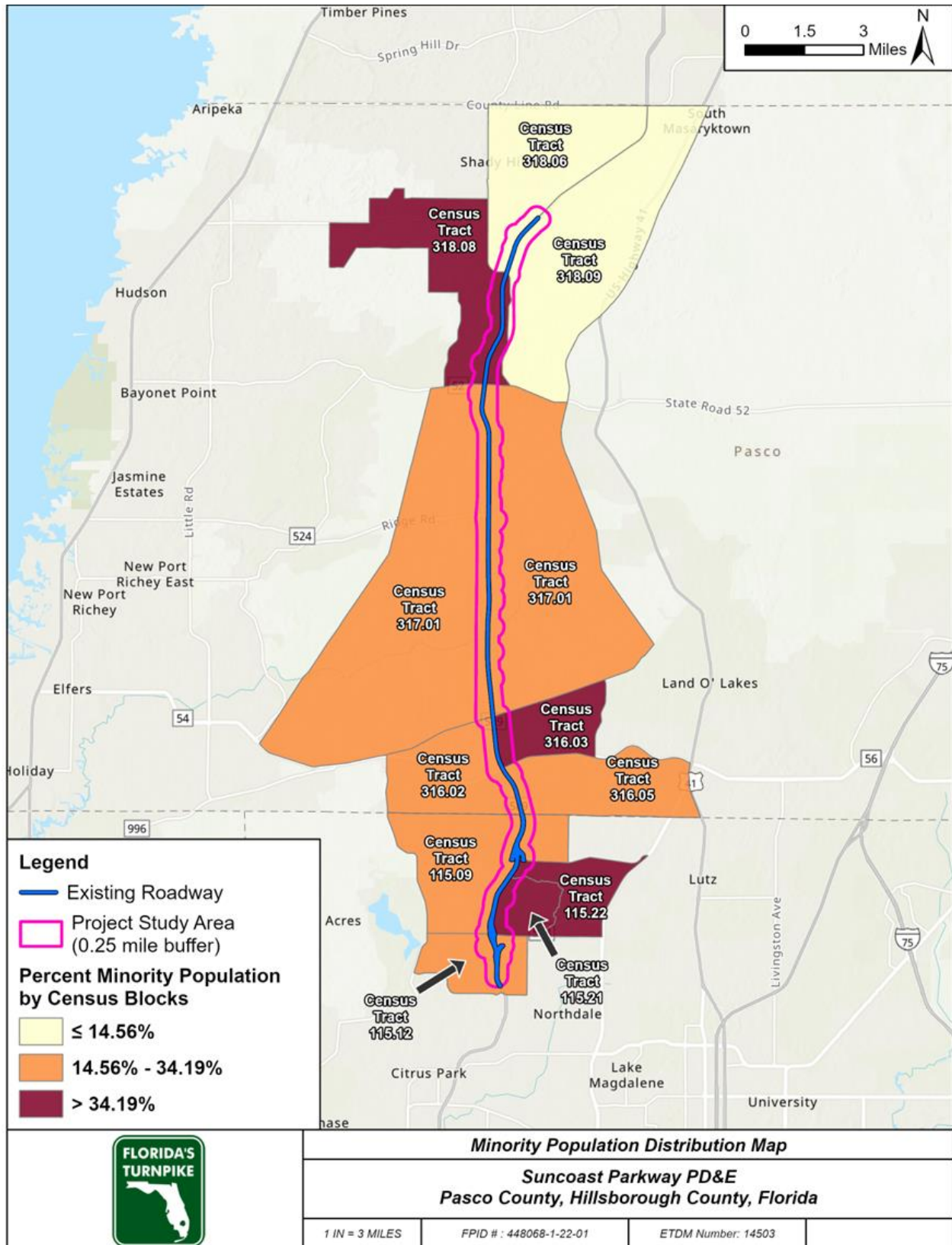
## A. Protected Populations in Study Area

The Council on Environmental Quality's (CEQ) Environmental Justice Guidance under NEPA states: "Minority populations should be identified where either: (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority percentage in the general population or other appropriate unit of geographic analysis" (CEQ, 1997).

A demographic analysis of the study area indicates that the minority population in the study area (41.89%) is below the 50% threshold. The study area's minority population is lower than the minority percentage in Hillsborough County (53.73%), however, the study area minority population is higher than the minority population in Pasco County (29.62%). The study area's low-income population (6.05%) does not exceed the 50% threshold and is also lower than the low-income percentage in Hillsborough County (13.68%) and Pasco County (11.82%). Based on this analysis, there are no protected populations identified within the study area.

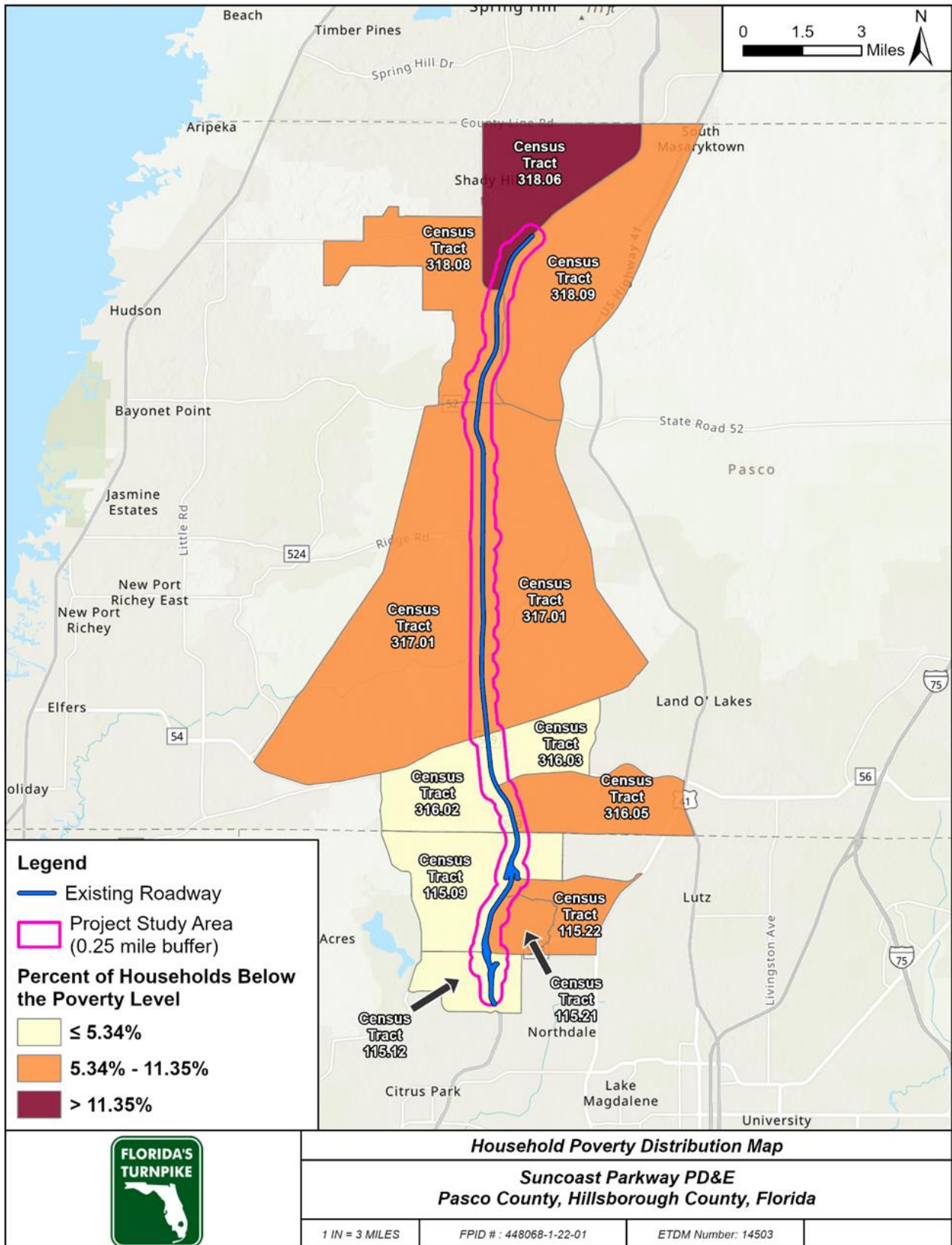
The demographics and percent low income by census block group of the study area's census tract groups are summarized in **Figure 7** and **Figure 8**.

**Figure 7: Percent Minority by Census Tract Group**





**Figure 8: Percent Low Income by Census Block Group**



## B. Coordination and Participation

Public outreach is important to the success of the project. To streamline public outreach efforts, a comprehensive *Public Involvement Plan (PIP)* was prepared for this project and is available under a separate cover. The PIP outlines the strategies used to address public outreach throughout the course of the PD&E Study. A project website was created for this PD&E Study to provide the public with project specific information, provide an opportunity for the public to make comments and sign up to be added to the project mailing list to receive updates on the project as it advances. Project newsletters were mailed out to all property owners within at least 300 feet of the project centerline in February 2024 to introduce the PD&E Study and in June 2024 to announce the first public meeting (Alternatives Public Information Meeting) for the study. In addition to these public outreach efforts, a Public Hearing will be conducted. A *Comments and Coordination Report* was prepared under a separate cover to provide a more detailed summary of each public meeting, document all stakeholder and agency meetings held and includes a summary of the comments received throughout the life of the study.

## C. Summary of Project Effects

The proposed improvements to the Suncoast Parkway would help reduce congestion, cars idling for long periods of time, travel times, and accidents, which is anticipated to improve the quality of life for residents and roadway users. However, project effects associated with the proposed improvements are also anticipated to include adverse effects such as increased traffic noise levels, viewshed impacts, and changes in traffic patterns associated with the addition of the new interchange.

### *Noise*

The proposed improvements are expected to increase traffic noise levels along the corridor and bring travel lanes closer to existing residences and the Suncoast Trail on both sides of the existing project corridor. Additionally, the new interchange is expected to bring traffic noise to neighborhoods near Suncoast Parkway at Rangeland Boulevard. The NSR prepared under a separate cover documents the anticipated noise impacts associated with the preferred alternative.

### *Aesthetic Effects*

The new interchange is expected to bring viewshed changes closer to neighborhoods near Suncoast Parkway at Rangeland Boulevard. Suncoast Parkway is already part of the viewshed at this interchange location, the viewshed impact associated with the new interchange is expected to be minor.

### *Traffic Pattern Effects*

The traffic on Rangeland Boulevard is anticipated to increase as the proposed new interchange pulls traffic from adjacent interchanges. These effects are not anticipated to be significant.

During the proposed construction, temporary disruptions to existing travel patterns are expected to occur. These impacts are temporary and are the same for all populations potentially utilizing the corridor.

#### *Relocation Effects*

The preferred alternative will not result in any relocations.

Based on the above discussion and analysis, the preferred alternative will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further Environmental Justice analysis is required.

### **D. Mitigation and Enhancement Actions**

A traffic noise analysis will be documented in a NSR which will be made available for public review prior to the Public Hearing. This section will be updated following completion of the NSR. That analysis will determine if future impacts warrant consideration of noise abatement as part of this project. Any noise walls identified as potentially feasible and reasonable under federal and state regulations will be further assessed during the Design phase. If they then meet FDOT criteria, noise barriers would be built during construction.

The proposed concepts include improvements to Rangeland Boulevard which will be designed to accommodate the traffic expected at this new interchange.

### **E. Findings Regarding Disproportionate Adverse Effects**

There are no adverse effects anticipated as part of this project.

## **Appendices**

### Data Sources

DRAFT



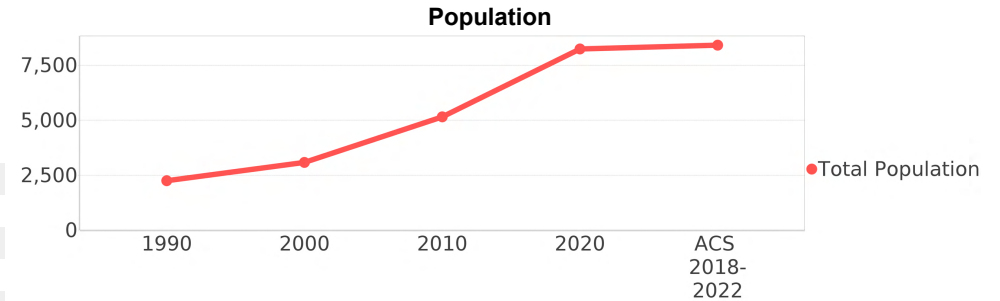
## ETDM #14503 - Alternative #1

**Buffer Distance:** 1320 feet (Quarter Mile)  
**Area:** 2 10.281 square miles  
**Jurisdiction - Cities:** 3 NA  
**Jurisdiction - Counties:** 3 Hillsborough, Pasco



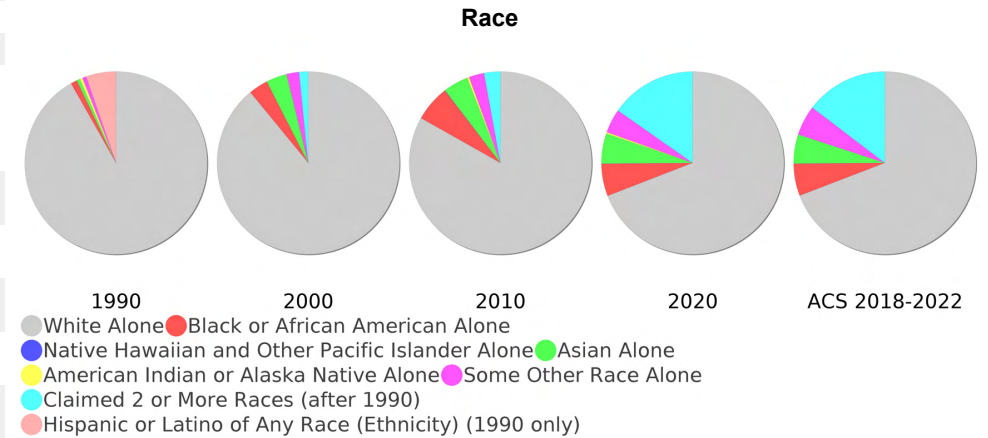
### General Population Trends

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Total Population	2,250	3,080	5,155	8,242	8,413
Total Households	909	1,222	1,952	3,275	3,260
Average Persons per Acre	0.44	0.78	1.76	2.04	2.30
Average Persons per Household	2.63	2.57	2.80	2.67	2.66
Average Persons per Family	3.03	3.05	2.87	3.14	3.11
Males	1,118	1,535	2,523	3,922	4,305
Females	1,132	1,544	2,632	4,319	4,108

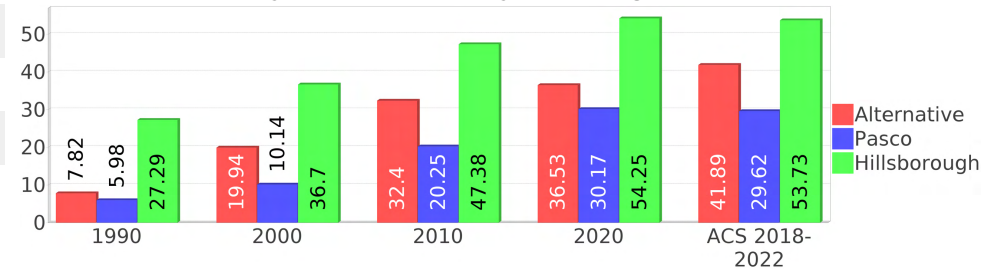


### Race and Ethnicity Trends <sup>5, 8, 9</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
White Alone	2,180 (96.89%)	2,738 (88.90%)	4,284 (83.10%)	5,695 (69.10%)	5,817 (69.14%)
Black or African American Alone	27 (1.20%)	106 (3.44%)	329 (6.38%)	471 (5.71%)	479 (5.69%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	3 (0.06%)	3 (0.04%)	3 (0.04%)
Asian Alone	14 (0.62%)	113 (3.67%)	230 (4.46%)	440 (5.34%)	432 (5.13%)
American Indian or Alaska Native Alone	11 (0.49%)	1 (0.03%)	18 (0.35%)	22 (0.27%)	0 (0.00%)
Some Other Race Alone	17 (0.76%)	67 (2.18%)	139 (2.70%)	350 (4.25%)	447 (5.31%)
Claimed 2 or More Races	NA (NA)	50 (1.62%)	149 (2.89%)	1,258 (15.26%)	1,232 (14.64%)
Hispanic or Latino of Any Race (Ethnicity)	126 (5.60%)	333 (10.81%)	1,015 (19.69%)	1,715 (20.81%)	2,295 (27.28%)
Not Hispanic or Latino (Ethnicity)	2,124 (94.40%)	2,747 (89.19%)	4,140 (80.31%)	6,527 (79.19%)	6,118 (72.72%)
Minority (Race and Ethnicity)	176 (7.82%)	614 (19.94%)	1,670 (32.40%)	3,011 (36.53%)	3,524 (41.89%)



### Minority (Race and Ethnicity) Percentage Population



## Age Trends <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Under Age 5	6.71%	6.88%	7.45%	4.54%	4.07%
Ages 5-17	16.40%	18.28%	19.88%	18.87%	19.55%
Ages 18-21	4.89%	3.64%	3.61%	4.31%	5.02%
Ages 22-29	14.53%	8.86%	9.31%	9.15%	9.96%
Ages 30-39	18.76%	16.72%	16.24%	13.02%	13.25%
Ages 40-49	13.82%	20.00%	17.69%	14.77%	14.29%
Ages 50-64	14.04%	16.66%	17.90%	20.61%	20.16%
Age 65 and Over	10.67%	8.77%	7.86%	14.71%	13.66%
-Ages 65-74	7.47%	4.94%	5.02%	9.45%	9.20%
-Ages 75-84	2.49%	3.38%	2.23%	4.10%	3.49%
-Age 85 and Over	0.67%	0.45%	0.58%	1.13%	0.95%
Median Age	NA	38	41	41	41

## Income Trends <sup>12, 13, 5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Median Household Income	\$27,309	\$41,221	\$90,764	\$83,301	\$124,286
Median Family Income	\$30,948	\$57,647	\$100,266	\$103,089	\$136,468
Population below Poverty Level	8.80%	4.45%	2.89%	4.56%	6.05%
Households below Poverty Level	9.79%	5.07%	4.35%	3.91%	6.50%
Households with Public Assistance Income	3.19%	1.64%	0.46%	1.98%	0.74%

## Disability Trends <sup>10</sup>

See the Data Sources section below for an explanation about the differences in disability data among the various years.

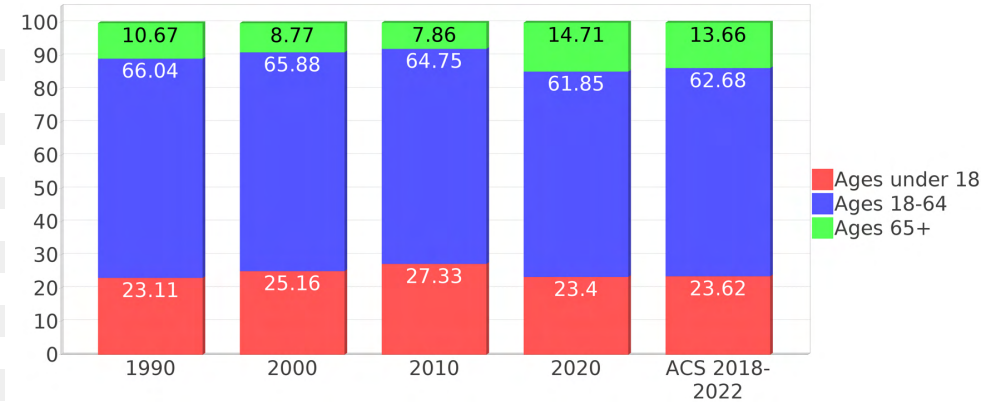
Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Population 16 To 64 Years with a disability	129 (7.43%)	335 (11.71%)	(NA)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	204 (4.65%)	234 (4.61%)

## Educational Attainment Trends <sup>11, 5</sup>

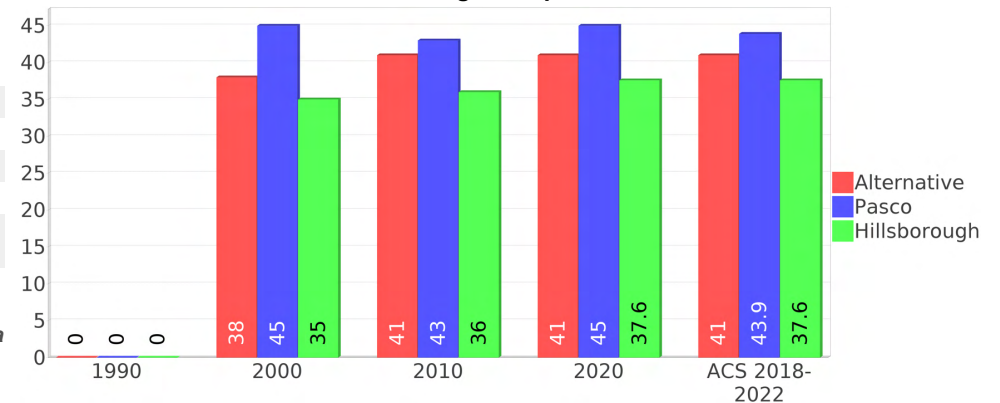
Age 25 and Over

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Less than 9th Grade	82 (5.44%)	25 (1.18%)	39 (1.28%)	56 (1.09%)	58 (1.01%)
9th to 12th Grade, No Diploma	244 (16.18%)	161 (7.63%)	54 (1.77%)	143 (2.79%)	84 (1.46%)
High School Graduate or Higher	1,182 (78.38%)	1,923 (91.14%)	2,960 (96.92%)	4,924 (96.10%)	5,625 (97.52%)
Bachelor's Degree or Higher	254 (16.84%)	743 (35.21%)	1,380 (45.19%)	2,334 (45.55%)	2,969 (51.47%)

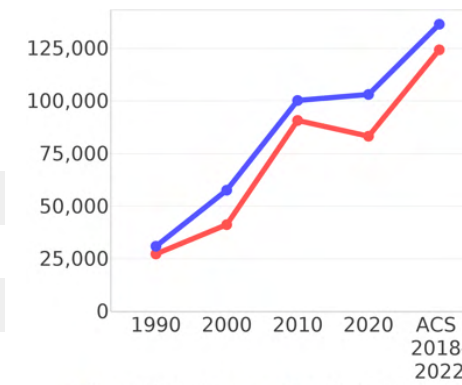
Percentage Population by Age Group



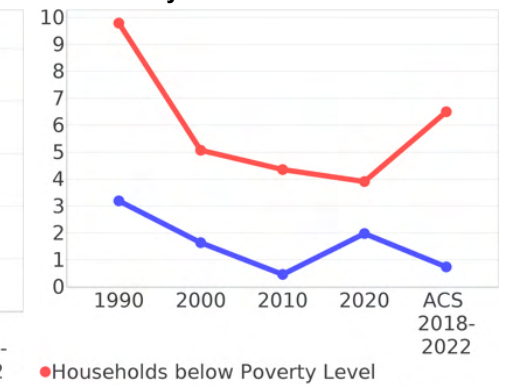
Median Age Comparison



Income Trends



Poverty and Public Assistance



## Language Trends <sup>5</sup>

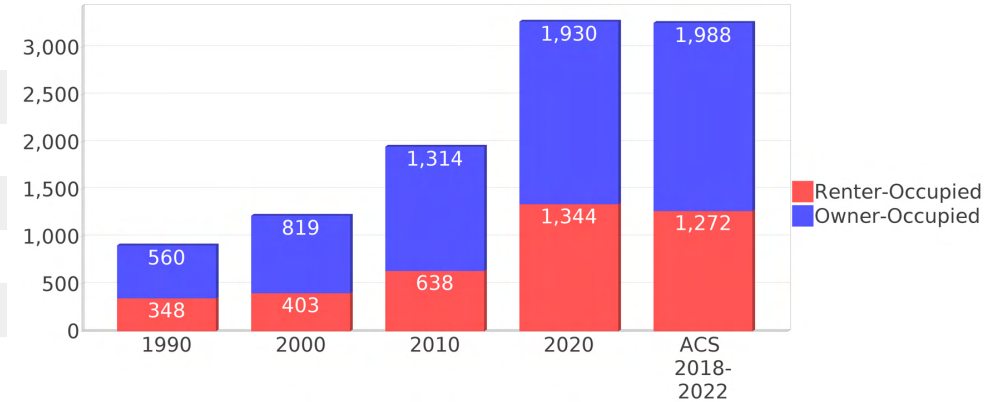
Age 5 and Over

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Speaks English Well	30 (1.44%)	69 (2.41%)	151 (3.50%)	274 (3.95%)	365 (4.52%)
Speaks English Not Well	NA (NA)	20 (0.70%)	54 (1.25%)	158 (2.28%)	239 (2.96%)
Speaks English Not at All	NA (NA)	1 (0.03%)	3 (0.07%)	66 (0.95%)	83 (1.03%)
Speaks English Not Well or Not at All	14 (0.67%)	NA (NA)	57 (1.32%)	224 (3.23%)	322 (3.99%)
Speaks English Less than Very Well	NA (NA)	90 (3.14%)	209 (4.85%)	499 (7.19%)	688 (8.53%)

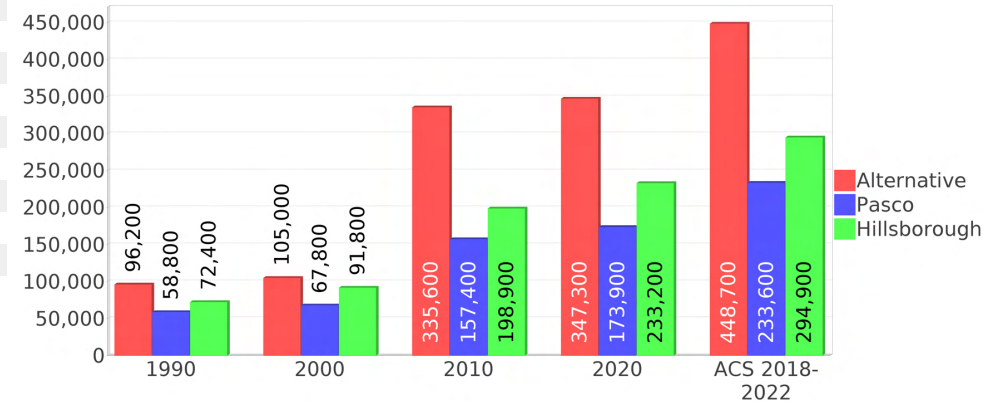
## Housing Trends <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Total	1,032	1,307	2,128	3,559	3,387
Units per Acre	0.16	0.31	0.46	0.74	0.71
Single-Family Units	449	796	1,473	1,789	2,098
Multi-Family Units	260	371	509	997	1,153
Mobile Home Units	193	138	45	155	135
Owner-Occupied Units	560	819	1,314	1,930	1,988
Renter-Occupied Units	348	403	638	1,344	1,272
Vacant Units	123	84	175	283	126
Median Housing Value	\$96,200	\$105,000	\$335,600	\$347,300	\$448,700
Occupied Housing Units w/No Vehicle	19 (2.09%)	42 (3.43%)	29 (1.48%)	13 (0.40%)	64 (1.96%)

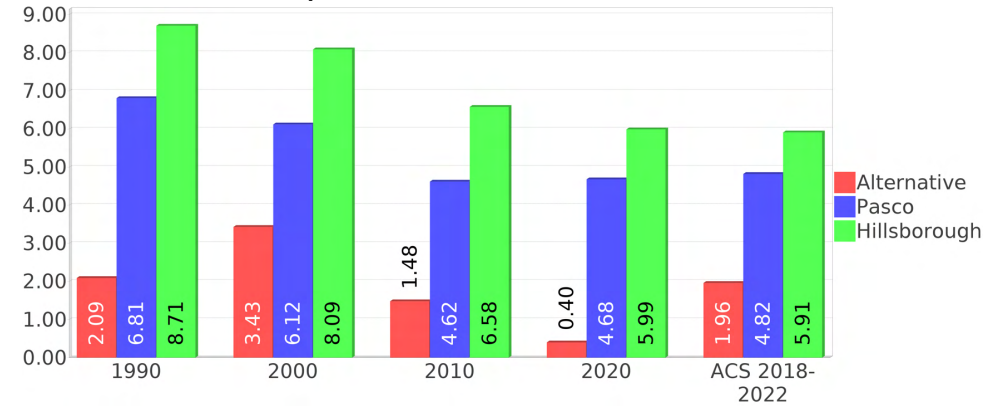
## Housing Tenure



## Median Housing Value Comparison



## Occupied Units With No Vehicles Available





## Geographic Mobility

Description	2020 <sup>1</sup>	ACS 2018-2022
Median year householder moved into unit - Total	2012	2014
Median year householder moved into unit - Owner Occupied	2008	2012
Median year householder moved into unit - Renter Occupied	2013	2019
Abroad 1 year ago	39	122
Different house in United States 1 year ago	1,265	1,192
Same house 1 year ago	5,942	7,048
Geographical Mobility in the Past Year - Total	7,247	8,362

## Computers and Internet

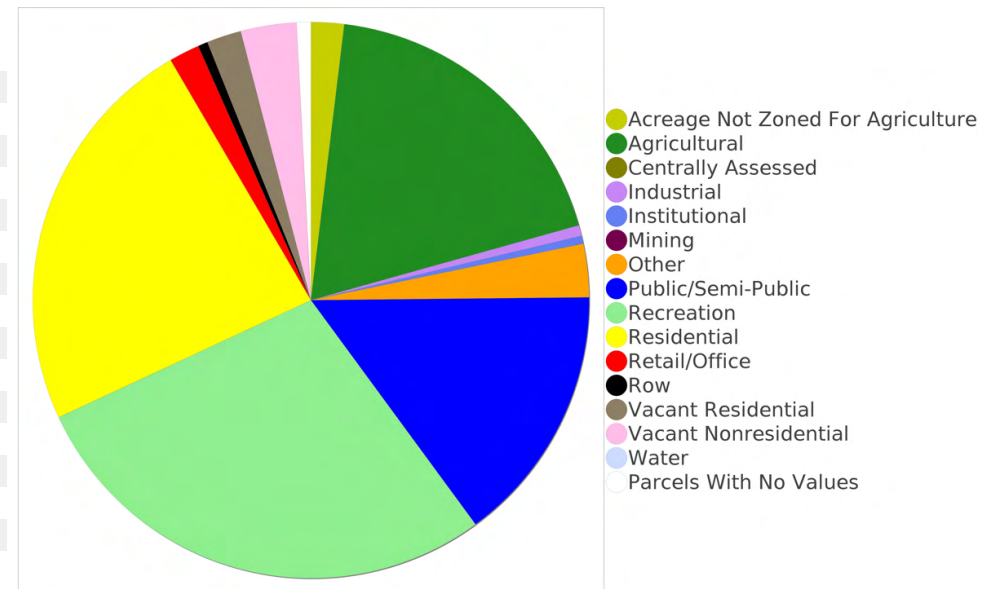
Description	2020 <sup>1</sup>	ACS 2018-2022
Total Households Types of Computers in HH	2,804	3,260
Households with 1 or more device	2,733	3,174
Households with no computer	71	85
Total Households Presence and Types of Internet Subscriptions	2,804	3,260
Households with an internet subscription	2,563	3,096
Households with internet access without a subscription	63	40
Households with no internet access	177	123

## Household Languages

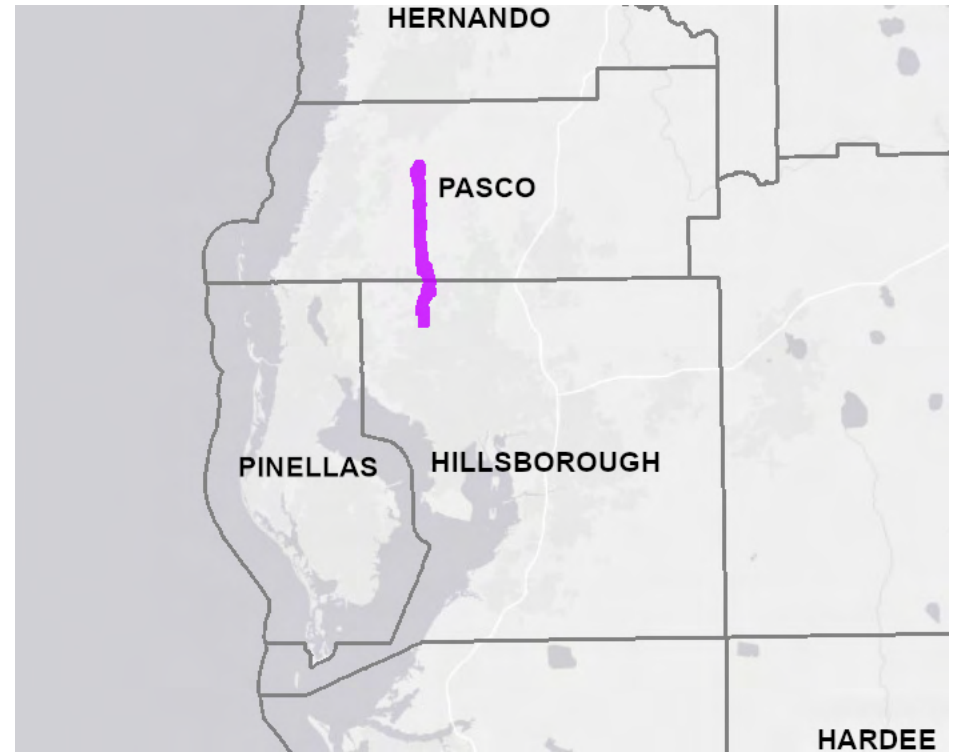
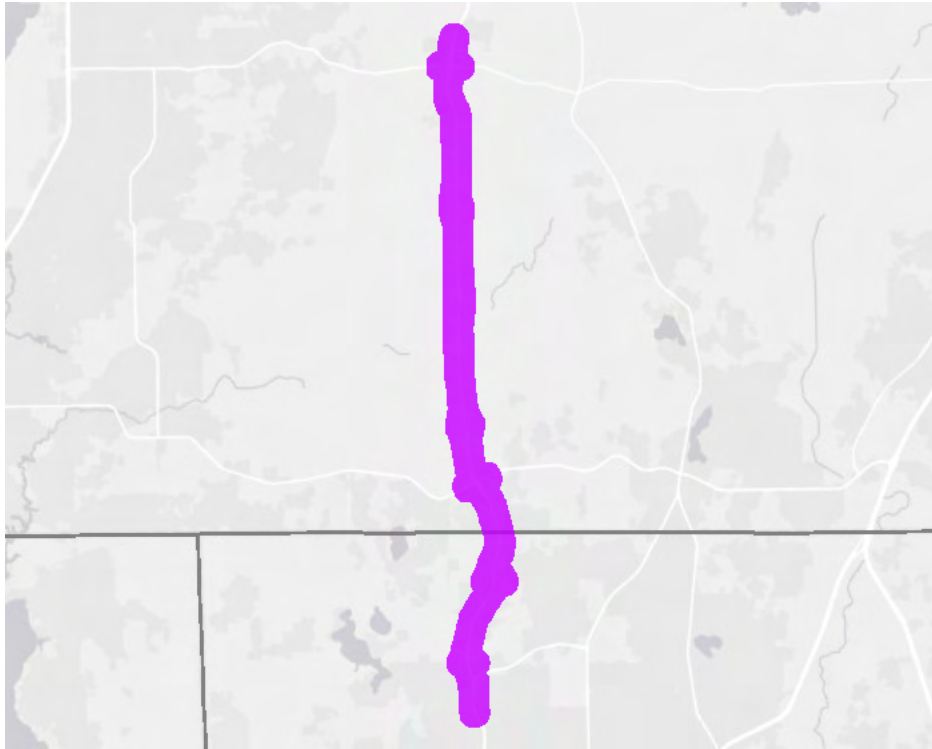
Description	2020 <sup>1</sup>	ACS 2018-2022
Total Households by Household Language	2,804	3,260
Household Not Limited English Speaking Status	2,719	3,136
Spanish: Limited English speaking household	41	73
Indo-European languages: Limited English speaking household	1	8
Asian and Pacific Island languages: Limited English speaking household	42	41
Other languages: Limited English speaking household	0	0

## Existing Land Use <sup>15, 56</sup>

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	122	1.85%
Agricultural	1,194	18.15%
Centrally Assessed	0	0.00%
Industrial	39	0.59%
Institutional	30	0.46%
Mining	0	0.00%
Other	197	2.99%
Public/Semi-Public	961	14.60%
Recreation	1,793	27.25%
Residential	1,497	22.75%
Retail/Office	113	1.72%
Row	36	0.55%
Vacant Residential	128	1.95%
Vacant Nonresidential	206	3.13%
Water	0	0.00%
Parcels With No Values	53	0.81%



## Location Maps



## Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

### Community and Fraternal Centers

Facility Name	Address	Zip Code
BOY SCOUTS OF AMERICA - CUB SCOUT PACK 9	5503 LUTZ LAKE FERN RD	33558
BOY SCOUTS OF AMERICA - CUB SCOUT PACK 9	5503 LUTZ LAKE FERN RD	33558

### Fire Department and Rescue Station Facilities

Facility Name	Address	Zip Code
VAN DYKE FIRE DEPARTMENT STATION 34	6415 VAN DYKE RD	33558
VAN DYKE FIRE DEPARTMENT STATION 34	6415 VAN DYKE RD	33558

### Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
SUNCOAST PASCO TRAILHEAD	16155 STATE ROAD 54	34638
SUNCOAST TRAIL - LUTZ TRAILHEAD	6007 W LUTZ LAKE FERN RD	33556
SUNCOAST PASCO TRAILHEAD	16155 STATE ROAD 54	34638
SUNCOAST TRAIL - LUTZ TRAILHEAD	6007 W LUTZ LAKE FERN RD	33556

### Public Schools

Facility Name	Address	Zip Code
RASMUSSEN COLLEGE-NEW PORT RICHEY	16418 STATE ROAD 54	33556
STEINBRENNER HIGH SCHOOL	5575 W LUTZ LAKE FERN RD	33558
MARTINEZ MIDDLE SCHOOL	5601 W LUTZ LAKE FERN RD	33558
RASMUSSEN COLLEGE-NEW PORT RICHEY	16418 STATE ROAD 54	33556
STEINBRENNER HIGH SCHOOL	5575 W LUTZ LAKE FERN RD	33558
MCKITRICK ELEMENTARY SCHOOL	5503 W LUTZ LAKE FERN RD	33558

### Group Care Facilities

Facility Name	Address	Zip Code
MAGNOLIA MANOR	17420 OLD TABACCO ROAD	33558
CHRISTIAN CROSSINGS ACADEMY	1840 CROSSINGS BOULEVARD	33556



## Block Groups

The following Census Block Groups were used to calculate demographics for this report.

### 1990 Census Block Groups

120570115022, 121010318003, 121010316002, 121010317011, 120570115023, 120570115021, 120570115022, 121010318003, 121010316002, 121010317011, 120570115023, 120570115021

### 2000 Census Block Groups

120570115121, 120570115091, 121010316001, 121010316003, 121010317011, 120570115111, 121010316002, 121010318023, 120570115092, 120570115121, 120570115091, 121010316001, 121010316003, 121010317011, 120570115111, 121010316002, 121010318023, 120570115092

### 2010 Census Block Groups

121010317011, 120570115092, 120570115221, 120570115093, 121010316031, 120570115122, 120570115123, 120570115211, 121010316051, 120570115094, 121010316023, 120570115212, 121010318082, 121010317011, 120570115092, 120570115221, 120570115093, 121010316031, 120570115122, 120570115123, 120570115211, 121010316051, 120570115094, 120570115121, 121010316023, 120570115212, 121010318082

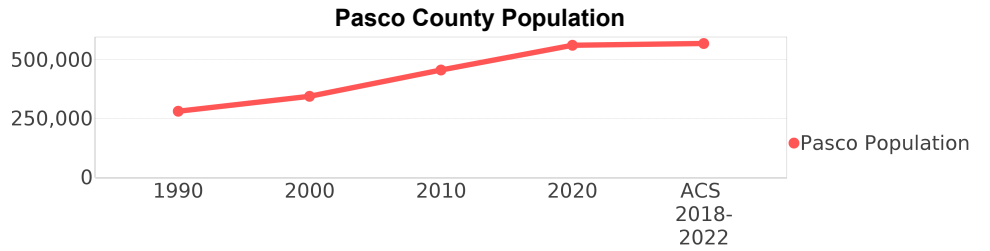
### Census Block Groups

120570115091, 121010318082, 120570115211, 120570115212, 121010316033, 120570115122, 121010316023, 121010316051, 121010317011, 120570115094, 121010316022, 120570115092, 120570115093, 120570115123, 120570115221, 120570115091, 120570115213, 121010318082, 120570115211, 120570115212, 121010316033, 120570115122, 121010316023, 121010316051, 121010317011, 120570115121, 120570115094, 121010316022, 120570115092, 120570115093, 120570115123, 120570115221

# Pasco County Demographic Profile

## General Population Trends - Pasco <sup>5</sup>

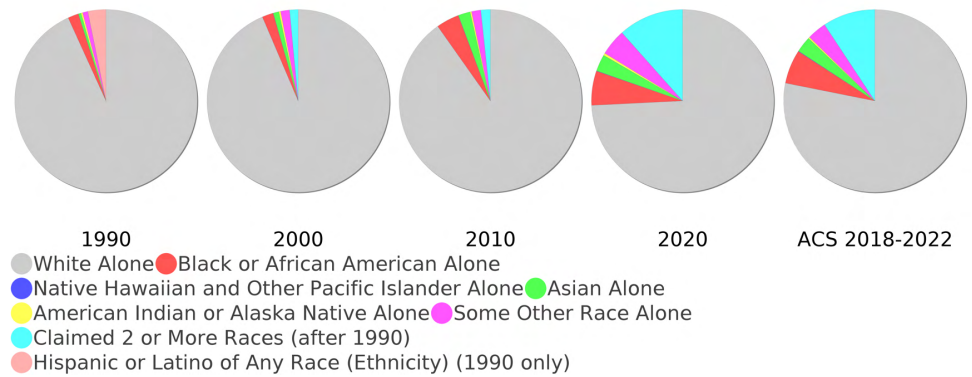
Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Total Population	281,131	344,765	456,514	561,891	569,211
Total Households	121,674	147,566	184,813	225,214	223,385
Average Persons per Acre	0.575	0.704	0.933	1.15	1.19
Average Persons per Household	2.311	2.298	2.00	2.46	2.51
Average Persons per Family	2.722	2.831	3.037	3.19	3.18
Males	133,220	165,332	221,933	271,660	278,905
Females	147,911	179,433	234,581	290,231	290,306



## Race and Ethnicity Trends - Pasco <sup>5, 8, 9</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
White Alone	270,658 (96.27%)	322,607 (93.57%)	411,709 (90.19%)	417,086 (74.23%)	444,803 (78.14%)
Black or African American Alone	5,457 (1.94%)	6,770 (1.96%)	18,549 (4.06%)	34,004 (6.05%)	34,035 (5.98%)
Native Hawaiian and Other Pacific Islander Alone	51 (0.02%)	100 (0.03%)	158 (0.03%)	391 (0.07%)	362 (0.06%)
Asian Alone	1,429 (0.51%)	3,489 (1.01%)	9,749 (2.14%)	16,775 (2.99%)	16,234 (2.85%)
American Indian or Alaska Native Alone	784 (0.28%)	1,051 (0.30%)	1,187 (0.26%)	2,205 (0.39%)	1,407 (0.25%)
Some Other Race Alone	2,752 (0.98%)	5,468 (1.59%)	7,406 (1.62%)	26,351 (4.69%)	19,389 (3.41%)
Claimed 2 or More Races	(NA)	5,280 (1.53%)	7,756 (1.70%)	65,079 (11.58%)	52,981 (9.31%)
Hispanic or Latino of Any Race (Ethnicity)	9,309 (3.31%)	19,555 (5.67%)	49,360 (10.81%)	93,157 (16.58%)	99,192 (17.43%)
Not Hispanic or Latino (Ethnicity)	271,822 (96.69%)	325,210 (94.33%)	407,154 (89.19%)	468,734 (83.42%)	470,019 (82.57%)
Minority (Race and Ethnicity)	16,823 (5.98%)	34,956 (10.14%)	92,458 (20.25%)	169,516 (30.17%)	168,590 (29.62%)

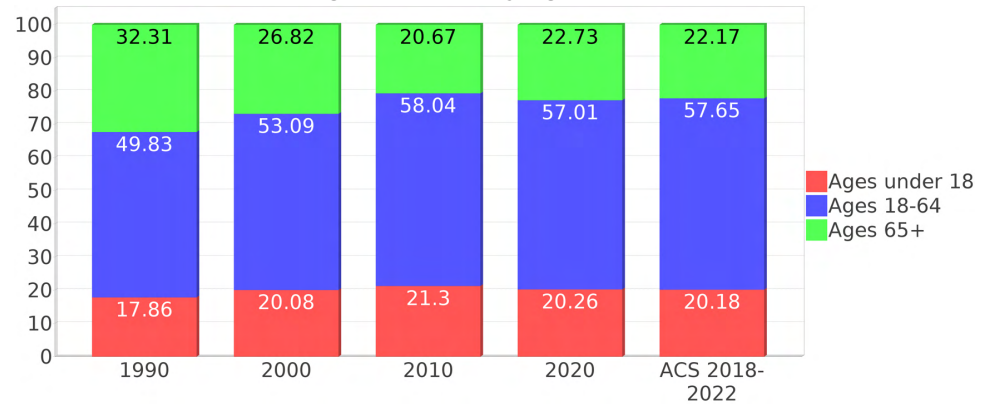
## Pasco County Race



## Age Trends - Pasco <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Under Age 5	5.16%	5.19%	5.62%	4.76%	4.93%
Ages 5-17	12.70%	14.90%	15.67%	15.50%	15.25%
Ages 18-21	3.87%	3.58%	4.27%	4.49%	4.31%
Ages 22-29	8.55%	6.86%	7.81%	7.74%	8.47%
Ages 30-39	11.69%	12.85%	11.83%	11.54%	12.43%
Ages 40-49	9.86%	12.92%	14.65%	12.36%	12.40%
Ages 50-64	15.86%	16.88%	19.47%	20.88%	20.04%
Age 65 and Over	32.31%	26.82%	20.67%	22.73%	22.17%
-Ages 65-74	18.95%	13.02%	10.64%	13.03%	12.10%
-Ages 75-84	11.02%	10.72%	7.36%	7.32%	7.54%
-Age 85 and Over	2.34%	3.09%	2.67%	2.38%	2.52%
Median Age	NA	45	43	45	43.9

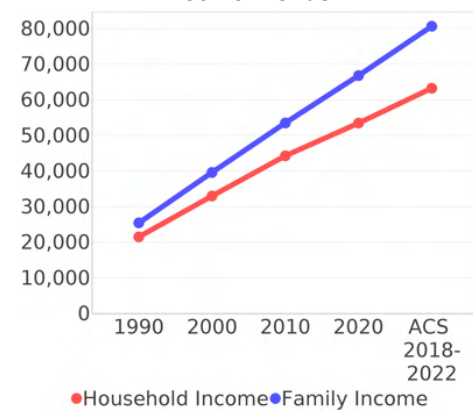
Percentage Population by Age Group - Pasco



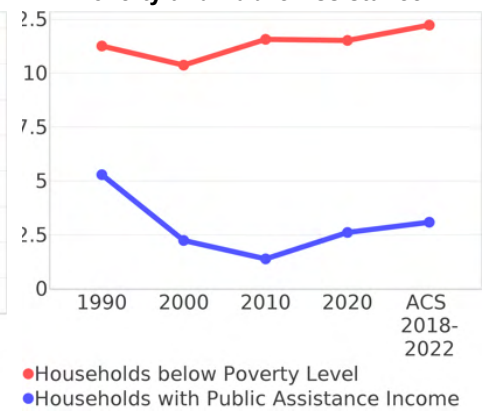
## Income Trends - Pasco <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Median Household Income	\$21,480	\$32,969	\$44,228	\$53,431	\$63,187
Median Family Income	\$25,435	\$39,568	\$53,457	\$66,750	\$80,612
Population below Poverty Level	11.59%	10.67%	12.28%	12.25%	11.82%
Households below Poverty Level	11.26%	10.37%	11.57%	11.52%	12.23%
Households with Public Assistance Income	5.29%	2.24%	1.39%	2.61%	3.09%

Income Trends



Poverty and Public Assistance



## Disability Trends - Pasco <sup>10</sup>

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Population 16 To 64 Years with a disability	18,025 (7.75%)	48,652 (15.06%)	NA (NA)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	39,097 (13.30%)	41,889 (13.41%)

## Educational Attainment Trends - Pasco <sup>11, 5</sup>

Age 25 and Over

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Less than 9th Grade	22,484 (10.58%)	15,195 (5.95%)	12,990 (3.96%)	11,897 (3.03%)	11,997 (2.91%)
9th to 12th Grade, No Diploma	47,974 (22.56%)	42,102 (16.48%)	32,648 (9.96%)	27,747 (7.07%)	26,285 (6.38%)
High School Graduate or Higher	142,154 (66.86%)	198,175 (77.57%)	282,048 (86.07%)	352,776 (89.90%)	373,671 (90.71%)
Bachelor's Degree or Higher	19,248 (9.05%)	33,548 (13.13%)	65,463 (19.98%)	96,665 (24.63%)	111,695 (27.11%)



## Language Trends - Pasco <sup>5</sup>

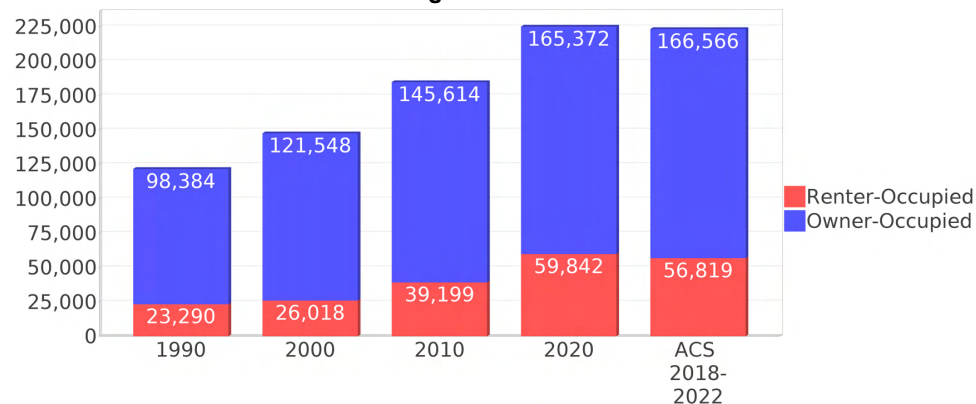
Age 5 and Over

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Speaks English Well	4,548 (1.71%)	6,654 (2.04%)	10,398 (2.41%)	12,819 (2.50%)	16,495 (3.05%)
Speaks English Not Well	NA (NA)	3,903 (1.19%)	6,737 (1.56%)	6,593 (1.29%)	8,607 (1.59%)
Speaks English Not at All	NA (NA)	1,090 (0.33%)	2,403 (0.56%)	3,375 (0.66%)	3,844 (0.71%)
Speaks English Not Well or Not at All	2,384 (0.89%)	4,993 (1.53%)	9,140 (2.12%)	9,968 (1.95%)	12,451 (2.30%)
Speaks English Less than Very Well	NA (NA)	11,647 (3.56%)	19,538 (4.53%)	22,787 (4.45%)	28,946 (5.35%)

## Housing Trends - Pasco <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Total	148,965	173,717	224,432	256,783	259,083
Units per Acre	0.304	0.355	0.458	0.52	0.54
Single-Family Units	78,855	109,251	152,353	170,031	179,330
Multi-Family Units	13,177	18,561	24,383	30,304	32,374
Mobile Home Units	28,895	43,700	46,784	46,112	46,661
Owner-Occupied Units	98,384	121,548	145,614	165,372	166,566
Renter-Occupied Units	23,290	26,018	39,199	59,842	56,819
Vacant Units	27,291	26,151	39,619	31,569	35,698
Median Housing Value	\$58,800	\$67,800	\$157,400	\$173,900	\$233,600
Occupied Housing Units w/No Vehicle	8,291 (6.81%)	9,037 (6.12%)	8,545 (4.62%)	10,548 (4.68%)	10,769 (4.82%)
Median year householder moved into unit - Total	NA	NA	NA	2012	2013
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2009	2012
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016	2018
Abroad 1 year ago	NA	NA	NA	2,633	3,068
Different house in United States 1 year ago	NA	NA	NA	72,647	70,551
Same house 1 year ago	NA	NA	NA	459,360	490,804
Geographical Mobility in the Past Year - Total	NA	NA	NA	534,640	564,423

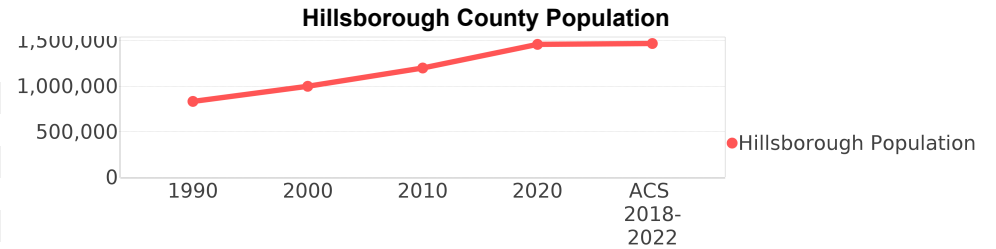
## Housing Tenure - Pasco



# Hillsborough County Demographic Profile

## General Population Trends - Hillsborough <sup>5</sup>

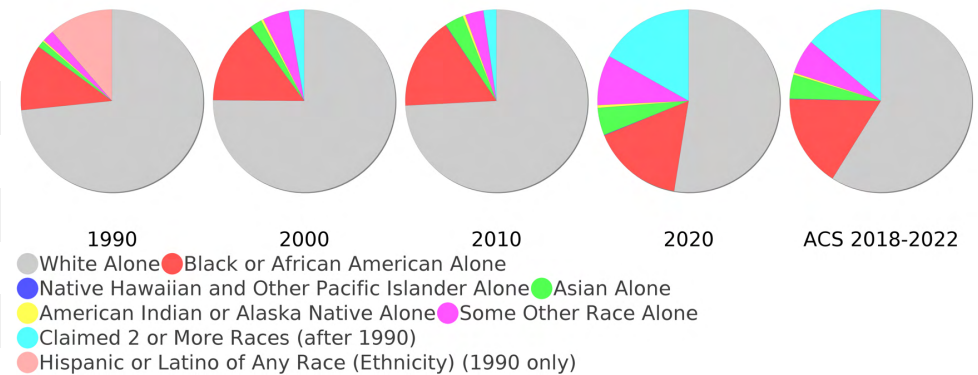
Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Total Population	834,054	998,948	1,200,236	1,459,762	1,468,560
Total Households	324,872	391,357	462,447	559,949	559,970
Average Persons per Acre	1.216	1.458	1.751	2.13	2.25
Average Persons per Household	2.567	2.508	3.00	2.55	2.58
Average Persons per Family	3.106	3.156	3.262	3.41	3.31
Males	406,217	488,596	585,512	709,942	724,235
Females	427,837	510,352	614,724	749,820	744,325



## Race and Ethnicity Trends - Hillsborough <sup>5, 8, 9</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
White Alone	690,352 (82.77%)	750,497 (75.13%)	890,392 (74.18%)	767,348 (52.57%)	864,562 (58.87%)
Black or African American Alone	110,283 (13.22%)	147,966 (14.81%)	196,352 (16.36%)	237,434 (16.27%)	241,312 (16.43%)
Native Hawaiian and Other Pacific Islander Alone	286 (0.03%)	540 (0.05%)	773 (0.06%)	1,149 (0.08%)	1,262 (0.09%)
Asian Alone	11,093 (1.33%)	21,571 (2.16%)	40,285 (3.36%)	71,080 (4.87%)	62,784 (4.28%)
American Indian or Alaska Native Alone	2,454 (0.29%)	4,175 (0.42%)	5,523 (0.46%)	7,229 (0.50%)	4,946 (0.34%)
Some Other Race Alone	19,586 (2.35%)	46,587 (4.66%)	39,276 (3.27%)	129,490 (8.87%)	90,067 (6.13%)
Claimed 2 or More Races	(NA)	27,612 (2.76%)	27,635 (2.30%)	246,032 (16.85%)	203,627 (13.87%)
Hispanic or Latino of Any Race (Ethnicity)	106,908 (12.82%)	179,637 (17.98%)	286,394 (23.86%)	427,381 (29.28%)	439,450 (29.92%)
Not Hispanic or Latino (Ethnicity)	727,146 (87.18%)	819,311 (82.02%)	913,842 (76.14%)	1,032,381 (70.72%)	1,029,110 (70.08%)
Minority (Race and Ethnicity)	227,588 (27.29%)	366,644 (36.70%)	568,661 (47.38%)	791,971 (54.25%)	789,103 (53.73%)

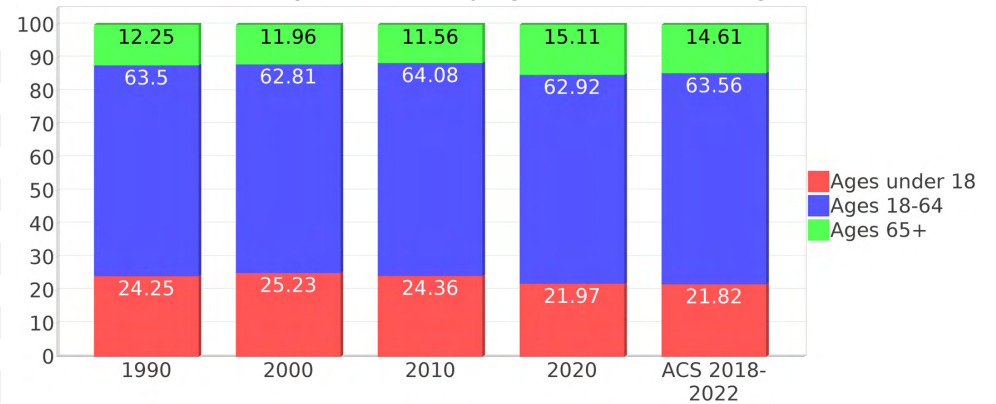
## Hillsborough County Race



## Age Trends - Hillsborough <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Under Age 5	7.30%	6.77%	6.70%	5.51%	5.79%
Ages 5-17	16.95%	18.46%	17.66%	16.46%	16.03%
Ages 18-21	5.96%	5.33%	5.91%	5.82%	5.52%
Ages 22-29	14.20%	11.31%	11.83%	11.25%	11.25%
Ages 30-39	17.39%	16.38%	13.93%	14.23%	14.84%
Ages 40-49	12.95%	15.22%	15.18%	12.93%	13.34%
Ages 50-64	13.00%	14.57%	17.23%	18.68%	18.61%
Age 65 and Over	12.25%	11.96%	11.56%	15.11%	14.61%
-Ages 65-74	7.41%	6.46%	6.21%	9.02%	8.72%
-Ages 75-84	3.83%	4.20%	3.87%	4.45%	4.23%
-Age 85 and Over	1.00%	1.29%	1.48%	1.65%	1.66%
Median Age	NA	35	36	37.6	37.6

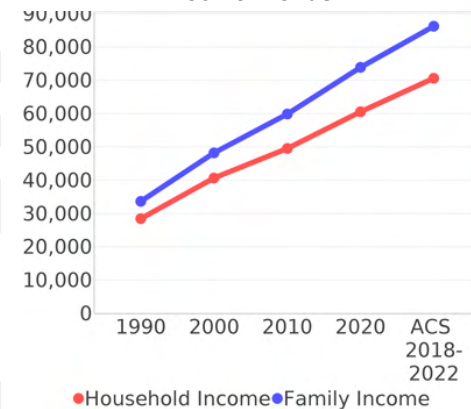
Percentage Population by Age Group - Hillsborough



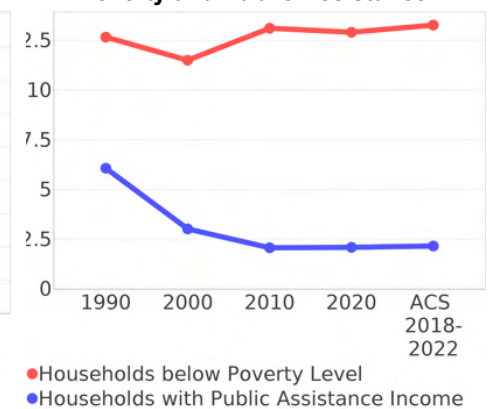
## Income Trends - Hillsborough <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Median Household Income	\$28,477	\$40,663	\$49,536	\$60,566	\$70,612
Median Family Income	\$33,645	\$48,223	\$59,886	\$73,907	\$86,250
Population below Poverty Level	13.29%	12.51%	14.17%	13.99%	13.68%
Households below Poverty Level	12.66%	11.50%	13.11%	12.91%	13.27%
Households with Public Assistance Income	6.07%	3.01%	2.06%	2.09%	2.15%

Income Trends



Poverty and Public Assistance



## Disability Trends - Hillsborough <sup>10</sup>

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Population 16 To 64 Years with a disability	48,345 (7.57%)	136,465 (14.85%)	NA (NA)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	84,236 (9.58%)	84,477 (9.54%)

## Educational Attainment Trends - Hillsborough <sup>11, 5</sup>

Age 25 and Over

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Less than 9th Grade	48,247 (8.85%)	41,209 (6.30%)	41,965 (5.35%)	46,840 (4.69%)	46,521 (4.61%)
9th to 12th Grade, No Diploma	84,751 (15.55%)	84,574 (12.93%)	69,127 (8.82%)	64,101 (6.42%)	61,477 (6.09%)
High School Graduate or Higher	412,022 (75.60%)	528,058 (80.76%)	672,988 (85.83%)	887,397 (88.89%)	901,937 (89.31%)
Bachelor's Degree or Higher	110,070 (20.20%)	164,109 (25.10%)	226,113 (28.84%)	344,058 (34.46%)	366,052 (36.25%)



## Language Trends - Hillsborough <sup>5</sup>

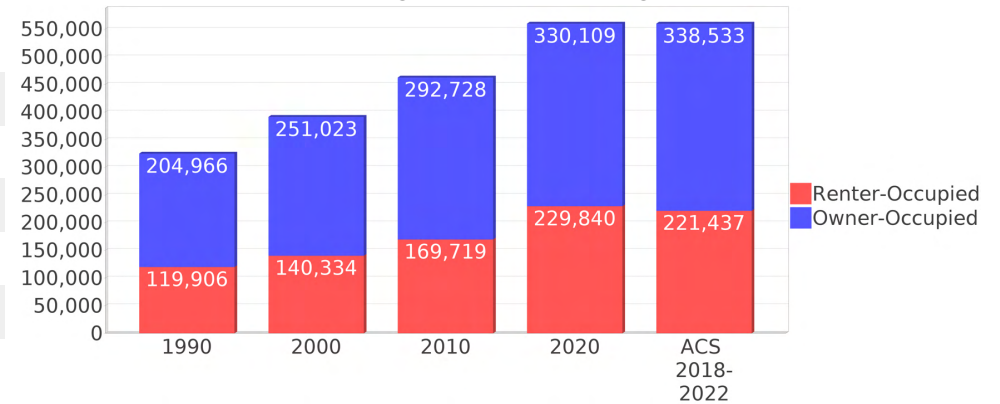
Age 5 and Over

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Speaks English Well	23,611 (3.05%)	39,227 (4.21%)	54,355 (4.85%)	69,453 (5.10%)	73,068 (5.28%)
Speaks English Not Well	NA (NA)	28,250 (3.03%)	39,803 (3.55%)	53,024 (3.89%)	54,637 (3.95%)
Speaks English Not at All	NA (NA)	13,819 (1.48%)	19,950 (1.78%)	31,823 (2.34%)	34,634 (2.50%)
Speaks English Not Well or Not at All	20,956 (2.71%)	42,069 (4.52%)	59,753 (5.34%)	84,847 (6.23%)	89,271 (6.45%)
Speaks English Less than Very Well	NA (NA)	81,296 (8.73%)	114,108 (10.19%)	154,300 (11.32%)	162,339 (11.73%)

## Housing Trends - Hillsborough <sup>5</sup>

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018-2022
Total	367,740	425,962	526,016	602,886	606,334
Units per Acre	0.536	0.622	0.768	0.88	0.93
Single-Family Units	200,373	260,157	330,155	377,434	389,786
Multi-Family Units	87,418	122,837	153,087	172,497	175,568
Mobile Home Units	34,499	42,063	42,158	39,631	39,670
Owner-Occupied Units	204,966	251,023	292,728	330,109	338,533
Renter-Occupied Units	119,906	140,334	169,719	229,840	221,437
Vacant Units	42,868	34,605	63,569	42,937	46,364
Median Housing Value	\$72,400	\$91,800	\$198,900	\$233,200	\$294,900
Occupied Housing Units w/No Vehicle	28,289 (8.71%)	31,680 (8.09%)	30,440 (6.58%)	33,535 (5.99%)	33,085 (5.91%)
Median year householder moved into unit - Total	NA	NA	NA	2013	2014
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2009	2011
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016	2018
Abroad 1 year ago	NA	NA	NA	16,717	17,066
Different house in United States 1 year ago	NA	NA	NA	240,333	235,097
Same house 1 year ago	NA	NA	NA	1,177,447	1,200,947
Geographical Mobility in the Past Year - Total	NA	NA	NA	1,434,497	1,453,110

## Housing Tenure - Hillsborough



## Data Sources

### ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

### Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

### Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

### Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

### Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and . The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS). For more information about using demographic data, please see the training videos located here: <https://www.fdot.gov/environment/pubs/sce/sce1.shtm>.

### About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)  
Remove the portion of the block group that lies outside of the analysis area  
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: [https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS\\_keyfacts.pdf](https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf)) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(8) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html>)

(9) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula:  $MINORITY = TOTALPOP - WHITE\_NH$  where TOTALPOP is the Total Population and WHITE\_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this:  $MINORITY = B01003\_E001 - B03002\_E003$ . (Note, the WHITE\_NH population is not reported separately in this report.)

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

(13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

(14) Age trends. The median age for 1990 is not available.

## Land Use Data

(15) The Land Use information indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

## Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

# County Data Sources

## ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

## About the Census Data

(34) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in six households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: [https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS\\_keyfacts.pdf](https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf)) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(35) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html>)

(36) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula:  $MINORITY = TOTALPOP - WHITE\_NH$  where TOTALPOP is the Total Population and WHITE\_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this:  $MINORITY = B01003\_E001 - B03002\_E003$ . (Note, the WHITE\_NH population is not reported separately in this report.)

(37) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

## Metadata

- (39) Community and Fraternal Centers [https://etdmpub.florida-estat.org/meta/gc\\_communitycenter.xml](https://etdmpub.florida-estat.org/meta/gc_communitycenter.xml)
- (40) Correctional Facilities in Florida [https://etdmpub.florida-estat.org/meta/gc\\_correctional.xml](https://etdmpub.florida-estat.org/meta/gc_correctional.xml)
- (41) Cultural Centers in Florida [https://etdmpub.florida-estat.org/meta/gc\\_culturecenter.xml](https://etdmpub.florida-estat.org/meta/gc_culturecenter.xml)
- (42) Fire Department and Rescue Station Facilities in Florida [https://etdmpub.florida-estat.org/meta/gc\\_firestat.xml](https://etdmpub.florida-estat.org/meta/gc_firestat.xml)
- (43) Local, State, and Federal Government Buildings in Florida [https://etdmpub.florida-estat.org/meta/gc\\_govbuild.xml](https://etdmpub.florida-estat.org/meta/gc_govbuild.xml)
- (44) Florida Health Care Facilities [https://etdmpub.florida-estat.org/meta/gc\\_health.xml](https://etdmpub.florida-estat.org/meta/gc_health.xml)
- (45) Hospital Facilities in Florida [https://etdmpub.florida-estat.org/meta/gc\\_hospitals.xml](https://etdmpub.florida-estat.org/meta/gc_hospitals.xml)
- (46) Law Enforcement Facilities in Florida [https://etdmpub.florida-estat.org/meta/gc\\_lawenforce.xml](https://etdmpub.florida-estat.org/meta/gc_lawenforce.xml)
- (47) Florida Parks and Recreational Facilities [https://etdmpub.florida-estat.org/meta/gc\\_parks.xml](https://etdmpub.florida-estat.org/meta/gc_parks.xml)
- (48) Religious Centers [https://etdmpub.florida-estat.org/meta/gc\\_religion.xml](https://etdmpub.florida-estat.org/meta/gc_religion.xml)
- (49) Florida Public and Private Schools [https://etdmpub.florida-estat.org/meta/gc\\_schools.xml](https://etdmpub.florida-estat.org/meta/gc_schools.xml)
- (50) Social Service Centers [https://etdmpub.florida-estat.org/meta/gc\\_socialservice.xml](https://etdmpub.florida-estat.org/meta/gc_socialservice.xml)
- (51) Assisted Rental Housing Units in Florida [https://etdmpub.florida-estat.org/meta/gc\\_assisted\\_housing.xml](https://etdmpub.florida-estat.org/meta/gc_assisted_housing.xml)
- (52) Group Care Facilities <https://etdmpub.florida-estat.org/meta/groupcare.xml>
- (53) Mobile Home Parks in Florida [https://etdmpub.florida-estat.org/meta/gc\\_mobilehomes.xml](https://etdmpub.florida-estat.org/meta/gc_mobilehomes.xml)
- (54) Migrant Camps in Florida <https://etdmpub.florida-estat.org/meta/migrant.xml>
- (55) Veteran Organizations and Facilities [https://etdmpub.florida-estat.org/meta/gc\\_veterans.xml](https://etdmpub.florida-estat.org/meta/gc_veterans.xml)
- (56) Generalized Land Use [https://etdmpub.florida-estat.org/meta/lu\\_gen.xml](https://etdmpub.florida-estat.org/meta/lu_gen.xml)
- (57) Census Block Groups in Florida [https://etdmpub.florida-estat.org/meta/e2\\_cenacs\\_cci.xml](https://etdmpub.florida-estat.org/meta/e2_cenacs_cci.xml)
- (58) 1990 Census Block Groups in Florida [https://etdmpub.florida-estat.org/meta/e2\\_cenblkgrp\\_1990\\_cci.xml](https://etdmpub.florida-estat.org/meta/e2_cenblkgrp_1990_cci.xml)
- (59) 2000 Census Block Groups in Florida [https://etdmpub.florida-estat.org/meta/e2\\_cenblkgrp\\_2000\\_cci.xml](https://etdmpub.florida-estat.org/meta/e2_cenblkgrp_2000_cci.xml)
- (60) 2010 Census Block Groups in Florida [https://etdmpub.florida-estat.org/meta/e2\\_cenblkgrp\\_2010\\_cci.xml](https://etdmpub.florida-estat.org/meta/e2_cenblkgrp_2010_cci.xml)



## Public Involvement Summary and Analysis

DRAFT

**DRAFT 05-25-2023**

## **PUBLIC INVOLVEMENT PLAN**

**Project Name:** Suncoast Parkway (SR 589) Widening  
Project Development & Environment (PD&E) Study

**Project Limits:** From South of Van Dyke Road to SR 52

**County/State:** Hillsborough and Pasco Counties, Florida

**Financial Project Number:** 448068-1-22-01

**Efficient Transportation Decision Making (ETDM):** 14503

In accordance with Part 1, Chapter 11 of the Project Development and Environment (PD&E) Manual, this Public Involvement Plan is submitted to the Florida's Turnpike Enterprise Environmental Management Office for review and approval.

Submitted By: \_\_\_\_\_ Date: \_\_\_\_\_  
Michael Garau, P.E.  
Consultant Project Manager

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_  
Henry Pinzon, P.E.  
Environmental Management Engineer  
Florida's Turnpike Enterprise

Concurrence by: \_\_\_\_\_ Date: \_\_\_\_\_  
Ivette Ruiz-Paz  
Acting Director of Communications  
Florida's Turnpike Enterprise

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## Appendices

Appendix A: Sociocultural Data Report (SDR)

## **PUBLIC INVOLVEMENT PLAN**

### **Project Development and Environment (PD&E) Study**

#### **Widening Suncoast Parkway (SR 589) From South of Van Dyke Road to SR 52 Hillsborough and Pasco Counties, Florida**

The purpose of this Public Involvement Plan (PIP) is to assist in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit. A schedule of events and a list of documentation exhibiting compliance with these procedures are included.

This plan is in compliance with the Florida Department of Transportation's *Project Development and Environment (PD&E) Manual, Part 1, Chapter 11*.

#### **I. DESCRIPTION OF PROPOSED IMPROVEMENT**

**Financial Project Number:** 448068-1-22-01

**Federal Aid Project Number:** N/A

**Project Limits:** The project limits are from south of Van Dyke Road in Hillsborough County to SR 52 in Pasco County. The total project length is approximately 16 miles.

**Proposed Activity:** Florida's Turnpike Enterprise (Enterprise) identified the need for capacity improvements and potential new and/or modified interchanges along the Suncoast Parkway (SR 589) from south of Van Dyke Road to SR 52 in Hillsborough and Pasco Counties. Improvements to the existing interchanges within the project limits will be evaluated as well as alternatives for new interchange access locations, which are to be determined. Alternatives will include Build alternatives and the No-Build alternative. Build alternatives along the mainline of the Suncoast Parkway (SR 589) shall include four (4) general toll lanes in each direction from south of Van Dyke Road to SR 54 and three (3) general toll lanes in each direction from SR 54 to SR 52. Recommendations for potential phased implementation will be included as part of the alternative's analysis process. Alternatives for consideration of one (1) new interchange access location will also be prepared.

A PD&E study will be conducted in order to identify and evaluate any potential environmental impacts that may result from the widening of the Suncoast Parkway (SR 589) from south of Van Dyke Road to SR 52. The study will include engineering services to develop concept plans that will be used to consider all social, economic, and environmental effects, and



potential mitigation measures as required by the Florida Department of Transportation (FDOT) PD&E Manual, along with the required environmental documents, engineering reports, and public involvement activities.

**Class of Action:** A State Environmental Impact Report (SEIR) is the expected level of environmental documentation required for this project.

**Project Location Map:** See Figure 1: Project Location Map on the following page.

**Project Contact Information:**

For additional information regarding this project contact:

Anil Sharma, P.E.  
Project Manager for Florida's Turnpike  
Enterprise (ANTHEM, subconsultant to  
HNTB)  
Florida's Turnpike Enterprise  
P.O. Box 613069  
Ocoee, FL 34761  
Telephone: (407) 264-3041  
E-mail: [anil.sharma@dot.state.fl.us](mailto:anil.sharma@dot.state.fl.us)

Michael Garau, P.E.  
Consultant Project Manager  
Kimley-Horn and Associates, Inc.  
189 South Orange Avenue, Suite 1000  
Orlando, FL 32801  
Telephone: (407) 427-1618  
E-mail: [Michael.Garau@kimley-horn.com](mailto:Michael.Garau@kimley-horn.com)

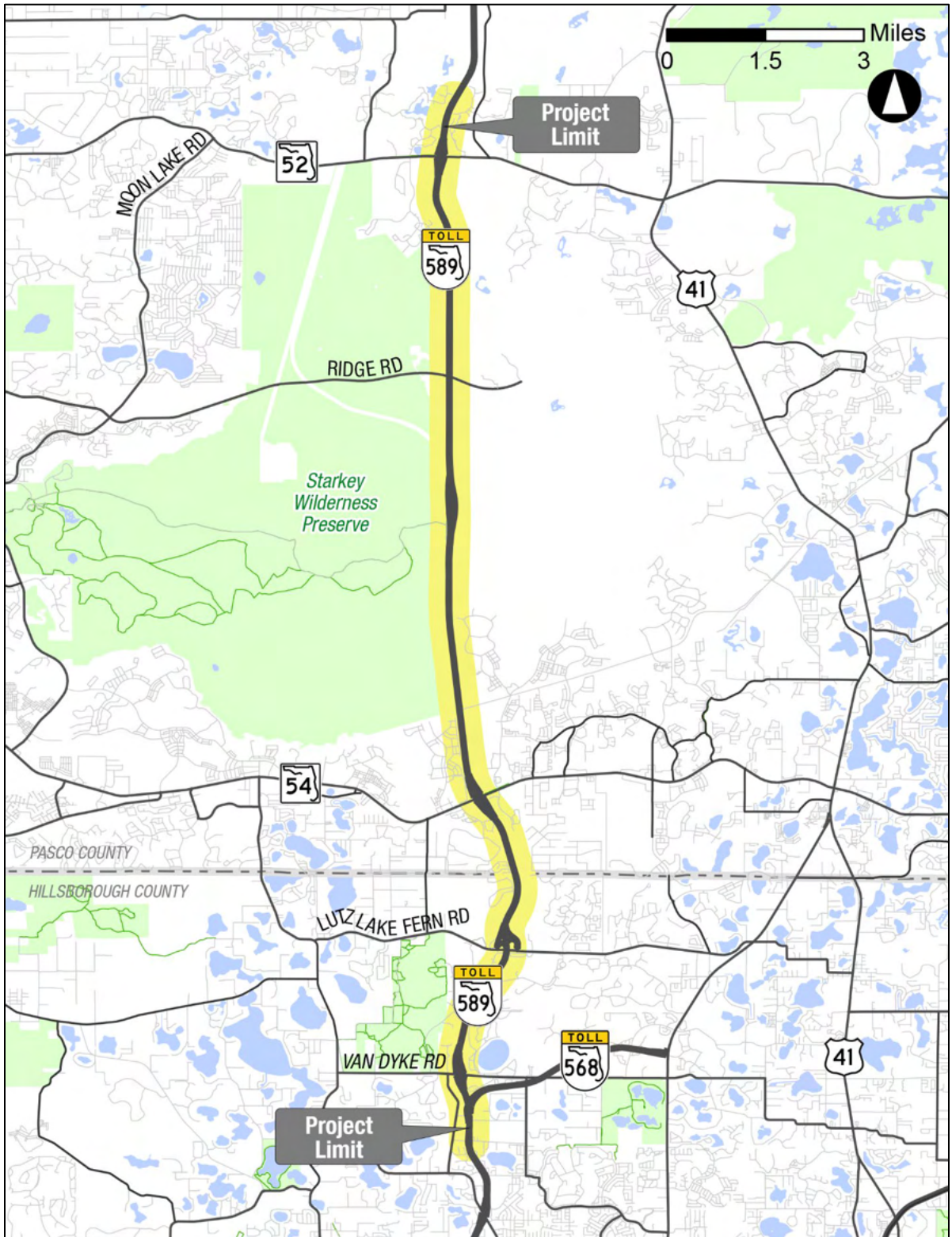


Figure 1: Project Location Map

## II. PROJECT BACKGROUND

The Suncoast Parkway (SR 589) was constructed as a four-lane (two lanes in each direction) limited access facility in the late 1990s to serve local and regional trips between the business and commercial centers in the City of Tampa and more residential areas in northern Hillsborough and Pasco Counties. Since its opening, travel demands have been steadily increasing with segments expected to exceed capacity by 2030. Prior to this PD&E Study, communications with the public have been limited regarding the planned widening of this facility. The project is not currently listed within the Hillsborough Transportation Planning Organization's (TPO's) Long Range Transportation Plan (LRTP), but it is listed within the Pasco County Metropolitan Planning Organization's (MPO's) LRTP. Significant features of the project corridor include the Suncoast Trail that extends along the west side from the Lutz Lake Fern Road interchange to beyond the northern terminus of the project. Planned improvements are expected to occur within existing right-of-way but anticipated concerns from the public include additional traffic related noise and potential modifications to the Suncoast Trail.

## III. PROJECT GOALS

The following goals have been defined for the public outreach effort:

- Ensure that the public understands the need for the project
- Ensure that the public understands the benefit of the proposed improvements and how they will address future traffic demand, and enhance safety and evacuation capabilities
- Ensure that the public understands the benefit of the proposed capacity improvements and potential new and/or modified interchanges
- Ensure that the public understands how the proposed capacity improvements and new interchanges will benefit the overall transportation network in Hillsborough and Pasco counties
- Clearly communicate the pros and cons of each alternative to ensure that the public understands the rationale for the preferred alternative

## IV. IDENTIFICATION OF ELECTED OFFICIALS AND AGENCIES

The following local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or expressed interest have been identified and will be contacted directly by the Enterprise throughout the study. As other concerned public agencies are identified throughout the study, they also will be listed and contacted.

### STATE:

- Florida Department of Agriculture and Consumer Services – Brian Camposano, ETAT Representative
- Florida Department of Agriculture and Consumer Services – Mark Kiser, ETAT Representative
- Florida Department of Agriculture and Consumer Services – Vincent Morris, ETAT Representative
- Florida Department of Economic Opportunity – Matt Preston, ETAT Representative
- Florida Department of Environmental Protection – Chris Stahl, ETAT Representative
- Florida Department of Environmental Protection, State 404 Program – Allan Popak, ETAT Representative

- Florida Department of Environmental Protection, State 404 Program – Jennipher Walton, ETAT Representative
- Florida Department of State – Benjamin Stewart, ETAT Representative
- Florida Department of State – Marcy Welch, ETAT Representative
- Florida Department of Transportation (FDOT), District 7 – David Gwynn, Secretary
- Florida Department of Transportation (FDOT), District 7 – Kris Carson, Communications Director
- Florida Department of Transportation (FDOT) Office of Environmental Management – Brook Wolfe, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Catherine Bradley, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Christine Ann Haddock, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Engy M. Samaan, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Katasha Cornwell, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Lindsay S. Rothrock, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Matt Marino, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Neil Campbell, ETAT Representative
- Florida Department of Transportation (FDOT) Office of Environmental Management – Thu-Huong Clark, ETAT Representative
- Florida Fish and Wildlife Conservation Commission – Jason Hight, ETAT Representative
- Florida Fish and Wildlife Conservation Commission – Laura DiGruttolo, ETAT Representative
- Florida Fish and Wildlife Conservation Commission – Robert Irving, ETAT Representative
- Florida Highway Patrol – Troop C, Major Richard Benton, Troop Commander
- Florida Highway Patrol – Troop J, Major William Harris, Troop Commander
- Florida Highway Patrol – Troop K, Major Kevin L. Blom, Troop Commander
- Florida Department of State, Division of Historical Resources, Alissa Slade Lotane, Director

**FEDERAL:**

- Federal Aviation Administration (FAA) Southern Region, Orlando Airports District Office – Bart Vernace, P.E., ADO Manager
- Federal Emergency Management Agency (FEMA), Region IV – Gracia B. Szczech, Regional Administrator
- Federal Highway Administration, Florida Division – Jamie Christian, Division Administrator
- Federal Transit Administration, Region 4 – Yvette G. Taylor, Regional Administrator
- National Park Service – Anita Barnett, ETAT Representative
- Natural Resources Conservation Service – Isabelle Giuliani, ETAT Representative
- Natural Resources Conservation Service – Willie Nelson, ETAT Representative
- U.S. Army Corps of Engineers – Lisa Lovvorn, ETAT Representative
- U.S. Army Corps of Engineers – Michelle L. Gilbert, ETAT Representative
- U.S. Army Corps of Engineers – Veronica del Carmen Beech, ETAT Representative



- U.S. Coast Guard – Jennifer Zercher, ETAT Representative
- U.S. Coast Guard – Omar Beceiro, ETAT Representative
- U.S. Coast Guard – Randall D. Overton, ETAT Representative
- U.S. Department of Agriculture, Natural Resources Conservation Service, Plant City Service Center – Leslie Diaz-Alvarez, District Conservationist
- U.S. Department of Agriculture, Natural Resources Conservation Service, Brooksville Service Center – Chelsie Miller, District Conservationist
- U.S. Department of Commerce, National Marine Fisheries Service – David A. Rydene, ETAT Representative
- U.S. Department of Commerce, National Park Service, Region 2 – Mark Foust, Regional Director
- U.S. Department of Health and Human Services – Xavier Becerra, Secretary
- U.S. Department of Housing and Urban Development, Jacksonville Field Office – Alesia Scott-Ford, Field Office Director
- U.S. Department of the Interior, Bureau of Indian Affairs, Eastern Regional Office – Kimberly Bouchard, Regional Director
- U.S. Department of the Interior, Bureau of Land Management, The Eastern States – Mitchell Leverette
- U.S. Department of the Interior, National Park Service, National Register of Historic Places Program – Joy Beasley, Keeper of the National Register of Historic Places
- U.S. Department of the Interior, U.S. Geological Survey – Holly Weyers, Regional Director, Southeast Region
- U.S. Department of Transportation, Federal Railroad Administration – Amit Bose, Administrator
- U.S. Environmental Protection Agency – Terry Adelsbach, ETAT Representative
- U.S. Environmental Protection Agency – William Kenneth Dean, ETAT Representative
- U.S. Environmental Protection Agency – Ntale Kajumba, ETAT Representative
- U.S. Environmental Protection Agency – Alya Singh-White, ETAT Representative
- U.S. Environmental Protection Agency – Amanetta Somerville, ETAT Representative
- U.S. Fish and Wildlife Service, Mark Cantrell, ETAT Representative
- U.S. Fish and Wildlife Service – Jose Rivera, ETAT Representative
- U.S. Fish and Wildlife Service – Mark Cantrell, ETAT Representative
- U.S. Fish and Wildlife Service – Zakia Williams, ETAT Representative

**REGIONAL:**

- Hillsborough Transportation Planning Organization (TPO) – Elizabeth Ehrreich, ETAT Representative
- Hillsborough Transportation Planning Organization (TPO) – Allison Yeh, ETAT Representative
- Hillsborough Transportation Planning Organization (TPO) – Beth Alden, Executive Director
- Pasco County Metropolitan Planning Organization (MPO) – Scott Ferry, ETAT Representative
- Pasco County Metropolitan Planning Organization (MPO) – Tania Gorman, ETAT Representative
- Pasco County Metropolitan Planning Organization (MPO) – Carl Mikyska, Executive Director
- Seminole Tribe of Florida – Danielle Ashley Simon, ETAT Representative
- Seminole Tribe of Florida – Paul N. Backhouse, ETAT Representative
- Southwest Florida Water Management District – Chastity LaRiche, ETAT Representative

- Southwest Florida Water Management District – Przemyslaw Kuzlo, ETAT Representative

**NATIVE AMERICAN TRIBES:**

- Miccosukee Tribe of Indians of Florida
  - Mr. Billy Cypress, Chairman
  - Mr. Kevin Donaldson, Environmental Specialist
- Muscogee (Creek) Nation
  - Mr. David Hill, Principal Chief
  - Historic and Cultural Preservation Department Muscogee (Creek) Nation Cultural Preservation
- Poarch Band of Creek Indians
  - Stephanie A. Bryan, Tribal Chair
  - Larry D. Haikey, PBCI Tribal Historic Preservation Officer
- Seminole Tribe of Florida
  - Mr. Marcellus W. Osceola, Chairman
  - Dr. Paul N. Backhouse, Sr. Director Heritage and Environmental Office (HERO)
  - Mr. Bradley Mueller, Compliance Review Supervisor
- Seminole Nation of Oklahoma
  - Mr. Lewis J. Johnson, Principal Chief
  - Mr. Ben Yahola, Tribal Historic Preservation Officer

**LOCAL ELECTED and APPOINTED OFFICIALS:**

Florida State Senators for Local Districts:

- The Honorable Jay Collins – Florida Senate, District 14
- The Honorable Ed Hooper – Florida Senate, District 21
- The Honorable Danny Burgess – Florida Senate, District 23

Florida State Representatives for Local Districts:

- The Honorable Kevin M. Steele – Florida Representative, District 55
- The Honorable Traci Koster – Florida Representative, District 66

Federal Delegation:

- The Honorable Rick Scott - U.S. Senator
- The Honorable Marco Rubio - U.S. Senator
- The Honorable Gus M. Bilirakis – US Representative, District 12
- The Honorable Kathy Castor – US Representative, District 14
- The Honorable Laurel Lee – US Representative, District 15

## **Local Elected & Appointed Officials**

### **Hillsborough County Elected Officials**



- The Honorable Harry Cohen – Commissioner, District 1
- The Honorable Ken Hagan – Chair, Commissioner, District 2
- The Honorable Gwen Myers – Vice-Chair, Commissioner, District 3
- The Honorable Michael Owen – Commissioner, District 4
- The Honorable Donna Cameron Cepeda – Chaplain, Commissioner, Countywide District 5
- The Honorable Pat Kemp – Commissioner, Countywide District 6
- The Honorable Joshua Wostal – Commissioner, Countywide District 7
- Chad Chronister – Sheriff
- Bob Henriquez – Property Appraiser
- Nancy C. Millan – Tax Collector
- Cindy Stuart – Clerk of Court and Comptroller
- Craig Latimer – Supervisor of Elections

### **Hillsborough County Appointed Officials**



- Bonnie M. Wise – County Administrator
- Greg Horwedel – Deputy County Administrator
- Kim Byer – Assistant County Administrator, Public Works
- Josh Bellotti – Director of Engineering & Operations
- Adam Gormly – Development Services Director
- Rick Valdez – Parks & Recreation Director
- Christine Beck – County Attorney
- Dennis Jones – Fire Chief
- Jaksa Petrovic – Acting Director of Economic Development
- Liana Lopez – Chief Communications Administrator
- Addison Davis – Hillsborough County Public Schools Superintendent

### **Pasco County Elected Officials**



- The Honorable Ron Oakley – Vice Chair, Commissioner, District 1
- The Honorable Seth Weightman – Commissioner, District 2
- The Honorable Kathryn Starkey – Commissioner, District 3
- The Honorable Gary Bradford – Commissioner, District 4
- The Honorable Jack Mariano – Chair, Commission Chairman, District 5
- Chris Nocco – Sheriff
- Mike Wells – Property Appraiser
- Mike Fasano – Tax Collector
- Brian E. Corley – Supervisor of Elections
- Nikki Alvarez-Sowles – Clerk of the Court and County Comptroller
- Kurt S. Browning – Pasco County Schools Superintendent

## Pasco County Appointed Officials



- Mike Carballa – County Administrator
- Sally Sherman – Assistant County Administrator, Development Services
- Keith Wiley – Parks, Recreation & Natural Resources Director
- Branford Adumuah – Public Works Director
- David Engel – Office of Economic Growth Director
- Margaret W. Smith – Engineering Services Director/County Engineer
- Marcy Esbjerg – Community Development Director
- Jesse Bednarik – Operations & Maintenance Manager
- Jeffrey Steinsnyder – County Attorney
- Scott Cassin – Fire Chief

## V. IDENTIFICATION OF AFFECTED COMMUNITIES AND STAKEHOLDERS

The project is located within unincorporated areas of Hillsborough and Pasco Counties. The demographics of the study area were obtained through a Sociocultural Data Report (SDR) analysis. A copy of the SDR is attached to this PIP as **Appendix A**. Based on the demographics of the study area, approximately 7% of those living near the study corridor speak English “less than very well” while approximately 3% speak English “not well or not at all” indicating the presence of limited English proficiency residents. Furthermore, approximately 22% of nearby residents are Hispanic. Therefore, the project team will translate all notification materials to Spanish and ensure that team members fluent in Spanish are present at the meetings.

The following local, state, and national public interest groups or organizations having a direct or expressed interest in the project study have been identified and will be contacted by the Enterprise.

### Residential

- Lake Carlton Arms
- Cheval
- Cheval West
- Van Dyke Farms
- Tarramore
- Villa Rosa
- Ivy Lake Estates
- Sierra Pines
- Tuscano at Suncoast
- Swan View Townhomes
- The Iris at Northpointe
- The Preserve
- Pier 8 at The Preserve
- Bexley
- Suncoast Pointe
- Suncoast Lakes
- Lennar at Angeline
- Grovewood Estates
- Lone Star Townhomes
- Lone Star Ranch
- Quail Ridge

### Education

- McKittrick Elementary School
- Steinbrenner High School
- Martinez Middle School
- Lutz Montessori School
- The Goddard School of Land O’ Lakes
- Rasmussen University – Central Pasco
- Classical Preparatory School



### **Fire Rescue**

- Hillsborough County Fire Station 34 – Van Dyke Road
- Pasco county Fire Station 9

### **Transit**

- Pasco County Public Transportation (GOPASCO) Route 54

### **Hotels**

- Residence Inn by Marriott Tampa Bay
- Hilton Garden Inn Tampa Suncoast Parkway
- SpringHill Suites by Marriott Tampa Bay

### **Medical**

- TouchPoint Healthcare and Medical
- AdventHealth Connerton Hospital
- HCA Florida Trinity Hospital
- Magnolia Manor Assisted Living
- BayCare Hospital
- St. Joseph's Hospital North

### **Parks and Trails**

- Hillsborough County Parks & Recreation
- Pasco County Parks, Recreation & Natural Resources

### **Tourism**

- Visit Florida
- Central Pasco Chamber of Commerce
- Greater Pasco Chamber of Commerce
- North Tampa Bay Chamber of Commerce
- Upper Tampa Bay Chamber of Commerce

### **Other**

- Tobacco Creek Executive Center
- Discovery Point Suncoast Crossings
- Northpointe Village Shopping Center

## **VI. OUTREACH ACTIVITIES**

The following techniques will be used to notify the public of the proposed transportation improvement and to solicit public input into the project development process.

### **Newspaper(s):**

❖ *Tampa Bay Times*  
490 1<sup>st</sup> Avenue S.  
St. Petersburg, FL 33701  
(800) 333-7505

❖ *Suncoast News*  
11321 US 19 N.  
Port Richey, FL 34668  
(727) 815-1000

❖ *La Gaceta*  
3210 E. 7<sup>th</sup> Avenue  
Tampa, FL 33605  
(813) 248-3921

**Television:**

- ❖ *Spectrum Bay News 9*  
700 Carillon Parkway, Suite 9  
St. Petersburg, FL 33716  
(727) 329-2400
- ❖ *WFLA-TV (NBC)*  
P.O. Box 1410  
Tampa, FL 33601  
(813) 228-8888
- ❖ *WEDU PBS*  
1300 North Boulevard  
Tampa, FL 33607  
(813) 254-9338
- ❖ *WTSP-TV / 10 Tampa Bay (CBS)*  
11450 Gandy Boulevard  
St. Petersburg, FL 33702  
(727) 577-1010
- ❖ *WTVT FOX 13 News*  
3213 W. Kennedy Boulevard  
Tampa, FL 33609  
(813) 876-1313
- ❖ *WUSF Public Media*  
4202 E. Fowler Avenue, WRB101  
Tampa, FL 33620  
(813) 974-8700
- ❖ *WFTS-TV/ABC Action News*  
4045 N. Himes Avenue  
Tampa, FL 33607  
(813) 354-2828

**Radio:**

- ❖ *WDUV-FM 105.5 The Dove*  
11300 4<sup>th</sup> Street N.  
St. Petersburg, FL 33716  
(727) 579-2000
- ❖ *WFUS-FM US 103.5*  
7 Feather Sound Drive  
Clearwater, FL 33762  
(813) 832-1000
- ❖ *WXGL-FM 107.3 The Eagle*  
11300 4<sup>th</sup> Street N  
St. Petersburg, FL 33716  
(727) 579-2000
- ❖ *WCIE-FM 91.5 The Joy FM*  
6214 Springer Drive  
Port Richey, FL 34668  
(727) 848-9150
- ❖ *WXTB-FM 98 Rock*  
4002 W. Gandy Boulevard  
Tampa, FL 33611  
(813) 832-1000

In addition to working with the media, a number of different notification techniques will be used throughout the project development process. A brief description of these techniques is provided below.

**Letters/Newsletters:**

Invitational and informational letters and newsletters will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties as feasible. It is anticipated that three newsletters will be distributed for this study prior: one to announce the project kickoff; one prior to the Alternatives Public Information Meeting; and one prior to the Public Hearing.

**News/Press Releases:**

News/press releases will be submitted to the Enterprise seven days prior to the Alternatives Public Information Meeting and the Public Hearing.

## **Public Notices/**

### **Ads:**

Public advertisement will be published in the *Tampa Bay Times*, the area newspaper with the largest circulation, and *La Gaceta*, the area Spanish language newspaper publication, once prior to the Alternatives Public Information Meeting and twice prior to the Public Hearing.

## **Public**

### **Announcements:**

In order to distribute PD&E phase information, files will be made available to organizations such as neighborhood/civic groups, Hillsborough County, and Pasco County, to publish in existing newsletters and websites. Any such correspondence will be coordinated through the Enterprise's Communications Office.

## **Direct Mail List**

### **For Public Hearings:**

The following will be contacted by direct mail in order to obtain input throughout the project development process and/or in order to provide project information:

- ❖ Those whose property lies, in whole or part, within at least 300 feet on either side of the centerline of each project alternative (Section 339.155, F.S.), as well as other local citizens who may be impacted by the construction of this project. This portion of the mailing list will be based on the County Property Appraiser's tax rolls.
- ❖ Local elected and appointed public officials or individuals who request to be placed on the mailing list for this project.
- ❖ Public and private groups, organizations, agencies, or businesses that request to be placed on the mailing list for this project.

## **Techniques:**

**Presentation to Local Officials:** Presentations will be given to local officials and agencies such as Hillsborough TPO, Pasco MPO, and Sun Coast Transportation Planning Alliance prior to the Alternatives Public Information Meeting and the Public Hearing to apprise local officials of the project status, specific location, and design concepts, and to receive their comments

**Public Information Meeting:** One Alternatives Public Information Meeting will be conducted to present the conceptual project alternatives being considered, and to obtain comments from the general public. This meeting will be informal.

**Public Hearing:** A formal Public Hearing, as required by federal regulations and state law, will be held.

**Information Meetings:** In addition to the scheduled public meetings, additional meetings will be held with the public, elected and appointed officials, public agencies, or civic groups. The purpose of these meetings

will be to apprise the attendees of the project status, specific location, and design concepts, and to receive input.

**Public Outreach Activity Schedule:**



Figure 2: Public Outreach Activity Schedule

**VII. COORDINATION WITH HILLSBOROUGH AND PASCO COUNTIES**

Copies of aerial maps depicting all alignment and design concepts under consideration, along with draft copies of engineering and environmental study documentation, will be furnished to the County Engineers, with their review and written comments solicited. Updated information will also be forwarded to the county for review and comment prior to the scheduled Public Hearing.

**VIII. PUBLIC HEARING**

In compliance with the Project Development and Environment (PD&E) Manual, 23 CFR 771, and Section 339.155, F.S., a Public Hearing will be held.

**Public Hearing Site:** The Public Hearing will be held at an appropriate facility convenient to the study area.

**Public Advertisement:** An advertisement will appear in the *Tampa Bay Times* and *La Gaceta* twice (at least 15 days and no more than 30 days) prior to the Public Hearing.

*Tampa Bay Times*  
 490 1<sup>st</sup> Avenue S.  
 St. Petersburg, FL 33701  
 (800) 333-7505



*La Gaceta*  
3210 E. 7<sup>th</sup> Avenue  
Tampa, FL 33605  
(813) 248-3921

In addition, an announcement of the Public Hearing will be published in the *Florida Administrative Register* and posted on FDOT's Public Notices Website at least 7 days prior to the Public Hearing.

**Letters of Invitation:** Letters of invitation will be mailed to all property owners as required by Section 339.155, F.S., and to local and appointed government officials notifying them of the upcoming Public Hearing. Notices may be hand-delivered to residences and businesses located directly along the project corridor as deemed necessary by the Enterprise.

**Hearing Preparation:** Slide presentations and/or video presentations, project corridor aerial maps, graphics, and handouts will be prepared to supplement the oral Public Hearing presentation.

**Transcript:** A verbatim transcript of the Public Hearing will be compiled to include written comments received at the Hearing and written comments received within the established comment period after the Hearing. All Public Hearing documentation (handouts, presentation, graphics, etc.) will be included with the transcript. The transcript will include a script of the recorded presentation, if applicable.

**Documents for Public Review:** All draft PD&E documents will be available for public review at least 21 calendar days prior to the Public Hearing date. The Draft SEIR will be made available for public review for at least twenty-one (21) days prior to the Public Hearing.

**Location of Documents for Public Review:** Public notice will be provided in the Public Hearing advertisement and by mailed invitational letters as to where the study documents are located for public review.

Suggested public review sites are:

- ❖ Austin Davis Public Library  
17808 Wayne Road  
Odessa, Florida 33556  
(813) 273-3652  
Monday: 12:00 pm – 8:00 pm  
Tuesday: 10:00 am – 8:00 pm  
Wednesday – Saturday: 10:00 am – 6:00pm  
Sunday: Closed

- ❖ Starkey Ranch Theatre Library Cultural Center  
12118 Lake Blanche Drive  
Odessa, Florida 33556  
(727) 815-7126  
Monday and Tuesday: 10:00 pm – 6:00 pm  
Wednesday and Thursday: 10:00 am – 8:00pm  
Friday and Saturday: 10:00 am – 5:00 pm  
Sunday: 1:00 pm – 5:00 pm

**Title VI and Related Statutes:**

Information about the Title VI Program will be provided in the presentation, by handout, signage, and through availability of personnel, on the Title VI Program and the Relocation Assistance Program.

**Americans with Disabilities Act Compliance:**

Notification of the Enterprise's intent to comply with the Americans with Disabilities Act will be provided in the public advertisements for the Public Hearing, in invitational letters to property owners/tenants and local officials, in handouts, and by selection of a Public Hearing site that meets ADA requirements.

**IX. PUBLIC HEARING FOLLOW-UP**

The following procedures will occur after the Public Hearing:

**Responses:**

Responses to letters received as a result of the hearing and questions and comments not answered at the Public Hearing will be made in writing.

**Public Hearing Transcript Package:**

A Transcript Package will be produced and submitted following the Public Hearing. The Transcript Package will include a verbatim hearing transcript prepared by an approved court reporter, an errata sheet detailing any transcript discrepancies, a copy of correspondence received by the Enterprise as part of the Public Hearing record, and affidavits of publication for newspaper ads advertising the hearing.

**Comments and Coordination Report:**

A Comments and Coordination Report will be developed and submitted at the conclusion of the study, containing, at a minimum, documentation regarding public participation performed throughout the study period. This report will include comments and responses received from the public, as well as Advance Notification, coordination with local officials and agencies, and public meetings; the verbatim transcript from the Public Hearing certification by the Project Manager (Moderator); and public comments.

## **X. PUBLIC INVOLVEMENT DURING DESIGN**

To the extent public involvement activities are necessary in the Design phase, the Design Project Manager will be responsible for coordinating any such activities.